CITY OF DALY CITY

Regular Meeting - PLANNING COMMISSION

AGENDA

Tuesday, May 2, 2023 - 7:00 PM
City Hall Council Chambers - 2nd Floor
City Hall 333 - 90th Street
Daly City CA 94015

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

Public Participation:

There are three ways to submit public comments: (1) email your comment directly to the Planning Division; (2) submit written comments via the City's website, and (3) attend the meeting in person.

1. To email your comment, simply email a comment to the planner identified in the public hearing notice or send the email to mvanlonkhuysen@dalycity.org. Public Comments may also be emailed to mvanlonkhuysen@dalycity.org. by including "Planning Commission Public Comment" in the subject line.
2. To submit a comment via the City's website, please visit www.dalycity.org/agendas and complete the Public Comment form. In the comment field box, include the item number and/or title of the item as well as your comments.
3. To speak at the meeting in person, please complete a Speaker Card located at the entrance to the Council Chambers and submit it to a staff member as early in the meeting as possible.

Please note: All written comments received by 4:00 pm on the meeting day will be provided to the Planning Commission prior to the meeting. Comments are not read aloud into the record. Any written comments received after 4:00 p.m. on the meeting date are not guaranteed to be received by the Planning Commission prior to the meeting.

Persons with disabilities who require auxiliary aids or services in attending or participating in this meeting should call the office of the Michael Van Lonkhuysen at 991-8158 as soon as possible.

OPENING OF MEETING:

AVAILABILITY OF PUBLIC RECORDS:

All public record to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the City Clerk's Office, City Hall located at 333 90th Street, Daly City, CA during normal business hours, at the same time that the public records are distributed or made available to the legislative body.

PLEDGE TO THE FLAG:

ADMINISTRATION OF OATH OF OFFICE:

1. Swearing in of: Theresa Faapuaa as Planning Commissioner

ROLL CALL:

APPROVAL OF MINUTES:

2. Approval of March 7, 2023 Planning Commission Minutes

PUBLIC HEARINGS:

3. General Plan Consistency Finding for Fiscal Year 2024 & Fiscal Year 2025 Capital Improvement Program (CIP) - Government Code Section 65103(c) requires that a City's Planning Commission review the City's Capital Improvement Program (CIP) and certify that it is consistent with the City's adopted General Plan. State law further requires that capital improvement programs be reviewed annually by the Planning Commission for the local jurisdiction for consistency with the General Plan and that the recommendations regarding the CIP and General Plan consistency be forwarded to the City Council.

   STAFF: Michael VanLonkhuysen

   RECOMMENDATION:

4. **Coastal Development Permit CDP-04-23-16189.** Request by the City of Daly City conduct maintenance at the seawall revetment and access road repair at Mussel Rock Landfill, Daly City, 150 Westline Drive. The project is Categorically Exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15301(d) – Restoration of Damaged Structures. APNs 008-201-030 and 008-460-010.

   STAFF: Michael VanLonkhuysen

   RECOMMENDATION:

5. **Use Permit UPR-4-23-16182 –** The applicant, Northeast Medical Services (NEMS), proposes a sign program for the existing office building located at 2171 Junipero Serra Boulevard. The project is exempt from CEQA per CEQA Guidelines Section (Existing Facilities). APN 002-342-270.

   STAFF: Michael VanLonkhuysen

   RECOMMENDATION:

6. **Use Permit UPR-2-23-16090 –** The applicant, Tube Art Group, proposes modifying the existing Westlake Shopping Center Sign Program to upgrade tenant and directional signs at 251 Westlake Center Drive. The project is exempt from CEQA per CEQA Guidelines Section

(Existing Facilities). APN 002-170-230.

STAFF: Michael Vanlonkhuysen

RECOMMENDATION:

7. **Use Permit UPR-1-22-15498 and Design Review Permit DR-07-22-015775 –** The applicant, Bill Beebe, Amor Architectural Corporation, representing the owner, requests approval to construct a new 2,480 square foot restaurant with drive through at the northwest corner of the Saint Francis Square Shopping Center (79 Saint Francis Square). The proposed project is categorically exempt pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332: In-Fill Development Projects. APN 008-481-270.

   STAFF: Michael VanLonkhuysen

   RECOMMENDATION:

8. **Planned Development PD-10-22-015932 (Preliminary Plan only) –** The applicant, DES Architects and Engineers, proposes to demolish an existing three-level parking garage and five-story office building, and construct a new eight-story office building with parking structure at 455 Hickey Boulevard. The applicant is requesting approval of two alternatives for the Preliminary Plan. Alternative one entails construction of an eight-story, 166-foot tall technology office building over a three-story parking podium. The total building area would be 280,000 square feet. An additional three-story parking structure would be constructed east of the office building. Alternative two would entail the construction of a five-story, 118-foot tall, medical office building with a total of 180,000 square feet and would be placed within the same building footprint as the technology office. At this phase of entitlement, the Planning Commission would consider the Preliminary Plan to rezone from Light Commercial (C-1), Commercial Office (C-O) and Planned Development (PD8A), to a new Planned Development (PD) zone. The project is anticipated to receive a CEQA Mitigated Negative Declaration. APN 091-134-140.

   STAFF: Michael VanLonkhuysen

   RECOMMENDATION:

9. **Major Subdivision SUB-05-21-015047, Use Permit UPR-05-21-015048, Design Review DR-05-21-015049, and Lot Merger LOT-05-21-015050 -** The applicant, Lamar Zhao, is proposing construction of a seven-story mixed-use condominium building on currently vacant lots at 2321 Geneva Avenue. The applicant proposes 167 studio units and 18 one-bedroom units. In addition, the project will include two commercial spaces on the ground floor totaling 3,682 square feet and a parking garage accommodating 82 parking spaces.

   STAFF: Michael VanLonkhuysen

   RECOMMENDATION:

PUBLIC APPEARANCES, STAFF COMMUNICATIONS:

ACQUISITIONS, VACATIONS, ETC. - SECTION 65402(A)

ADJOURNMENT:

CITY OF DALY CITY
PLANNING COMMISSION
MEETING
Draft
MINUTES

Tuesday, March 7, 2023 – 7:00 PM

http://bit.ly/dalycitymar7

OPENING OF MEETING:

PLEDGE TO THE FLAG:

ROLL CALL:

PRESENT: R. Paniza, T. Proano, R. Satorre, V. Villanueva

SELECTION OF CHAIR AND VICE CHAIR: Teresa Proano, Chair; Reigil Paniza, Vice Chair

MINUTES: Approval of Minutes of October 4, 2022 and of February 7, 2023

PUBLIC HEARING:

1. **General Plan Amendment GPA-8-20-14643, Zone Change ZC-8-20-14633, Major Subdivision SUB-8-20-15634, Use Permit UPR-8-20-14642 and Design Review DR-8-20-14636 –** The applicant, Clarum Homes, is submitting a proposal to amend the Daly City General Plan and rezone a 0.71-acre site located at 141 3rd Avenue for the purpose of constructing 14 three-story townhomes. The project site is presently designated Residential – Low Density (R-LD) in the General Plan and is zoned I-D Interim District. Under the proposal, the General Plan land use designation would be amended to Residential – Medium Density (R-MD) and the site would be rezoned to R-3 – Multiple Family Residential District.

   Staff report presented by: Michael Van Lonkhuysen, Planning Division Manager

   On March 7, 2023, the Planning Commission voted 3-0 (Commissioner Paniza recused) to recommend that the City Council approve the General Plan Amendment, Zone Change, Major

Subdivision, Use Permit, and Design Review. Although supportive of the project, the Commission asked several questions concerning the project, which are provided in bold italics.

Moved by Commissioner Satorre, seconded by Commissioner Villanueva to close the public hearing. Motion carried 3-0.

Moved by Commissioner Satorre, seconded by Commissioner Villanueva to adopt the findings as outlined in the staff report of March 7, 2023.Motion carried 3-0.

Moved by Commissioner Satorre, seconded by Commissioner Villanueva to recommend that the City Council find the project exempt from California Environmental Quality Act. Motion carried 3-0.

Moved by Commissioner Satorre, seconded by Commissioner Villanueva to recommend approval of General Plan Amendment GPA-8-20-14643, Zone Change ZC-8-20-14633, Major Subdivision SUB-8-20-15634, Use Permit UPR-8-20-14642 and Design Review DR-8-20-14636 subject to the Findings and Conditions outlined in the staff report of March 7, 2023. Motion carried 3-0.

2. **Use Permit UPR-10-22-15907 and Design Review DR-2-23-16093 –** The applicant, Nelson Tong, is proposing to convert and existing two story over garage office building to a 14-unit apartment building at 1784 Sullivan Avenue.

Staff report presented by: Michael Van Lonkhuysen, Planning Division Manager

On March 7, 2023, the Planning Commission voted 4-0 (Crump absent) to recommend that the City Council approve Use Permit UPR-10-22-15907 and Design Review DR-2-23-16093. Although supportive of the project, the Commission made two design recommendations for it.

Move by Commissioner Satorre, seconded by Commissioner Paniza to close the public hearing. Motion carried 4-0.

Moved by Commissioner Villanueva seconded by Commissioner Satorre to adopt the findings as outlined in the staff report of March 7, 2023. Motion carried 4-0.

Moved by Commissioner Satorre, seconded by Commissioner Paniza to recommend approval of Use Permit UPR-10-22-15907 and Design Review DR-2-23-16093 subject to the Findings and Conditions outlined in the staff report of March 7, 2023. Motion carried by 4-0.

Draft

PUBLIC APPEARANCES, STAFF COMMUNICATIONS:

ACQUISITIONS, VACATIONS, ETC. - SECTION 65402(A):

ADJOURNMENT: Moved by Commissioner Satorre, seconded by Commissioner Villanueva to adjourn the meeting at 8:20 p.m.

For further information regarding the above projects or to obtain staff report for any of the above projects, please contact Michael VanLonkhuysen at mvanlonkhuysen@dalycity.org. Persons with disabilities who require auxiliary aids or services in attending or participating in this meeting should notify the Office of the City Clerk at 991-8078 as early as possible.

Availability of Public Records: All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the City Clerk's Office, City Hall located at 333 90th Street, Daly City, CA during normal business hours, at the same time that the public records are distributed or made available to the legislative body.

Draft

Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	May 2, 2023
Project Planner:	Michael VanLonkhuysen, Planning Manager
Project Location:	Citywide
Project Description:	General Plan Consistency Finding for Fiscal Year 2024 & Fiscal Year 2025 Capital Improvement Program (CIP)
Applicant/Owner:	City of Daly City – Finance Department 333 90th Street Daly City, CA 94015
Environmental Assessment:	Exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15061 – Review for Exemption

Background

Government Code Section 65103(c) requires that a City's Planning Commission review the City's Capital Improvement Program (CIP) and certify that it is consistent with the City's adopted General Plan. State law further requires that capital improvement programs be reviewed annually by the Planning Commission for the local jurisdiction for consistency with the General Plan and that the recommendations regarding the CIP and General Plan consistency be forwarded to the City Council.

Discussion

The CIP is a multi-year expenditure plan that prioritizes and recommends funding for various improvements projects in excess of $50,000. Projects included in the CIP must be consistent with the goals and policies of the General Plan. CIP project selection and funding recommendations are made to the City Council as part of the budget process, which operates on a two-year budget cycle. For the next budget cycle, all projects that are recommended to be funded are for improvements to existing systems/facilities and master planning purposes. The CIP will be presented to Council prior to the commencement of Fiscal Year 2024 for adoption as part of the City budget.

Please note that the Commission is making recommendations regarding whether projects are consistent with the City's adopted General Plan and not whether the individual projects should be funded. The Planning commission's role is limited to certifying the consistency of the CIP with the General Plan, not to approve or disapprove of any particular project within the CIP.

Recommendation

Staff recommends the Planning Commission find the CIP consistent with the City's General Plan. Staff is available to provide any additional information desired by the Planning Commissioners.

Respectfully submitted,

Michael VanLonkhuysen
Planning Manager

Tatum Mothershead
Director of Economic and Community Development

Attachments

Attachment A – List of CIP Projects

PROPOSED PROJECTS	FY2024	FY2025
ADA BARRIER REMOVAL PROJECT (2023-24)	152,000	-
ADA FACILITY UPGRADE PROJECT (2025-26)	-	1,000,000
ADA/SIDEWALK IMPROVEMENTS (2023-24)	152,000	-
ADA/SIDEWALK IMPROVEMENTS (2024-25)	-	157,000
BAYSHORE PARK REHABILITATION	-	650,000
BAYSHORE STREET SLURRY SEAL	-	1,750,000
CITRUS PUMP STATION GENERATOR REPLACEMENT	3,000,000	-
CIVIC CENTER EAST	50,000	-
CIVIC CENTER EMERGENCY GENERATOR REPLACEMENT	-	270,000
CIVIC CENTER NORTH TENANT IMPROVEMENTS	1,184,000	-
COOPERATIVE PROJECT DEVELOPMENT	69,000	72,000
CROSSWALK IMPROVEMENTS	-	190,000
DAISAKU IKEDA CANYON SITE MAINTENANCE (2018-19)	-	500,000
DALY CITY SAFE ROUTES TO SCHOOL	4,000,000	-
EQUIPMENT - PICK UP TRUCK	50,000	50,000
FIRE DEPARTMENT FACILITIES MASTER PLAN	100,000	-
FIRE STATION 91 DEFERRED MAINTENANCE	60,000	-
FIRE STATION 93 APPARATUS BAY ROOF REPLACEMENT	150,000	-
FIRE STATION 93 HVAC SYSTEM	200,000	-
FIRE STATION AUTOMATIC GATES AT STATIONS 91, 94 AND 95	-	150,000
GELLERT PARK COVERED TRASH ENCLOSURE	-	157,500
HEADWORKS 1 FINE SCREEN REPLACEMENT	-	200,000
HYDROPNEUMATIC TANK REPLACEMENTS	50,000	50,000
I-280 CROSSING SEWER MAIN IMPROVEMENTS - SOUTHGATE TO JUNIPERO SERRA	150,000	500,000
MISSION ST. TRANSIT HUB & BUS SHELTER PAINTING & LED LIGHTING UPGRADE	150,000	-
MUSSEL ROCK LANDFILL DRAINAGE PIPE REPAIR/REPLACEMENT/MAINTENANCE	-	825,000
MUSSEL ROCK LANDFILL GABION WALL REPAIR/REPLACEMENT	-	825,000
MUSSEL ROCK LANDFILL SITE MAINTENANCE	58,250	-
MUSSEL ROCK MISCELLANEOUS WASTE MITIGATION/STABILIZATION	2,700,000	1,000,000
MUSSEL ROCK SITE ROUTINE MONITORING	173,802	178,302
NEW WELL AT RESERVOIR 5B ON MARGATE	500,000	500,000
PALISADES AND NORTHRIDGE PARK FENCE REPLACEMENT	100,000	-
PARKING LOT IMPROVEMENTS (2024-25)	-	320,000
PARKING METER UPGRADING	-	500,000
PARKS/FLEET MAINTENANCE ROOF REPLACEMENT	660,000	-
PLANT COMPRESSOR REPLACEMENT	-	500,000
PLANT ELECTRICAL/INSTRUMENTATION UPGRADE	250,000	250,000
PLANT IMPROVEMENTS	300,000	300,000
PLANT PROCESS IMPROVEMENTSlant Process Improvements	500,000	500,000
PLANT STRUCTURE IMPROVEMENTS	350,000	350,000
POINTE PACIFIC GENERATOR REPLACEMENT	500,000	-
PRESSURE REDUCING VALVE REPLACEMENTS	100,000	100,000
RESERVOIR 5B STRUCTURAL REHABILITATION	2,000,000	-
RESERVOIR 7 REPLACEMENT	250,000	-
RESERVOIR 8 INTERIOR COATINGS	150,000	450,000
RESERVOIR FENCING	100,000	100,000
RO 256 PALISADES STREETLIGHT CONVERSION	2,560,000	-
RO 460 NORTHRIDGE STREETLIGHT CONVERSION	-	190,000
SCADA SYSTEM UPGRADES-SANITATION	100,000	100,000
SCADA SYSTEM UPGRADES-WATER	100,000	100,000

SEWER LIFT STATION REHAB/REPLACEMENT	150,000	400,000
SEWER MAIN REHABILITATION/IMPROVEMENTS	200,000	200,000
SKYLINE STREET SLURRY SEAL	300,000	-
SOUTHGATE AVENUE AND SCHOOL STREET IMPROVEMENTS	-	-
SSMP/MASTER PLAN - SYSTEM IMPROVEMENTS	200,000	200,000
STREET RESURFACING (2023-24)	2,742,000	-
STREET RESURFACING (2024-25)	236,000	2,100,000
STREET RESURFACING (2025-26)	-	191,000
STREET RESURFACING SANITATION MAINS	100,000	100,000
STREET RESURFACING WATER MAINS	50,000	50,000
TRAFFIC SIGNAL/STREETLIGHT IMPROVEMENTS	150,000	155,000
TREATMENT PLANT AIR SCRUBBERS	100,000	100,000
VALE WELL REPLACEMENT	-	3,000,000
VEHICLE UPGRADES	40,000	40,000
VISION ZERO IMPROVEMENTS	190,000	-
VISTA GRANDE DRAINAGE BASIN IMPROVEMENT PROJECT	-	1,000,000
WATER FACILITY MASTER PLAN	250,000	-
WATER MAIN IMPROVEMENTS	500,000	1,500,000
WELL REHABILITATION	150,000	150,000
WESTLAKE ELECTRICAL UPGRADE	200,000	-
WESTLAKE LIBRARY HVAC AND ROOF REPLACEMENT REPAIRS	1,750,000	-
WESTLAKE PARK MASTER PLAN	80,000	80,000
Grand Total	**28,357,052**	**22,050,802**

Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	May 2, 2023
Application:	Coastal Development Permit CDP-04-23-16189
Project Planner:	Michael VanLonkhuysen, Planning Manager
Project Location:	Mussel Rock Landfill, Daly City, 150 Westline Drive Assessor Parcel Numbers: 008-201-030 and 008-460-010
Project Description:	Maintenance at the seawall revetment and access road repair
Applicant and Property Owner:	City of Daly City 333 90th Street Daly City, CA 94015
Environmental Assessment:	Exempt from the California Environmental Quality Act (CEQA) in accordance with CEQA Guidelines Section 15301(d) – Section 15301(d) – Restoration of Damaged Structures
Applicable Daly City Municipal Code Provisions:	Chapter 17.23 – OS Open Space District Chapter 17.27 – RP Resource Protection Combining District

Background

The City has maintained the Mussel Rock Landfill in compliance with the Regional Water Quality Control Board (RWQCB) requirements since the landfill's closure in 1978 (see Attachment A – Location Map). The site is located within an active landslide and is subject to ground movement and erosion.

In general, routine maintenance improvements and repairs are necessary at the landfill to avoid exposing and releasing buried garbage into the ocean. The City's maintenance efforts are focused on adequate landfill cover, integrity of the site's drainage system, structural integrity and maintenance of the seawall, erosion prevention and maintaining the maintenance access roads. Due to ground movement, natural erosion, and vegetation growth, maintenance and repair activities are required to maintain the seawall, the maintenance access roads, and the functionality of the storm drain system. Each of these efforts is intended to maintain the landfill in accordance with all regulatory requirements.

Proposed Maintenance Activities

The maintenance activities under the current proposal consist of repairing and stabilizing those areas of the existing seawall revetment that have been damaged by on-going wave action. Also included in this project is the repair if the west edge of the seawall access road. The repair of the seawall wall will not extent or expand the existing access road footprint, and will consist of placing: 1) CalTrans XI armor stone (4-ton),2) Caltrans Class V underlayer stone (1/4 ton), and 3) compacted granular/aggregate material along the west edge of the seawall access road. The seawall revetment repair is based on an engineered design that will provide plans and specifications to rebuild damaged portions of the seawall. Final grades of the repaired sections of revetment will blend into adjacent grades on both sides of the repair.

With reagerd to the seawall access repair, the work to be performed includes placing granular/aggregate base material at the top of the revetment as it intersects with the west edge of the seawall access road to restore the road surface and fill voids at the top of the revetment. This task will not expand the access road surface beyond the historic width.

Coastal Development Permit

The subject site is located within the Open Space (OS) district and Resource Protection (-RP) combining district, the latter of which requires a Coastal Development Permit (CDP) for new structures. Staff has determined that a CDP is required for the proposed maintenance activities.

The purpose of the CDP is to assure that the proposed activities within the Resource Protection combining district do not create or contribute to adverse impacts to sensitive resources or geotechnically hazardous areas, nor impact coastal resources in contradiction of the Daly City Coastal Program and California Coastal Act.

In light of these mandates, staff has found the proposed maintenance activities consistent with the requirements of the Resource Protection combining district in the following ways:

1. None of the proposed maintenance activities constitute a building or structure, nor are any improvements proposed within fifty feet from a bluff edge of the bluff;

2. None of the proposed maintenance activities require permanent foundations or footings. The existing pipes that will be maintainted are instead inset and/or anchored to the ground, and/or run overground, and, as such, do not constitute structures subject to further geotechnical investigation;

3. The proposed maintenance activities would not impede public access to the coastline, promontories, or scenic vistas, nor would they obstruct views to or from the coastline, promontories, or vistas. No aboveground pipes are proposed over existing trails or pedestrian access routes;

4. The proposed maintenance activities are consistent with the provisions of the Resource Protection combining district, which limit grading operations to those activities required for drainage or erosion control;

5. Any grading undertaken as part of the proposed maintenance activities will meet the standards and requirements of the State of California and City of Daly City; and

6. Based on previous geotechnical analyses performed at the subject site, it has been determined that the proposed maintenance activities will have no adverse effect on the site or adjacent areas, will not endanger life or property, and will not require protective structures at any time during the economic life of the project.

Environmental Assessment

Staff has reviewed the proposed maintenance activities under the requirements of the California Environmental Quality Act (CEQA) and has determined that the activities are exempt from the California Environmental Quality Act (CEQA) in accordance with CEQA Guidelines Section 15301(d) – Restoration of Damaged Structures.

Findings

Staff finds that the proposed Coastal Development Permit CDP-04-23-16189 is in accordance with Chapter 17 of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in the vicinity. The proposed project would not be injurious or detrimental to property and improvements in the neighborhood or result in substantial environmental damage or disturbance. These findings are based in part on the following facts:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission will conduct a public hearing on May 2, 2023; notice of said hearing was by newspaper publication, and posting and first class mailing to property owners within 300 feet of the site and residents within 100 feet of the site, on April 20, 2023.

2. The Planning Comission has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined that the proposed maintenance activities are exempt from the California Environmental Quality Act (CEQA) in accordance with CEQA Guidelines Section 15301(d) – Restoration of Damaged Structures.

3. The proposed project as a conditioned, is consistent with the Zoning Regulations Chapter 17.27, Resource Protection Combining District, and is compatible with other permitted uses listed within the zone. The project would not be detrimental to the uses within the vicinity of the project site for the following reasons:

   (a) None of the proposed maintenance activities do not constitute a building or structure, nor are any improvements proposed within fifty feet from a bluff edge of the bluff;

   (b) None of the proposed maintenance activities require permanent foundations or footings. The existing pipes that will be maintainted are instead inset and/or anchored to the ground, and/or run overground, and, as such, do not constitute structures subject to further geotechnical investigation;

   (c) The proposed maintenance activities would not impede public access to the coastline, promontories, or scenic vistas, nor would they obstruct views to or from the coastline, promontories, or vistas. No aboveground pipes are proposed over existing trails or pedestrian access routes;

   (d) The proposed maintenance activities are consistent with the provisions of the Resource Protection combining district, which limit grading operations to those activities required for drainage or erosion control;

   (e) Any grading undertaken as part of the proposed maintenance activities will meet the standards and requirements of the State of California and City of Daly City; and

   (f) Based on previous geotechnical analyses performed at the subject site, it has been determined that the proposed maintenance activities will have no adverse effect on the site or adjacent areas, will not endanger life or property, and will not require protective structures at any time during the economic life of the project.

4. The proposed project as conditioned will allow the City to continually assure adequate landfill cover, and will mitigate the exposed waste condition.

5. The project as conditioned meets the Daly City Coastal Element and Coastal Act Policies for Hazard Areas § 30253 (1) and (2) Standards for new development, as the improvement proposed are minor and have been designed to minimize risks to life and property in areas of high geologic, flood and fire hazard, and to assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that could substantially alter natural landforms along bluffs and cliffs.

Conditions of Approval

Staff recommends approval of Coastal Development Permit CDP-04-23-16189 based on the following conditions as specified by each Department and Division. The City shall comply with these conditions prior to or in conjunction with any building permit issuance for the proposed improvements.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

1. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval and minor changes to the plan, must be approved by the Planning Division. Major site modifications shall be treated as an amendment and shall be subject to review of the Planning Commission and City Council;

2. The Coastal Development Permit CDP-04-23-16189 approval granted herein shall be valid for a period of one year. If work has not commenced within this timeframe, the City shall apply for a time extension; and

RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. Adopt the Findings as outlined herein;

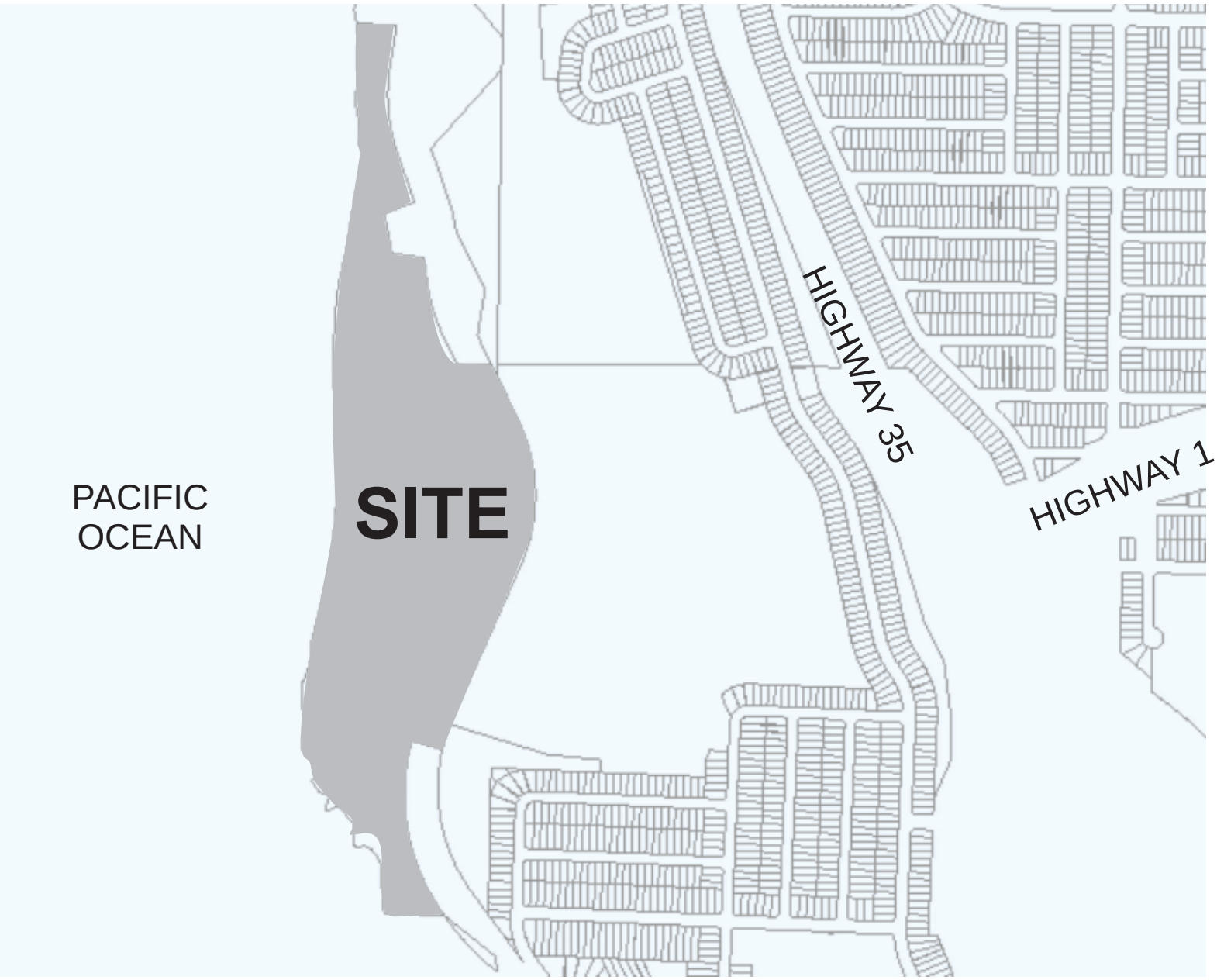
2. Approve Coastal Development Permit CDP-04-23-16189 subject to Conditions of Approval identified herein.

Respectfully submitted,

Michael VanLonkhuysen
Planning Manager

Tatum Mothershead
Director of Economic and
Community Development

Attachments
Attachment A – Location Map
Attachment B – Site Maintenance Plan

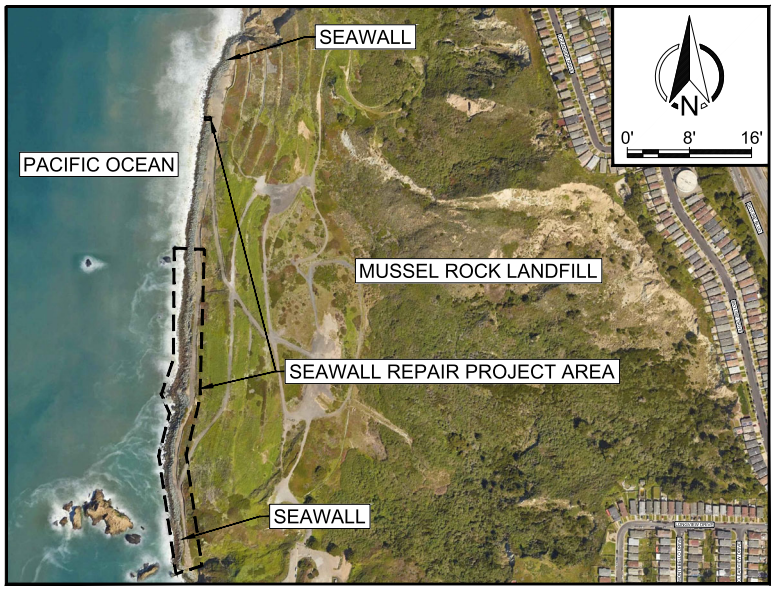


ATTACHMENT A

MUSSEL ROCK 2020 SEAWALL REPAIR PROJECT
DALY CITY, CALIFORNIA

SHEET INDEX

SHEET NO.	
1	TITLE PAGE
2	GENERAL NOTES AND DETAILS
3	SITE PLAN, ACCESS PLAN
4	SEAWALL REPAIR PLAN AND TYPICAL SECTIONS, REPAIR AREAS 1, 2, AND 3
5	SEAWALL REPAIR PLAN AND TYPICAL SECTIONS, REPAIR AREAS 4, 5, AND 6
6	SEAWALL REPAIR PLAN AND TYPICAL SECTIONS, REPAIR AREAS 7, 8, AND 9



LOCATION MAP

APPROVALS:

RICHARD CHIU, PE
DIRECTOR OF PUBLIC WORKS — DATE:

JEFFREY FORNESI
ASSISTANT TO THE PUBLIC WORKS DIRECTOR — DATE:

TATUM MOTHERSHEAD
DIRECTOR OF ECONOMY & COMMUNITY DEVELOPMENT — DATE:

KEVIN FEHR, P.E. #78518
CITY ENGINEER — DATE:

PLANS APPROVED FOR CONSTRUCTION

RICHARD CHIU, PE
DIRECTOR OF PUBLIC WORKS — DATE:

KEVIN FEHR, P.E. #78518
CITY ENGINEER — DATE:

PLANS CONFIRMED TO "AS BUILT" CONDITION:

KEVIN FEHR, P.E. #78518
CONSTRUCTION MANAGER — DATE:

CITY COUNCIL

MAYOR:	ROD DAUS-MAGBUAL
VICE MAYOR:	RAYMOND A. BUENAVENTURA
COUNCIL MEMBERS:	PAMELA DIGIOVANNI JUSLYN C. MANALO GLENN R. SYLVESTER
CITY MANAGER:	THOMAS J. PICCOLOTTI
CIVIC CENTER:	333 90TH STREET, DALY CITY, CA 94015 PHONE: (650) 991-8064 FAX: (650) 991-8243

R.P.E.

REGISTERED PROFESSIONAL ENGINEER — MICHAEL E. VELAYO — No. C56234 — CIVIL — STATE OF CALIFORNIA

THE CITY OF DALY CITY
CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

MUSSEL ROCK
2021 SEAWALL REPAIR PROJECT

TITLE PAGE

DRAWN:	T.R.A.	DATE: OCTOBER, 2022	APPROVED _____ CITY ENGINEER		
DESIGNED:	M.V.	SCALE: 1" = 8'	PROJECT NUMBER	SHEET COUNT	SHEET NUMBER
CHECKED:	M.V.	SURVEY NO.	2022-10-CS	1 OF 6	01

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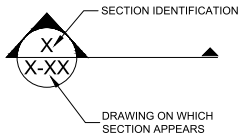
GENERAL ABBREVIATIONS

Ø	DIAMETER
%	PERCENT
A1, A2	GABION WALL START-STOP DESIGNATION
APPROX.	APPROXIMATE
AVE	AVERAGE
B.G.S.	BELOW GROUND SURFACE
CMP	CORRUGATED METAL PIPE
CORR	CORRUGATES
CPP	CORRUGATED PLASTIC PIPE
EA	EACH
EL	ELEVATION
(E)	EXISTING
EG	EXISTING GRADE
FG	FINISH GRADE
FT	FOOT
GW-A	GABION WALL DESIGNATION
HDPE	HIGH DENSITY POLYETHYLENE
H	HORIZONTAL
IMP	IMPROVEMENT
IN	INCH
INV	INVERT
MHW	MEAN HIGH WATER
(N)	NEW
N.I.C.	NOT IN CONTRACT
NTS	NOT TO SCALE
O.C.	ON CENTER
PVC	POLYVINYL CHLORIDE
SCH40	SCHEDULE 40
STA 1+00	STATION DESIGNATION
STD	STANDARD
V	VERTICAL

GENERAL NOTES

1. THE CONTRACTOR SHALL PROTECT EXISTING INFRASTRUCTURE, INCLUDING MONITORING WELLS, SURVEY MARKERS, EXISTING DRAIN PIPES AND HALF-ROUND CMP CHANNELS.

2. TYPICAL SECTION NUMBERING SYSTEM



3. CONTRACTOR SHALL USE AVAILABLE OPEN AREA ON UPPER DECK OF LOWER DISPOSAL AREA AND FAR SOUTH END OF SEAWALL AS STAGING AREAS.

LEGEND

- LIMITS OF WASTE DISPOSAL (APPROX LOCATION)
- (E) TOPOGRAPHIC MAJOR CONTOUR (FEET)
- (E) TOPOGRAPHIC MINOR CONTOUR (FEET)
- PROPOSED MAJOR TOPOGRAPHIC CONTOUR (FEET)
- PROPOSED MINOR TOPOGRAPHIC CONTOUR (FEET)
- PROPOSED CULVERT SYSTEM
- (E) GABION WALL
- (E) SITE ACCESS ROAD
- (E) FLOWLINE
- (E) LIMIT OF REFUSE
- (E) DROP INLET AND CULVERT SYSTEM
- GABION WALL WITH START-END ALIGNMENT AND STATIONING DESIGNATION (0+00, 1+00)
- **GW-A** GABION WALL IDENTIFICATION
- CONSTRUCTION TRAFFIC AND ACCESS TO SEAWALL REPAIR AREAS
- (E) OUTFALL
- MEAN HIGH WATER (MHW)
- STAGING AREA
- SLOPE (2 HORIZONTAL TO 1 VERTICAL)
- IN-FILL MATERIAL (TYP)

R.P.E.

REGISTERED PROFESSIONAL ENGINEER
MICHAEL E. VELEZ
No. C56234
CIVIL
STATE OF CALIFORNIA

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DEPARTMENT OF PUBLIC WORKS

MUSSEL ROCK
2021 SEAWALL REPAIR PROJECT

GENERAL NOTES AND DETAILS

DRAWN: T.R.A.	DATE: OCTOBER, 2022	APPROVED _____ CITY ENGINEER	
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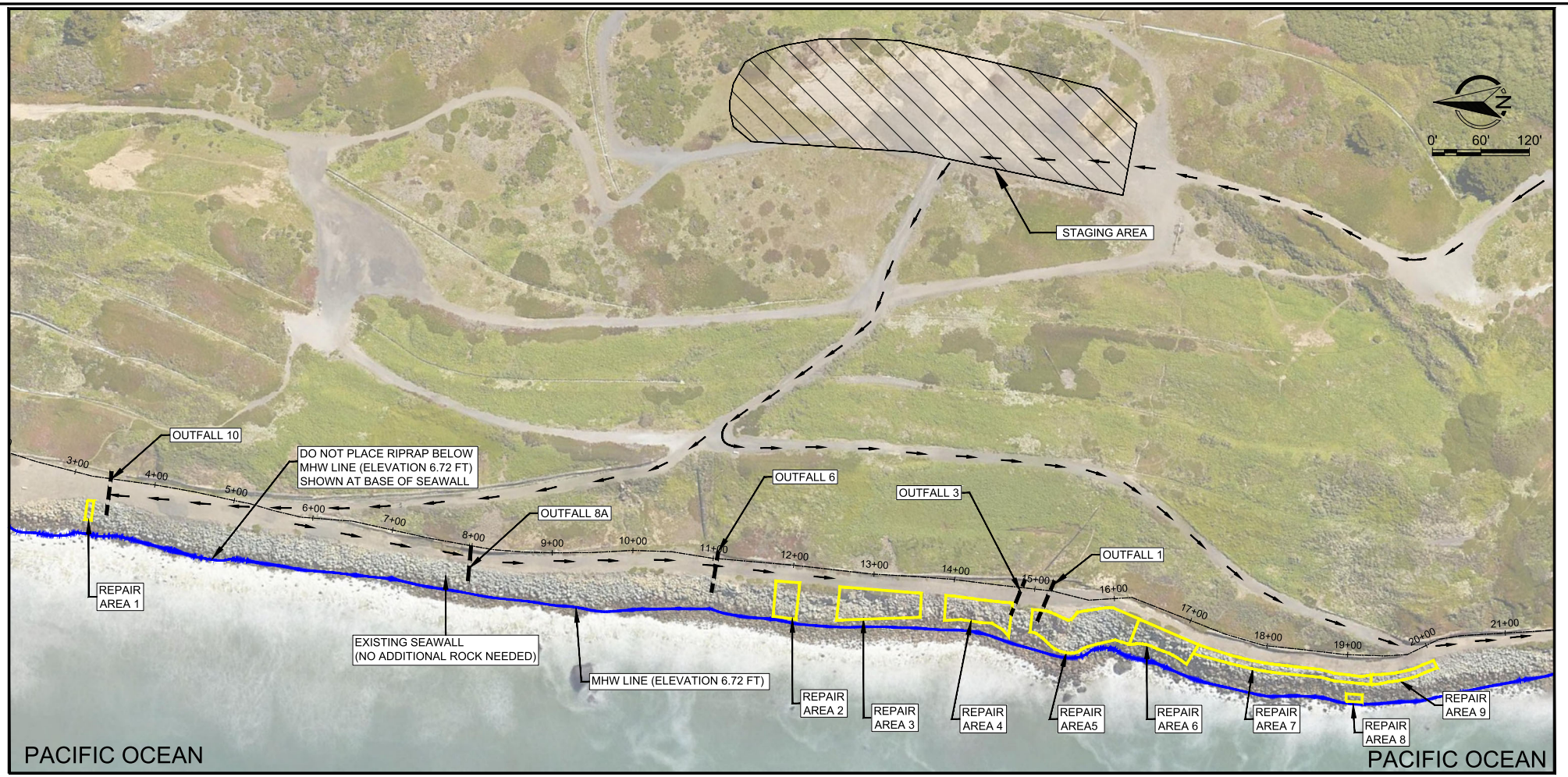

RIPRAP QUANTITY ESTIMATE (CalTans Class XI)

Repair Area No.	Locations (Stations)		Length Parallel to Seawall (ft)	Approximate Height (ft)	Area (ft2)	Average Riprap Thickness (ft)	Total Volume (ft3)	Riprap Porosity (%)	Vol Voids (ft3)	Adjusted Riprap Volume (ft3)	Calculated Riprap Weight (lbs)	Riprap Weight (tons)
	From	To										
1	3+20	3+28	8	15	120	4	480	35	168	312	51,480	26
2	11+80	12+10	30	25	750	8	6,000	35	2,100	3,900	643,500	322
3	12+60	13+60	100	25	2,500	12	30,000	35	10,500	19,500	3,217,500	1,609
4	13+90	14+75	95	25	2,375	8	19,000	35	6,650	12,350	2,037,750	1,019
5	15+00	16+40	160	25	4,000	8	32,000	35	11,200	20,800	3,432,000	1,716
6	16+40	17+60	120	25	3,000	8	24,000	35	8,400	15,600	2,574,000	1,287
7	17+60	19+30	170	4	680	4	2,720	35	952	1,768	291,720	146
8	19+00	19+20	20	15	300	8	2,400	35	840	1,560	257,400	129
9	19+30	20+00	70	4	280	4	1,120	35	392	728	120,120	60
			773		14,005		117,720			76,518	12,625,470	**6,313**

NOTE:
PROTECT OUTFALLS WITHIN THE CONSTRUCTION ZONE, OR REPLACE IF DAMAGED.

R.P.E.

REGISTERED PROFESSIONAL ENGINEER MICHAEL E. VELEZ No. C56234 CIVIL STATE OF CALIFORNIA

THE CITY OF DALY CITY

CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

MUSSEL ROCK
2021 SEAWALL REPAIR PROJECT

SITE PLAN AND SEAWALL ACCESS PLAN

DRAWN:	T.R.A.	DATE: OCTOBER, 2022	APPROVED _____ CITY ENGINEER
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PROJECT NUMBER	SHEET COUNT	SHEET NUMBER
2022-10-CS	3 OF 6	03

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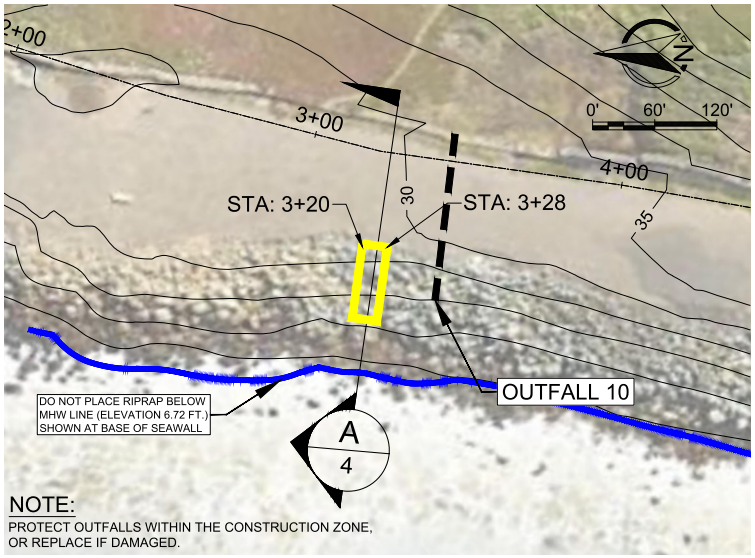
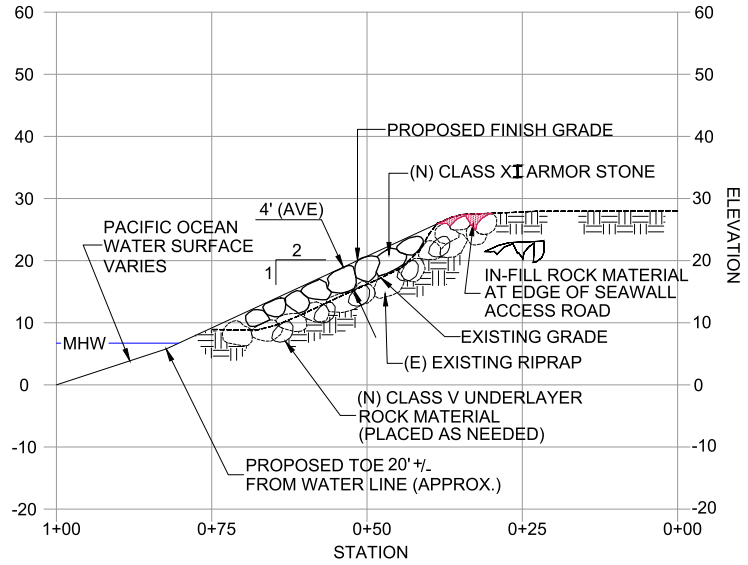
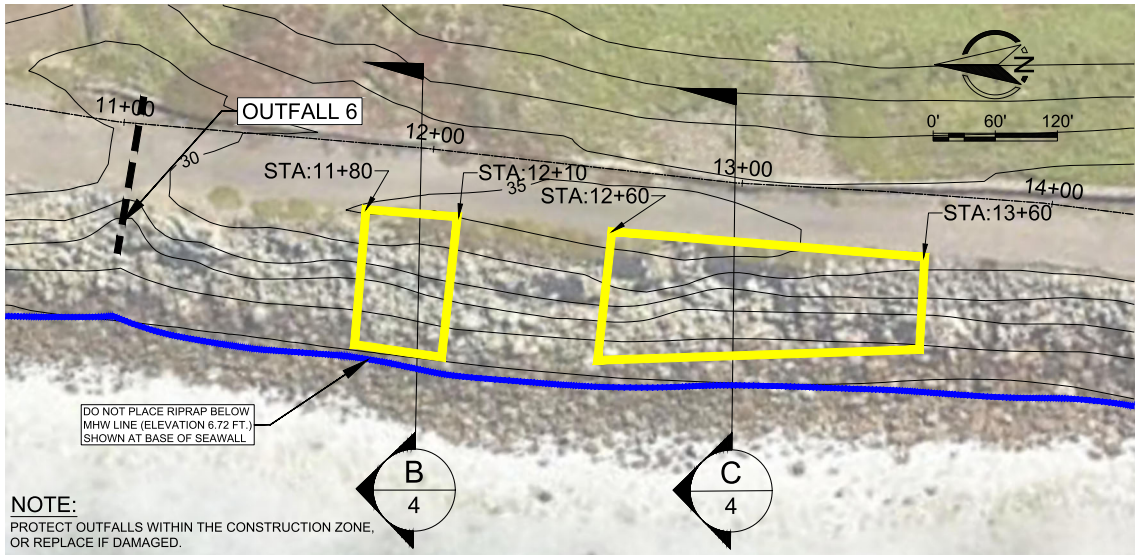


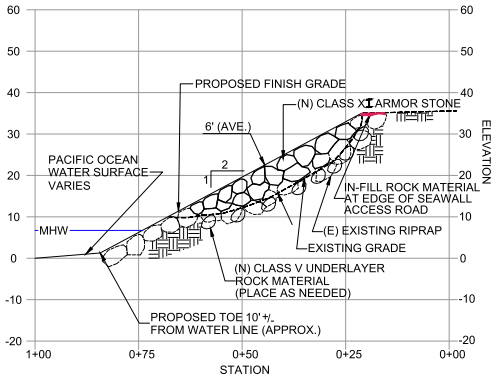
AREA 1 PLAN - STA: 3+20 TO 3+28
SCALE: 1" = 20'



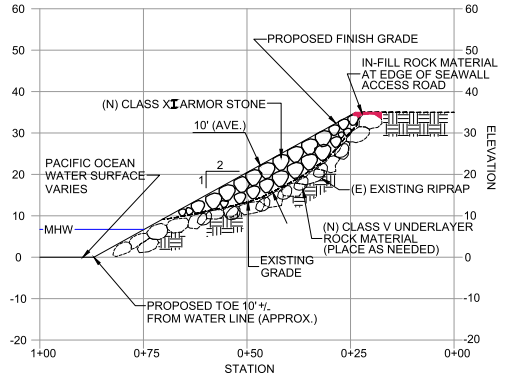
AREA 1 PROFILE - @ STA: 3+25 (A)
SCALE: 1" = 10'



AREA 2 & 3 PLAN - STA: 11+80 TO 13+60
SCALE: 1" = 20'



AREA 2 PROFILE - @ STA: 12+00 (B)
SCALE: 1" = 15'



AREA 3 PROFILE - @ STA: 13+00 (C)
SCALE: 1" = 15'

R.P.E.



DALY CITY CALIFORNIA

THE CITY OF DALY CITY

CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

MUSSEL ROCK
2021 SEAWALL REPAIR PROJECT

SEAWALL REPAIR PLAN AND TYPICAL SECTIONS
REPAIR AREAS 1, 2, AND 3

DRAWN: T.R.A.	DATE: OCTOBER, 2022	APPROVED	CITY ENGINEER
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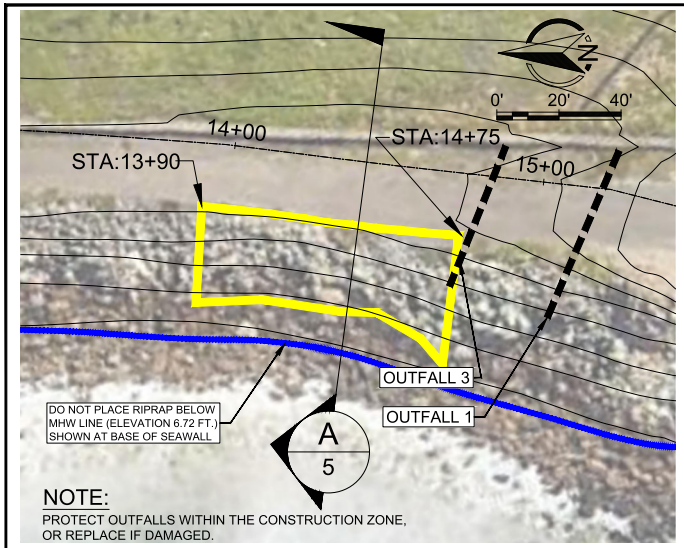
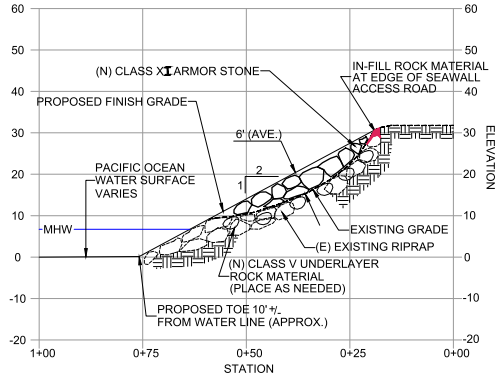
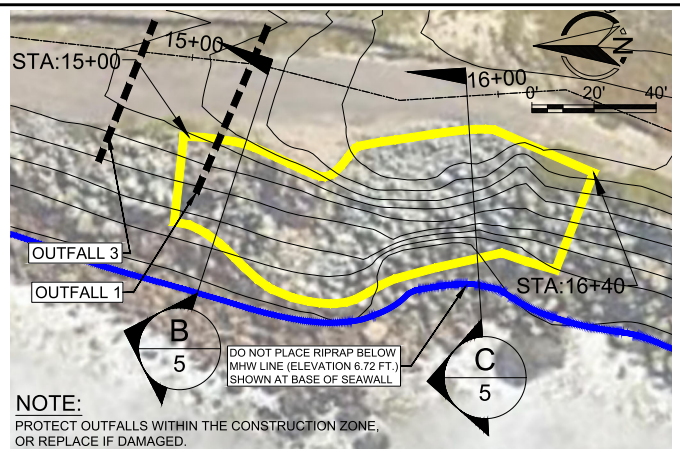


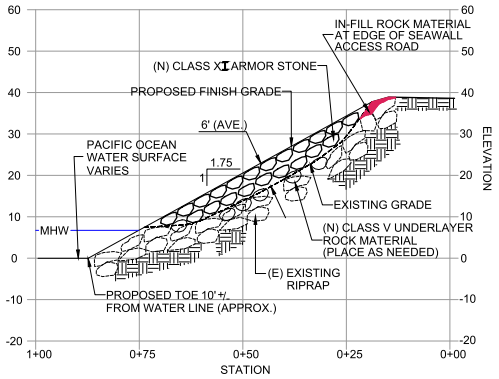
AREA 4 PLAN - STA: 13+90 TO 14+75
SCALE: 1" = 20'



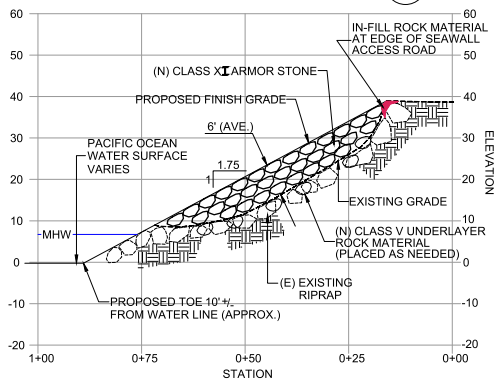
AREA 4 PROFILE - @ STA: 14+45 (A / -)
SCALE: 1" = 15'



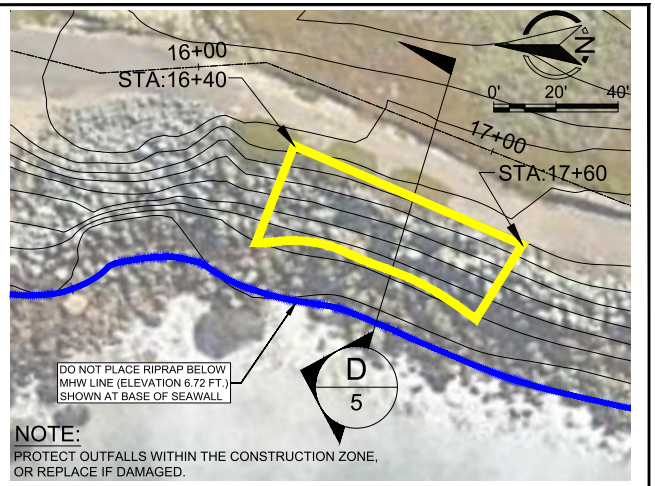
AREA 5 PLAN - STA: 15+00 TO 16+40
SCALE: 1" = 20'



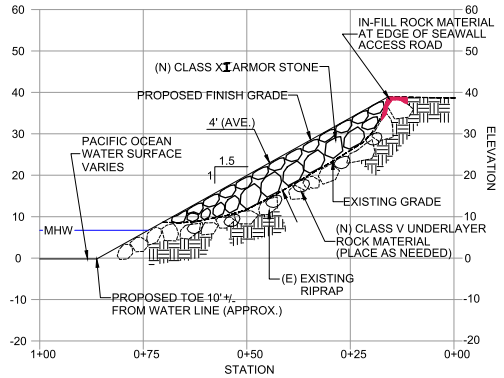
AREA 5 PROFILE - @ STA: 15+25 (B / -)
SCALE: 1" = 15'



AREA 5 PROFILE - @ STA: 15+90 (C / -)
SCALE: 1" = 15'



AREA 6 PLAN - STA: 16+40 TO 17+60
SCALE: 1" = 20'



AREA 6 PROFILE - @ STA: 16+80 (D / -)
SCALE: 1" = 15'

R.P.E.

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THE CITY OF DALY CITY

CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

MUSSEL ROCK
2021 SEAWALL REPAIR PROJECT

SEAWALL REPAIR PLAN AND TYPICAL SECTIONS
REPAIR AREAS 4, 5, AND 6

DRAWN: T.R.A.	DATE: OCTOBER, 2022	APPROVED _____ CITY ENGINEER	
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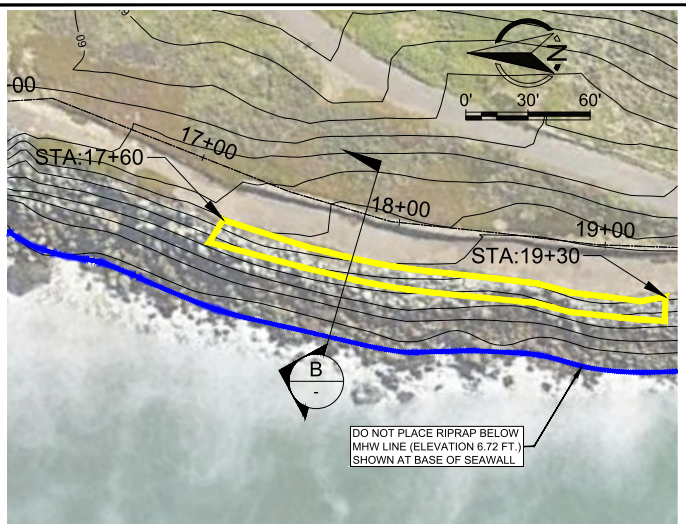
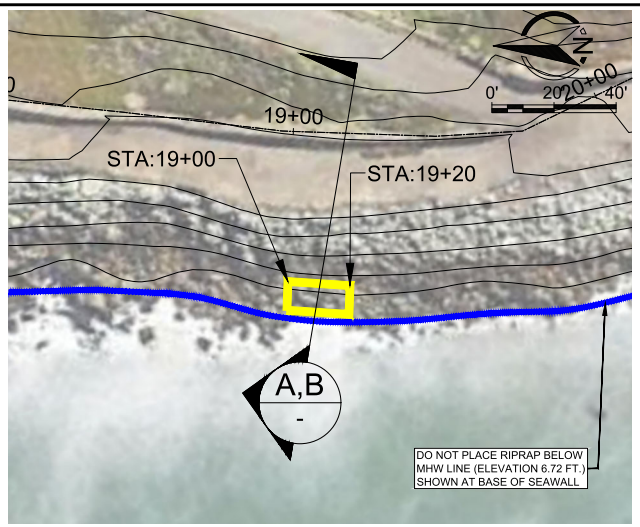
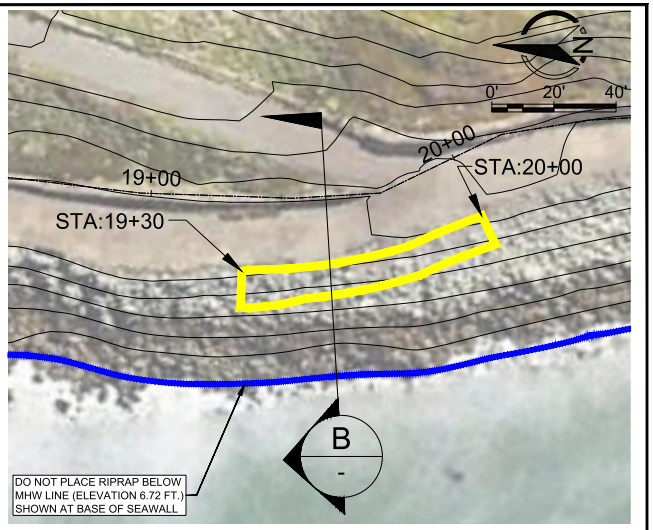


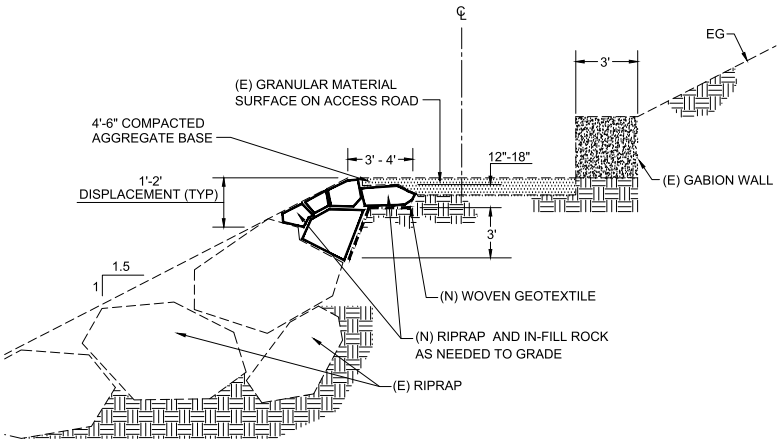
AREA 7 PLAN - STA: 17+60 TO 19+30 (SEE DETAIL "B")
SCALE: 1" = 20'

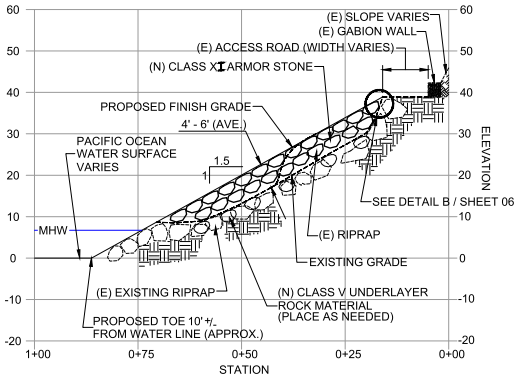


AREA 8 PLAN - STA: 19+00 TO 19+20
SCALE: 1" = 20'



AREA 9 PLAN - STA: 19+30 TO 20+00 (SEE DETAIL "B")
SCALE: 1" = 20'





AREA 8 PROFILE - @ STA: 18+90 (A / -)
SCALE: 1" = 15'

NOTES:

1. BUILD UP EDGE OF SEAWALL ROAD WITH FILL-IN ROCK OVERLAIN WITH GEOTEXTILE FILTER FABRIC AND 9" OF GRINDING MATERIAL COMPACTED TO 95% R.C. (ASTM 698).
2. BASED ON GOOGLE EARTH, ACCESS ROAD WIDTH HAS VARIED OVER THE PAST 12 YEARS FROM APPROX. 15 TO 20 FEET. THE CURRENT ROAD WIDTH IS APPROXIMATELY 15 FEET. AN ADDITIONAL 1 TO 2 FEET OF WIDTH MAY BE RECOVERED MAKING THE MAXIMUM ROAD WIDTH APPROXIMATELY 17 FEET. THIS WORK WILL NOT EXTEND THE EDGE OF THE ROAD BEYOND PREVIOUS ESTABLISHED EDGE LINE.
3. BETWEEN STA 17+60 AND 20+00, REMOVE EXPOSED FILTER FABRIC ALONG ACESS ROAD EDGE AND DISPOSE OFF-SITE.

AREAS 7 & 9 SEAWALL ACCESS ROAD DETAIL - STA: 17+60 TO 20+00 (B / -)
SCALE: 1" = 3'

R.P.E.

REGISTERED PROFESSIONAL ENGINEER
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No. C56234
CIVIL
STATE OF CALIFORNIA

⚠ -	-

THE CITY OF DALY CITY

CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

MUSSEL ROCK
2021 SEAWALL REPAIR PROJECT

SEAWALL REPAIR PLAN AND TYPICAL SECTIONS
REPAIR AREAS 7, 8, AND 9

DRAWN: T.R.A.	DATE: OCTOBER, 2022	APPROVED _____ CITY ENGINEER	
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Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	May 2, 2023
Application:	Use Permit UPR-4-23-16182 – Sign Program
Project Planner:	Michael Van Lonkhuysen, Planning Manager
Project Location:	2171 Junipero Serra Boulevard (APN 002-342-270)
Project Description:	Sign Program for North East Medical Services Building
Applicant:	IA Interior Architects 500 Sansome Street San Francisco, CA 94111
Property Owner:	North East Medical Services (NEMS) 2171 Junipero Serra Blvd Daly City, CA 94014
Environmental Assessment:	Categorically Exempt per CEQA Guidelines Section 15301 (Existing Facilities)
Applicable Daly City Municipal Code Sections:	Chapter 17.32 Signs

Site Information

Property Size	Existing Use	Proposed Use	General Plan Designation	Current Zoning
10,400 sq. ft. (0.24 acres)	Office building	Office building	Commercial – Office Office building (C-O)	Planned Development PD24

Area Information

Land Use	Zoning
North: Carvana Used Car Dispenser	Planned Development PD-54
South: Veterinarian offices	C-1 Light Commercial
West: Residential High Density	Interstate 280 (No Zoning)
East: Residential High Density	R-1A Single Family Residential / Duplexes

Background

The applicant, IA Interior Architects, on behalf of the property owner, North East Medical Services (NEMS), is requesting approval to establish a sign program for the North East Medical Services Building located at 2171 Junipero Serra Boulevard (see Attachment A – Location Map). The proposed sign square feet exceed the maximum allowed by the Zoning Ordinance and therefore a Sign Program is required.

Discussion

NEMS, the owner of the building at 2171 Junipero Serra Boulevard, desires to enhance the visibility of the building and to do so has proposed adding its name to the top of the building and other improvements. Because of the number of letters in the NEMS name and the desire to add Chinese characters communicating the NEMS name, the sign designer and staff have worked together to develop a sign scheme for the top of the building that achieves the owner's objective, is acceptable to the City, and is generally consistent with other sign program approvals in the area.

Because the Zoning Ordinance restricts the maximum allowable sign area for the property on which the NEMS Building is situated to 113 square feet, the applicant must receive Sign Program approval to install the signs. The following provides a summary of the signs proposed:

- North and South façades: The copy of these signs include the NEMS logo, full name, and Chinese characters of the NEMS name, and total 360 square feet.

- West façade: The copy of this signs is the NEMS acronym only and is approximately 46 square feet.

- West building pedestrian entrance (first floor): The copy of this sign would be the NEMS logo, full name, and Chinese characters of the NEMS name, and total approximately 48 square feet.

Each of the above building-top signs would be halo-illuminated only, consistent with the Sign Program approved for the DC Station at 2001 Juniper Serra Boulevard. The entrance signs would be halo-lit channel letters. No signs would face east, toward the residential neighborhood.

The Planning Commission should be aware that in addition to the signs, the applicant has proposed painting the building and adding red decorative lighting bands at the façade of each floor facing west, south, and east, for an enhanced nighttime aesthetic. Although the building paint is not within the purview of the Planning Commission approval, staff consider the lighting bands to be within Sign Program approval and has recommended a Condition of Approval that this lighting be dimmable.

As is the case of all sign programs in the City, the objective of the North East Medical Services Building Sign Program is to ensure that all signs on the building provide visual consistency, design uniformity, and contribute to a positive aesthetic on the building. Staff has worked closely with the sign designer and NEMS to develop the current proposal and with the Condition of Approval mentioned in the previous paragraph, feels the Sign Program meets this objective.

Environmental Assessment

Staff has reviewed the proposal under the requirement of the California Environmental Quality Act (CEQA) and has determined that the project is exempt pursuant to CEQA Guidelines Section 15301 – Minor alteration of existing private structures and new copy on existing signs.

Findings

Staff finds that the approval of Use Permit UPR-4-23-16182, as conditioned, is in accordance with Section 17.45, Design Review, of the Daly City Municipal Code. Approval of the user permit application, as conditioned herein, is in the best interest of the public health, safety, and general welfare of the community, and that the general site, architecture, and landscape considerations have been incorporated to ensure compatibility with adjacent buildings and to provide an attractive environment. These findings are based in part on the following:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission will conduct a public hearing on May 2, 2023; notice of said hearing was by newspaper publication on April 20, 2023, posting and first class mailing to property owners within 300 feet;

2. The Sign Program complies with the Daly City Sign Code, DCMC Chapter 17.32;

3. The Sign Program ensures that all signs on the building provide visual consistency, design uniformity, and contribute to a positive aesthetic on the building; and

4. Staff has reviewed the proposal under the requirement of the California Environmental Quality Act (CEQA) and has determined that the project is exempt pursuant to CEQA Guidelines Section 15301(g) – Minor alteration of existing private structures and new copy on existing signs.

Conditions of Approval

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for the Use Permit UPR-4-23-16182, subject to the following conditions and Daly City General Conditions of Approval. Minor deviations from the conditions of approval may be approved by the Planning Division. Significant deviations will require review and approval by the Planning Commission and City Council.

A . DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The Sign Program approval shall be valid for a period of one year from the date of City Council approval. The approvals shall terminate if a building permit has not been obtained and construction commenced within one-year of City Council approval of the project or if the applicant fails to obtain a valid business license.

2. The Sign Program shall be valid only in conjunction with plans submitted and approved by the City Council. Any significant modifications and changes to the plans shall be treated as an amendment and shall be subject to review by a Council Committee appointed by the mayor.

3. The decorative lighting bands at the façade of each floor shall be dimmable and located on the north, south, and west elevations only. The ability for lights to dim shall be indicated on building permit drawings.

Staff Recommendation

Based on the findings enumerated above, staff recommends that the Planning Commission recommend that the City Council:

1. Adopt the Findings as outlined herein;

2. Affirm the Environmental Assessment; and

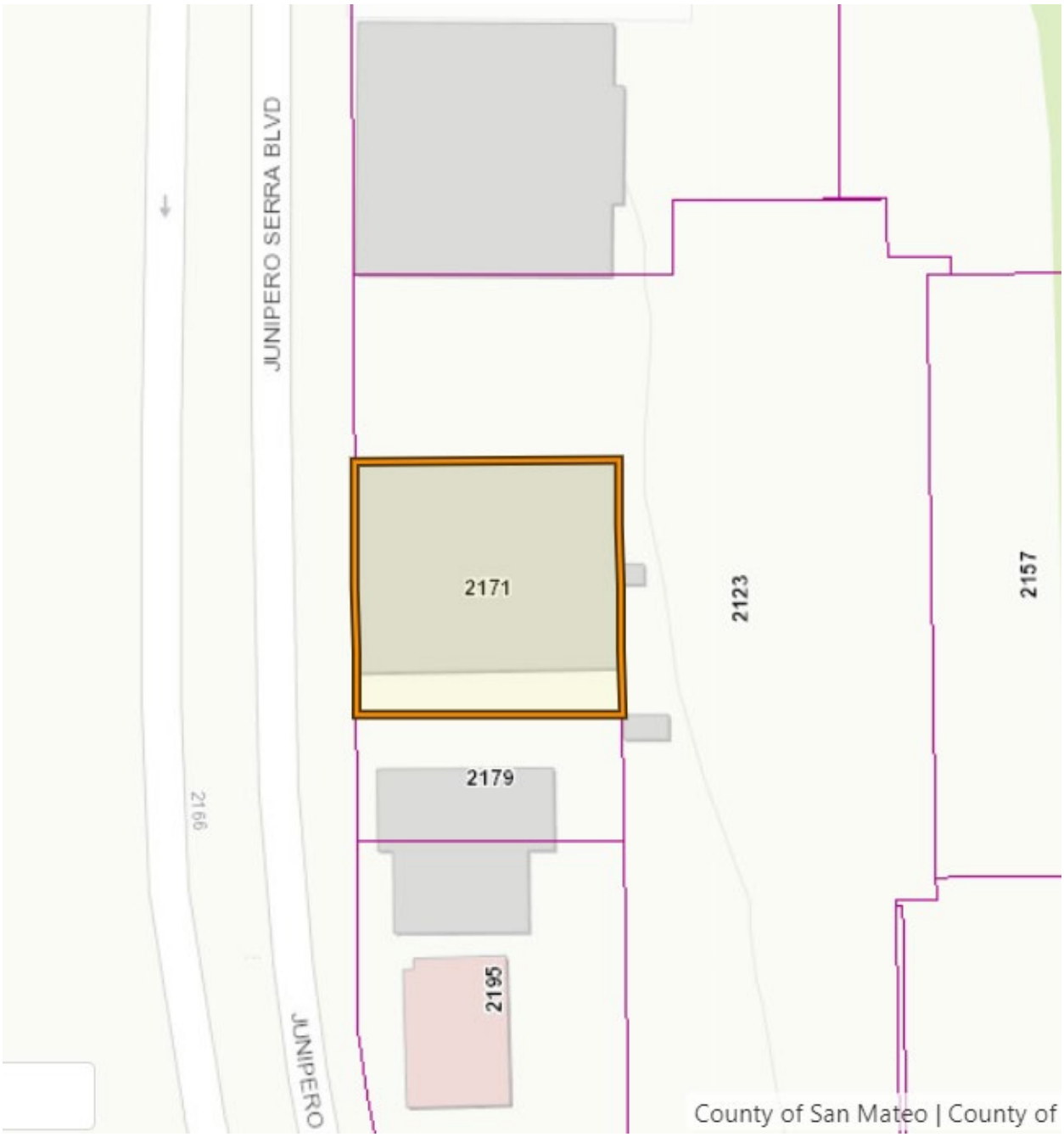
3. Use Permit UPR-4-23-16182 (Sign Program), subject to the Conditions of Approved outlined herein.

Respectfully submitted,

Michael VanLonkhuysen
Planning Manager

Tatum Mothershead
Director of Economic and Community Development

Attachments
Attachment A – Location Map
Attachment B – Project Plans


JUNIPERO SERRA BLVD
2171
2123
2157
2179
2195
2166
JUNIPERO
County of San Mateo | County of

NEMS
NORTH
EAST
MEDICAL
SERVICES

NORTH EAST
MEDICAL SERVICES
東　北　醫　療　中　心

NEMS - Daly City

2171 Junipero Serra Blvd.

Master Sign Program

March 23, 2022

IA | INTERIOR ARCHITECTS

Material Specifications

2171 Junipero Serra Blvd

Paint Colors

White

Matthews Paint
11936
Split Second Red

Matthews Paint
7273
Graytint

Matthews Paint
12416
Shipyard Grey

Graphic Colors

White

Pantone 201M

Vinyl

3M White
die cut vinyl

Materials



Stainless Steel



Acrylic - 2447

Existing Condition

2171 Junipero Serra Blvd







Proposed Building Paint Update

2171 Junipero Serra Blvd

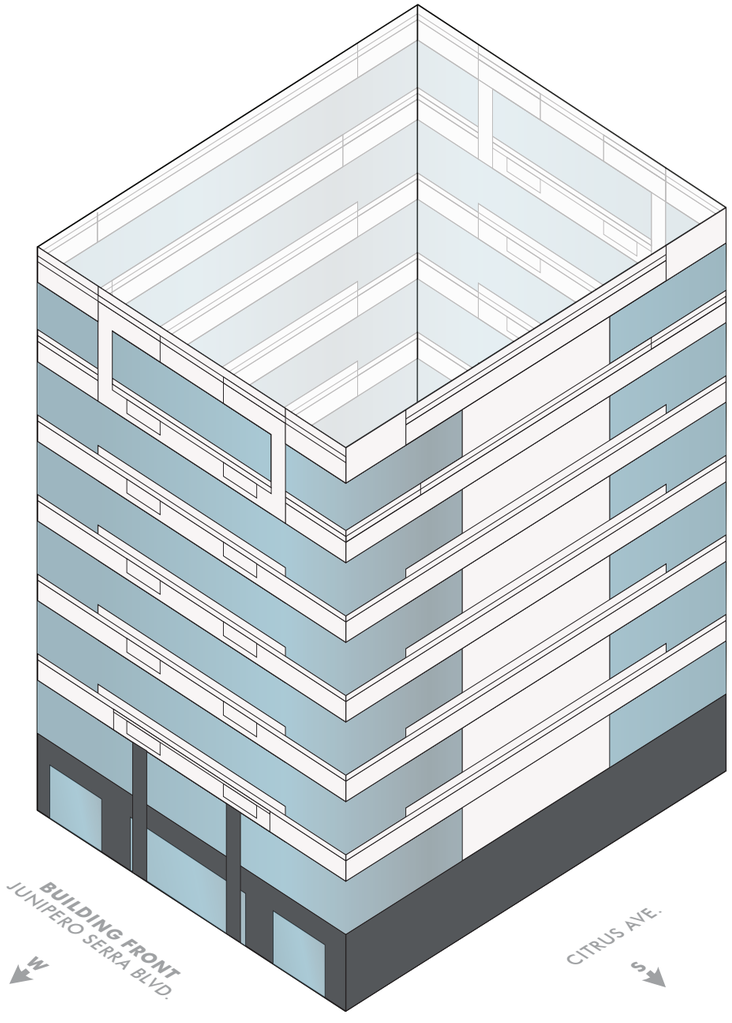


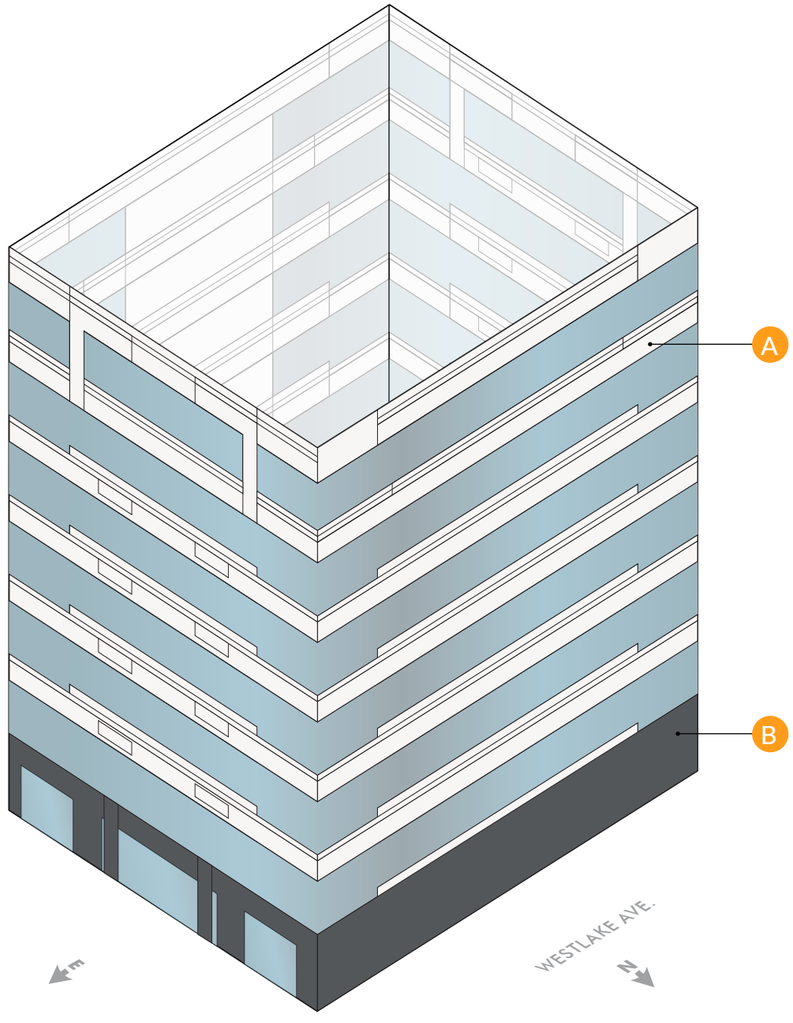




P1 - Building Exterior Paint: All Sides

2171 Junipero Serra Blvd





P1 EXTERIOR PAINT

SCALE: NTS

FABRICATION DETAILS

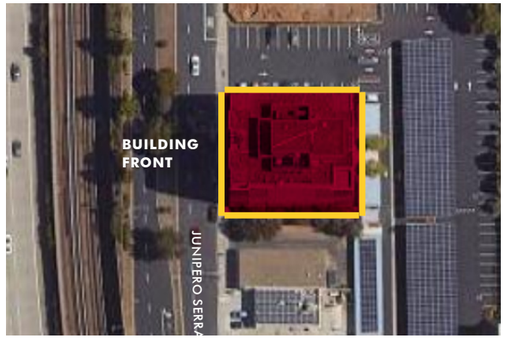
A Exterior grade paint by others - Matthews Paint 7273 Graytint

B Exterior grade paint by others - Matthews Paint 12416 Shipyard Grey

NOTE:

FABRICATOR TO VERIFY DIMENSIONS IN FIELD, PROVIDE SHOP DRAWINGS, AND PROVIDE SAMPLES AS INDICATED. IA TO PROVIDE FINAL ARTWORK.

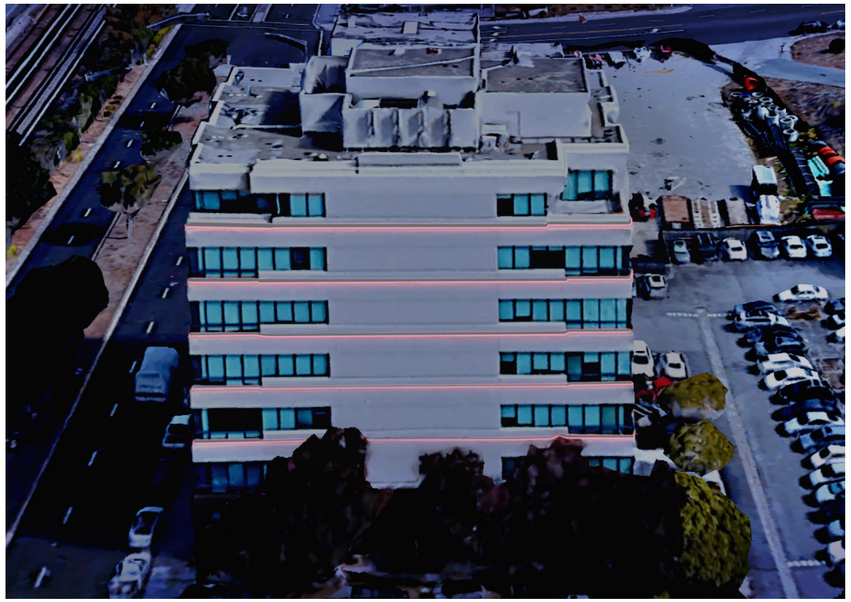
KEY PLAN



Proposed Lighting

2171 Junipero Serra Blvd

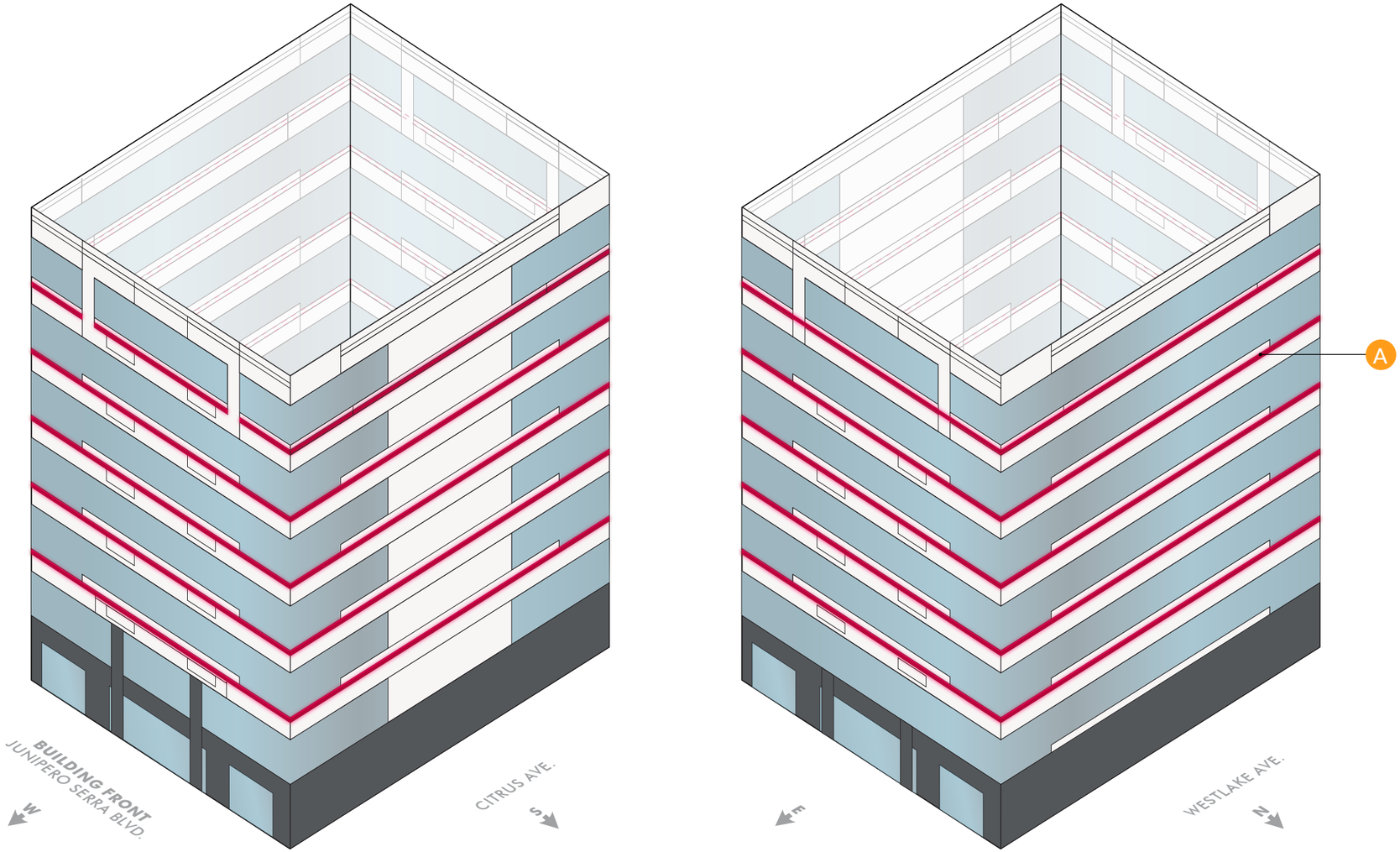






LT1 - **Building Illumination:** All Sides

2171 Junipero Serra Blvd



LT1 LED LIGHTING

SCALE: NTS

FABRICATION DETAILS

A Exterior linear LED lighting on all sides of the building. No visible hardware during the day. Colors: Pantone 201M.

NOTE:

FABRICATOR TO VERIFY DIMENSIONS IN FIELD, PROVIDE SHOP DRAWINGS, AND PROVIDE SAMPLES AS INDICATED. IA TO PROVIDE FINAL ARTWORK.

REFERENCES

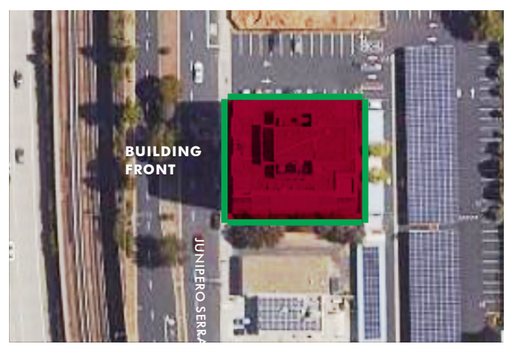


LED Exterior Lighting



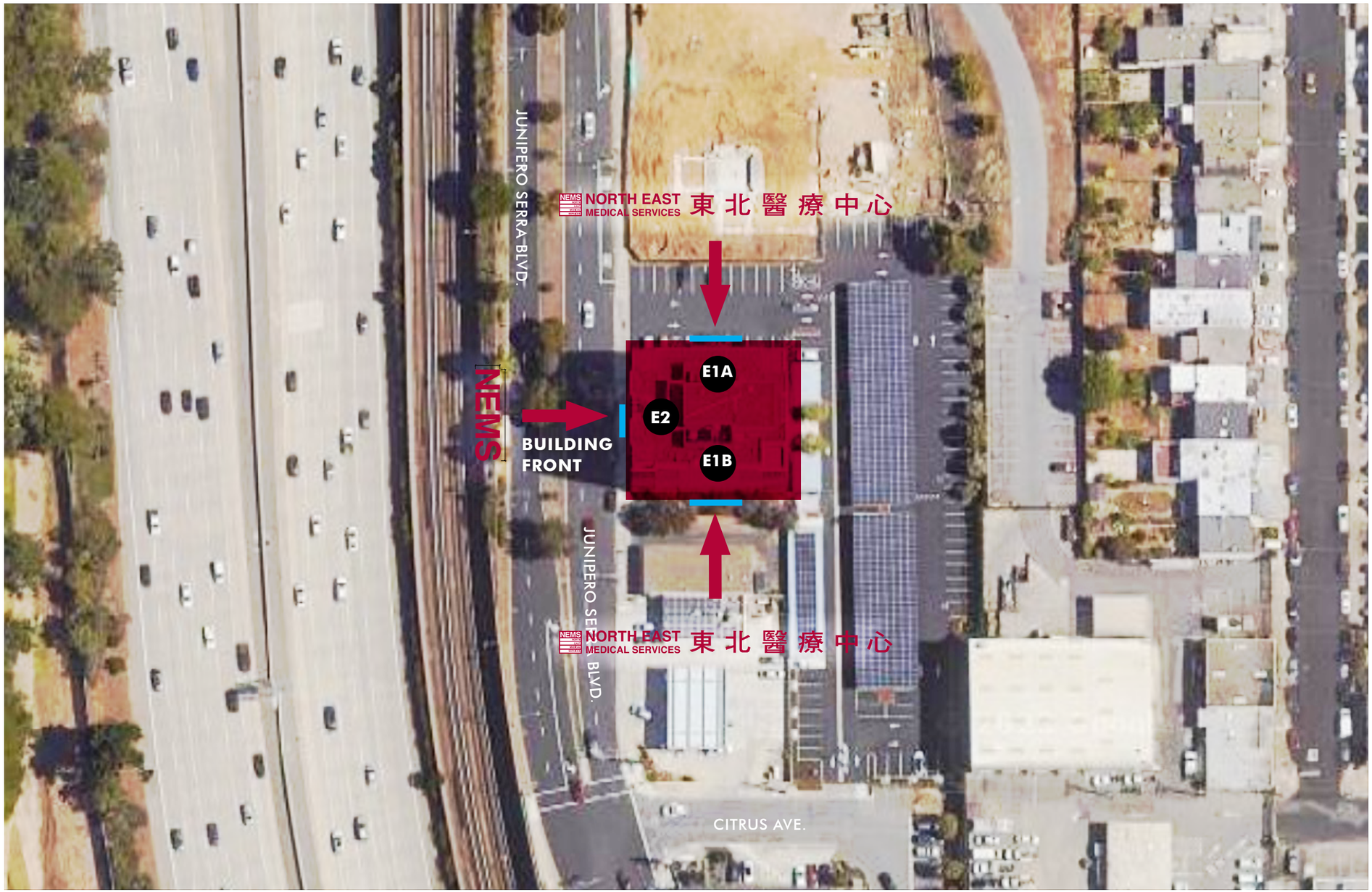
Day vs.Night Illumination

KEY PLAN



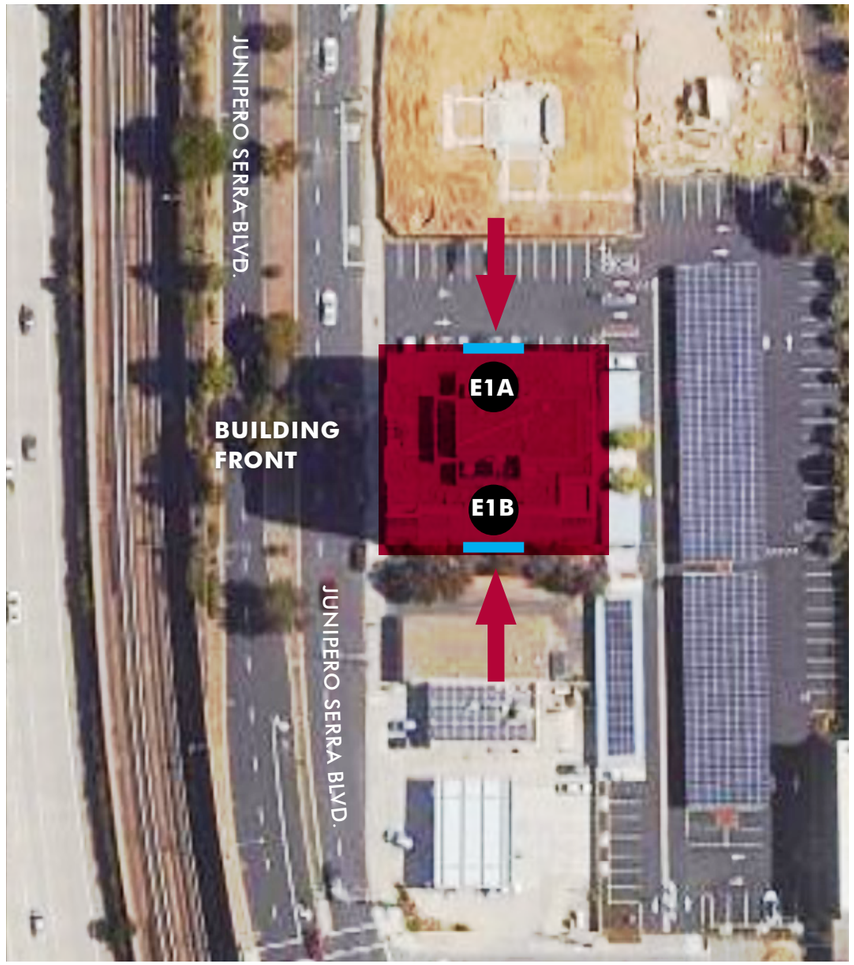
Signage Site Map

2171 Junipero Serra Blvd

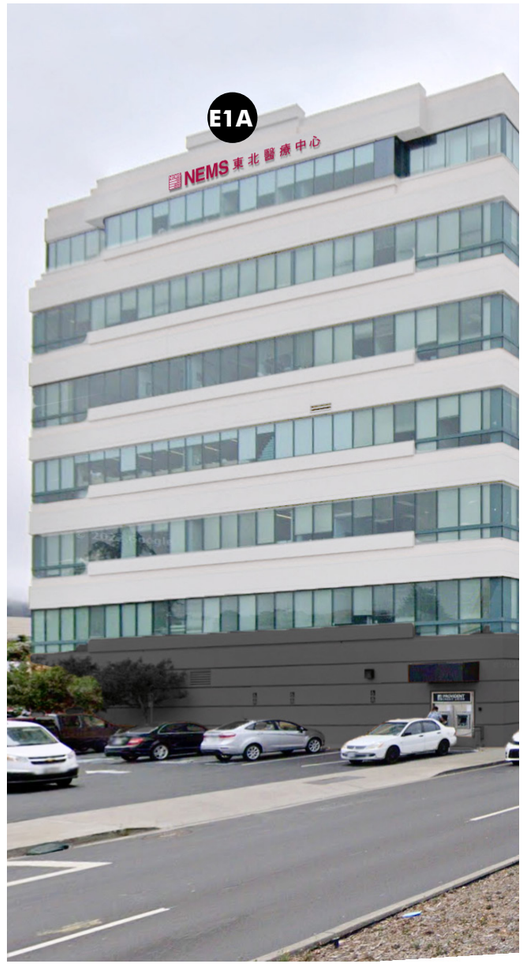


E1- Proposed Sign Plan: North & South Facades

2171 Junipero Serra Blvd



E1 Locations



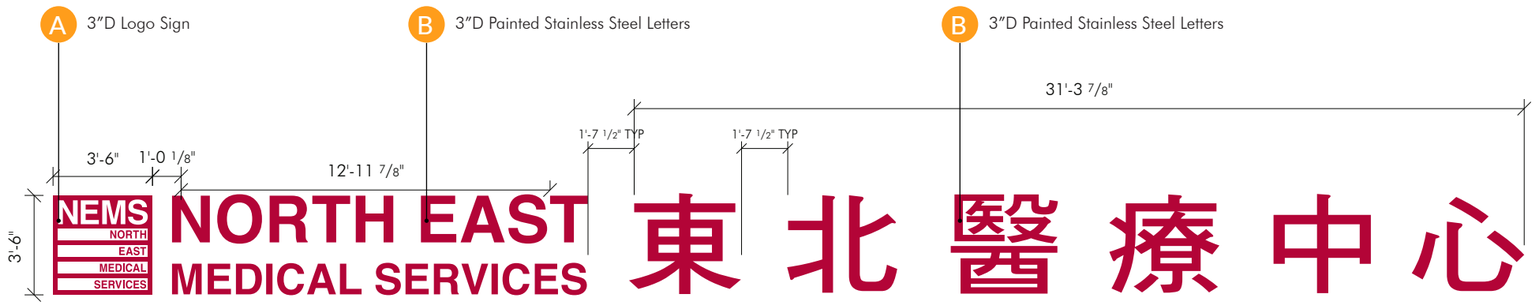
North Facade



South Facade

E1 - Building Exterior Signage: North & South Facades

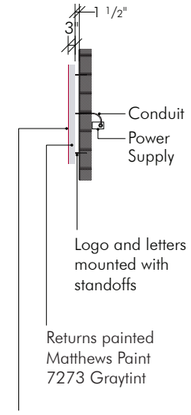
2171 Junipero Serra Blvd



E1 ACRYLIC LOGO + PAINTED METAL LETTERS

SCALE: 3/16"= 1'0"

TOTAL QTY (2)
SQUARE FOOTAGE PER LOCATION: 181.23 SQ. FT.
TOTAL SQUARE FOOTAGE: 362.46 SQ. FT.



FABRICATION DETAILS

A 3" deep, face-lit and halo-lit painted aluminum sign cabinet. Colors: Matthews Paint 11936 Split Second Red and White. Reference "Fabrication Intent" for more fabrication details (PG20).

Located in (2) locations on the building — North and South sides.

B 3" deep, stainless steel, white halo-lit channel letters. Face painted Matthews Paint 11936 Split Second Red. Sides painted Matthews Paint 7273 Graytint. Reference "Fabrication Intent" for more fabrication details (PG20).

Located in (2) locations on the building — North and South sides.

NOTE:

FABRICATOR TO VERIFY DIMENSIONS IN FIELD, PROVIDE SHOP DRAWINGS, AND PROVIDE SAMPLES AS INDICATED. IA TO PROVIDE FINAL ARTWORK.

REFERENCES

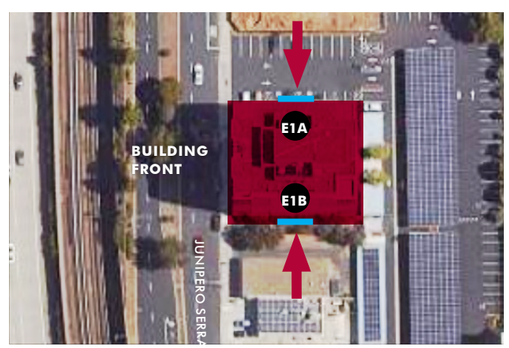


Metal, White Halo-Lit Sign



Acrylic Face & Halo-Lit Sign

KEY PLAN





Axonometric - Day



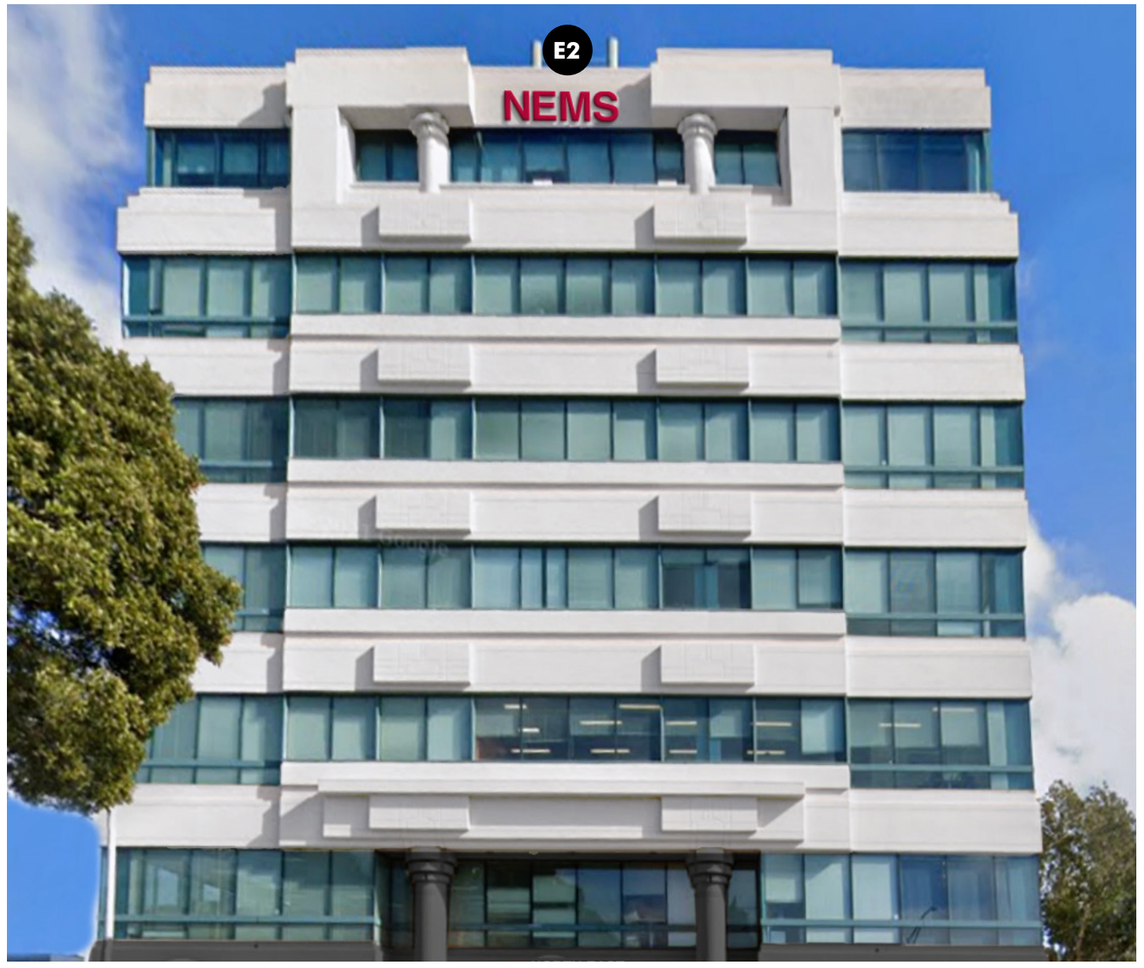
Axonometric - Night Illumination

E2 - Proposed Sign Plan: West Facade

2171 Junipero Serra Blvd



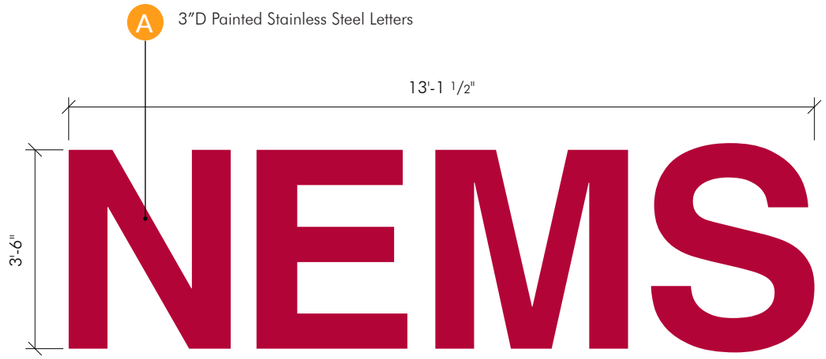
E2 Location

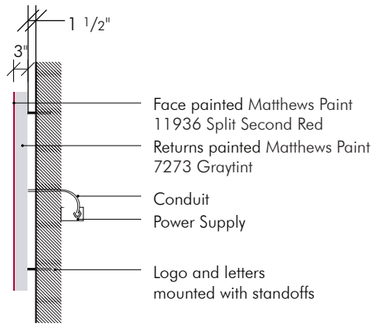


West Facade

E2 - Building Exterior Signage: West Facade

2171 Junipero Serra Blvd





E2 PAINTED METAL LETTERS

SCALE: 3/8"= 1'0"

TOTAL QTY (1)
TOTAL SQUARE FOOTAGE: 45.94 SQ. FT.



Axonometric - Day



Axonometric - Night Illumination

FABRICATION DETAILS

A 3" deep, stainless steel, white halo-lit channel letters. Face painted Matthews Paint 11936 Split Second Red. Sides painted Matthews Paint 7273 Graytint. Reference "Fabrication Intent" for more fabrication details (PG20).

Located in (1) location on the building — West side.

NOTE:

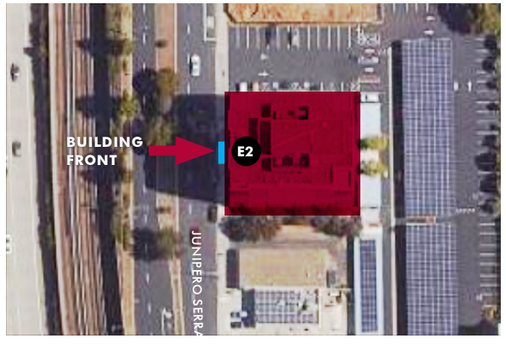
FABRICATOR TO VERIFY DIMENSIONS IN FIELD, PROVIDE SHOP DRAWINGS, AND PROVIDE SAMPLES AS INDICATED. IA TO PROVIDE FINAL ARTWORK.

REFERENCES



Metal, White
Halo-Lit Sign

KEY PLAN

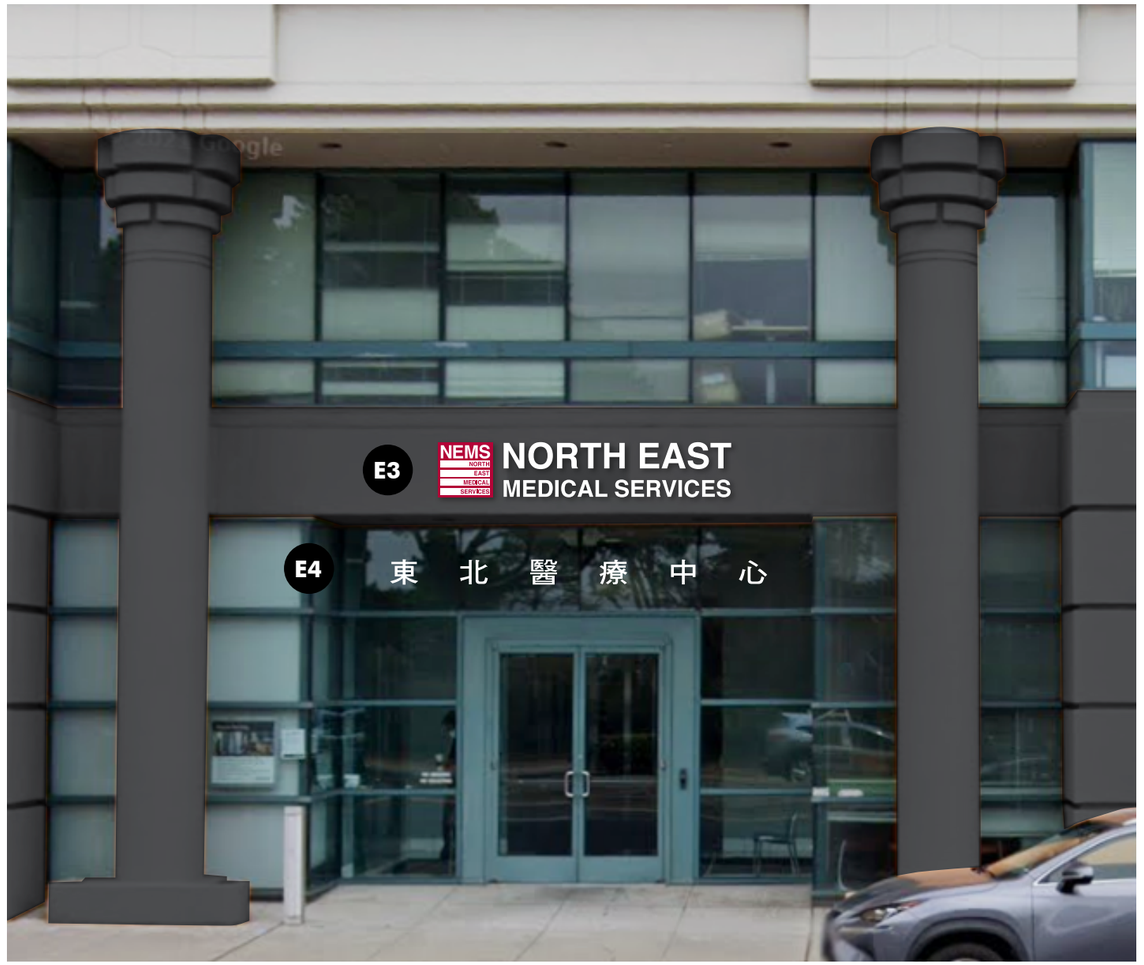


E3 & E4 - Proposed Sign Plan: West Facade Entrance

2171 Junipero Serra Blvd



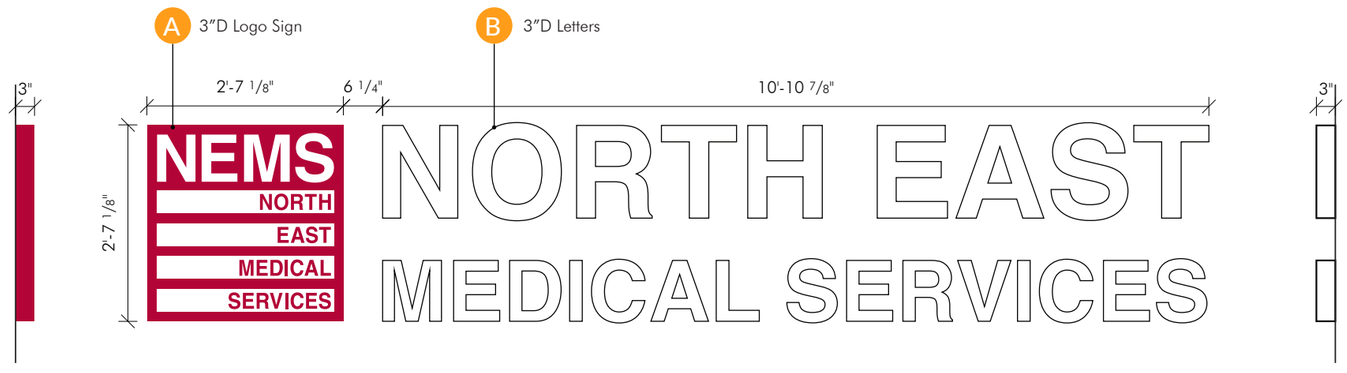
E3 & E4 Location



West Facade - Entrance

E3 - Building Front Signage: West Facade Entrance

2171 Junipero Serra Blvd

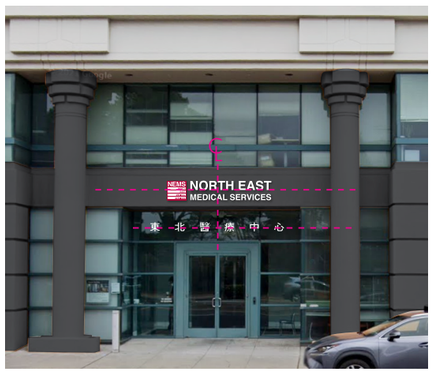


E3 ILLUMINATED CABINET + CHANNEL LETTERS (WHITE & RED RETURNS)

SCALE: 1/2"= 1'0"

TOTAL QTY (1)
TOTAL SQUARE FOOTAGE: 36.35 SQ. FT.

RENDERING



West Facade

FABRICATION DETAILS

A 3" deep painted aluminum sign cabinet. Internally illuminated. Colors: Matthews Paint 11936 Split Second Red and white. Reference "Fabrication Intent" for more fabrication details (PG19).

Located in (1) location on the building — West side.

B 3" deep face-lit, aluminum channel letters. Colors: White. Reference "Fabrication Intent" for more fabrication details (PG20).

Located in (1) location on the building — West side.

NOTE:

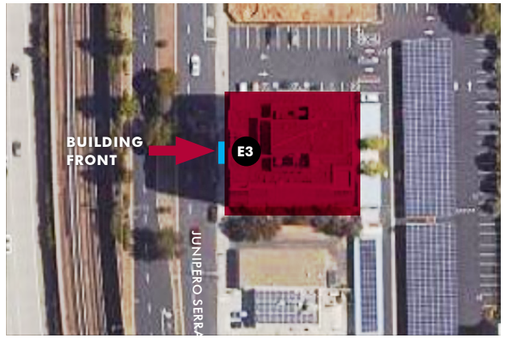
FABRICATOR TO VERIFY DIMENSIONS IN FIELD, PROVIDE SHOP DRAWINGS, AND PROVIDE SAMPLES AS INDICATED. IA TO PROVIDE FINAL ARTWORK.

REFERENCES



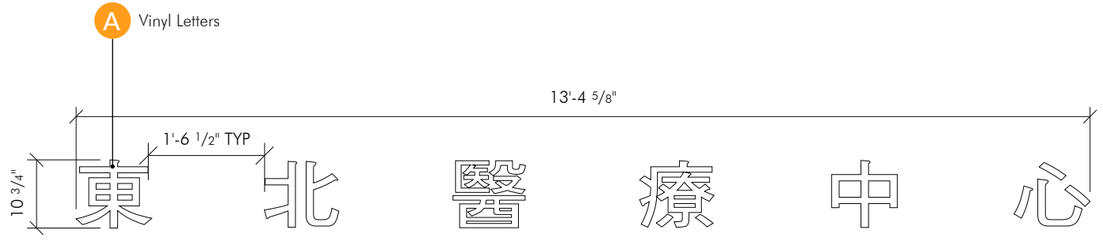
Illuminated Cabinet

KEY PLAN



E4 - Building Front Signage: West Facade Entrance

2171 Junipero Serra Blvd



E4 VINYL SIGNAGE

SCALE: 3/8"= 1'0"

TOTAL QTY (1)

TOTAL SQUARE FOOTAGE: 12.05 SQ. FT.

FABRICATION DETAILS

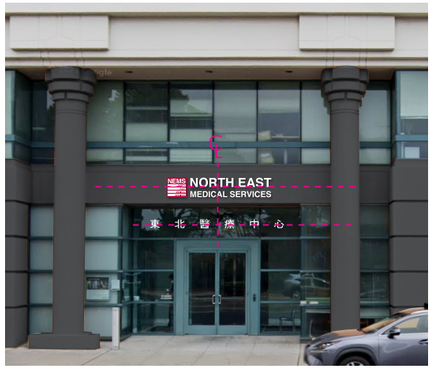
A 3M white die cut vinyl applied to first surface.

Located in (1) location on the building — West side.

NOTE:

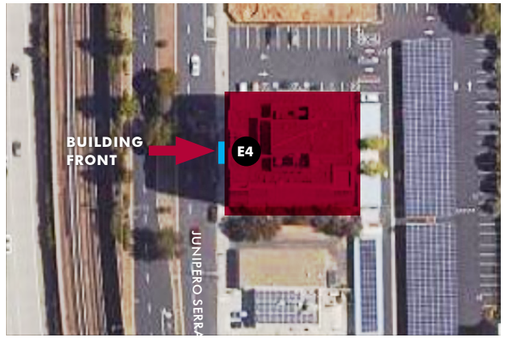
FABRICATOR TO VERIFY DIMENSIONS IN FIELD, PROVIDE SHOP DRAWINGS, AND PROVIDE SAMPLES AS INDICATED. IA TO PROVIDE FINAL ARTWORK.

RENDERING



West Facade

KEY PLAN



Building Signage and Lighting - Daytime

2171 Junipero Serra Blvd



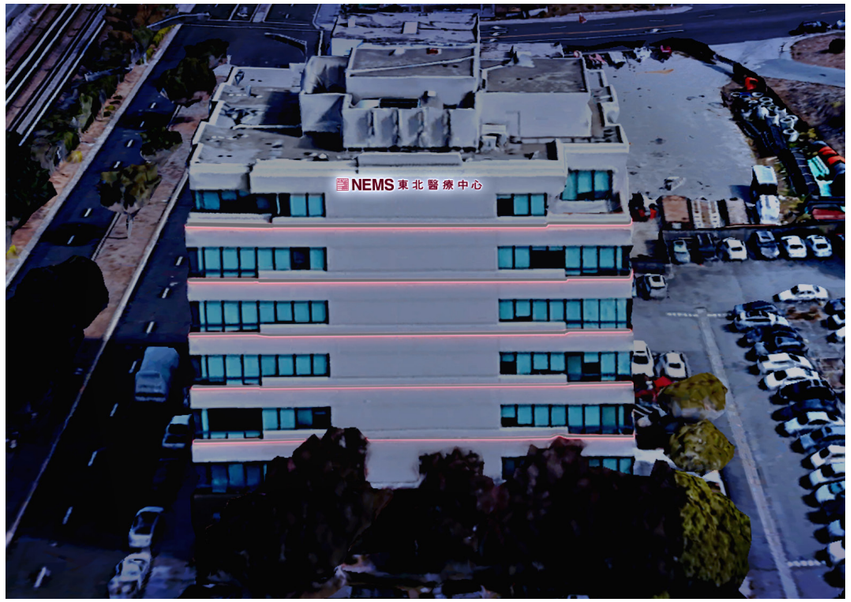




Building Signage and Lighting - Night time

2171 Junipero Serra Blvd



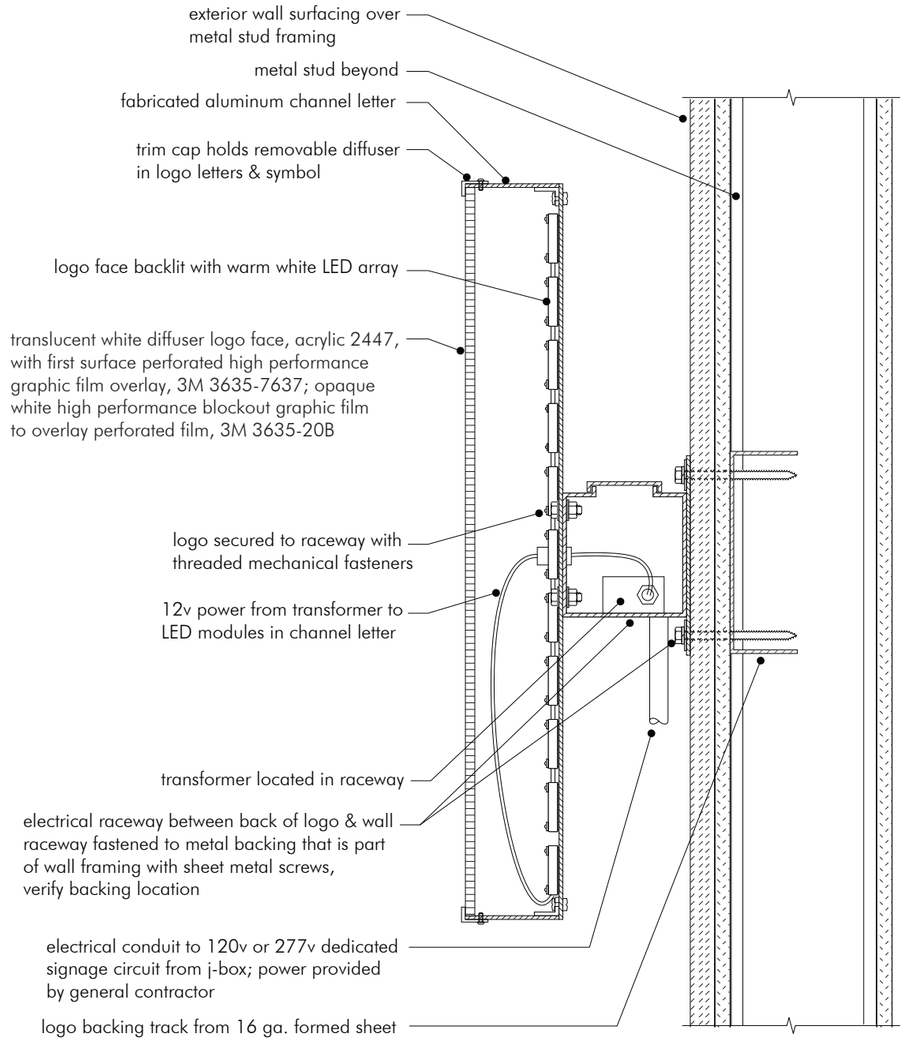




FABRICATION INTENT

Fabrication Intent: 2171 Junipero Serra Blvd

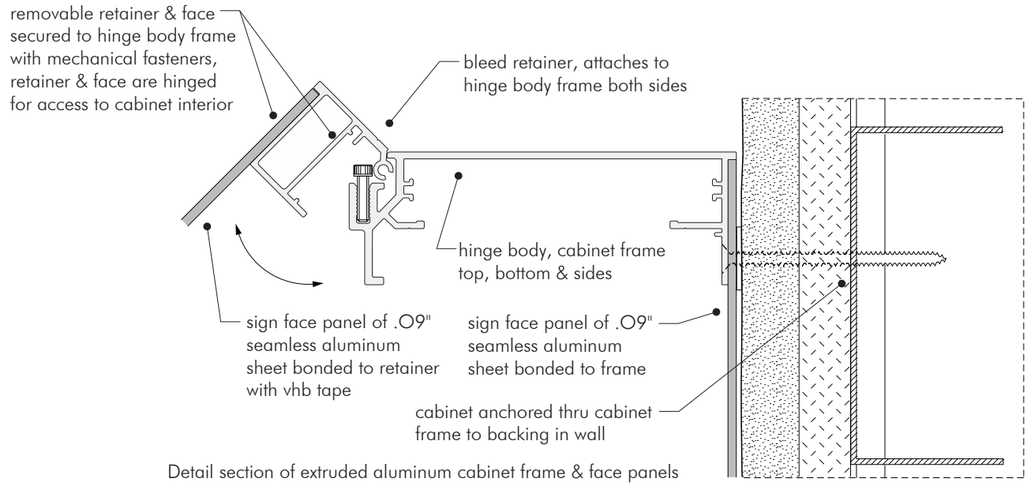
E3 - TYPICAL VERTICAL SECTION THROUGH INTERNALLY ILLUMINATED CHANNEL LETTER WITH EXTERIOR RACEWAY & WALL



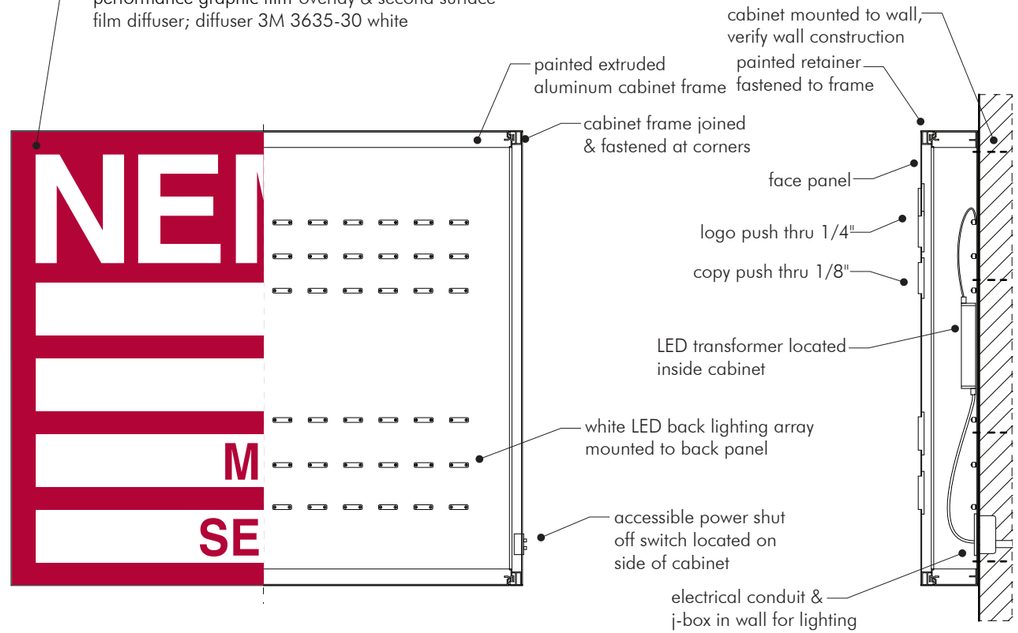
Typical vertical section thru internally illuminated channel letter with exterior raceway & wall

Not for fabrication. Sign company must provide detailed design and shop drawings for property owner review and approval.

E3 - TYPICAL ILLUMINATED SIGN CABINET



Detail section of extruded aluminum cabinet frame & face panels



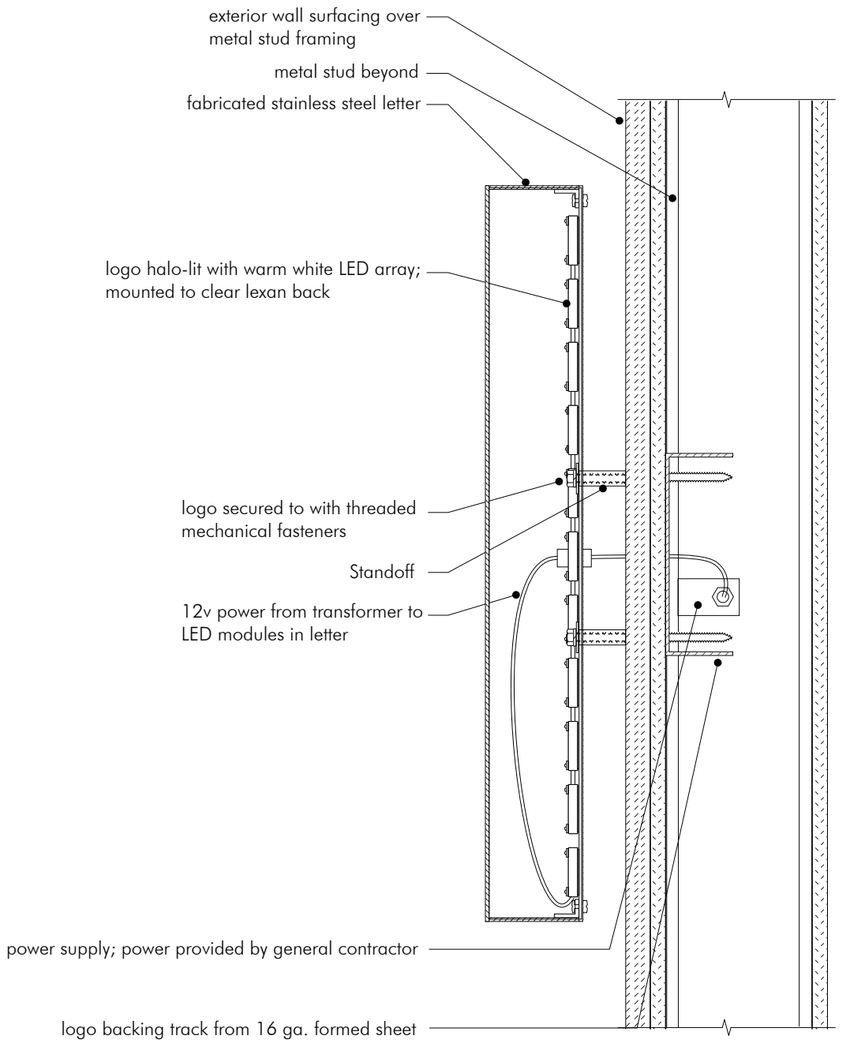
Cabinet front view & partial front view section

Cabinet side view section

Not for fabrication. Sign company must provide detailed design and shop drawings for property owner review and approval.

Fabrication Intent: 2171 Junipero Serra Blvd

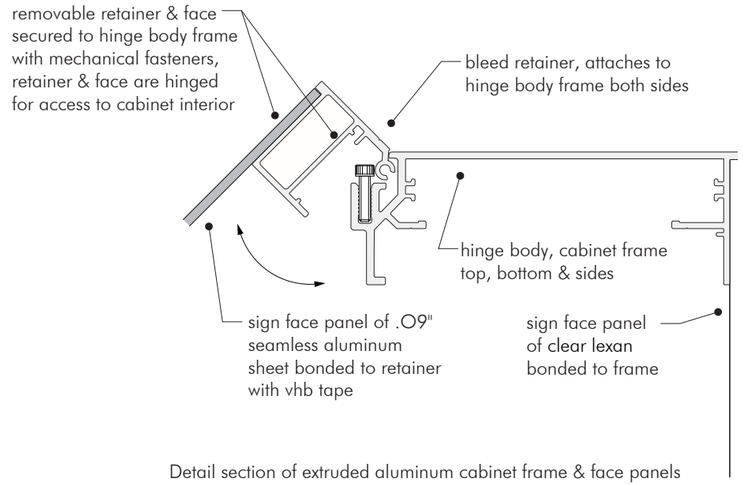
E1 & E2 - TYPICAL VERTICAL SECTION THROUGH HALO-LIT LETTER WITH EXTERIOR RACEWAY & WALL



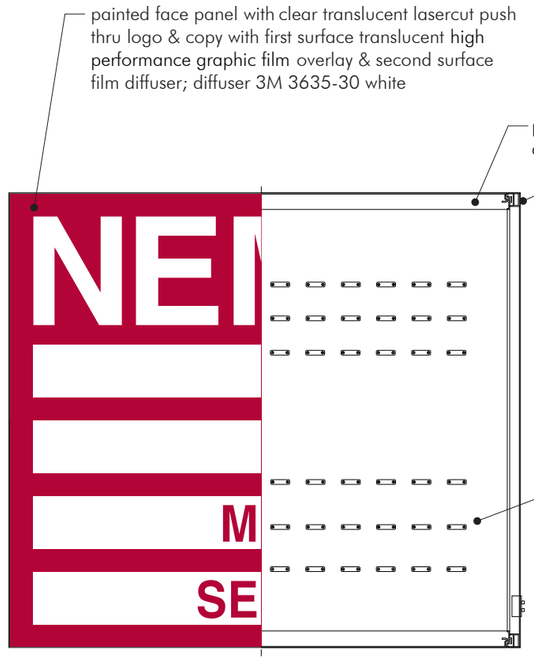
Typical vertical section thru halo-lit letter with exterior raceway & wall

Not for fabrication. Sign company must provide detailed design and shop drawings for property owner review and approval.

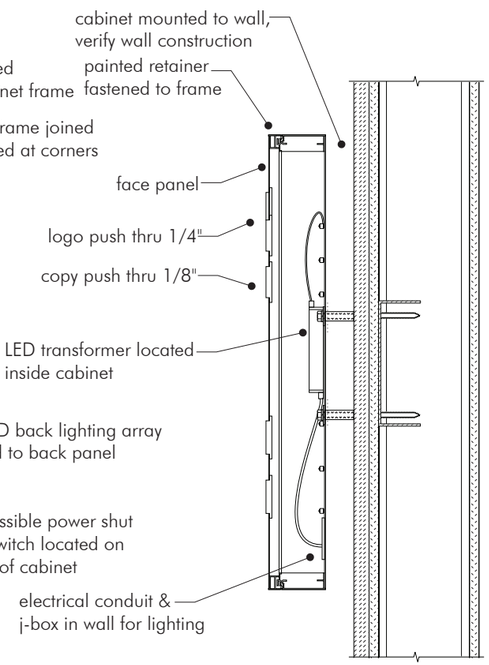
E1 - TYPICAL VERTICAL SECTION THROUGH INTERNALLY ILLUMINATED & HALO-LIT SIGN CABINET



Detail section of extruded aluminum cabinet frame & face panels



Cabinet front view & partial front view section



Cabinet side view section

Not for fabrication. Sign company must provide detailed design and shop drawings for property owner review and approval.

THANK YOU

Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	May 2, 2023
Application:	Use Permit UPR-02-23-016090 – Sign Program
Project Planner:	Sam Fielding, Associate Planner
Project Location:	251 Westlake Center (APN 002-170-230)
Project Description:	Modification of the Westlake Shopping Center Sign Program
Applicant:	Tube Art Group 4243-A Se International Way Milwaukie, OR 97222
Property Owner:	Kimco Westlake LP 251 Westlake Center Daly City, CA 94015
Environmental Assessment:	Categorically Exempt per CEQA Guidelines Section 15301 (Existing Facilities)
Applicable Daly City Municipal Code Sections:	Chapter 17.32 Signs Chapter 17.44 Use Permits Planned Development 60A

Site Information

Property Size	Existing Use	Proposed Use	General Plan Designation	Current Zoning
934,893 sq. ft. (21.46 acres)	Westlake Shopping Center	Westlake Shopping Center	(C-MU) Commercial Mixed Use	(PD60B) Planned Development 60B

Area Information

Land Use	Zoning
North: Retail and Office, Service, Public Facility, and Residential Low Density	C1 Light Commercial, U Unzoned, R1 Single Family Residential
South: Retail and Office	PD60 Planned Development, R3 Multiple Family Residential
West: Residential High Density	R3 Multiple Family Residential
East: Residential High Density	R3 Multiple Family Residential

Background

The applicant, TubeArt Group, on behalf of the property owner, Kimco Realty Corporation, is requesting approval of a modification to the Westlake Shopping Center Master Sign Program (see Attachment A – Location Map). The City Council approved the initial Master Sign Program for the Westlake Shopping Center Sign Program in 2005.

Discussion

As is the case of all sign programs in the City, the objective of the Westlake Shopping Center Sign Program is to ensure that all signs within the shopping center provide visual consistency, design uniformity, and contribute to a positive aesthetic in the center. In this effort, the program includes text and concept drawings to communicate its requirements.

The new program would upgrade all the exterior multitenant and directional signs in the shopping center, including the pylon and monument signs that currently exist at the John Daly Boulevard entrance to the center and the large garage sign adjacent to Lake Merced Boulevard (see Attachment B – Project Plans). The Planning Commission should note that several signs are proposed to include LED message centers that would advertise tenants and goods for sale in the center.

As indicated in Project Description provided by the applicant, Kimco desires to rebrand the center's signs and include in the new design updated exterior colors and materials (see Attachment C – Project Description). The color of the existing tenant and directional signage has become faded from weather conditions and the signs would incorporate exterior materials and colors that are better resistant to sun and saltwater decay. The new exterior color and materials will be more weather resistant, while maintaining design and color uniformity and text size for all tenant and directional signage. The signage will have minor adjustments in area and size of text, as described in the Project Description and summarized as follows:

- **Primary Entry Pylon Sign:** The overall square footage of this sign would increase by 226 square feet, from 1,370 to 1,596 square feet due to the new design incorporating added background space. The proposed sign would be 57 feet tall. The existing Master Sign Program allows 60 feet height, so no permissible height increase is requested. Unlike the existing sign, the proposed Primary Entry Pylon Sign includes an LED message center that would advertise tenants and goods for sale in the center.

- **Entry Monument Sign:** The overall square footage will increase by 29 square feet, from 100 to 129 square feet, due to the new design incorporating added background space. This sign would be just over eight feet tall.

- **Entry Boundary Marker Signs (Small Pylon):** The overall square footage of these signs would increase by 25 square feet, from 112 to 137 overall square feet. The existing Master Sign Program allows four signs with 36 square feet maximum. The new design would reduce the shopping center identification sign to 10 square feet but add 49 square feet of tenant advertising. This square footage would allow tenants further away from the

primary pylon sign to have brand identification closer to the store front entry. These signs would be 16 feet tall.

- **Garage Sign.** The revised Master Sign Program proposes only a change to the design of this sign - no additional square feet. The primary change to the sign would be that the sign would incorporate an LED display that, like the Primary Entry Pylon Sign, includes an LED message center that would advertise tenants and goods for sale in the center.

- **Directory Kiosks (adjustment to design only):** The existing Master Sign Program allows four directories at 40 square feet each. The new design calls for the directory kiosks to be 22 square feet overall with 16 square feet of sign area. The new proposed Kiosks would have LED map displays to better accommodate potential changes to tenants.

- **Illuminated Logos:** The overall square footage would increase by 20 square feet at six locations. Existing "W" logos are 38 square feet, increasing to 58 square feet. The additional square footage is needed to accommodate the new logo design standards, while maintaining the height of the existing logo.

Staff has evaluated and reviewed the proposed modifications of the Westlake Shopping Center Master Sign Program and supports approval of the modifications. Staff agrees that the directional and tenant signage is weathered and needs an upgrade in material and colors and improved compliance with the design requirement for uniformity in tenant panel background colors and text is required. The proposed directional and tenant signage will enhance the shopping area and benefit the community. The changes to the signage area and text size are minor and meet the purpose and intent of the sign program requirements for commercial districts.

As indicated previously, the only issue the revised Master Sign Program are the changeable LED copy in the both the Primary Entry Pylon Sign and Garage Sign. Although the size and location of the existing Garage Sign is not changing, the new sign would essentially be an illuminated sign adjacent to a residential land use (Westlake Apartments), which could be problematic if not properly regulated. Staff is therefore recommending the following Conditions of Approval for this sign in particular:

1. The Garage Sign shall include technology that this sign can be dimmed and dimming shall be undertaken as deemed appropriate by the Planning Division.

2. Copy on the sign shall remain static between 8:00 A.M. and 8:00 P.M., seven days per week.

Regarding both the Garage Sign and Primary Entry Pylon Sign, staff has a Condition of Approval requiring that content be limited to products and services offered at Westlake Shopping Center in the context to which are offered. The changeable LED signs shall not be used for offsite advertising whatsoever and shall not be used to promote products or services unless such promotion is in the context of the shopping center.

In addition to these requirements, staff has added a Condition of Approval that the City of Daly City shall be provided access to these signs to promote city/civic events. This Condition of Approval will require that Kimco devote a pre-specified number of minutes per day to such access and that the City have an easy way to request changes to its sign promotion time.

Environmental Assessment

Staff has reviewed the proposal under the requirement of the California Environmental Quality Act (CEQA) and has determined that the project is exempt pursuant to CEQA Guidelines Section 15301 – Minor alteration of existing private structures and new copy on existing signs.

Findings

Staff finds that the approval of Use Permit UPR-02-23-016090, as conditioned, is in accordance with Section 17.45, Design Review, of the Daly City Municipal Code. Approval of the user permit application, as conditioned herein, is in the best interest of the public health, safety, and general welfare of the community, and that the general site, architecture, and landscape considerations have been incorporated to insure compatibility with adjacent buildings and to provide an attractive environment. These findings are based in part on the following:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission will conduct a public hearing on May 2, 2023; notice of said hearing was by newspaper publication on April 20, 2023, posting and first class mailing to property owners within 300 feet;

2. The sign modification complies with applicable provisions of Design Review Section 17.45 of the Zoning Ordinance.

3. The sign modification complies with the Daly City Sign Code, DCMC Chapter 17.32.

4. General architectural considerations have been incorporated to ensure the compatibility of the tenant sign panels with the design concept and the character of overall pylon and monument signs.

5. The proposal for the upgraded blue, light blue color with white text tenant and directional signage is compatible with the existing Westlake Shopping Center buildings.

6. The allowance for the proposed light-emitting diode (LED) digital wall signs offers an opportunity for tenants to advertise their products and the space will also be available for Daly City public service and event announcements.

7. Staff has reviewed the proposal under the requirement of the California Environmental Quality Act (CEQA) and has determined that the project is exempt pursuant to CEQA Guidelines Section 15301(g) – Minor alteration of existing private structures and new copy on existing signs;

Conditions of Approval

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for the Conditional Use Permit UPR-02-23-016090, subject to the following conditions and Daly City General Conditions of Approval. Minor deviations from the conditions of approval may be approved by the Planning Division. Significant deviations will require review and approval by the Planning Commission and City Council.

A . DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The use permit and design review approval shall be valid for a period of one year from the date of City Council approval. The approvals shall terminate if a building permit has not been obtained and construction commenced within one-year of City Council approval of the project or if the applicant fails to obtain a valid business license.

2. The use permit and design review shall be valid only in conjunction with plans submitted and approved by the City Council. Any significant modifications and changes to the plans shall be treated as an amendment and shall be subject to review by a Council Committee appointed by the mayor.

3. The Garage Sign shall include technology that this sign can be dimmed and dimming shall be undertaken as deemed appropriate by the Planning Division.

4. Copy on the Garage sign shall remain static between 8:00 A.M. and 8:00 P.M., seven days per week.

5. The content of advertising on the LED portion of the Garage Sign and Primary Entry Pylon Signs be limited to products and services offered at Westlake Shopping Center in the context to which are offered, as determined by the City.

6. The City of Daly City shall be provided advertising access to the Garage Sign and Primary Entry Pylon Sign to promote city/civic events. Kimco shall devote a pre-specified number of minutes per day to such access and the City have an easy way to request changes to its sign promotion time. This allowance shall be in writing between the City Manager and Kimco, and shall be in place prior to building permit issuance for the signs.

C. ENGINEERING DIVISION

7. The improvements shall be consistent with the plans approved by, and to the satisfaction of the City Engineer and the Conditions of Approval. All construction shall meet the latest California Building Code, California Fire Code, Daly City Municipal Code and the City Standard Specifications and Drawings. Securities for all required improvements, and applicable fees and charges, shall be submitted prior to permit issuance. The applicant shall obtain all required permits before commencing work. All required improvements shall be constructed at no cost to the City except where specifically agreed to by the City under the

provisions of a written agreement. Grading and improvement plan review and approval by the City Engineer are required before any City Permit is issued. The improvement plans shall include details for on-site and off-site improvements for vehicular and pedestrian access, parking, traffic signs and markings, utility service connections, modifications and extension of the City's sewer, water, storm drain, safety lighting, landscaping, and other public service and common facilities. All utility services shall be underground unless otherwise approved. Said improvements shall conform to Daly City and affected Agency's standards.

8. All improvements shall be consistent with the plans approved by the City Engineer and the Conditions of Approval. All improvements shall meet the latest California Building Code, California Fire Code, Daly City Municipal Code, and the City Standards and Specifications.

9. The applicant and/or Contractor shall have a project sign with a 24-hour Project contact information for public concerns such as off-site tracking, dust control, noise complaints, ground shaking and any related construction activities. The complaints and responses shall be logged, and copies provided to the City Engineer with action status on a weekly basis.

10. An encroachment permit shall be required to be issued by the Public Works Department for all work proposed within the public right-of-way.

11. The project's electrical transformer shall not be installed within the public right-of-way, PG&E shall approve the location of on-site transformers.

12. All improvements shall be installed, inspected and approved by the City Engineer prior to issuance of occupancy permits. In addition, as-built record plans of all improvements shall be submitted in a form acceptable to the City Engineer prior to issuance of occupancy permits.

13. Comply with the applicable requirements of the City's General Condition of Approval: Variances, Design Reviews, Planned Developments and Subdivisions, dated December 8, 1999.

14. All on-site and off-site project improvements shall be ADA compliant to current ADA Standards and City Standards.

15. Following new utility installation, the applicant shall replace areas of street pavement, sidewalk, curb, and gutter damaged by construction. Such repair shall be per City standard Plans and Specifications. If multiple lateral connections are required along the same street, the City Engineer may require a full width two-inch overlay for the entire length of the street along the project frontage.

16. Grading exceeding 50 cubic yards shall require a grading permit. A licensed Civil Engineer shall prepare any grading plans and erosion control plans in conformance with a soil report prepared by a licensed soil engineer or geologist in compliance with NPDES requirements prior to any development on the property.

17. Concurrent with each demolition, grading and drainage permit submittal or as a part of the Improvement Plan package, the Applicant shall prepare a dust control plan. The plan shall conform to the City Standards and comply with the requirements of the Bay Area Air Quality Management District (BAAQMD) Best Management Practices for dust control.

18. Provide erosion and storm water pollution plan incorporating the best management practices, including operation and maintenance provisions per the requirements applicable at the time of construction permit application. During the wet season (October 1 to April 30) the developer shall submit a revised erosion control plan as necessary/requested.

19. The applicant shall provide specific measures and work plans to prevent pollutants from entering the public storm drain system in compliance with the NPDES regulations.

C. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

20. All improvements shall be consistent with the approved plans and the Conditions of Approval.

21. All improvements shall meet the latest Daly City Municipal Code, and the City Standards and Specifications.

D. FIRE DEPARTMENT

22. The specific Fire and Building Code requirements for this project will be determined upon submittal and review of the completed and approved construction plans. Work shall not commence without approved plans. All inspections require a copy of the "APPROVED" plans and job card available at the job site.

23. Comply with the California Building and Electrical Code.

24. Ensure to provide for fire apparatus access per CFC Chapter 5 and Appendix D. Minimum fire apparatus access is 20’ wide and 13’6” in height. (This applies mostly to cantilevered or overhung signs, which are not part of this sign master plan).

Staff Recommendation

1. Adopt the Findings as outlined herein;

2. Affirm the Environmental Assessment; and

3. Approve UPR-02-23-016090 (Sign Program), subject to the Conditions of Approved outlined herein.

Respectfully submitted,



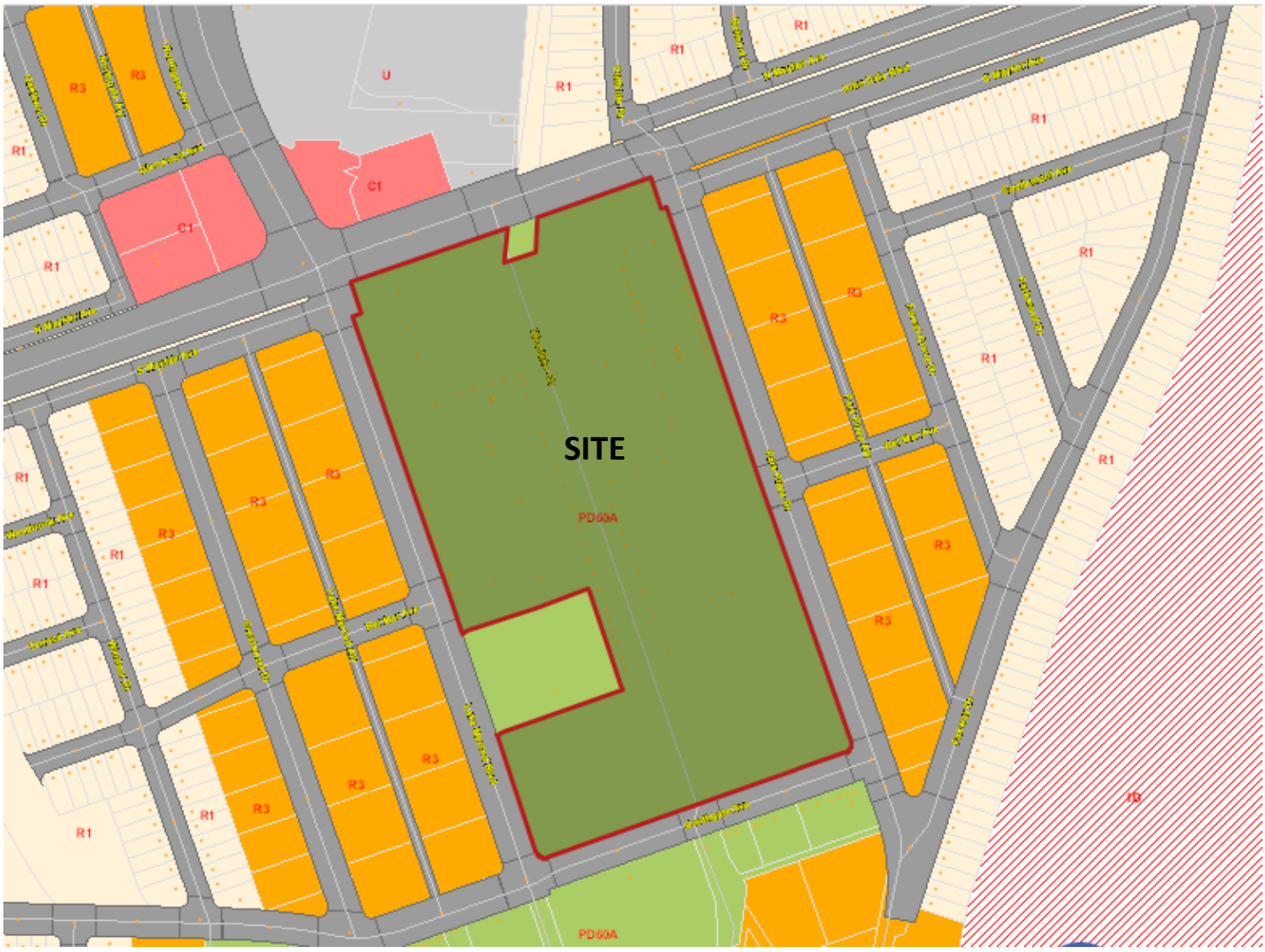
Sam Fielding
Associate Planner



Tatum Mothershead
Director of Economic and Community Development

Attachments
Attachment A – Location Map
Attachment B – Project Description
Attachment C – Project Plans

Westlake Shopping Center Master Sign Program Modification
251 Westlake Center



TUBE ART GROUP

January 27, 2023

City of Daly City -Planning Department
333 90th Street
Daly City, CA 94015

RE: Adjustment Review for the Westlake Shopping Center, located at John Daly Blvd. & Merced Blvd. in Daly City

Tube Art Group has been authorized by Kimco Realty to request adjustments to the existing Westlake Shopping Center Master Sign Program, for exterior signs at the address above.

The proposal seeks to upgrade the current Master Sign Program, to a revised Master Sign Program that allows for the rebranding of the Westlake Shopping Center to include a refreshed design, updated exterior colors and materials. The rebranding noted below, and shown in the attachment, is part of a larger redevelopment project that will include a 7-story mixed use project to replace the vacant Burlington Retail Store. The development further supports Kimco's long-term desire to maintain Westlake Shopping Center as a vibrant shopping destination and revitalize the local businesses and surrounding community.

Overview of Proposed Adjustments

Primary Entry Pylon Sign (page 1 of design): Adjustment of Overall Square Footage Allowed
Overall square footage will increase by 226 square feet, from 1370 to 1596 square feet. This square footage increase is due to the new design incorporating added background space. Sign area square footage will increase by 47.13 square feet, from 845 to 892.13 square feet. Existing MSP allows for a) 60' overall height, b) 100 square feet of shopping center ID, c) 625 square feet of tenant advertising, and d) 120 square feet of electronic message center. All allowances fall within the new proposed design.

Entry Monument Sign (page 2 of design): Adjustment of Overall Square Footage Allowed
Overall square footage will increase by 29.16 square feet, from 100 to 129.16 overall square feet, this square footage increase is due to the new design incorporating added background space. Sign area square footage will increase by 7.67 square feet, from 60 to 67.67 square feet.

Entry Boundary Marker Signs (page 3 of design): Adjustment of Overall Square Footage Allowed
Overall square footage will increase by 25.33 square feet, from 112 to 137.33 overall square feet. Existing MSP allows for quantity four (4) signs with 36 square feet max, the new design would reduce the shopping center ID to 9.5 square feet but add 49 square feet of tenant advertising. Overall sign-face square footage would increase by 22.5 square feet, from 26 to 58.5 square feet. This square footage would allow tenants further away from the primary pylon sign to have brand identification closer to the store front entry.

Directory Kiosks (page 4 of design): Adjustment to Design Only
Existing MSP allows four (4) directories at 40 square feet. The new design calls for the directory kiosks to be 22.75 overall with 16 square feet of sign area. The new proposed Kiosks will have LED map displays to better accommodate potential changes to tenants.

Illuminated Logos (page 5 of design): Adjustment of Overall Square Footage Allowed
Overall square footage will increase by 20 square feet at (6) locations. Existing "W" logos are 38 square feet, increasing to 58 square feet. The additional square footage is needed to accommodate the new logo design standards, while maintaining the height of the existing logo.

Parking Garage Directory (page 6 of the design): Adjustment of Overall Square Footage Allowed
Overall square footage will increase by 18.48 square feet, from 374.17 to 392.65 square feet. New proposed tenant panel space will remain consistent with the existing. The additional square footage increase is due to the new design incorporating added background space. We also are showing an option for an electronic message center display.

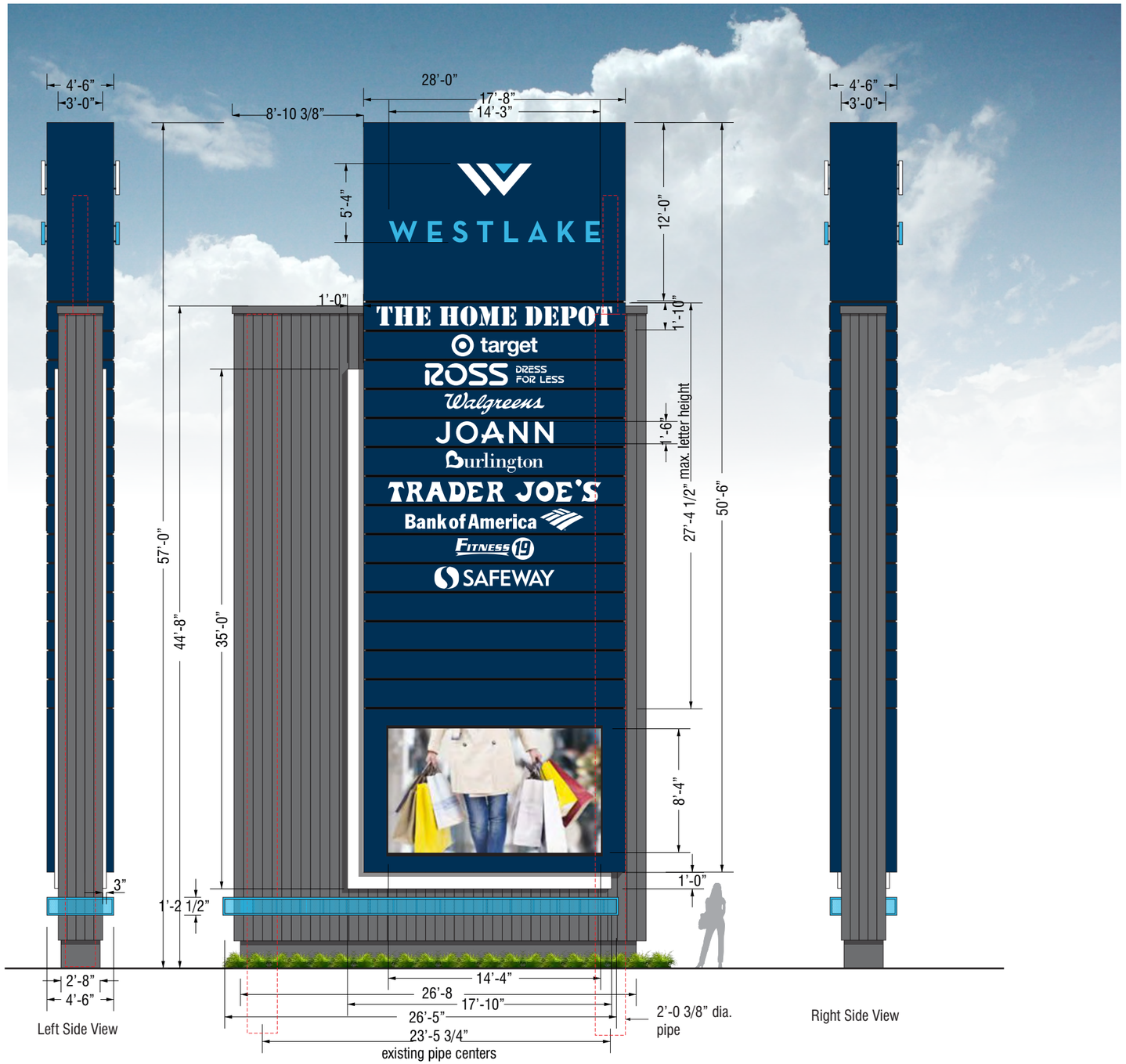
Parking Garage Identifiers (page 7 of the design): Adjustment to Design Only
New proposed signs match existing size, layout, and square footage. Adjustment will be made to match new brand standards only.

Wall Directory Signs (page 8 of the design): Adjustment to Design Only
New proposed sign match or decrease existing size, layout and square footage. The new proposed wall directory will have the option for LED map displays to better accommodate potential changes to tenants.

The driving force behind this request is to maintain a consistent design program, but to refresh the look of the shopping center with the new design standards implemented by the property owner and revitalize the retail shopping center.

Sincerely,

Danny Riordan | TUBE ART GROUP



1 Pylon Sign
Scale: 1/8"=1'-0"

1,596 overall sq. ft.
892.13 sign area sq. ft.

Center ID Logo- 76.0 sq. ft.
Tenant Panels- 483.6 sq. ft.
LED Message Center- 119.4 sq. ft.

Manufacture and install one (1) D/F internally illuminated pylon sign

Main ID and Tenant Cabinet:
Fabricated aluminum, 2x2x1/4 tube frame, (14) .125 aluminum tenant panels with routed out 3/4" clear push thru acrylic letters, white diffuser 2nd surface. Main ID logo is reverse pan halo illuminated channel logo and letters, .125 aluminum faces, .063 aluminum returns 3" deep, 1/4" clear diffused lexan backs.
Sloan Prism 6500k White halo illumination. Attach to face of logo cabinet with 2" stand off tube spacers.
Remote locate power supplies in cabinet. Cabinet faces attached with countersunk flush paint matched screws through face. Paint to match Pantone 540C Dark Blue. 1 1/2" aluminum reveals between panels, paint reveals Satin Black.
Sloan Prism LED 6500k White LED illumination, self contained power supplies.
Attach to existing steel pipes with internal steel angle saddles and steel side mount plates.

LED Message Center:
Daktronics GS 6 - 160x275 matrix, 15.85mm RGB LED (dimmable, adjustable, will not operate at a level greater than 0.3 foot candles above ambient light.), 2 units mounted back to back on steel subframe, welded to existing steel pipes. Wireless communication to remote computer controller. Message changes at a rate not faster than 8 seconds. Can be tied into IPAWS National Emergency Alert communication system. Display can be programmed to be static at night to avoid light pollution.
Inset into aluminum cladding on face and sides. Paint cladding to match Pantone 540C Dark Blue.

Perforated Light Band:
Fabricated aluminum, L4x4x1/4 aluminum frame with perforated .125 aluminum skin and faces. Paint interior and exterior of cabinet to match Pantone 298C Blue. Internal Sloan Prism LED Blue indirect illumination, self contained power supplies. Attach to existing pipes with internal steel angle saddles.

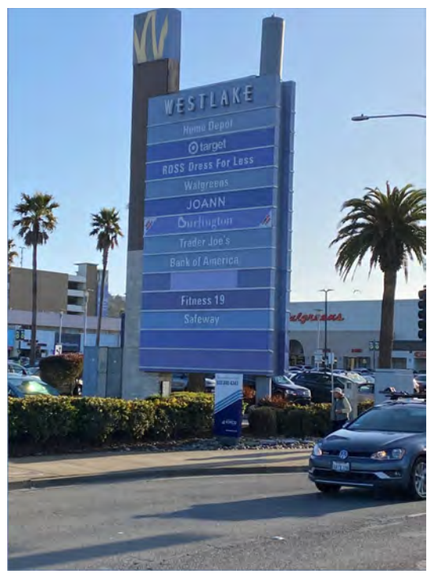
Base Cabinet:
Fabricated aluminum, L2x2x1/4 aluminum frame with Lux 6" V-Groove metal cladding. Bottom cover .125 aluminum.
Paint cabinet to match Pantone 424C Grey.
Attach to existing pipes with internal steel angle saddles.

White Decorative Accent:
Fabricated aluminum frame, 1x3x1/8 aluminum rec. tube frame, clad with .125 aluminum. Paint Satin White.
Attach to face of Base Cabinet with blind studs.

****NOTE-SURVEY OF EXISTING SIGN HAS REVEALED THE CABINET HOUSES NUMEROUS CELL PHONE TOWER ANTENNAS AND A 150 AMP ELECTRICAL SERVICE PANEL. WILL REQUIRE DIRECTION FROM CLIENT TO INCLUDE HAVING EQUIPMENT REMOVED AND RE-INSTALLED IN NEW CABINET, AND IF SO BUILDING CABINET WITH PROVISIONAL SPACE FOR THE EQUIPMENT, AS WELL AS COORDINATING WITH THE CELL COMPANY REGARDING MATERIALS AND THE LED DISPLAY.**



Night View



Existing

1,370 overall sq. ft.
845 sign area sq. ft.

TAG
TUBE ART GROUP

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1174
Customer Number
139814
Quote Number
Westlake Shopping Center r4
File Name

Leslie Runckel
Salesperson
Tom Maxwell
Drawn By
**
Checked By

March 9, 2021
Date
December 9, 2021
March 30, 2023
April 5, 2023
Revisions

[ ] Approved
[ ] Approved With Changes Noted
Customer Signature
Date

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Lake Merced Blvd. & John Daly Blvd.
Daly City, CA 94015

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Left Side View

① Monument Sign
Scale: 1/2"=1'-0"

129.16 overall sq. ft.
67.67 sign area sq. ft.

Main ID Logo- 9.33 sq. ft.
Tenant Sign Area- 58.33 sq. ft.

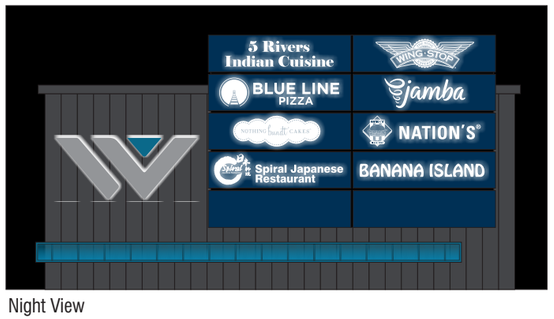
Manufacture and install one (1) S/F internally illuminated monument sign

Tenant Cabinet:
Fabricated aluminum, 2x2x1/4 tube frame, .125 aluminum tenant panels with routed out 3/4" clear push thru acrylic letters/logos, white diffuser 2nd surface. Cabinet faces attached with countersunk flush paint matched screws through face. Paint to match Pantone 540C Dark Blue. 1" aluminum reveals between panels, paint reveals Satin Black. Sloan Prism LED 6500k White LED illumination, self contained power supplies.

Base Cabinet:
Fabricated aluminum, 2x2x1/4 aluminum sq. tube frame, skinned with Lux 6" V-Groove metal cladding. Paint to match Pantone 424C Grey. Attaches to new 6" sch. 40 steel pipe in concrete footing. Back of cabinet removes for install and service.

Perforated Light Band:
Fabricated aluminum, L1x1x1/8 aluminum frame with perforated .125 aluminum skin and faces. Paint interior and exterior of cabinet to match Pantone 298C Blue. Internal Sloan Prism LED Blue indirect illumination, self contained power supplies in base cabinet. Attach to face and side of base.

'W' Logo:
Main ID logo is reverse pan halo illuminated channel logo, .125 aluminum faces, .063 aluminum returns 3" deep, 1/4" clear diffused lexan backs. Sloan Prism 6500k White halo illumination. Attach to face of logo cabinet with 2" stand off tube spacers. Remote locate power supplies in cabinet.



Night View



Night View

100.0 overall sq. ft.
60.0 sign area sq. ft.

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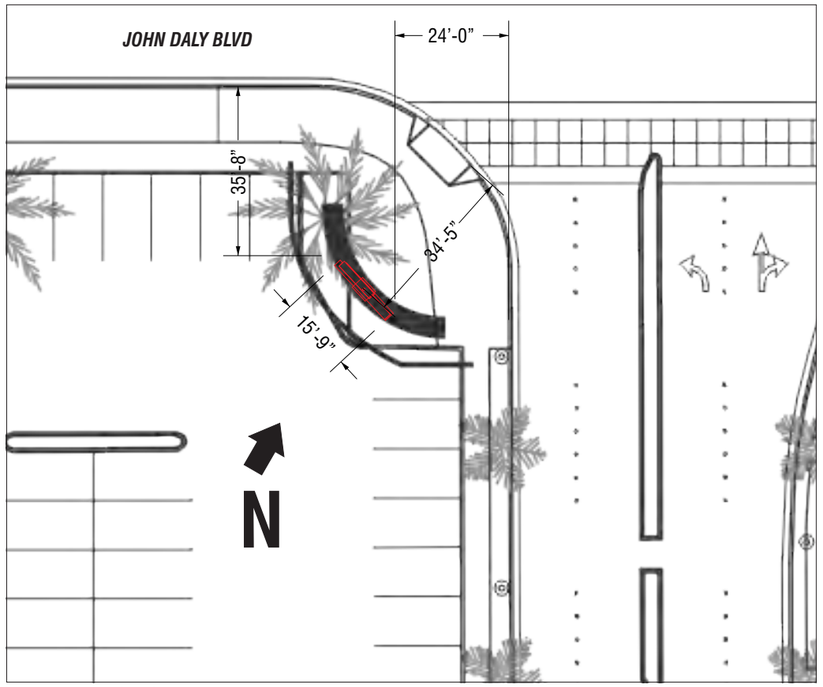
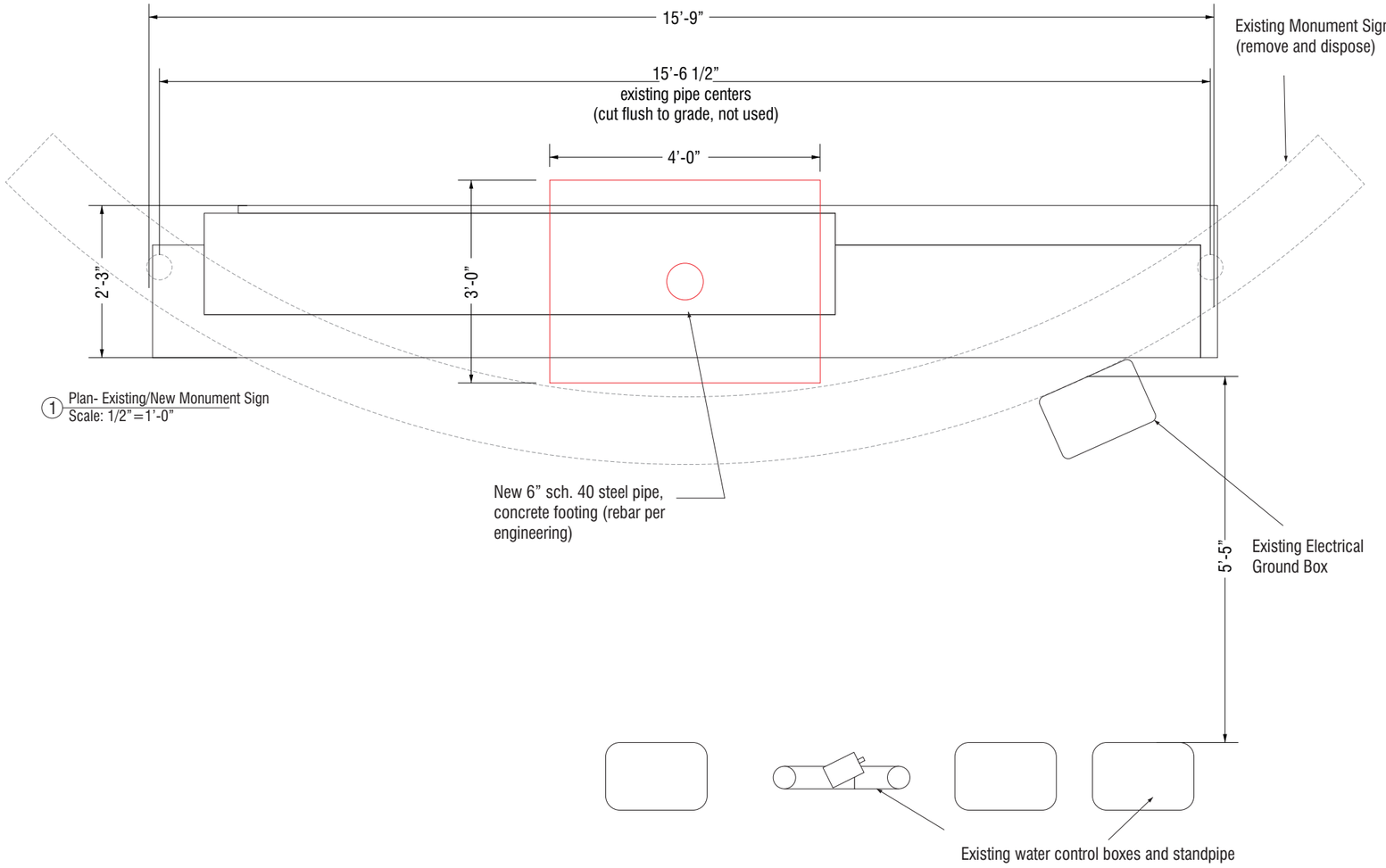
Water Pipe Map



② Monument Sign Site Plan
Scale: 1/32”=1’-0”



① Plan- Existing/New Monument Sign
Scale: 1/2”=1’-0”

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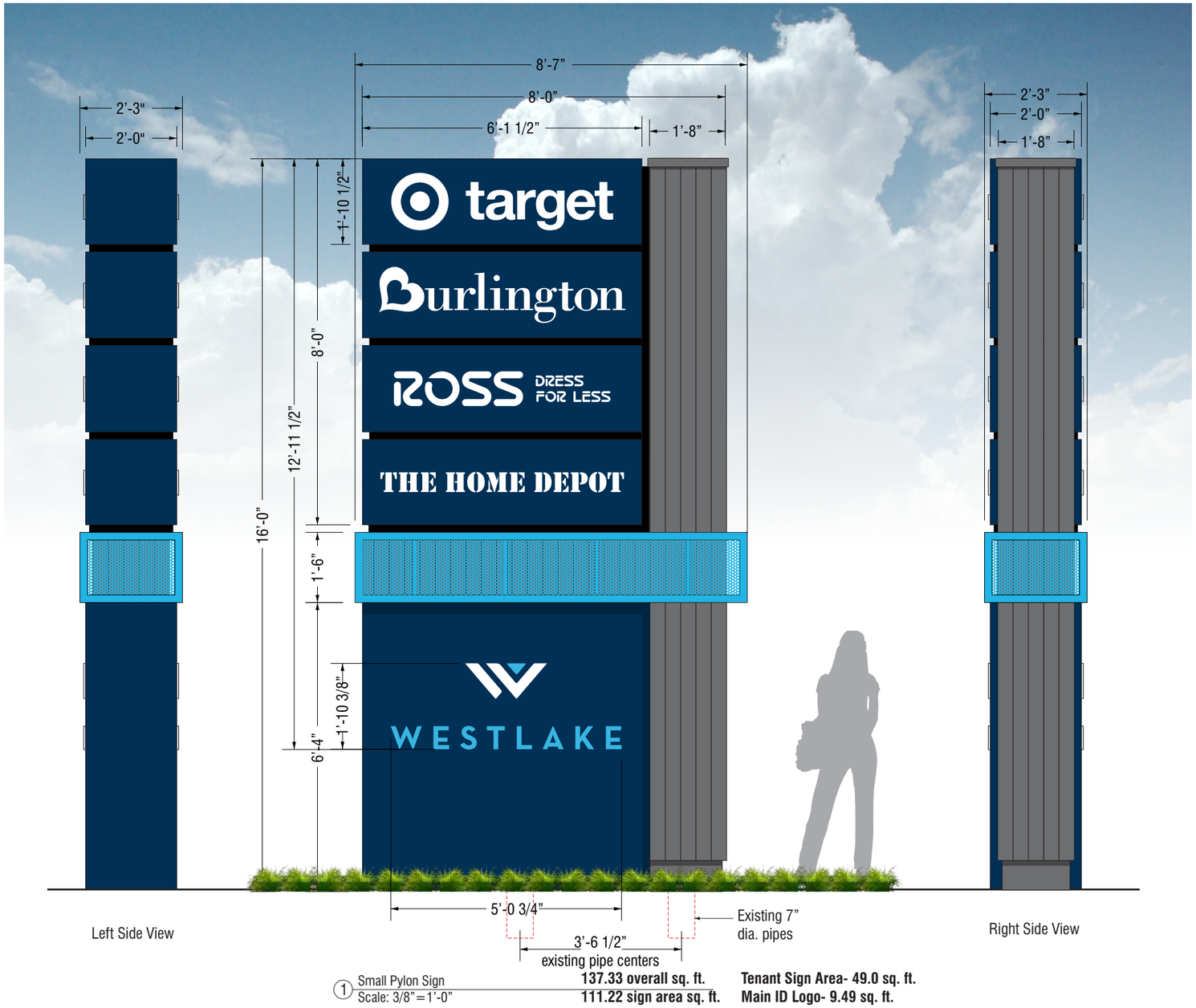

Manufacture and install two (2) D/F internally illuminated small pylon signs

Tenant Cabinet:
Fabricated aluminum, 2x2x1/4 tube frame, .125 aluminum tenant panels with routed out 3/4" clear push thru acrylic letters, white diffuser 2nd surface. Faces attached with countersunk flush paint matched screws through face. Paint to match Pantone 540C Blue. 2" sq. tube aluminum reveals between panels, paint reveals Satin Black. Sloan Prism LED 6500k White LED illumination, self contained power supplies.
Attach to existing 7" steel pipes with internal steel angle saddles and steel side mount plates.

Perforated Light Band:
Fabricated aluminum, L2x2x1/4 aluminum frame with perforated .125 aluminum skin and faces. Paint interior and exterior of cabinet to match Pantone 298C Blue. Internal Sloan Prism LED Blue indirect illumination, self contained power supplies. Attach to existing pipes with internal steel angle saddles.

'W' Logo and 'WESTLAKE' Letters:
Routed out 3/4" clear push thru acrylic letters, white diffuser 2nd surface. Illuminated with Sloan Prism 6500k White LEDs. Power supplies mounted in base cabinet and tenant cabinet.

Column:
Fabricated aluminum frame, 2x2x1/4 aluminum sq. tube. Clad with 4" Lux Metal cladding material. Paint to match Pantone 424C Grey. Attach to existing 7" steel pipes with internal steel angle saddles.

Reveals:
2x2x1/4 aluminum sq. tube frame, attached to side of column, bottom of tenant cabinet. Paint Satin Black.



Proposed



Existing **112.0 overall sq. ft.**
36.0 sign area sq. ft.

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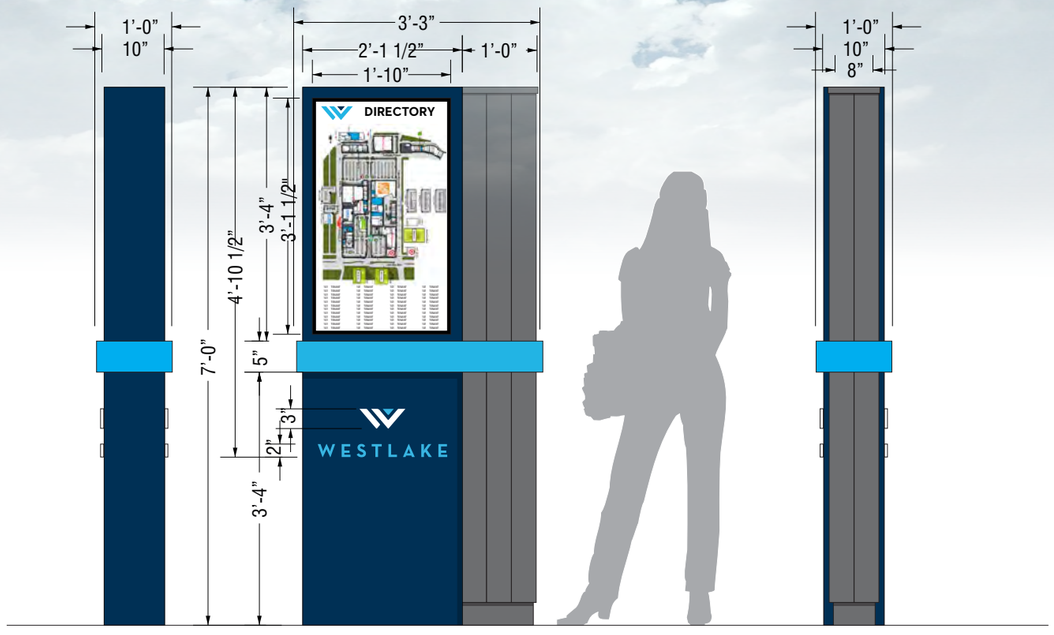

LEFT SIDE

RIGHT SIDE

① Directory Kiosk — **22.75 overall sq. ft.**
Scale: 1/2"=1'-0" — **15.84 sign area sq. ft.**

Manufacture and install three (3) D/F internally illuminated directory kiosk signs with LED displays

LED Displays:
LG LS 75C Series 42 inch full HD signage display with embedded system-on-chip. One display per face, each monitor can be programmed with on-board display or linked to a network for display changes. Fabricated aluminum enclosure with clear non-glare lexan faces, painted to match Pantone 540C Blue.

Center Band:
Fabricated aluminum, L1.5x1.5x1/8 aluminum frame with .125 aluminum skin and faces. Paint to match Pantone 540C Blue.

Base Cabinet:
Fabricated aluminum, L1.5x1.5x1/8 aluminum frame with .125 aluminum skin and faces. 3/4" clear push thru acrylic logo, white diffuser 2nd surface. Paint cabinet to match Pantone 540C Blue.
Sloan Prism LED 6500k White LED illumination, self contained power supplies.

Column:
Fabricated aluminum frame, 1.5x1.5x1/8 aluminum sq. tube. Clad with Lux 4" metal material. Paint to match Pantone 424C Grey. Attach to side of cabinet.

Sign replaces existing kiosk. Drill concrete for (4) Hilti 5/8" dia. Kwik Bolts, 3 1/2" min. embed.
Client to provide electrical and data (if required) to sign location.



Proposed



Existing — **35.77 overall sq. ft.**
30.7 sign area sq. ft.

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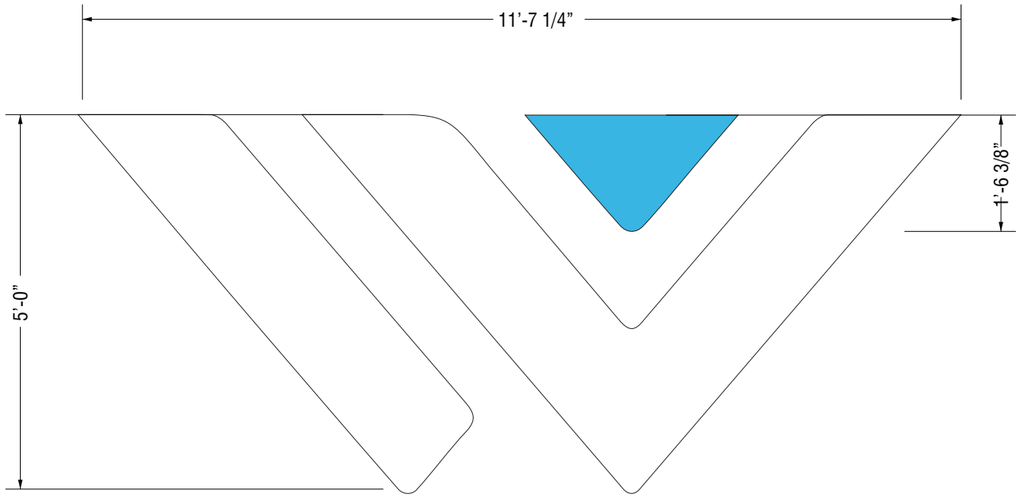
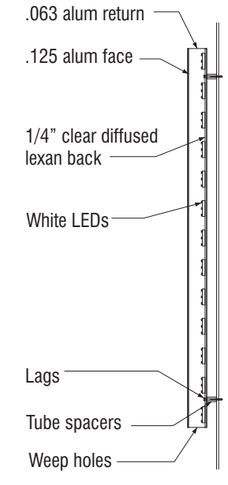


① **W Logo Sign** — **58.0 sq. ft.**
Scale: 1/2" = 1'-0"



② **W Logo Sign**
Scale: 1/2" = 1"

Manufacture and install six (6) halo-illuminated ID Logo signs

Logo:
.125 aluminum face, .063 aluminum returns, 3" deep. 1/4" clear diffused lexan backs. Paint faces and returns Satin White and Pantone 298C Blue for center of logo.
Sloan 6500k White LED halo illumination.
Attach logo to wall with 1 1/2" tube spacers painted to match wall color, 1/4" lags.
Remote locate power supplies in accessible area.

Requires removal and recycling of existing logos.



Proposed



Existing

38.12 sq. ft.

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139814
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Westlake Shopping Center r4
File Name

Leslie Runckel
Salesperson

Tom Maxwell
Drawn By

**
Checked By

March 9, 2021
Date

December 9, 2021
March 30, 2023
April 5, 2023
Revisions

[ ] Approved
[ ] Approved With Changes Noted

Customer Signature

Date

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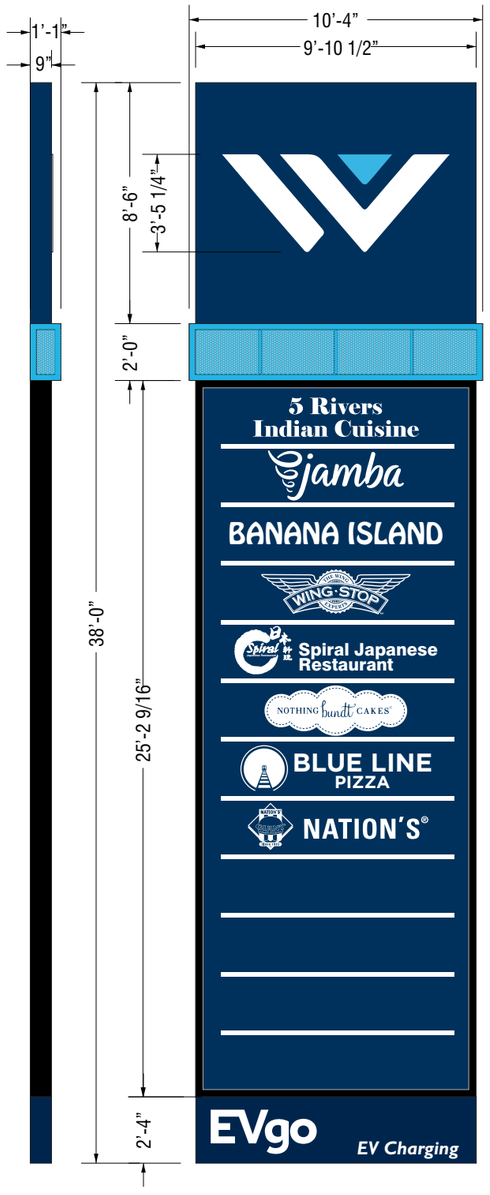


1 Parking Garage Sign — **392.65 sq. ft.**
Scale: 3/16"=1'-0"

Manufacture and install one (1) S/F internally illuminated ID sign with LED message center and static display cabinet

Logo Cabinet:
Fabricated aluminum, 2x2x1/4 aluminum sq. tube frame, skinned with .125 aluminum. Paint to match Pantone 540C Blue. Routed push thru 3/4" clear acrylic logo with White diffuser and digitally printed Blue 2nd surface vinyl. Sloan Prism 6500k White halo illumination. Remote locate power supplies in cabinet.

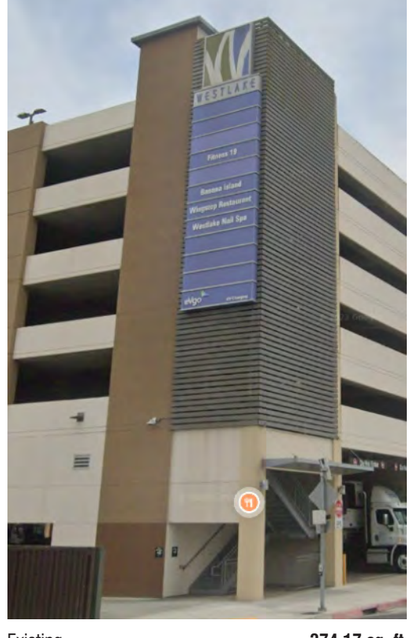
Perforated Light Band:
Fabricated aluminum, L1x1x1/8 aluminum frame with perforated .125 aluminum skin and faces. Paint interior and exterior of cabinet to match Pantone 298C Blue. Internal Sloan Prism LED Blue indirect illumination, self contained power supplies. Attach to logo cabinet.

LED Message Center:
Daktronics GS 6- 475x180 matrix, 15.85mm RGB LED (dimmable, adjustable, will not operate at a level greater than 0.3 foot candles above ambient light.), mounted on steel wall clips attached to wall with through bolts. Wireless or wired communication to remote computer controller. Programmed for tenant names but can also operate as ad space display. Message changes at a rate not faster than 8 seconds. Can be tied into IPAWS National Emergency Alert communication system. Display can be programmed to be static at night to avoid light pollution.

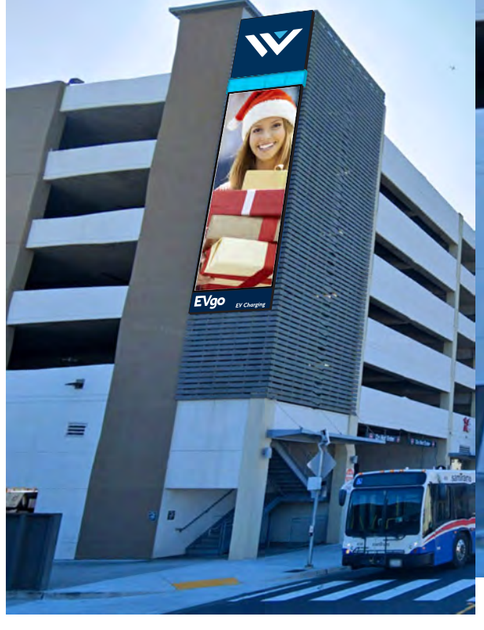
Static Cabinet (EVgo):
Fabricated aluminum, 2x2x1/4 aluminum sq. tube frame, skinned with .125 aluminum. Paint to match Pantone 540C Blue. Vinyl logo and letters applied to face.



Shown as Programmed Tenant Names



Existing — **374.17 sq. ft.**



Shown as Ad Space Display

TAG
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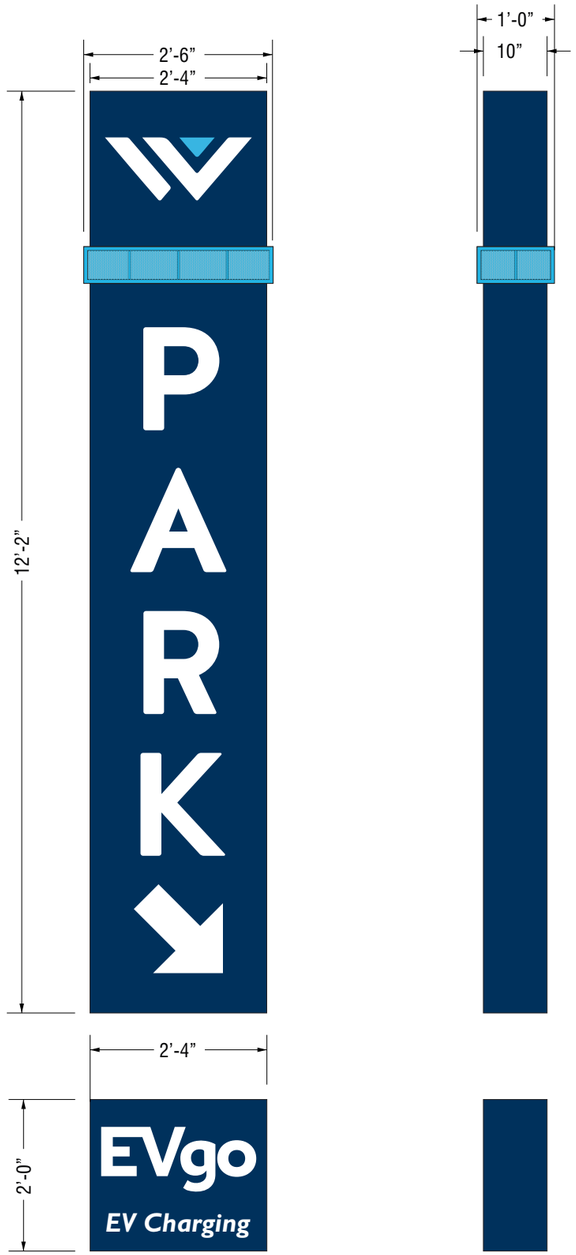


SIDE

① Parking Garage Sign **30.42 sq. ft. (upper)**
Scale: 3/16"=1'-0" **4.66 sq. ft. (lower)**

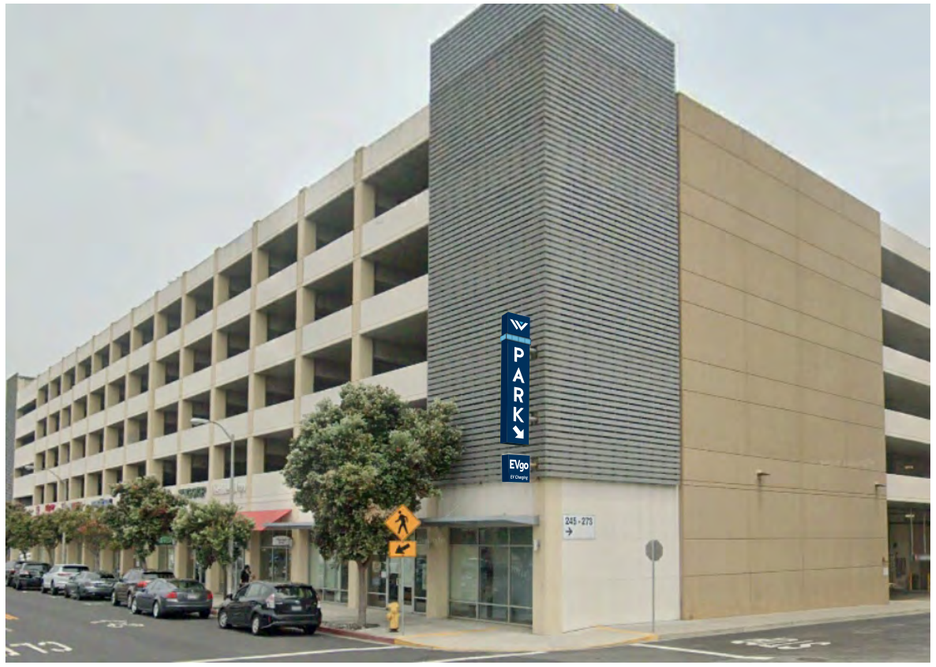
Manufacture and install two (2) D/F internally illuminated Parking signs and two (2) D/F internally illuminated Secondary signs

Logo Cabinet:
Fabricated aluminum, 2x2x1/4 aluminum sq. tube frame, skinned with .125 aluminum. Paint to match Pantone 540C Blue. Routed push thru 3/4" clear acrylic logo with White diffuser and digitally printed Blue 2nd surface vinyl. Sloan Prism 6500k White halo illumination. Locate power supplies in cabinet.

Perforated Light Band:
Fabricated aluminum, L1x1x1/8 aluminum frame with perforated .125 aluminum skin and faces. Paint interior and exterior of cabinet to match Pantone 298C Blue. Internal Sloan Prism LED Blue indirect illumination, self contained power supplies. Attach to logo cabinet.

Parking Cabinet and Secondary Cabinet:
Fabricated aluminum, 2x2x1/4 aluminum sq. tube frame, skinned with .125 aluminum. Paint to match Pantone 540C Blue. Routed push thru 3/4" clear acrylic letters with White diffuser and 230-20 White vinyl 1st surface. Sloan Prism 6500k White illumination. Locate power supplies in cabinet.

Mount sign cabinets to existing pipe supports.



Proposed



Existing

30.42 sq. ft. (upper)
4.66 sq. ft. (lower)

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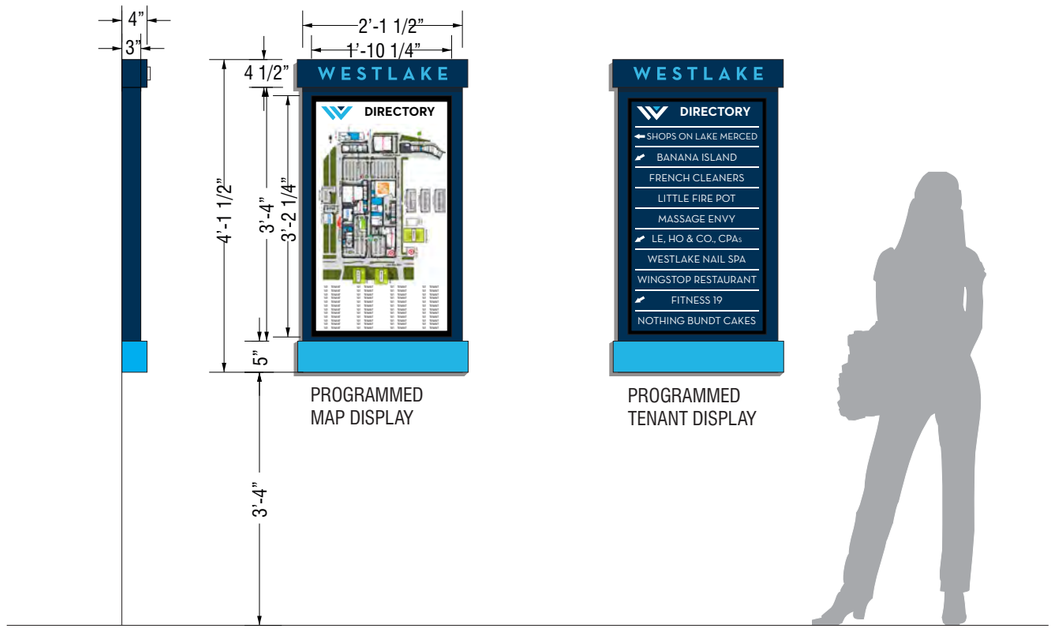


Side View

① Wall Directories **8.76 sq. ft.**
Scale: 1/2”=1’-0”

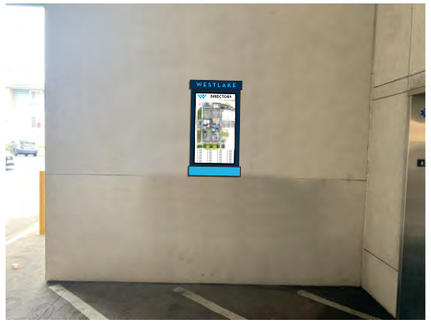
Manufacture and install five (5) S/F internally illuminated wall directory signs with LED displays

Header Cabinet:
Fabricated aluminum, 1x1x1/8 aluminum frame with .125 aluminum skin and faces. 3/4” clear push thru acrylic letters, white diffuser 2nd surface, digitally printed vinyl 1st surface. Paint cabinet to match Pantone 540C Blue.
Sloan Prism LED 6500k White LED illumination, self contained power supplies.

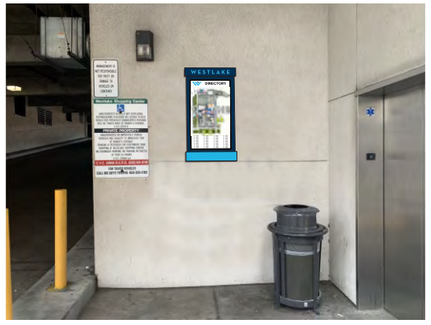
LED Displays:
LG SM5KE Series 43 inch full HD signage display with built in content management system Super Sign CMS. Monitor can be programmed with on-board display or linked to a network for display changes.
Fabricated aluminum enclosure with clear non-glare lexan faces, enclosure painted to match Pantone 540C Blue.

Bottom Band:
Fabricated aluminum, L1.5x1.5x1/8 aluminum frame with .125 aluminum skin and faces. Paint to match Pantone 298C Blue.

Signs replace existing directories. Drill concrete for (4) Hilti 5/8” dia. Kwik Bolts, 3 1/2” min. embed (required fasteners per wall type).
Client to provide electrical and data (if required) to sign location.
Requires removal and recycling of existing directories.

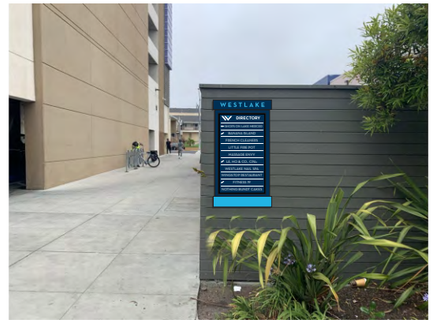


Existing 21.97 sq. ft.



Replaces (2) of these directories
Existing map is 38” x 23 1/4”

Existing 21.97 sq. ft.



Existing 8.62 sq. ft.



Replaces (3) of these directories (1 on stucco wall, not shown)
Existing directory is 68” x 18 1/4”

Existing 8.62 sq. ft.

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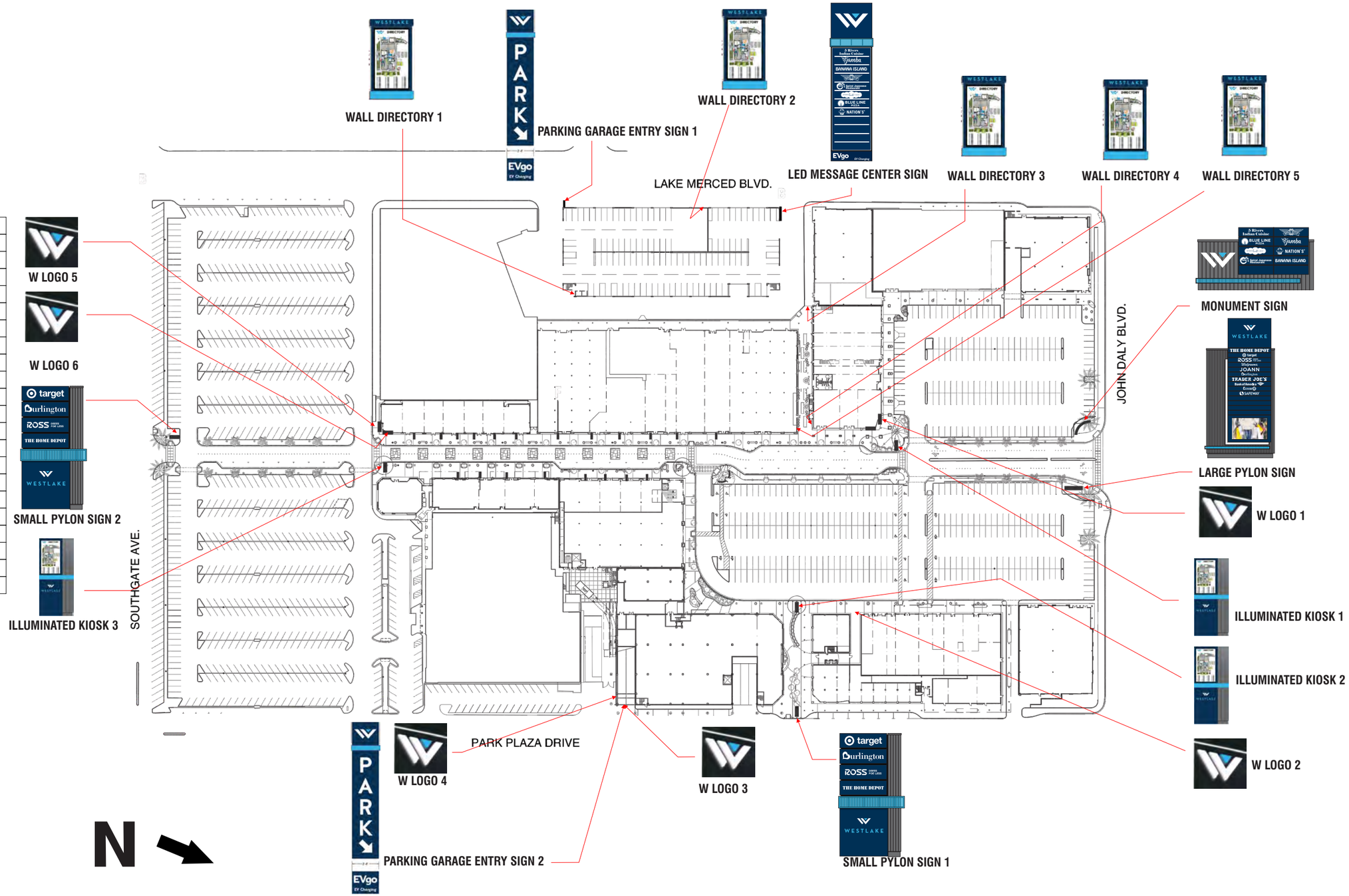
Sign Type	Existing Sq. Ft.	Proposed Sq. Ft.
Large Pylon	845	892.13
Monument Sign	60	67.67
Small Pylon 1	36	111.22
Small Pylon 2	36	111.22
Illuminated Kiosk 1	30.7	15.84
Illuminated Kiosk 2	30.7	15.84
Illuminated Kiosk 3	30.7	15.84
LED Message Center	374.17	392.65
Parking Garage Entry 1	30.42+4.66	30.42+4.66
Parking Garage Entry 2	30.42+4.66	30.42+4.66
W Logo 1	38.12	58.0
W Logo 2	38.12	58.0
W Logo 3	38.12	58.0
W Logo 4	38.12	58.0
W Logo 5	38.12	58.0
W Logo 6	38.12	58.0
Wall Directory 1	21.97	8.76
Wall Directory 2	21.97	8.76
Wall Directory 3	8.62	8.76
Wall Directory 4	8.62	8.76
Wall Directory 5	8.62	8.76



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Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	May 2, 2023
Application:	Use Permit UPR-1-22-15498 and Design Review DR-7-22-15775
Project Planner:	Sam Fielding, Associate Planner
Project Location:	79 Saint Francis Square (APN 008-481-270)
Project Description:	New Chowking restaurant with drive through
Applicant:	Bill Beebe Amor Architectural Corporation 9431 Haven Avenue, Suite 212, Rancho Cucamonga, CA 91730
Property Owners:	Seafood City Supermarket 2883 Surveyor Street Pomona, CA 91768
Environmental Assessment:	Categorical Exemption Section 15303, Class 3 – New Construction or Conversion of Small Structures
Applicable Daly City Municipal Code Sections:	Chapter 17.44 - Use Permits Chapter 17.45 – Design Review Chapter 17.34 – Off-Street Parking and Loading

Site Information

Property Size	Existing Use	Proposed Use	General Plan Designation	Current Zoning
2,480 sq. ft.	Parking Lot	Restaurant and Drive Through	Commercial Neighborhood (C-N)	Commercial Neighborhood (C-N)

Area Information

Land Use	Zoning
North: R1 (Residential Low Density)	R1 (Single Family Residential)
South: R1 (Residential Low Density)	PD50 (Planned Development)
West: R1 (Residential Low Density)	R1 (Single Family Residential)
East: C-O (Office) R-HD (Residential High Density)	C-O (Office Commercial) R-H (Residential High)

Project Description

The applicant proposes to construct a new, 2,480 square foot fast-food restaurant and drive-through at the northwest corner of the Saint Francis Square Shopping Center (see Attachment A – Site Location). The proposed drive-through restaurant ("Chowking") would be a quick service restaurant with a Philippine and Chinese influenced menu. The hours of operation would be 8:00 a.m. to 9:00 p.m. with a dining room containing 40 seats and a drive through for customer take-out service. Staff size per shift is expected to be no more than eight people. The new restaurant and grocery store will complement the other existing retail and small restaurant uses in the shopping center (see Attachment B – Project Plans).

On March 6, 2023, the City Council Design Review Committee (DRC) approved a renovation of the existing shopping center, including the demolition of the existing grocery store and the construction of a new larger grocery store ("Seafood City"), façade remodels of three existing retail buildings, and construction of a new pad for a retail building.

Discussion

The proposed drive-through restaurant requires the approval of a use permit. The use permit provides the Planning Commission with an opportunity to evaluate the proposal in the context of the existing on-site and adjacent uses and evaluate if the proposed project merits approval. In so determining, the Planning Commission should evaluate if the new restaurant building and drive-through would be compatible with existing uses, if infrastructure exists to serve the site, and if the provision of parking is adequate and, as designed, would not have a detrimental impact to the adjacent neighborhood.

Compatibility with Existing Uses. Staff feels that the proposed new 2,480 square foot restaurant and drive through project is compatible with the existing mix of uses in the shopping center that includes a supermarket, retail businesses, and restaurants. The restaurant adds a drive through as an added convenience for customers that wish to purchase food to go. A traffic study was completed for the shopping center (including the drive-through) which determined that the drive-through restaurant would not negatively impact traffic circulation and parking demand for the shopping center. Other restaurants exist on the project site and staff therefore believes the proposed use would be compatible with existing uses.

Infrastructure Capacity. The City's Public Works Department and Department of Water and Wastewater Resources have evaluated the proposal and determined that adequate water and sewer infrastructure exists to serve the subject site. The Fire Department has also reviewed the project and has no objections, although Conditions of Approval by all these Departments are included in this staff report.

Transportation and Parking. According to Daly City Municipal Code the proposed restaurant would require 33 parking spaces (Fast-Food Restaurant or Drive-Through: one space per 75 sf of gross floor area). As part of the shopping center remodel, the existing parking lot would be resurfaced and restriped parking to provide 265 parking spaces including seven accessible stalls and nine Electric Vehicle (EV) stalls. Vehicular access to the site would be provided by the three full-access driveways including one existing driveway on St. Francis Boulevard and two existing driveways on Southgate Avenue. Parking would be shared among all uses on site, including the 33 parking spaces required by the new restaurant. The traffic study prepared for the Saint

Francis Square Shopping Center Renovation, which included an analysis of the parking, traffic circulation, and drive-through queuing for the restaurant and drive-through, determined that there would be no significant impact to traffic circulation from the use (see Attachment C – Traffic Study).

Drive-Through Queuing. An analysis of drive-through lane operations was conducted for the proposed new fast-food restaurant to evaluate the adequacy of vehicle queuing spaces and to identify potential adverse effects within the parking lot and at the nearby site driveway on Southgate Avenue. The site plan indicates that the drive-through lane would be approximately 165 feet in length between the southwest corner of the building, where the pick-up window would be located, and the entrance of the drive-through lane, which can accommodate six to seven vehicles. The drive aisle running between the drive-through lane and the driveway on Southgate Avenue would be approximately 100 feet long, which would accommodate a queue of four vehicles. Based on an analysis of average service times and comparison of queueing at other similar restaurants, the study concluded queuing at the order board might briefly affect vehicles traveling through the drive aisle during peak periods, but it is not expected to affect the vehicles access the shopping center driveway from Southgate Avenue.

Based on staff review of the proposed plans and traffic study for the new restaurant and drive-through, staff has determined that the proposed restaurant building with drive through merits use permit approval, as the building would be compatible with existing adjacent uses, adequate utility and infrastructural capacity exists within close proximity to serve the site, and the provision of parking is adequate and, as designed, would not have a detrimental impact to the adjacent neighborhood. In addition, general site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, public safety and similar elements have been designed to provide a desirable environment.

Design Review

The proposed new restaurant and drive through is designed to be architectural compatible with the supermarket and retail buildings in the shopping center and the neighborhood character of the project site. The new restaurant exterior building finishes include light grey paint (“Guild Grey”) and light green (“Livable Green”) for the exterior walls, cedar board and batten siding painted brown (“Fireweed”), and dark brown (“Armory”) for the roof line trim. The base of the building will consist of stone veneer (“El Dorado Stone, Cut Coarse Stone, Seashell”). Portions of the south and east elevation exterior will consist of dark brown (“Dark Java”) corrugated metal. The south and east elevations will have a black (“Black of Night”) metal canopy installed above the windows with recessed LED lights. There will be steel trellises located on the west, south and east elevations to break up the wall space. LED goose neck down light fixtures will be installed above the trellises and the signage. The windows will consist of clear anodized aluminum, painted black.

The signage of the proposed restaurant will be part of the Saint Francis Square Shopping Center Master Sign Program (under separate use permit review) in compliance with the city requirements for signage within commercial district of the Daly (Chapter 32 Signs).

The subject property is zoned C-N - Neighborhood Commercial, where the maximum building height allowed is 36 feet. The proposed height for the new restaurant would be 22’-6”. Based on

the plans submitted by the applicant, the proposed new buildings and façade improvements demonstrate that the project complies with the Zoning Ordinance height maximum.

Based on staff review of the plans for the proposed restaurant and drive through, the project conforms to Chapter 17.45 Design Review of the Daly City Municipal Code. The design of the restaurant includes a contemporary design, utilizing quality exterior materials with architectural details such as base stone veneer and cedar board and batten siding, metal canopy with recessed lighting and goose-neck lighting, anodized windows, and earth tone colors. The exterior materials and colors will be compatible with the new supermarket exterior and the exterior façade improvements of the retail and restaurant buildings in the shopping center. General architectural considerations have been incorporated in the restaurant and drive through design order to ensure the compatibility of this development with its design concept and the character of on-site signage including the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, and colors.

Environmental Assessment

The proposed restaurant building and drive through is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, (State CEQA Guidelines) Section 15303 –New Construction or Conversion of Small structures, Class 3 (c), including the construction of a restaurant not exceeding 2,500 square feet in floor area.

Findings

Staff finds that, as conditioned, the approval of Use Permit UPR-1-22-15498 and Design Review DR-7-22-15775 would comply with Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood or be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the City. These findings are based on the following facts:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission will conduct a public hearing on May 2, 2023; notice of said hearing was published in a newspaper of general circulation on April 20, 2023, posting and first class mailing to property owners within 300 feet;

2. Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project is Categorically Exempt per Section 15303, Class 3 – New Construction or Conversion of Small Structures.

3. The proposed commercial use building complies with applicable provisions of the Title 17 (Zoning) of the Daly City Municipal Code, Chapter 17.44 – Use Permits, and Chapter 17.45 – Design Review;

4. The proposed restaurant building with drive through merits use permit approval, as the building would be compatible with existing adjacent uses, adequate utility and infrastructural capacity exists within close proximity to serve the site, and the provision of parking is adequate and, as designed, would not have a detrimental impact to the adjacent neighborhood;

5. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, public safety and similar elements have been designed to provide a desirable environment;

6. General architectural considerations have been incorporated to ensure the compatibility of this development with its design concept and the character of on-site signage. These considerations include, but are not limited to, the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, and colors;

7. General landscape considerations of Chapter 17.41, Landscaping, will be provided to ensure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public; and

8. The project will minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

Conditions of Approval

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for the Conditional Use Permit UPR-1-22-15498 and Design Review DR-7-22-015775, subject to the following conditions and Daly City General Conditions of Approval. Minor deviations from the conditions of approval may be approved by the Planning Division. Significant deviations will require review and approval by the Planning Commission and City Council.

A . DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The use permit and design review approval shall be valid for a period of one year from the date of City Council approval. The approvals shall terminate if a building permit has not been obtained and construction commenced within one-year of City Council approval of the project or if the applicant fails to obtain a valid business license.

2. The use permit and design review shall be valid only in conjunction with plans submitted and approved by the City Council. Any significant modifications and changes to the plans shall be treated as an amendment and shall be subject to review by a Council Committee appointed by the mayor.

3. All buildings, any applicable retaining walls, fences, and trash enclosure materials and colors must match those as approved. High quality materials shall be utilized and final finishes shall be approved by the Director of Economic and Community Development.

Building and Site Design

4. Any reconstruction of the trash enclosure shall be constructed from concrete (CMU is acceptable) and shall receive design elements similar to those of the restaurant building, including color, materials, and roof design. The enclosure's doors shall receive a powder-coated metal door painted to match the enclosure's wall color. The capacity, design, and location of the structure shall be approved by both the Planning Division and Republic Services prior to incorporation in the project plans that are submitted to the Building Division for permit issuance.

5. All rooftop mechanical equipment shall receive a high quality, architecturally compatible, roof screen if visible from the adjacent street or center parking lot, as determined necessary by the Planning Division.

6. All trash enclosures associated with the project shall be constructed from concrete reflecting the design element quality present on restaurant buildings, shall be covered with a roof, and receive anodized heavy-gauge metal doors painted to match/complement the design present in the retail buildings.

7. The applicant shall include signage for the new restaurant consistent with the Saint Francis Square Shopping Center Sign Program to be submitted and reviewed for approval under a separate sign use permit. The submittal and approval of the Sign Program by the City shall occur prior to occupancy of the new supermarket building. All signs, aside from major tenant signs and sign that the Planning Division deems re-usable shall be halo-illuminated only. All signs shall be in proportion to the surface upon which they are mounted.

8. Backflow preventers shall be concealed and/or screened from public view to the satisfaction of the Daly City Community and Economic Development Director prior to issuance of building permit.

B. ENGINEERING DIVISION

9. All improvements, including the on- and off-site improvements and all public service and utility facilities, shall be completed by the applicant, or shall be incorporated into a development agreement before issuance of a building permit.

10. All improvements shall be consistent with the plans approved by the City Engineer and the Conditions of Approval. All improvements shall meet the latest California Building Code, California Fire Code, Daly City Municipal Code, and the City Standards and Specifications.

11. Provide "will serve letters" from the City's Water and Wastewater Department for water and sewer services and Pacific Gas and Electric Company (PG&E) for gas and electric services.

12. Concurrent with each demolition, grading and drainage permit submittal or as a part of the Improvement Plan package, the Applicant shall prepare a dust control plan. The plan shall conform to the City Standards and comply with the requirements of the Bay Area Air Quality Management District (BAAQMD) Best Management Practices for dust

control. The Applicant shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The person shall respond and take corrective action within 48 hours.

13. The applicant and/or Contractor shall have a project sign with a 24-hour Project contact information for public concerns such as off-site tracking, dust control, noise complaints, ground shaking and any related construction activities. The complaints and responses shall be logged, and copies provided to the City Engineer with action status on a weekly basis.

14. Provide erosion and storm water pollution plan incorporating best management practices, including operation and maintenance provisions per the requirements applicable at the time of construction permit application. During the wet/rainy season (October 1 to April 30) the developer shall submit a revised erosion control plan as necessary (every five working days) or as required by the City Engineer and/or his representative.

15. All improvements shall be installed, inspected and approved by the City Engineer prior to issuance of occupancy permits. In addition, as-built record plans of all improvements shall be submitted in a form acceptable to the City Engineer prior to issuance of occupancy permits.

16. All utility services shall be provided through underground connections. There shall be no overhead drops. Said improvements shall conform to Daly City and affected Agency's standards.

17. All plans shall be accompanied by all required calculations and studies including geotechnical and impact studies to justify design signed and sealed by a licensed professional engineer.

18. Grading and improvement plan review and approval by the City Engineer are required before any City permit is issued. The improvement plans shall include details for on-site and off-site improvements for vehicular and pedestrian access, parking, traffic signs and markings, utility service connections, modifications and extensions of the City's sewer, storm drain, safety lighting, landscaping, and other public service facilities.

19. The applicant shall apply for a Site Improvement Permit through the Engineering Division for construction of on- and off-site improvements. Securities for all improvements (on-site and off-site), and applicable fees and charges, shall be submitted with any building permits. The applicant shall obtain all required permits before commencing work.

20. Comply with the applicable requirements of the City's General Condition of Approval: Variances, Design Reviews, Planned Developments and Subdivisions, dated December 8, 1999.

21. City records show a 48" subdrain runs through the project site. If the 48" subdrain is encountered during construction, all construction activity must stop and the subdrain shall be inspected and protected in place to the satisfaction of the Engineering Division.

22. Prior to Building Permit approval, the applicant shall enter into a Landscape Maintenance Agreement in a form acceptable to the City Attorney to ensure the Property Owner will provide long-term maintenance of all street trees, landscaping, irrigation, and pedestrian-scale lighting installed in the public right-of-way. Design of planting and irrigation system shall minimize the extent of irrigation lines, controllers, and valves in the public right-of-way and shall be reviewed and approved by the City Engineer.

23. The applicant shall repair and/or replace additional areas of street pavement, sidewalk, curb, and gutter, streetlights, manhole, catch basins, or any other public infrastructure within the right-of-way damaged by construction activities associated with the project (utility installation, etc.) as required by the City Inspector during construction.

24. The limits of the curb gutter and sidewalk replacement will span the entire frontage of the proposed development to the nearest expansion joints or score lines.

25. Any modifications to the development plan that affect Republic Services' ability to access the property shall be reviewed and approved by Republic Services. Provide "will serve" letter from Republic Services.

26. Parking stalls span across parcel lines and the proposed project anticipates sharing of parking for multiple uses across multiple lots, such that each lot may not contain the parking required for the same buildings located within the same lot. The applicant shall cause an instrument, to the satisfaction of the City, to be recorded on all project properties to ensure that parking is made available for all uses within the project limits, and such restriction shall remain for any successors in the event that each legal lot is sold off individually or otherwise portions of the project site are under different ownership. A lot line adjustment to merge all parcels together is preferred to carry out this condition.

27. Placement of any monument signs or other permanent fixtures shall be located out of the line of sight of motorists.

28. Install street trees along the project frontage within the Public Right of Way. Street tree spacing shall be per Daly City Standards and Details.

29. Any modification or replacement to the southern driveway along St. Francis Blvd. will require the new driveway to align with Campana Ave. and meet the City Standard driveway requirements outlined in Daly City Standard Detail S-3.

30. Grading exceeding 50 cubic yards shall require approval of plans and a grading permit. A licensed Civil Engineer shall prepare the grading plans and erosion control plan in conformance with a soil report prepared by a licensed soil engineer or qualified civil engineer in compliance with the NPDES requirements prior to any development on the property.

31. Grading plans shall be reviewed by an independent qualified Consulting Engineer or Geologist as well as the City Engineer; a letter of compliance from the independent qualified Consulting Engineer or Geologist shall be provided to Engineering prior to the issuance of any permit. The Engineer and/or Geologist, of record, shall be present on-site

during the excavation and grading phases of the project and shall submit a written certification that the project civil plans has been implemented as approved.

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

33. A Geotechnical Report shall be prepared by a licensed geologist or soils engineer for any proposed retaining wall against the existing adjacent properties.

34. Curb ramps in and around the project site shall utilize the case types in the Caltrans Standard Plans.

35. For on-site retaining walls, indicate if any tiebacks will be used on the project. Tiebacks are not allowed to encroach into the City's right-of-way. Plans should include property lines and adjacent utilities to identify any potential conflicts.

36. Drainage from the site to a public storm drain system or street shall not flow over any sidewalk. On site drainage retention shall be provided to limit the flow rate entering the City's storm drain system to the pre-development rate. The retention facility shall accommodate the excess runoff from a storm of 10-year frequency and two-hour duration as defined in the 1990 Daly City Design Standards.

37. Include impervious and pervious areas for the pre- and post-development site conditions on the plans.

38. All stormwater retention, treatment system or other C.3 or LID improvements shall be located outside of the public right-of-way and maintained by the property owner.

39. All storm water connections and extensions shall be underground.

40. All new roof drainage shall be treated before being directed toward the public storm drain system.

41. Install pedestrian scale streetlight on the southwest corner of Southgate Avenue/El Dorado Drive. Streetlight to be maintained by the applicant through a landscape maintenance agreement. Streetlight and luminaire models shall match those use on the Mission Street Streetscape Project.

42. The project's electrical transformer(s) shall not be installed within public right-of-way.

C. BUILDING DEPARTMENT

43. No Conditions of Approval for the Use Permit. Building Permit submittal plans for the restaurant and drive through will be reviewed upon building plan submittal after planning entitlements approved.

D. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

44. Water service shall be supplied by the private water system. A separate connection to the public water supply will not be permitted.

E. FIRE DEPARTMENT

45. Fire sprinkler system is required for new buildings. Submit plans to NCFA under separate fire permit.

46. For remodels or additional square footage – Sprinklers are required for existing building when the alteration, addition, or repair exceeds 50% of the building gross original area within any 5-year period, per DCMC.

47. Trash enclosures shall be provided with fire sprinkler protection, per DCMC.

48. Provide fire flow information per CFC, Appendix B.

49. Fire extinguishing/hood system required. Submit plans to NCFA under separate fire permit.

50. Monitored fire alarm system is required. Submit plans to NCFA under separate fire permit.

51. Knox Box is required for new/remodeled buildings. Apply for approved hardware at NCFA Administration.

52. Portable fire extinguishers(s) are required. Mount fire extinguishers 3-5 feet above floor.

53. Illuminated address identification is required.

F. POLICE DEPARTMENT

54. The developer shall install interior and exterior surveillance cameras for the Seafood Market and ensue that the new restaurant and new retail building tenants install surveillance cameras for the exterior of their space. Developer shall work with the developer to discuss installation of a license plate reader in the parking lot as an investigative tool for law enforcement to address any security concerns.

Recommendations

Staff recommends that the Planning Commission forward to the City Council the following recommendations:

1. Adopt the Findings as outlined herein;

2. Affirm the Environmental Assessment;

3. Approve Conditional Use Permit UPR-1-22-15498 and Design Review Permit DR-07-22-015775, subject to the Conditions of Approved outlined herein.

Staff is available to provide any additional information desired by the Planning Commissioners.

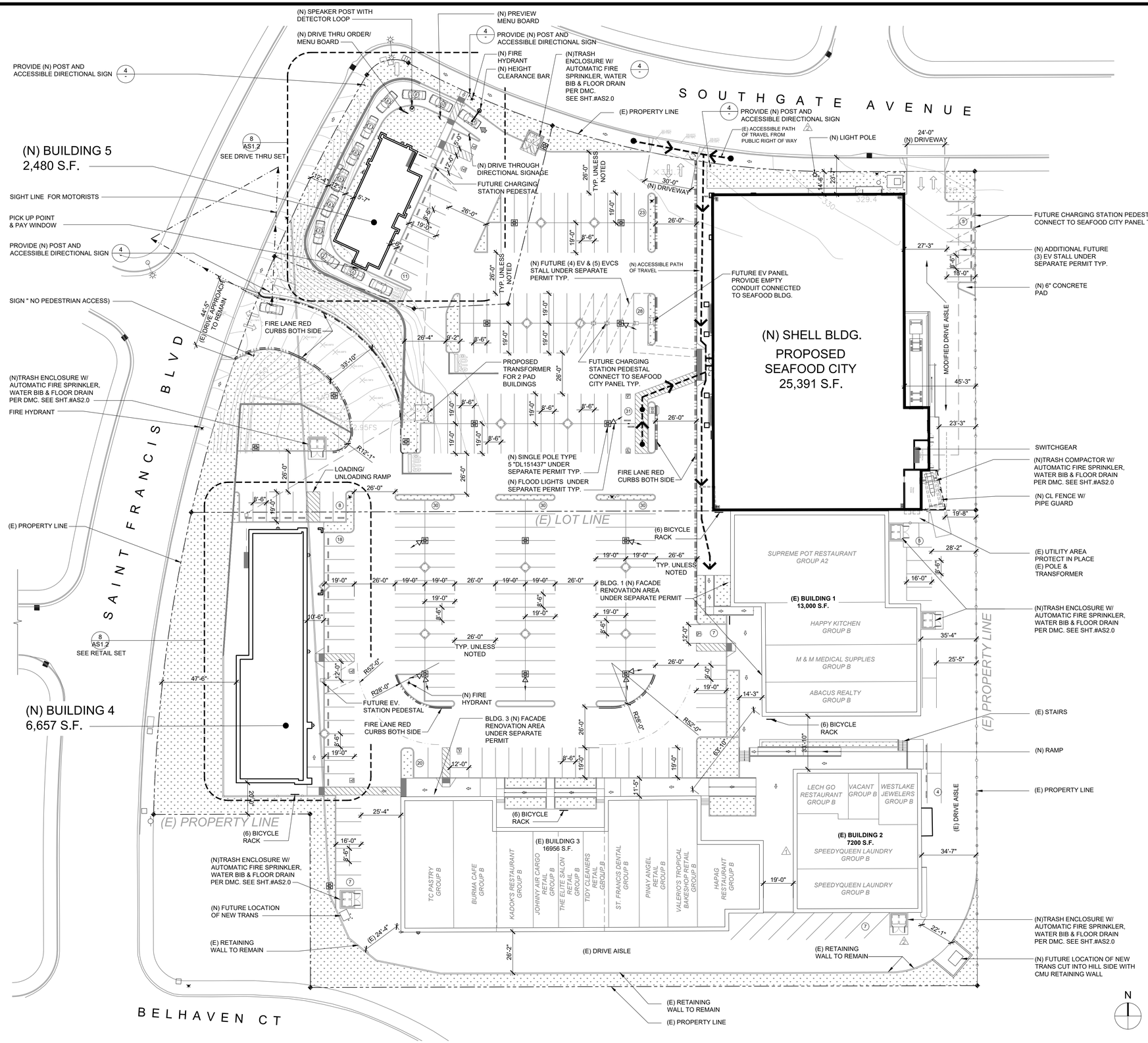
Respectfully submitted,

Sam Fielding
Associate Planner

Tatum Mothershead
Director of Economic and Community Development

Attachments

Attachment A – Site Location
Attachment B – Project Plans
Attachment C – Traffic Report
Attachment D – Bicycle and Pedestrian Advisory Committee (BPAC) Letter



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(PER TABLE 5 PARKING DEMAND STUDY BY HEXAGON TRANSPORTATION CONSULTANTS INC.)

PARKING PROVIDED: 264 STALLS (INCLUDING 7 ACCESSIBLE STALLS)

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INDICATES FIRE LANE PAINTED RED CURBS

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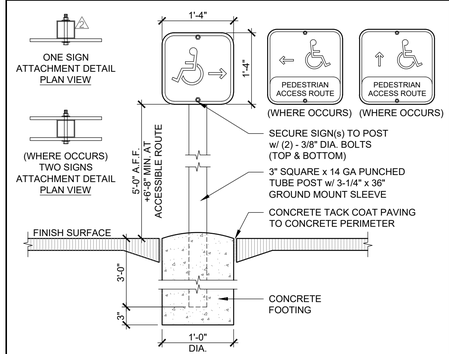

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CLIENT

SEAFOOD CITY GROUP OF COMPANIES
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POMONA, CA 91768

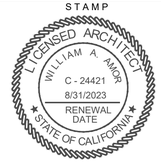
LAURENCE TANG
itang@seafoodcity.com

CONSULTANT

PROJECT LOCATION
(N) DARK SHELL BUILDING
119 SAINT FRANCIS BLVD.
1420 SOUTHGATE AVENUE
DALY CITY, CA 94015

SHEET TITLE
(N) SITE PLAN

STAMP



SHEETS BEARING THIS SEAL AND WET SIGNATURE ARE AUTHENTICATED. RESPONSIBILITY FOR ALL OLDER PLANS, SPECIFICATIONS OR INSTRUMENTS ARE DISCLAIMED

REVISIONS

1	2022-06-07	PLAN CHECK CORRECTION
2	2022-08-09	PLAN CHECK CORRECTION
	2023-02-07	PLANNING CORRECTIONS

DATE
2022.04.26

PROJECT NUMBER
A2418

SHEET NUMBER
AS1.1

(N) SITE PLAN — SCALE 1" = 30'-0" — 8

P.O.T. DIRECTIONAL SIGN — SCALE 1" = 1'-0" — 4
12 POTs DRCT SIGN 01

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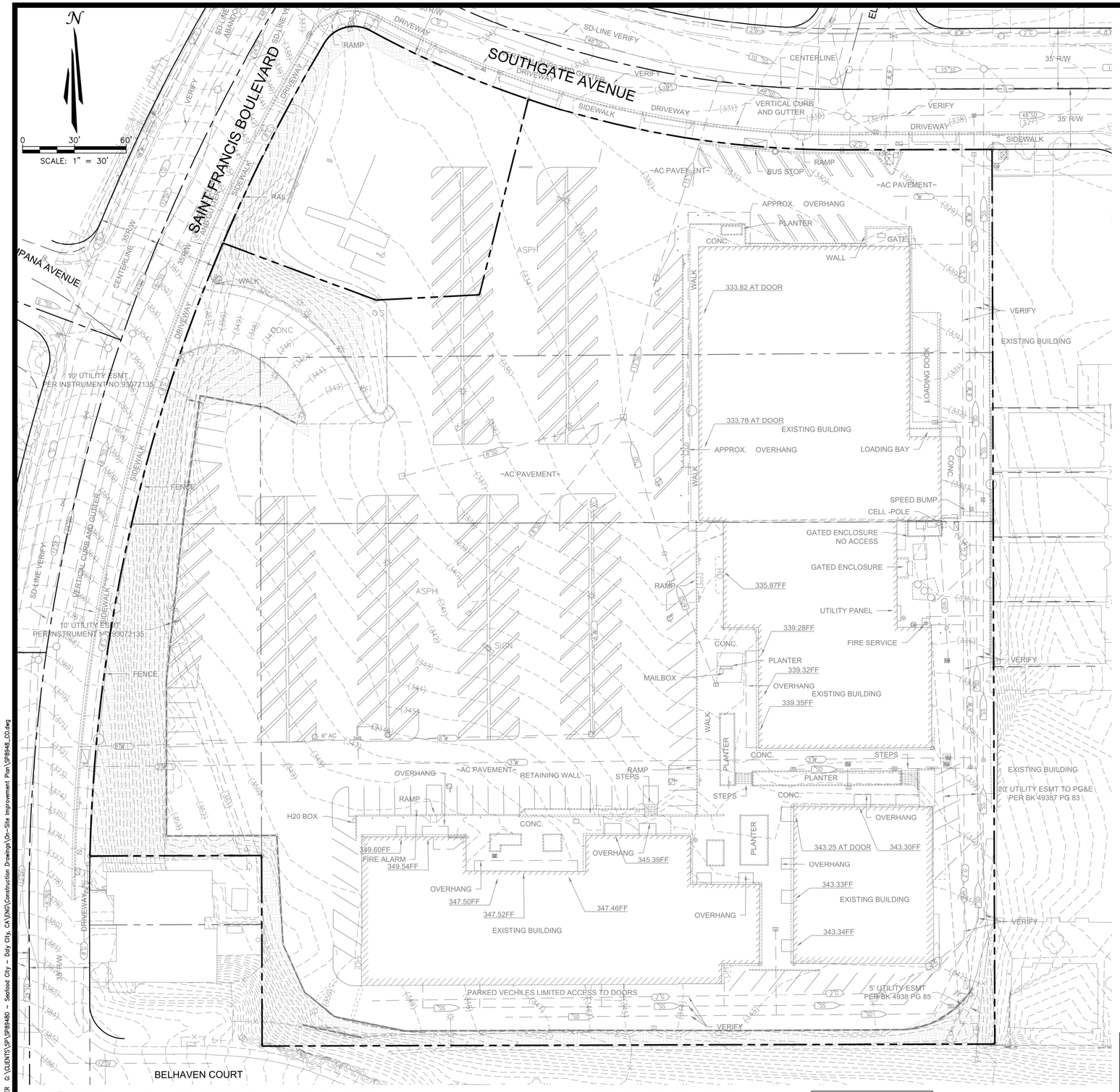

LEGEND

AC	ASPHALT
DI	DRAIN INLET
INV	INVERT ELEVATION
IRR	IRRIGATION
MHDI	MANHOLE DRAIN INLET
RIM	RIM ELEVATION
SSMH	SANITARY SEWER MANHOLE
SD	STORM DRAIN
WM	WATER METER
	EXISTING DRAIN INLET
	EXISTING FIRE HYDRANT
	EXISTING GAS METER
	EXISTING GAS VALVE
	EXISTING GUARD POST
	EXISTING PUBLIC STREET LIGHT
	EXISTING PULL BOX
	EXISTING SIGN
	EXISTING TRANSFORMER
	EXISTING TREE
	EXISTING VAULT
	EXISTING WATER METER
	EXISTING WATER VALVE
	NAIL & TAG COUNTY MONUMENT
	EXISTING PROPERTY LINE
	EXISTING EASEMENT LINE
	EXISTING MANHOLE
	EXISTING GAS LINE
	EXISTING SANITARY SEWER LINE
	EXISTING STORM DRAIN LINE
	EXISTING WATER LINE
	EXISTING WALL

Know what's below Call before you dig.

UNAUTHORIZED CHANGES & USES

THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES OF THESE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS PRIOR TO CONSTRUCTION. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.

NOTE TO CONTRACTOR

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, PIPES, AND/OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THERE MAYBE EXISTING UTILITIES NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION OF THOSE UNDERGROUND UTILITIES TO BE USED PRIOR TO CONSTRUCTION AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

BASIS OF BEARINGS:
BEARINGS BASED ON CENTERLINE OF BELHAVEN AVE. N89°50'00"E.

BENCH MARK:
DALY CITY BM AG23
ELEVATION=440.912 NVDG1991
DESCRIPTION: CAST IRON CITY MONUMENT AT INTERSECTION OF LAKESHIRE DRIVE AND BELHAVEN AVE.

GENERAL NOTES:

1. THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES PRIOR TO ANY NEW CONSTRUCTION TO VERIFY EXACT DIMENSIONS AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
2. REFER TO GEOTECHNICAL INVESTIGATION REPORT PREPARED BY ACHIEVEMENT ENGINEERING CORP. PROJECT NO. 5062 DATED APRIL 25, 2022. ALL RECOMMENDATIONS SHALL BE IMPLEMENTED DURING CONSTRUCTION.
3. THE MINIMUM FILL DENSITY COMPACTION SHALL BE IN ACCORDANCE WITH ASTM D-1557.
4. ALL ACCESSIBLE PARKING STALLS AND ACCESSIBLE PATHS OF TRAVEL SHALL MEET ALL APPLICABLE STANDARDS, SPECIFICALLY 2% MAXIMUM SLOPE FOR ALL STALLS IN ANY DIRECTION AND 2% MAXIMUM CROSS-SLOPE FOR PATHS OF TRAVEL. ALL RAMPS SHALL NOT EXCEED 1:12 AND HAVE A MAXIMUM RISE OF 2.5' WITHOUT A LANDING.
5. ALL WORK SHALL BE IN CONFORMANCE WITH CITY OF DALY CITY STANDARDS AND SPECIFICATIONS UNLESS NOTED OTHERWISE.

PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER STANLEY P. IVERSON No. 044785 EXP. 3-31-2024 CIVIL STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

NO.	DESCRIPTION	DATE	BY
	REVISIONS		

TAIT & ASSOCIATES
ENGINEERING ENVIRONMENTAL BUILDING LAND
Santa Ana Sacramento Dallas
San Diego Riverside Denver
Since 1964 Boise Atlanta
11280 Trade Center Drive
Rancho Cordova, CA 95742
p: 916.633.2444
www.tait.com

EXISTING CONDITIONS PLAN

ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

DRAWN: NS
DATE: 12/23/22
CHECKED: JLV
DATE: 12/23/22
REVISION #:
DATE:
JOB NO: SP8948

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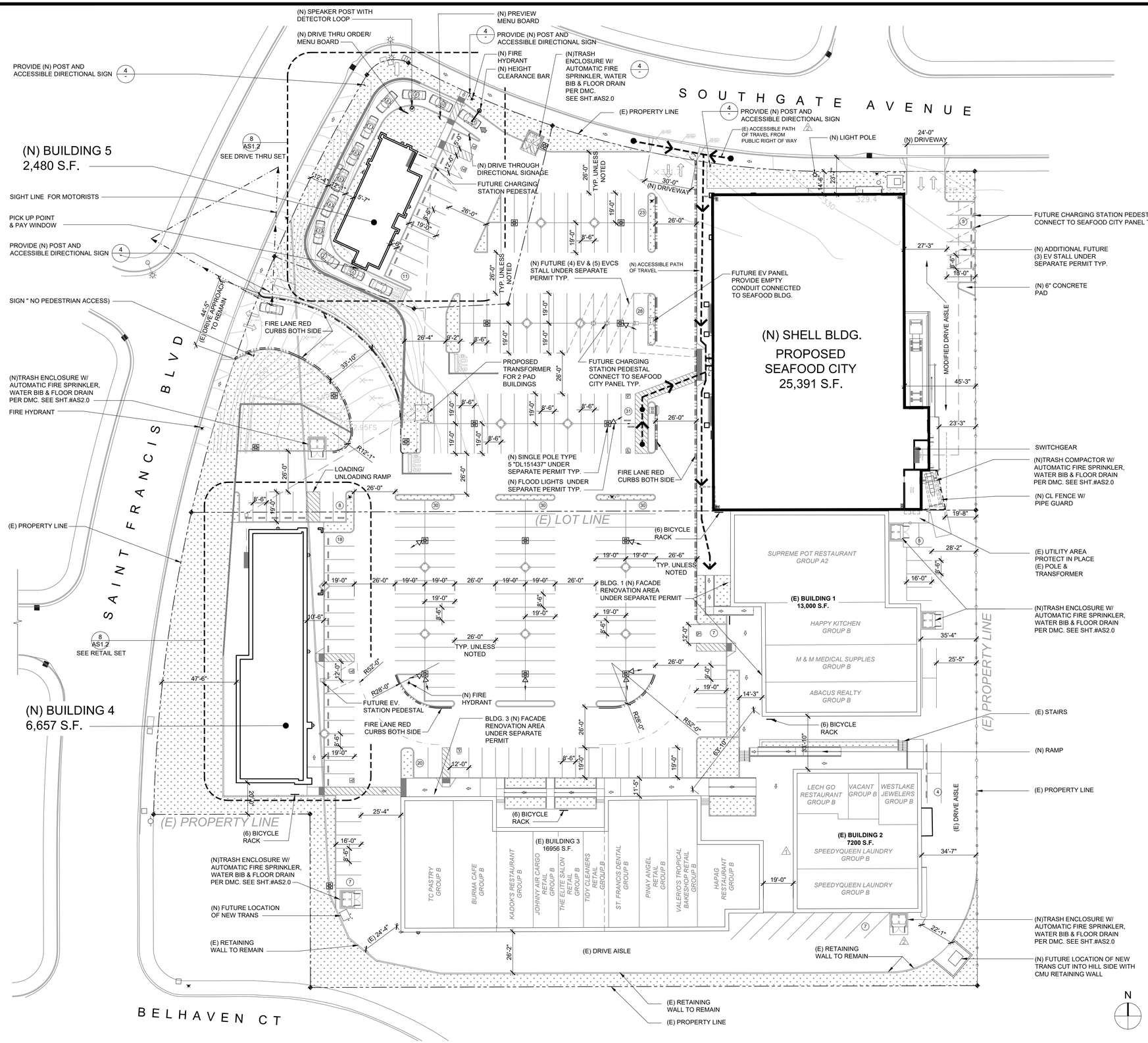

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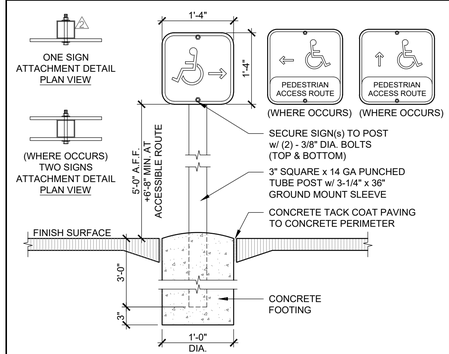

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12 POTs DRCT SIGN 01

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POMONA, CA 91768

LAURENCE TANG
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CONSULTANT

PROJECT LOCATION
(N) DARK SHELL BUILDING
119 SAINT FRANCIS BLVD.
1420 SOUTHGATE AVENUE
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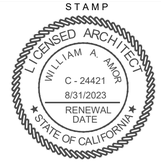
SHEET TITLE
(N) SITE PLAN

STAMP



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REVISIONS

1	2022-06-07	PLAN CHECK CORRECTION
2	2022-08-09	PLAN CHECK CORRECTION
	2023-02-07	PLANNING CORRECTIONS

DATE
2022.04.26

PROJECT NUMBER
A2418

SHEET NUMBER
AS1.1

Plotted: 3/13/2023 10:18 AM (krpic_amorarch) File: 04_a2418_as1.1_new-site-plan.dwg
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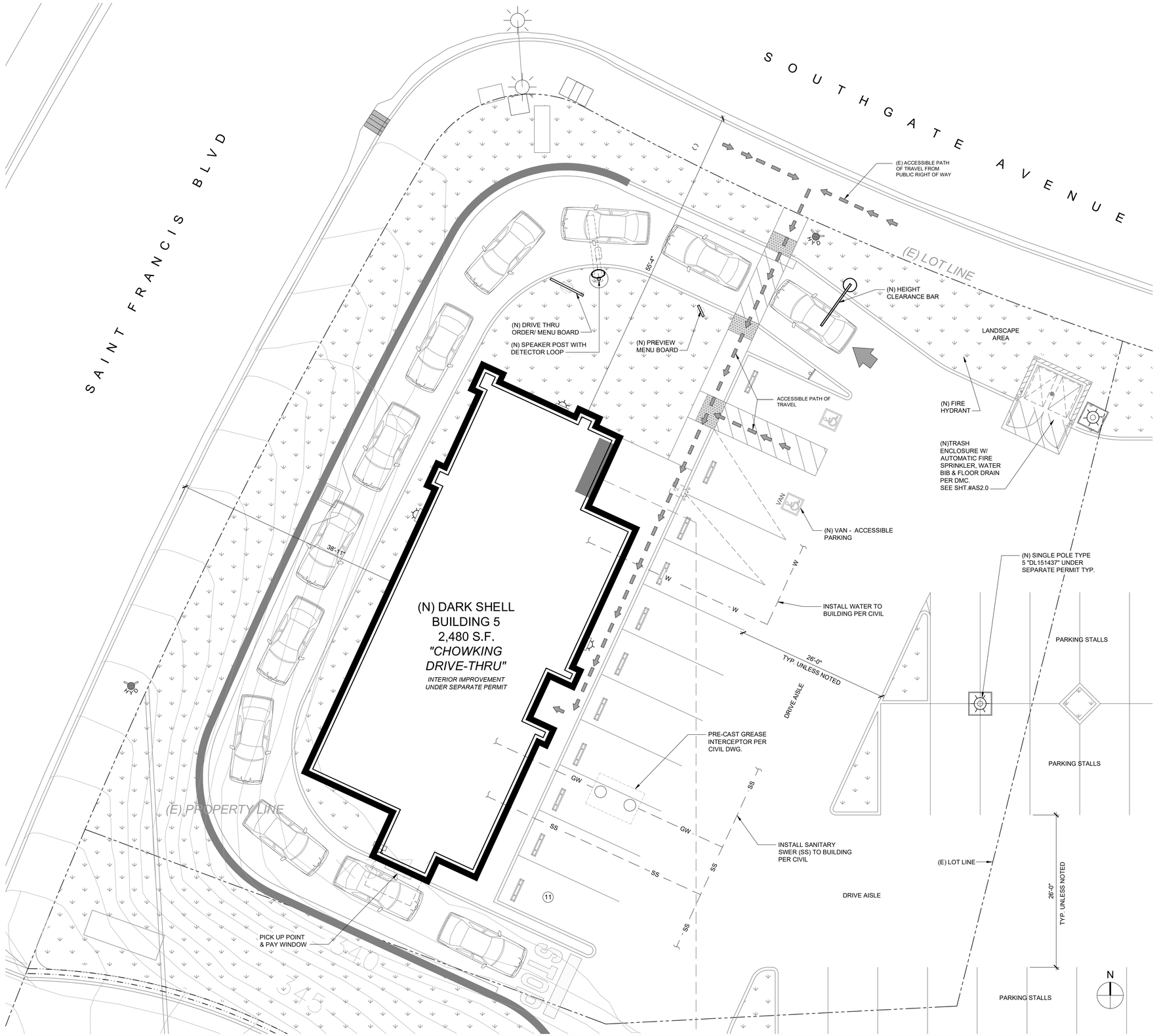

(N) ENLARGED SITE PLAN

SCALE 1" = 30'-0"

8

GENERAL NOTES

1. GENERAL (E) SURFACE DRAINAGE PATTERN, INCLUDING (E) ROOF DRAINAGE LOAD TRANSFERRED TO GROUND LEVEL, IS TO REMAIN AS IS.
2. THIS IS A CONCEPTUAL SITE PLAN. UNLESS OTHERWISE NOTED, ALL ELEMENTS AND CONDITIONS ARE EXISTING.
3. VEHICULAR ACCESS DRIVES MUST BE PROVIDED AND MAINTAINED SERVICEABLE THROUGHOUT CONSTRUCTION.
4. CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WARNING SIGNS AND TRAFFIC CONES PER LOCAL REQUIREMENTS. ACCESS TO DRIVEWAYS TO BE MAINTAINED AT ALL TIMES. ALL TRAFFIC CONTROL MEASURES SHALL BE APPROVED AND IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY.
5. ALL MATERIALS AND WORKMANSHIP FOR PUBLIC FACILITIES TO CONFORM TO CITY STANDARD CONSTRUCTION SPECIFICATIONS.
6. CONTRACTOR SHALL SWEEP ENTIRE SITE OR PORTIONS OF SITE TO BE USED BY THE PUBLIC AND SURROUNDING RIGHT-OF-WAY AREA OF THE STREET PRIOR TO USE BY THE GENERAL PUBLIC.
7. THE SITE SHALL BE KEPT FREE OF FIRE HAZARDS FROM THE START OF CONSTRUCTION TO FINAL INSPECTION.
8. THE G.C. SHALL IMPLEMENT A BEST MANAGEMENT PRACTICE STORMWATER FOR ALL ACTIVITIES PER LOCAL REQUIREMENTS.
9. THE G.C. IS RESPONSIBLE TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO PERFORMING EXTERIOR WORK. CALL 811 BEFORE DIGGING.
10. G.C. TO VERIFY ANY ABRUPT CHANGE IN LEVEL EXCEEDING 1/2" EXISTING CONCRETE SLAB/ASPHALT TRANSITION FROM ENTRY TO PUBLIC WAY/ ACCESS. G.C. TO PROVIDE CLEAR PATH OF TRAVEL, OR PER LOCAL ORDINANCES.
11. SITE & PARKING ARE EXISTING TO REMAIN UNCHANGED.
12. NEW AND EXISTING BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY, CONTRASTING WITH THEIR BACKGROUND, PER LOCAL ORDINANCES.
13. THE G.C. IS RESPONSIBLE TO FIELD VERIFY AND LOCATE ALL WET AND DRY UTILITIES CONNECTION POINTS PRIOR TO ANY DEMOLITION OR CONSTRUCTION. (I.E. GAS, WATER AND SEWER, CLEAN OUTS, ETC.
14. GENERAL CONTRACTOR SHALL REDUCE CONSTRUCTION WASTE AS REQUIRED BY LOCAL REQUIREMENT.

2019 CALIFORNIA BUILDING CODE (TITLE 24, PART 2), MODIFICATIONS TO (E) ON-SITE PARKING AND (N) PATH OF TRAVEL IMPROVEMENTS UNDER SEPARATE SUBMITTAL (PHASE 1a), SEE TITLE SHEET FOR PROJECT PHASES

SITE ADDRESS NOTES

APPROVED ADDRESS IDENTIFICATION SHALL BE PROVIDED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. SAID NUMBERS SHALL BE ARABIC NUMBER OR ALPHABETICAL LETTERS, AND SHALL BE EITHER INTERNALLY OR EXTERNALLY ILLUMINATED. (DCMC 15.08.120, DCMC 15.00.060)

PARKING SUMMARY

PARKING REQUIRED 250 STALLS

(PER TABLE 5 PARKING DEMAND STUDY BY HEXAGON TRANSPORTATION CONSULTANTS INC.)

PARKING PROVIDED: 265 STALLS (INCLUDING 7 ACCESSIBLE STALLS)

2019 CALIFORNIA BUILDING CODE (TITLE 24, PART 2), MODIFICATIONS TO (E) ON-SITE PARKING AND (N) PATH OF TRAVEL IMPROVEMENTS UNDER SEPARATE SUBMITTAL (PHASE 1a), SEE TITLE SHEET FOR PROJECT PHASES

LEGEND

ACCESSIBLE PATH OF TRAVEL

PATH OF TRAVEL NOTE:
NO ABRUPT CHANGES OF ELEVATION ALONG THE PATH OF TRAVEL SHOWN. THE SLOPE AND CROSS SLOPE ALONG THE PATH OF TRAVEL SHALL NOT EXCEED 5% AND 2% RESPECTIVELY.

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CLIENT

Chowking 超群

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PROJECT LOCATION
DARK SHELL BLDG. #5
CHOWKING DRIVE-THRU RESTURANT
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DALY CITY, CA 94015

SHEET TITLE
(N) ENLARGED SITE PLAN

STAMP

LICENSED ARCHITECT
WILLIAM A. AMOR
C - 24421
8/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

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REVISIONS

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DATE
2022.7.14
PROJECT NUMBER
A2418

SHEET NUMBER
AS1.2

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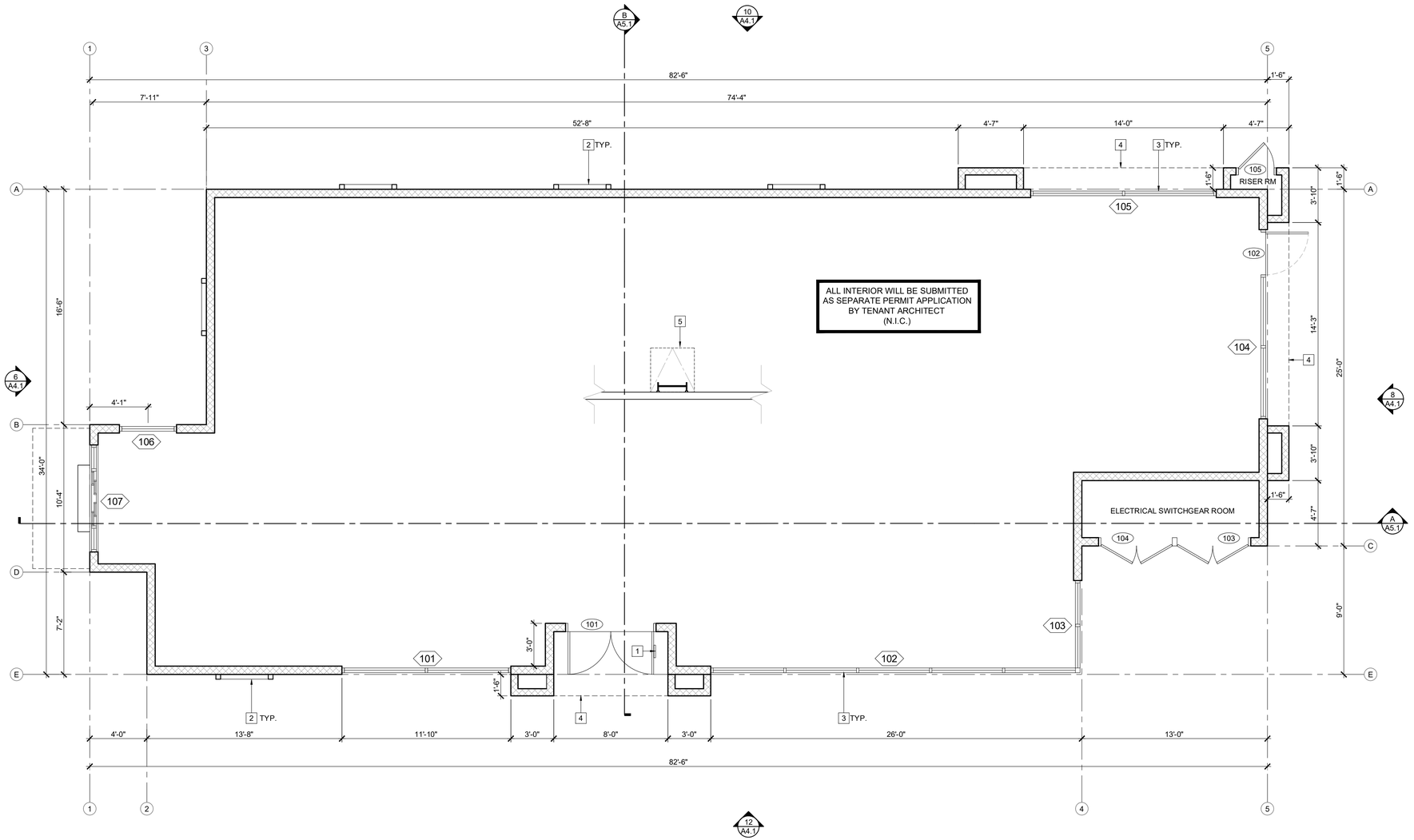

FLOOR PLAN NOTES

1. ALL DRAIN LINES, CONDUITS, ETC. ARE TO BE CONCEALED WHERE POSSIBLE, OTHERWISE, THEY MUST BE A MINIMUM OF 6" OFF THE FLOOR AND NOT RUN ACROSS AISLE SPACE.
2. THE ENTRANCE TO THE BUILDING SHALL BE IDENTIFIED WITH THE INTERNATIONAL SYSMBOL OF ACCESSIBILITY IN WHITE ON A BLUE BACKGROUND, 3" SQ. MIN. MOUNT SIGN ON GLASS AT DOORS.
3. THE TOP OF OUTLET BOX OPERATING HANDLE OF CONTROLS AND SWITCHES INTENDED TO BE USED BY OCCUPANT OF THE ROOM OR AREA TO CONTROL LIGHTING AND RECEPTACLE OUTLETS, APPLIANCES, OR COOLING, HEATING AND VENTILATING EQUIPMENT SHALL NOT BE MORE THAN 48" ABOVE THE FLOOR OR WORKING PLATFORM. CBC 11B-308.1
4. SEAL AROUND ALL PIPES THRU EXTERIOR WALLS.
5. THE CONTRACTOR SHALL COORDIANTE UTILITIES SO THAT NO CONDUITS OR PLUMBING LINES AREA MOUNTED TO WALLS IN PREP AREAS.
6. PROVIDE WOOD BACKING FOR ALL SINKS AND FIXTURES.
7. EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE (UBC 1003.31.8)
10. THE RISER ROOM IS THE STORAGE AREA WHERE THE FIRE SPRINKLER SYSTEM IS LOCATED. CONTAINS PRIMARY WATER INPUT TO THE OVERHEAD FIRE SPRINKLER SYSTEM.

KEY NOTES

1. INSTALL ACCESSIBLE SIGNAGE AT ENTRY (2 / T1.3)
2. 4X4 TUBE STEEL TRELLIS
3. TEMPERED GLAZING AT ALL STOREFRONT WINDOWS
4. OUTLINE OF EXTERIOR SOFFIT ABOVE
5. 30" x 36" ROOF HATCH LOCATION ABOVE

WALL TYPES

REFER TO SHEET A7.3 FOR PARTITION TYPES

2x6 EXTERIOR WALL ASSEMBLY SEE STRUCTURAL DWG.

METAL STUD INTERIOR WALLS (N.I.C.) ALL INTERIOR UNDER SEPARATE PERMIT APPLICATION

FLOOR PLAN

SCALE	
1/4" = 1'-0"	8

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SHEET TITLE
FLOOR PLAN AND GENERAL NOTES

STAMP

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8/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

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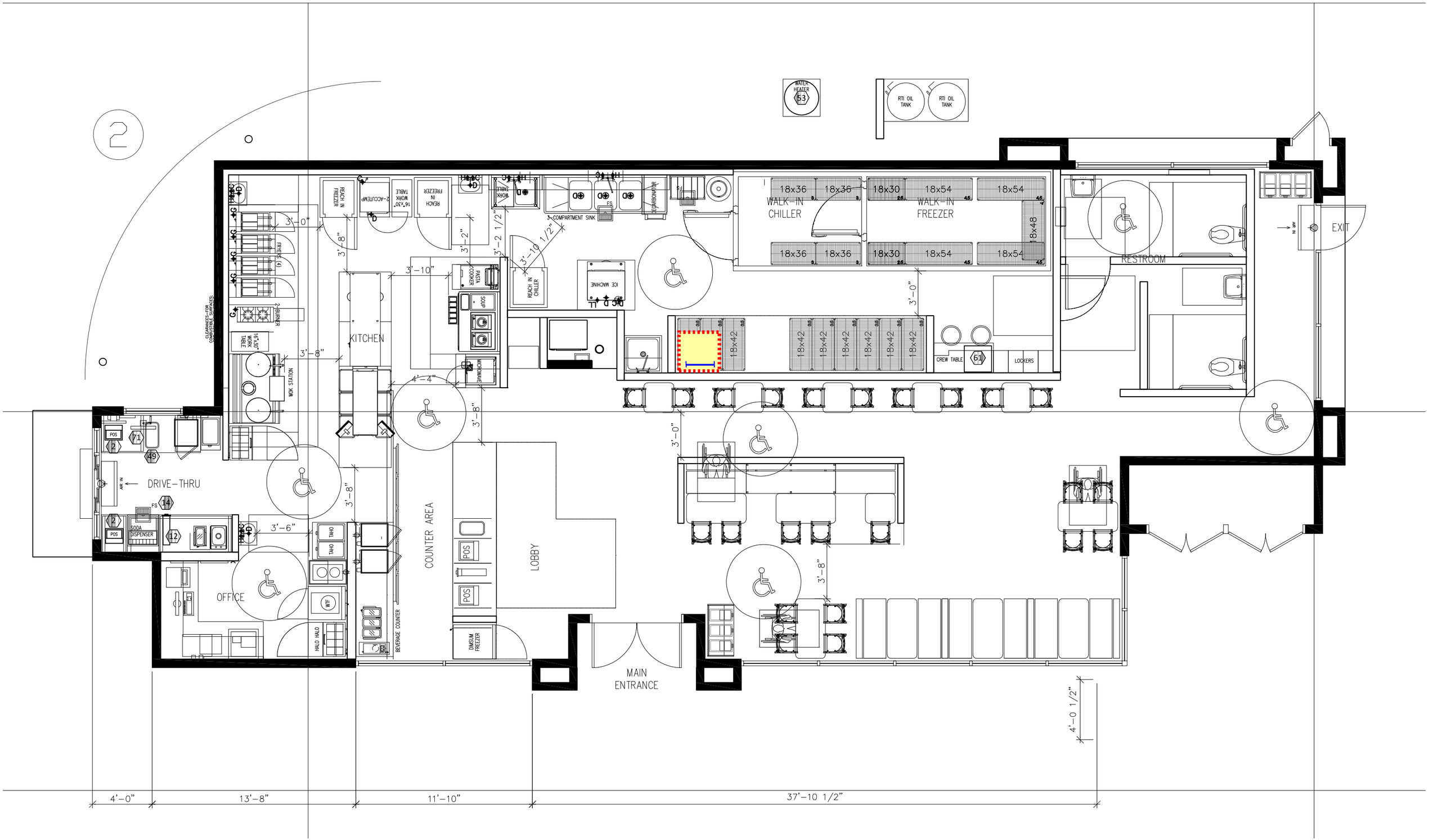
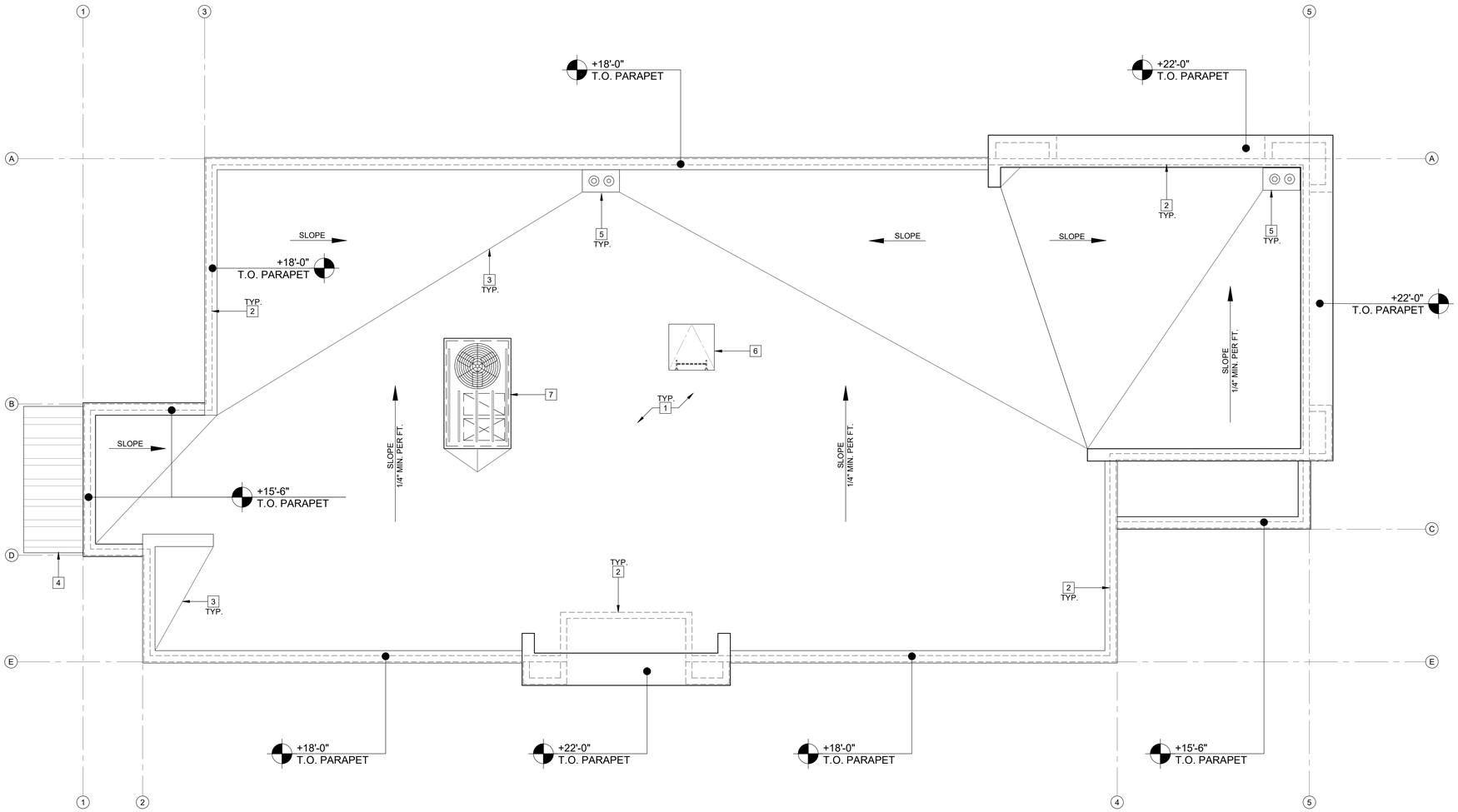


2
WATER HEATER
53
RTI OIL TANK
RTI OIL TANK
WALK-IN CHILLER
WALK-IN FREEZER
18x36
18x30
18x54
18x48
18x42
RESTROOM
EXIT
KITCHEN
DRIVE-THRU
OFFICE
COUNTER AREA
LOBBY
MAIN ENTRANCE
CREW TABLE
LOCKERS
3-COMPARTMENT SINK
REACH IN FREEZER
REACH IN CHILLER
ICE MACHINE
PASTA COOKER
SOUP
MICROWAVE
WOK STATION
FRYERS (4)
2-BURNER
SODA DISPENSER
TAHO
WTF
HALO HALO
BEVERAGE COUNTER
DIMSUM FREEZER
POS
3'-0"
3'-8"
3'-2"
3'-2 1/2"
3'-10 1/2"
3'-10"
4'-4"
3'-6"
4'-0 1/2"
4'-0"
13'-8"
11'-10"
37'-10 1/2"



ROOF NOTES

ADHERED PVC MEMBRANE ROOFING SYSTEM SHALL BE 'CARLISLE' - CLASS 'A' FIRE RATING (WHITE AND TAN PVC MEMBRANE ARE TITLE-24 COMPLIANT)

A BASE LAYER OF 2.9" CARLISLE HPH INSULATION LOOSE LAID, .5" SECURSHIELD HD COVER BOARD MECHANICALLY FASTENED INTO THE WOOD DECK WITH #12 INSULFAST SCREWS PER MANUFACTURERE'S REQUIREMENTS .60 MIL CARLISLE SURE-FLEX POLYESTER REINFORCED PVC ADHERED WITH HYDROBOND.
PVC MEMBRANE TO MEET ASTM4434 TYPE IV.

KEY NOTES

1. SINGLE-PLY ROOFING SYSTEM WITH RIGID INSULATION OVER ROOF SHEATHING PER MANUFACTURE RECOMMENDATIONS. - SLOPE 1/4" PER FOOT MINIMUM
2. LINE OF WALL BELOW
3. TAPERED INSULATION CRICKET (14 / A7.1)
4. METAL CANOPY - SEE EXTERIOR ELEVATIONS AND DETAIL
5. ROOF DRAIN AND OVERFLOW (15 / A7.1)
6. 30" x 36" ROOF HATCH LOCATION (2 / A7.2)
7. PACKAGE RTU (ROOF TOP UNIT) LOCATIONS. ONLY CURB UNIT INSTALLATION UNDER SEPARATE PERMIT (9 / A7.1)

ROOF PLAN

SCALE 1/4" = 1'-0"

8

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SHEET TITLE
ROOF PLAN

STAMP

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8/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

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DATE
2022.7.14
PROJECT NUMBER
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SHEET NUMBER
A3.1

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PT-1 PAINT: "GRAY"
HC-170
STONINGTON GREY



EP-2 PAINT: "BLACK"
2120-20
BLACK IRON



SF-1 DOORS & WINDOWS:
BLACK
ALUMINUM FRAME



FC-1 PAINT : "WHITE"
OC-125
MOONLIGHT WHITE



EB-1 THIN BRICK
M[c]NEAR BRICK & BLOCK
TOWN SERIES " MANCHESTER"



ST-1 BLACK: VERTICAL STANDING
SEAM METAL ROOF



PT-2 ALL WOOD
STAINED SIMULATED
"AMERICAN CHERRY"

COLOR / MATERIAL BOARD

SEAFOOD CITY MARKETPLACE

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A2481

SEAFOOD MARKET

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2022.05.02

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A.A

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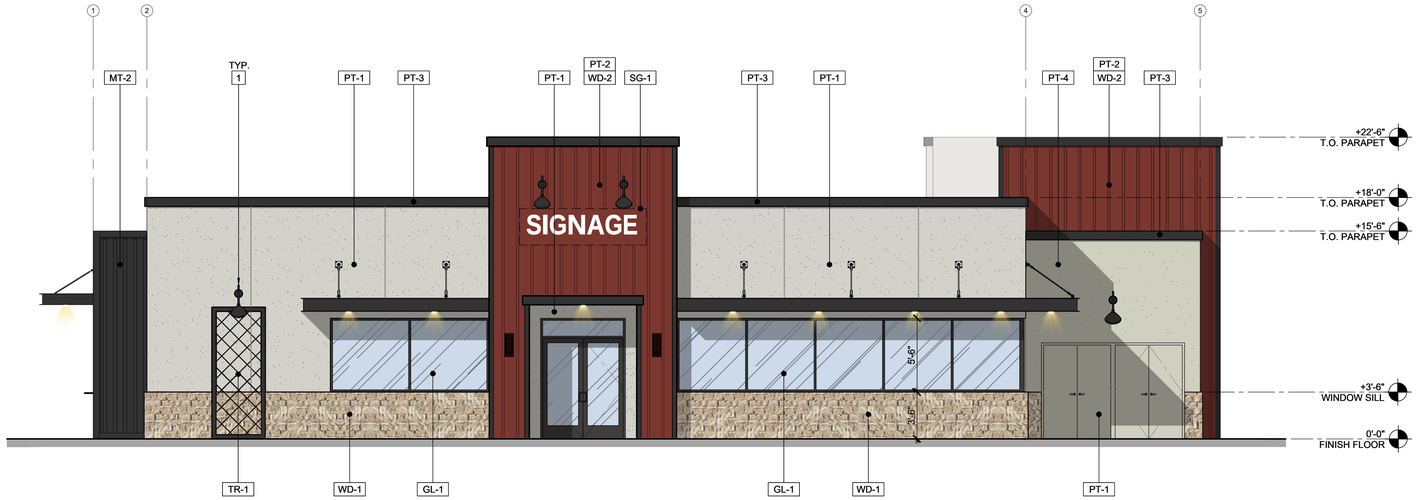
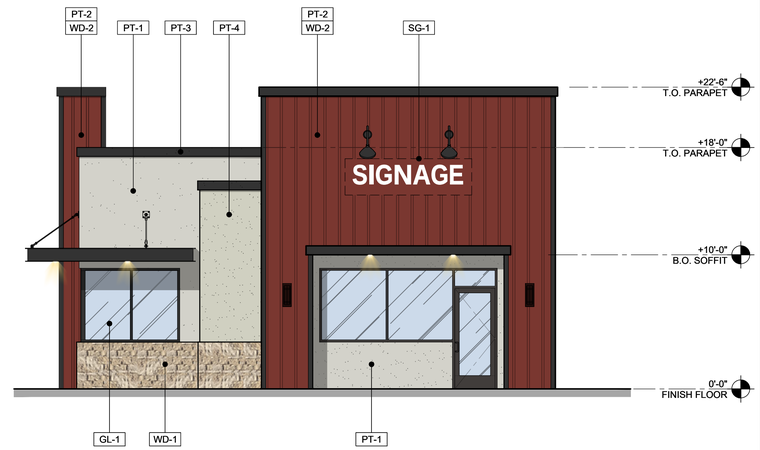


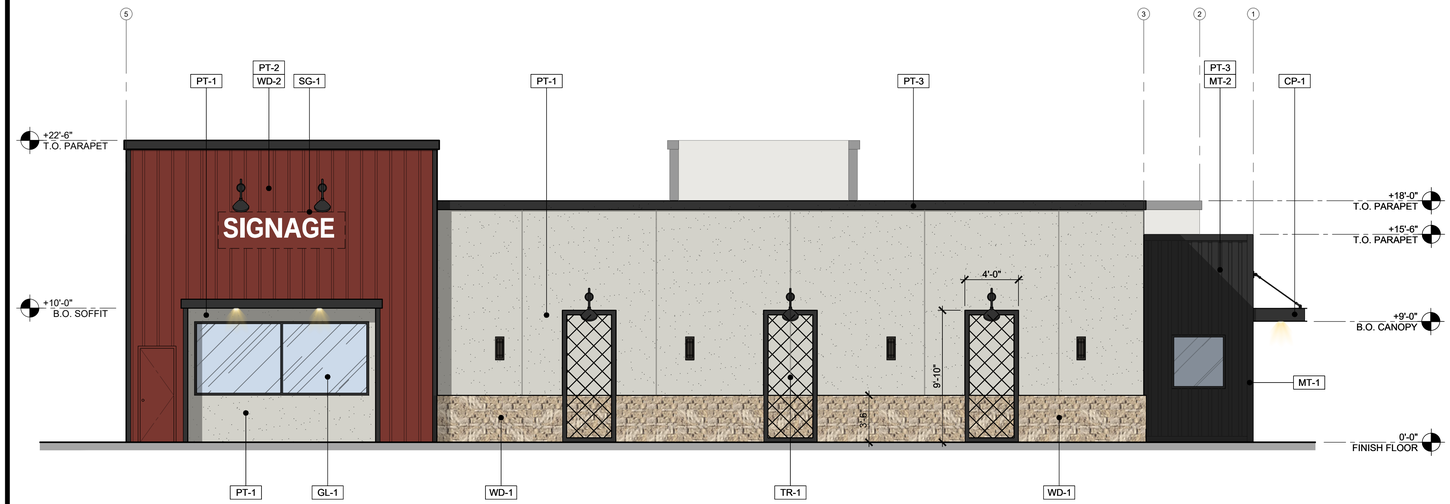
EXTERIOR ELEVATION - EAST

SCALE 3/16" = 1'-0" | 10



EXTERIOR ELEVATION - NORTH

SCALE 3/16" = 1'-0" | 2



EXTERIOR ELEVATION - WEST (FACING GRAND AVENUE)

SCALE 3/16" = 1'-0" | 11



EXTERIOR ELEVATION - SOUTH

SCALE 3/16" = 1'-0" | 3

LEGEND - EXTERIOR FINISHES

CP-1	METAL CANOPY (C-CHANNEL FRAME) w/ RECESSED LED LIGHTS COLOR: SHERWIN WILLIAMS **6993 - BLACK OF NIGHT**
GL-1	ALUMINUM STOREFRONT SYSTEM - CLEAR ANODIZED
LT-1	SAFETY LIGHT FIXTURE (WESLY 1 LIGHT LED OUTDOOR 49278AZTLED)
MT-1	METAL TRIM [M-1] - PAINT: DARK JAVA
MT-2	CORRUGATED METAL [M-2] FACTORY FINISH COLOR: DARK JAVA
WD-1	LOST COAST RECLAIMED REDWOOD PANELING - WEATHERED & SURFACED BY TERRAMAI. USE DECK WISE.COM HIDDEN SIDING STAINLESS STEEL FASTENERS AND SCREWS
WD-2	CEDAR BOARD AND BATTEN SIDING
PT-1	SMOOTH PLASTER PAINT- COLOR: **"TAUPE OF THE MORNING"** - SHERWIN WILLIAMS **9590 - TAUPE OF THE MORNING**
PT-2	SMOOTH PLASTER PAINT- COLOR: **"FIREWEED"** - SHERWIN WILLIAMS **6328 - FIREWEED**
PT-3	SMOOTH PLASTER PAINT- COLOR: **"ARMORY"** - SHERWIN WILLIAMS **9600 - ARMORY**
SG-1	EXTERIOR SIGNAGE _ UNDER SEPARATE PERMIT
SF-1	DRIVE THRU SHELF
TR-1	4X4 TUBE STEEL TRELLIS
WN-1	DRIVE-THRU WINDOW SYSTEM
RV-1	(N) 3/4" HORIZONTAL / VERTICAL REVEAL

GENERAL NOTES

1. G.C. TO SUPPLY PAINT SAMPLES FOR APPROVAL PRIOR TO PAINTING
2. PROVIDE BLOCKING AS REQUIRED FOR ALL INSTALLATION OF SIGNAGE, TYP.
3. KNOX BOX MOUNTED 4'-0" TO 6'-0" A.F.F. MODEL #3200 RECESSED WITH HINGED DOOR AND TAMPER SWITCH TIED INTO THE BUILDINGS FIRE ALARM AND/OR SECURITY ALARM SYSTEM.

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DALY CITY, CA 94015

SHEET TITLE
EXTERIOR ELEVATIONS
GENERAL NOTES

STAMP

LICENSED ARCHITECT
WILLIAM A. AMOR
C - 24421
8/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

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REVISIONS

DATE
2023.2.14

PROJECT NUMBER
A2418

SHEET NUMBER
A4.1

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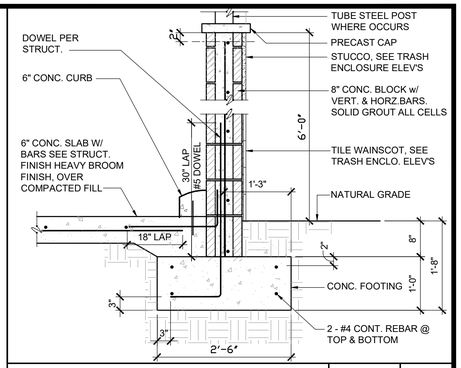
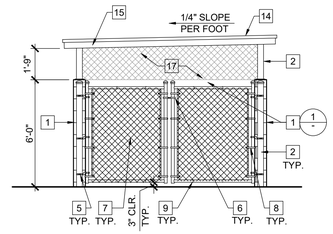
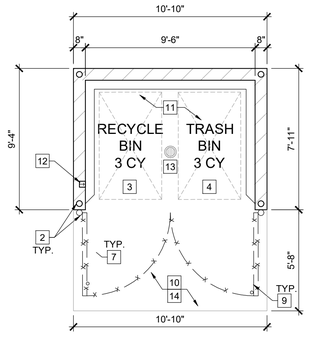


TRASH ENCLO. WALL

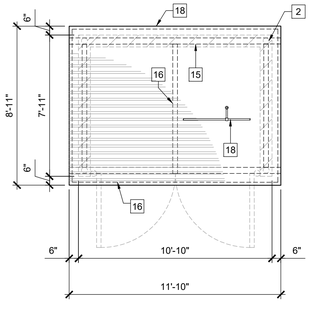
SCALE	
3/4" = 1'-0"	1



FRONT ELEVATION



FLOOR PLAN



ROOF PLAN

KEY NOTES

1. 8"X8"X16" CONCRETE BLOCK WALL +6'-0" HIGH FREE-STANDING, PAINT: TO MODULAR BUILDING
2. 4" DIA. STEEL POST. PAINT w/ (2) COATS ZINC PRIMER & (2) COATS SATIN FINISH. PAINT TO MATCH MODULAR BUILDING
3. RECYCLE BIN - 3 CUBIC YARDS
4. TRASH BIN - 3 CUBIC YARDS
5. ATTACH GATE TO GALVANIZED POST WITH (3) HEAVY DUTY GATE HINGES.
6. FORK LATCH WITH LOCKING CAPABILITY
7. ENCLOSURE GATE: 5/8" O.C. GALVPIPE WELDED FRAME WITH 2" X 2" X 9 GA. VINYL COATED CHAIN LINK
8. POST BAND AT 14" O.C., TYP.
9. 9 GA. TIE-WIRE TOP AND BOTTOM, TYP,
10. 6" MIN. THICK CONCRETE APRON IN FRONT OF ENCLOSURE.
11. CONCRETE SLAB PER STRUCTURAL.
12. HOSE BIB WITH BACKFLOW PREVENTER
13. FLOOR DRAIN CONNECTED TO SITE DRAIN
14. CORRUGATED METAL ROOF DECK: BERRIDGE STRAIGHT S-DECK. SEE STRUCTURAL PLANS FOR ATTACHMENT DETAILS.
15. 4" STEEL TUBE BEAM. POWDER COATED, PAINT TO MATCH MODULAR BUILDING.
16. CROSS STEEL TUBE BEAM
17. 2" X 2" X 9 GA. VINYL COATED CHAIN LINK FENCE
18. FIRE SPRINKLER PIPE "UNDER SEPARATE PERMIT"

NOTE:

1. ALL METAL TO RECEIVE (1) COAT OF ZINC CHROMATE PRIMER AND (2) COATS OF MEDIUM ALKYD PAINT.
2. DECORATIVE EXTERIOR FINISH TO BE COMPATIBLE WITH BUILDING.
3. STRUCTURAL DESIGN TO WITHSTAND 110 MPH MIN. WIND LOAD.
4. SOLID ROOF TO MEET ARCHITECTURAL AND STRUCTURAL DESIGN CRITERIA FROM PLANNING AND BUILDING DEPARTMENTS.
5. INTERIOR WALLS AND FLOORING OF TRASH ENCLOSURE MUST BE SMOOTH AND SEALED WITH AN APPROVED SEALER. USE CLEAR COAT MASONRY SEALER BY OKON, INC. OR APPROVED EQUAL.

TRASH ENCLOSURE DETAILS

SCALE	
1/4" = 1'-0"	4

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2883 SURVEYOR STREET,
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CONSULTANT

PROJECT LOCATION
(N) DARK SHELL BUILDING
119 SAINT FRANCIS BLVD.
1420 SOUTHGATE AVENUE
DALY CITY, CA 94015

SHEET TITLE
TRASH ENCLOSURE DETAILS

STAMP

LICENSED ARCHITECT
WILLIAM A. AMOR
C - 24421
8/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

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REVISIONS

1	2022-06-07	PLAN CHECK CORRECTION
2	2022-08-09	PLAN CHECK CORRECTION

DATE
2022.04.26
PROJECT NUMBER
A2418

SHEET NUMBER
AS2.0

Plotted: 12/9/2022 10:23 AM (########) File: 04_a2418_as2.0_trash enclosure.dwg
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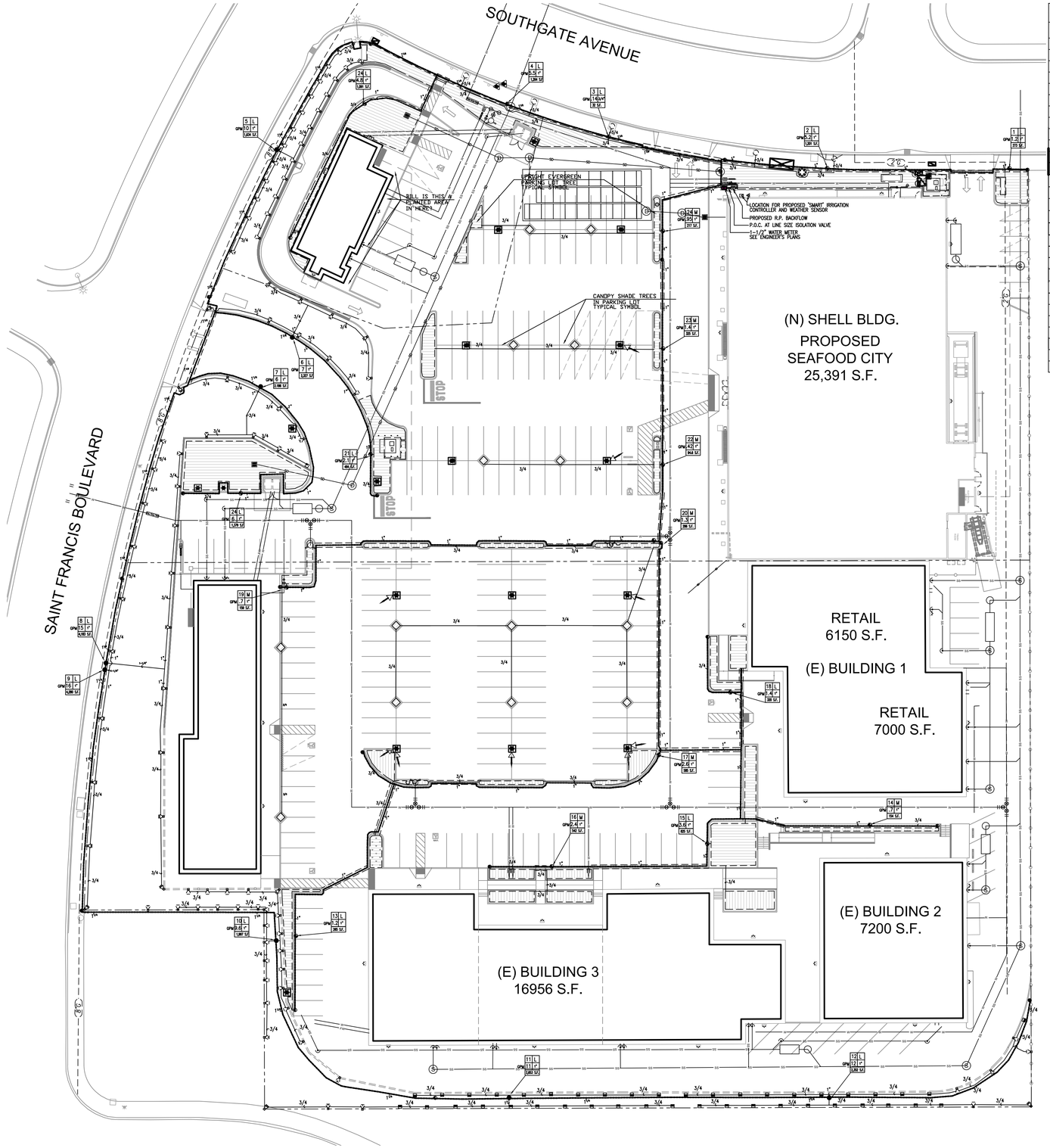
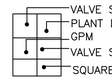


IRRIGATION LEGEND							
SYMBOL	FUNCTION	PATTERN	MANUFACTURER	MODEL #	RADIUS	MIN PSI	GPM
○	LANDSCAPE DRIPLINE 3" DIA. TREE RING		RAINBIRD	XFSP-06-18-500 IN RING	2" DEEP	20 PSI	.6 GPH
▭	LANDSCAPE DRIPLINE 2"– 4" DEEP		RAINBIRD	XFS-06-18-500	1'	20 PSI	.6 GPH
	VACUUM RELIEF VALVE		RAINBIRD	ARV050	HIGHEST POINT OF LANDSCAPE DRIPLINE		
	COMPRESSION FLUSH CAP		RAINBIRD	600 CF-21	LOWEST POINT OF LANDSCAPE DRIPLINE		
	POP-UP HEAD	ROTATOR 180 DEG.	HUNTER	PROS-12 MP800SR 180	10'	40 PSI	.42
	POP-UP HEAD	ROTATOR 90 DEG.	HUNTER	PROS-12 MP800SR 90	10'	40 PSI	.23
	POP-UP HEAD	ROTATOR 180 DEG.	HUNTER	PROS-12 MP3500 180	35'	40 PSI	2.86
	POP-UP HEAD	ROTATOR 90 DEG.	HUNTER	PROS-12 MP3500 90	35'	40 PSI	1.28
	POP-UP HEAD	ROTATOR 180 DEG.	HUNTER	PROS-12 MP3000 180	30'	40 PSI	1.82
	POP-UP HEAD	ROTATOR 90 DEG.	HUNTER	PROS-12 MP3000 90	30'	40 PSI	.86
	POP-UP HEAD	ROTATOR 180 DEG.	HUNTER	PROS-12 MP2000 180	20'	40 PSI	.74
	POP-UP HEAD	ROTATOR 90 DEG.	HUNTER	PROS-12 MP2000 90	20'	40 PSI	.40
	POP-UP HEAD	ROTATOR 180 DEG.	HUNTER	PROS-12 MP1000 180	14'	40 PSI	.37
	POP-UP HEAD	ROTATOR 90 DEG.	HUNTER	PROS-12 MP1000 90	14'	40 PSI	.19
	POP-UP HEAD	ROTATOR SIDE STRIP	HUNTER	PROS-12 MPSS530	5' X 30'	40 PSI	.47
	POP-UP HEAD	ROTATOR LEFT STRIP	HUNTER	PROS-12 MPLC515	5' X 15'	40 PSI	.23
	POP-UP HEAD	ROTATOR RIGHT STRIP	HUNTER	PROS-06 MPRC515	5' X 15'	40 PSI	.23
	REMOTE CONTROL DRIP VALVE		RAINBIRD	XCZ-100-PRF-BF	SEE PLAN FOR SIZE & LOCATION		
	REMOTE CONTROL VALVE		SUPERIOR	950	SEE PLAN FOR SIZE & LOCATION		
	BALL VALVE		WATTS	FBV	LINE SIZE		
	QUICK COUPLING VALVE		RAINBIRD	33-DLRC	SEE PLAN FOR LOCATION		
	AUTOMATIC CONTROLLER	HUNTER	I-CORE-600-M WITH ICM-600 6 STATION EXPANSION MODULE AND WIRELESS SOLAR SYNC				
	MAIN LINE	18" DEEP(24" UNDER PAVEMENT)	SCHED. 40 P.V.C. (CLASS 315 FOR PIPE GREATER THAN 1-1/2" IN SIZE)				
	LATERAL LINE	12" DEEP	SCHED. 40 P.V.C.				
	SLEEVING		4" SCHEDULE 40 P.V.C. SEE PLAN FOR LOCATION				

VALVE CALLOUT LEGEND



PLANT DESCRIPTION LEGEND

T – TURF
L – LOW WATER USE (CLIMATE ADAPTED PLANTS)
N – NON PLANTED LADNCSCAPE AREA (BARK MULCH)

NOTE:
NO OFF-SITE PLANTING
OR IRRIGATION IS PROPOSED
FOR THIS PROJECT

California Water Efficient Landscape Worksheet

Reference Evapotranspiration (ET_o): 39 — Project Type: Non-Residential — 0.45

Hydrozone # / Planting Description[a]	Plant Factor (PF)	Irrigation Method[b]	Irrigation Efficiency (IE)[c]	ETAF (PF/IE)	Landscape Area (Sq. Ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[d]
Regular Landscape Areas							
1-3 low shrubs & g.c.	0.2	Drip	0.81	0.25	2378	587	14198
4-11 low shrubs & g.c.	0.2	Overhead	0.75	0.27	21612	5763	139354
12 low shrubs & g.c.	0.2	Drip	0.81	0.25	265	65	1582
13 mod shrubs & g.c.	0.5	Drip	0.81	0.62	154	95	2299
14 low shrubs & g.c.	0.2	Drip	0.81	0.25	825	204	4926
15-16 mod shrubs & g.c.	0.5	Drip	0.81	0.62	1127	696	16822
17 low shrubs & g.c.	0.2	Drip	0.81	0.25	320	79	1911
18-19 mod shrubs & g.c.	0.5	Drip	0.81	0.62	445	275	6642
20 low shrubs & g.c.	0.2	Drip	0.81	0.25	484	120	2890
21-23 mod shrubs & g.c.	0.5	Drip	0.81	0.62	637	393	9508
24 low shrubs & g.c.	0.2	Drip	0.81	0.25	1380	341	8239
			0.75	0.00		0	0
			0.75	0.00		0	0
			0.75	0.00		0	0
			0.75	0.00		0	0
			0.75	0.00		0	0
			0.75	0.00		0	0
			0.75	0.00		0	0
			0.75	0.00		0	0
			0.75	0.00		0	0
		Totals			29627	8617	208369
Special Landscape Areas							
				1		0	0
				1		0	0
				1		0	0
				1		0	0
		Totals			0	0	0
						ETWU Total	208369
						Maximum Allowed Water Allowance (MAWA)[e]	322371

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	8617
Total Area	29627
Average ETAF	0.29

All Landscape Areas

Total ETAF x Area	8617
Total Area	29627
Average ETAF	0.29

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

N

IRRIGATION PLAN

SCALE 1" = 30'-0" | L-2

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SHEET TITLE
IRRIGATION PLAN

STAMP



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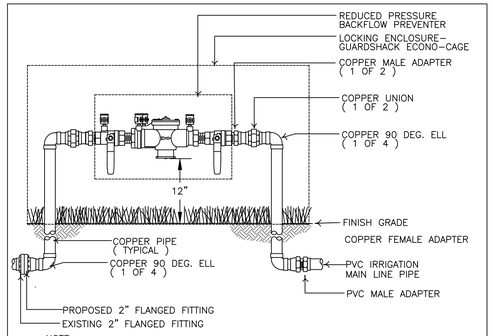
REVISIONS

DATE
2023.02.22
PROJECT NUMBER
A2418

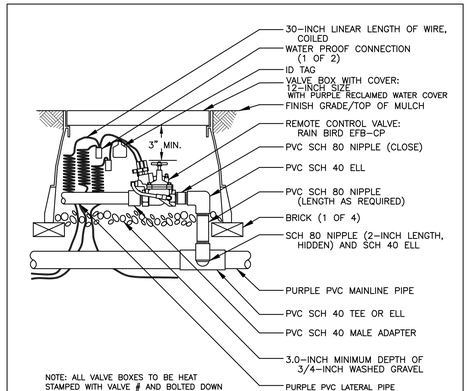
SHEET NUMBER
L-2

Plotted: 3/14/2023 1:34 PM (richard) File: landscape irrigation plan.dwg



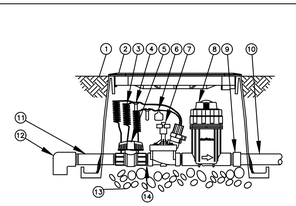
NOTE:
1. INSTALL BACKFLOW PREVENTER AS REQUIRED BY LOCAL CODES AND HEALTH DEPARTMENT. VERIFY LOCAL REQUIREMENTS PRIOR TO INSTALLATION.
2. BACKFLOW AND PIPES SHALL BE PAINTED GREEN.

A. BACKFLOW PREVENTER



NOTE: ALL VALVE BOXES TO BE HEAT STAMPED WITH VALVE # AND BOLTED DOWN

B REMOTE CONTROL VALVE

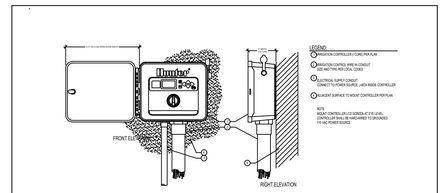


1. FINISH GRADE/TOP OF MULCH
2. VALVE BOX WITH COVER: RAIN BIRD VB–STD
3. 30–INCH LINEAR LENGTH OF WIRE, COILED
4. WATERPROOF CONNECTION: RAIN BIRD DB SERIES
5. 1–INCH BALL VALVE (INCLUDED IN XCZ–PRB–100–COM KIT)
6. ID TAG
7. REMOTE CONTROL VALVE: RAIN BIRD PESB (INCLUDED IN XCZ–PRB–100–COM KIT)
8. PRESSURE REGULATING QUICK CHECK BASKET FILTER: RAIN BIRD PRB–QKCHK–100 (INCLUDED IN XCZ–PRB–100–COM KIT)
9. PVC SCH 40 FEMALE ADAPTOR
10. LATERAL PIPE
11. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
12. PVC SCH 40 ELL
13. 3–INCH MINIMUM DEPTH OF 3/4–INCH WASHED GRAVEL
14. PVC SCH 80 NIPPLE, CLOSE (INCLUDED IN XCZ–PRB–100–COM KIT)

WHERE REMOTE CONTROL VALVE IN INSTALLED OVER PODIUM, SEE PLUMBING AND ELECTRICAL ENGINEER'S PLANS FOR HOW THE PRESSURIZED IRRIGATION MAINLINE, LATERALS AND CONTROL WIRE CONDUIT WILL BE ROUTED AND ATTACHED TO THE UNDERSIDE OF PODIUM. LANDSCAPE ARCHITECT NOT RESPONSIBLE FOR PERFORATIONS OR WATERPROOFING PERFORATIONS IN PODIUM.

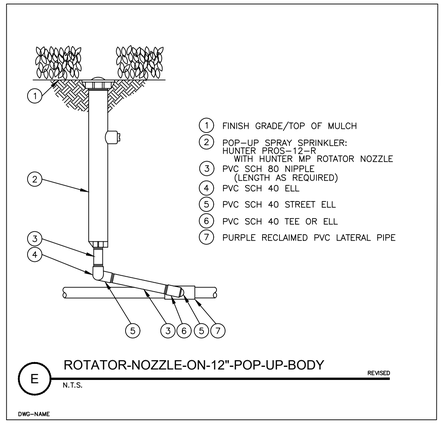
C DRIP VALVE

NOT TO SCALE



D IRRIGATION CONTROLLER (I CORE - WALL MOUNT)

NOT TO SCALE



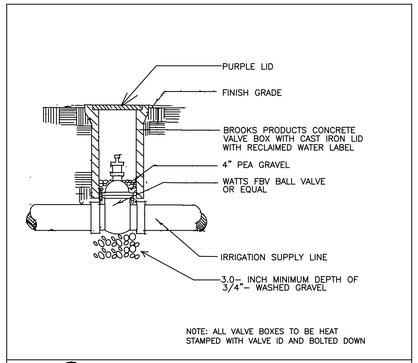
1. FINISH GRADE/TOP OF MULCH
2. POP–UP SPRAY SPRINKLER: HUNTER PROS–12–R WITH HUNTER MP ROTATOR NOZZLE
3. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
4. PVC SCH 40 ELL
5. PVC SCH 40 STREET ELL
6. PVC SCH 40 TEE OR ELL
7. PURPLE RECLAIMED PVC LATERAL PIPE

E ROTATOR-NOZZLE-ON-12"-POP-UP-BODY

REVISED

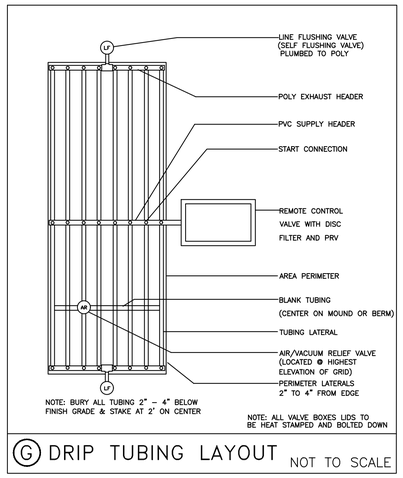
N.T.S.

DWG–NAME



NOTE: ALL VALVE BOXES TO BE HEAT STAMPED WITH VALVE ID AND BOLTED DOWN

F BALL VALVE

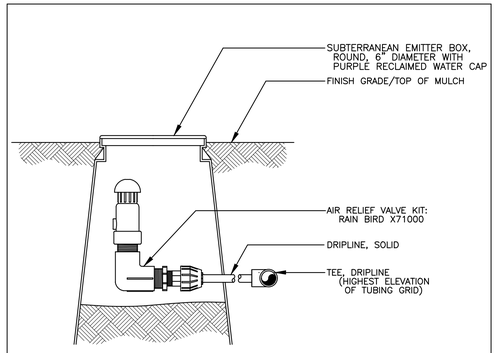


NOTE: BURY ALL TUBING 2" – 4" BELOW FINISH GRADE & STAKE AT 2' ON CENTER

NOTE: ALL VALVE BOXES LIDS TO BE HEAT STAMPED AND BOLTED DOWN

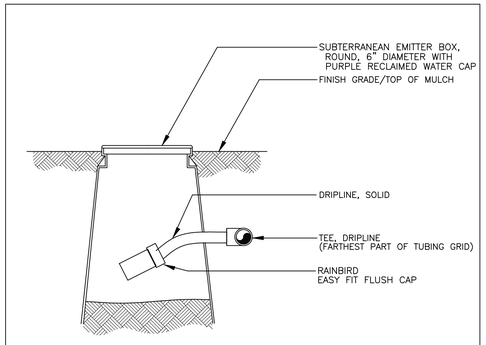
G DRIP TUBING LAYOUT

NOT TO SCALE



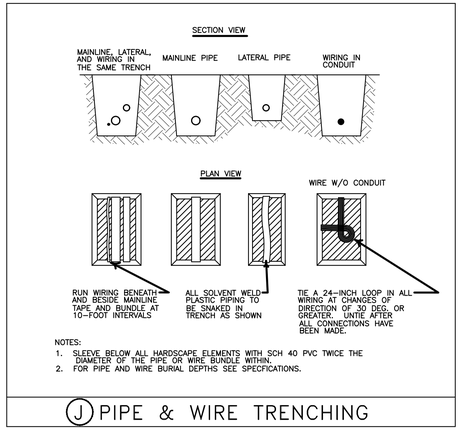
H AIR RELIEF VALVE

NOT TO SCALE



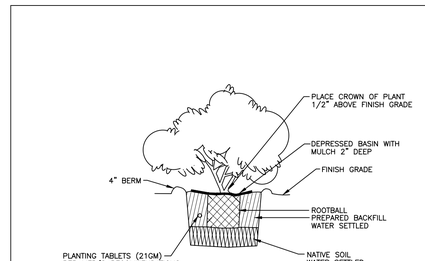
I DRIPLINE FLUSH VALVE

NOT TO SCALE



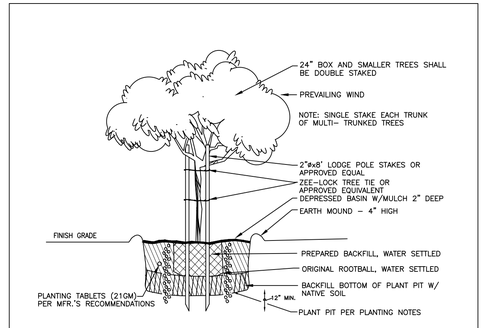
NOTES:
1. SLEEVE BELOW ALL HARDSCAPE ELEMENTS WITH SCH 40 PVC TWICE THE DIAMETER OF THE PIPE OR WIRE BUNDLE WITHIN.
2. FOR PIPE AND WIRE BURIAL DEPTHS SEE SPECFICATIONS.

J PIPE & WIRE TRENCHING



SHRUB PLANTING NO SCALE

K. SHRUB PLANTING



15 GAL. + 24" BOX TREES

TREE STAKING NO SCALE

L. TREE PLANTING

IRRIGATION AND PLANTING DETAILS

SCALE N.T.S. | L-3

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PROJECT LOCATION
(N) SHELL BUILDING AND EXTERIOR RENOVATION
119 SAINT FRANCIS BLVD.
1420 SOUTHGATE AVENUE
DALY CITY, CA 94015

SHEET TITLE
IRRIGATION AND PLANTING DETAILS

STAMP

REGISTERED LANDSCAPE ARCHITECT
ANNA M. ARMSTRONG
No. 2293
Exp. 03/31/24
STATE OF CALIFORNIA

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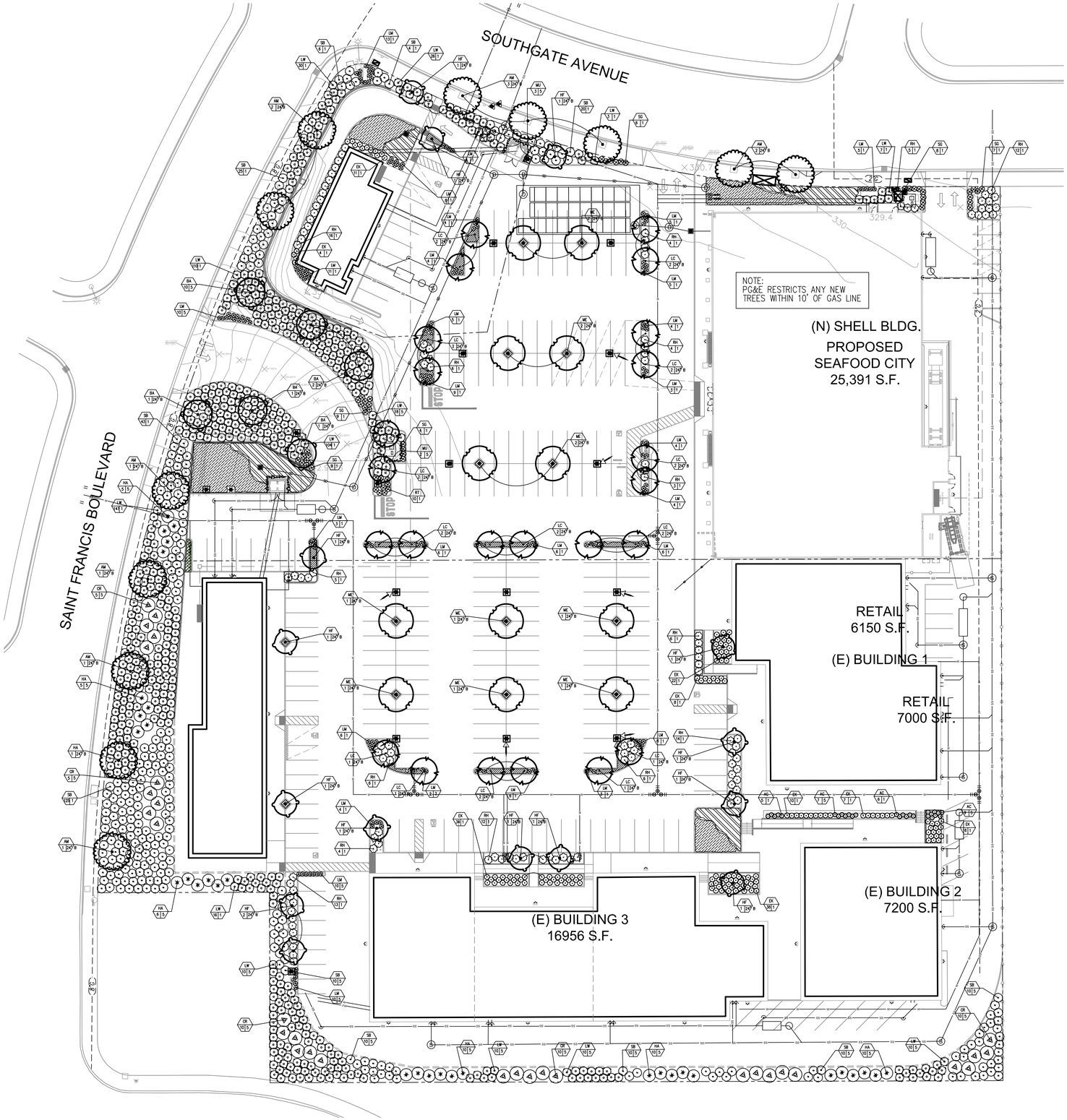
REVISIONS

DATE
2023.02.22
PROJECT NUMBER
A2418

SHEET NUMBER
L-3

Plotted: 3/14/2023 1:34 PM (richard) File: landscape irrigation and planting details.dwg

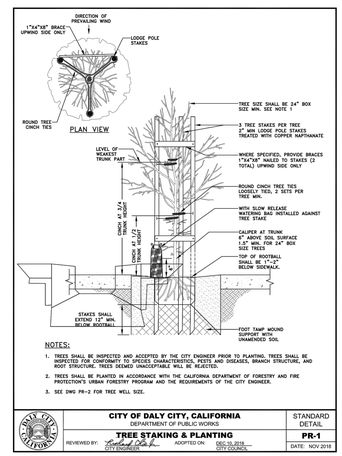


PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	PLANT FACTOR	QUANTITY
Trees/ Large Shrubs					
A M	Arbutus marina	No common name	24" box	L	12
B A	Brachychiton acerifolius	Australian Flame Tree	24" box	M	6
C R	Ceanothus 'Ray Hartman'	Ceanothus hybrid	5 gallon	L	31
H A	Heteromeles arbutifolia	Toyon	5 gallon	L	33
H F	Hymenosporum flavum	Sweet Shade	24" box	M	15
L C	Lophostemon confertus	Brisbane Box	24" box	M	24
M E	Metrosideros excelsa	New Zealand Christmas Tree	24" box	M	12
Shrubs/Perennials/Ground Covers					
A C	Achillea millefolium 'Moonshine'	Common Yarrow hybrid	1 gallon	L	27
E K	Erigeron karvinskianus	Santa Barbara Daisy	1 gallon	M	150
L W	Lantana 'White Lightning'	White Lantana hybrid	1 gallon	L	586
L M	Lavandula 'Munstead'	English Lavender hybrid	1 gallon	L	164
R H	Rosmarinus o. 'Huntington Carpet'	Ground cover Rosemary	1 gallon	L	116
S G	Salvia greggii 'Lipstick'	Autumn Sage hybrid	1 gallon	L	53
S B	Salvia 'Bee's Bliss'	Ground cover Sage hybrid	1 gallon	L	291
Vines/Espaliers					
M U	Macfadyena unguis-cati	Cat Claw Vine	5 gallon	M	8
Bioswale Grasses					
	Festuca 'Siskyou Blue'	Blue Fescue hybrid	4" pots Plant at 15" on center	L	
	Gazania 'Mitsuwa'	Trailing Gazania hybrid	from flats Plant at 18" on center	L	
	Muhlenbergia capillaris	Pink Muhly	4" pots Plant at 24" on center	L	

Note: Install a 3" thick layer of shredded bark mulch throughout all landscape areas.
Plant Factor describes plant species water use rating – L = Low, M = Moderate, H = High

NOTE:
NO OFF-SITE PLANTING
OR IRRIGATION IS PROPOSED
FOR THIS PROJECT



PLANTING PLAN

SCALE	
1" = 30'-0"	L-1

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Plotted: 3/14/2023 1:33 PM (richard) File: landscape planting plan.dwg

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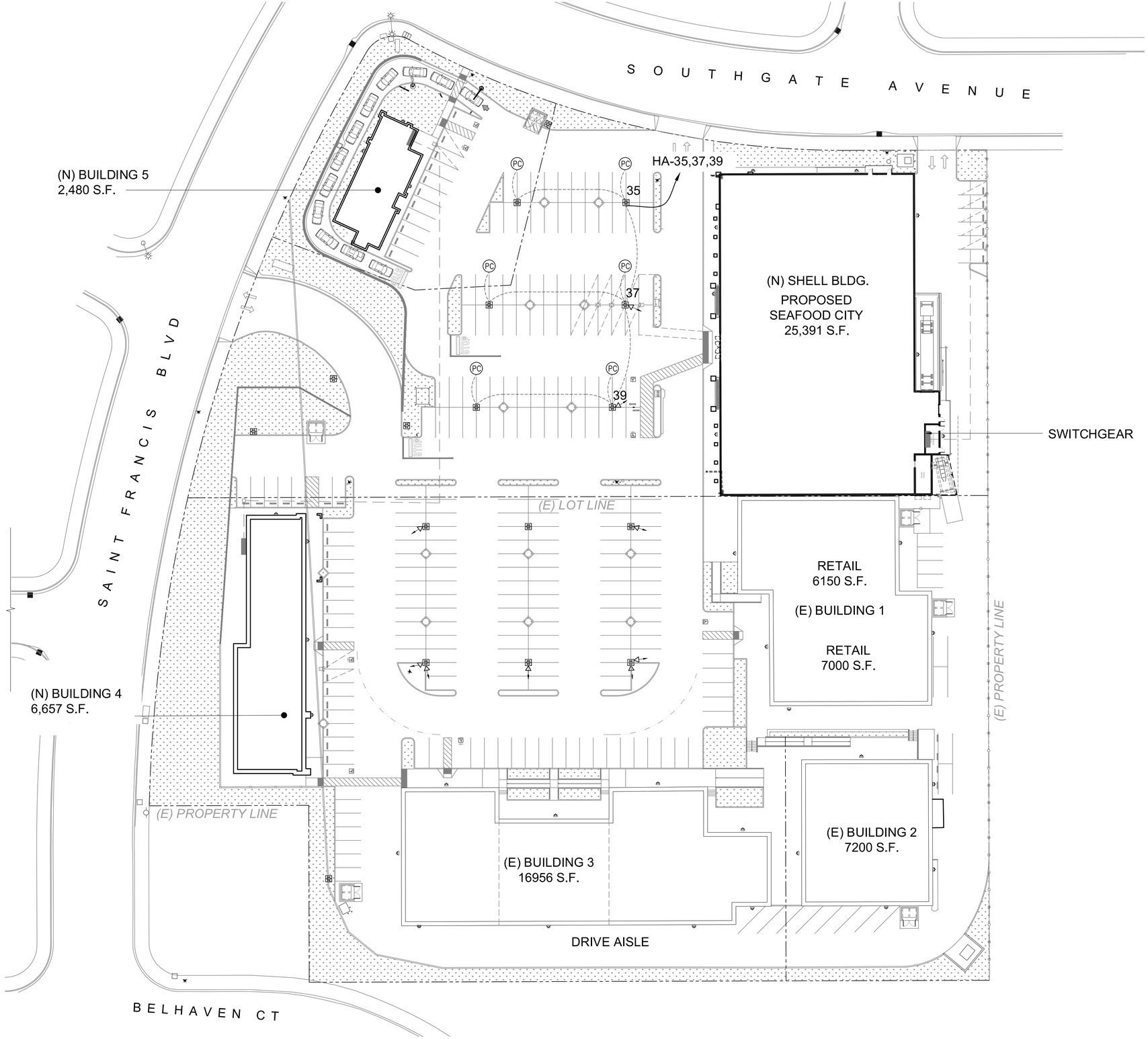
SHEET NUMBER
L-1



ALL INTERIOR WILL BE SUBMITTED AS SEPARATE PERMIT APPLICATION (N.I.C.)

N

(N) SITE LIGHTING PLAN

SCALE 1" = 30'-0"

4

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1420 SOUTHGATE AVENUE
DALY CITY, CA 94015

SHEET TITLE

SITE LIGHTING PLAN

STAMP

LICENSED ARCHITECT
WILLIAM A. AMOR
C - 24421
8/31/2023
RENEWAL DATE
STATE OF CALIFORNIA

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REVISIONS

DATE
2022.04.26

PROJECT NUMBER
A2418

SHEET NUMBER

E2.0

Plotted: 10/2023 3:01 PM (########) File: 03_a2418_e2.0_site lighting plan.dwg

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Luminaire Schedule

Symbol	Qty	Label	Tag	Description	Arrangement	Lum. Watts	Total Watts
	40	A	UpDwn Sconce	DL163086	SINGLE	15.0691	602.764
	9	F	Flood	DL156393	SINGLE	51	459
	39	G	Gooseneck Wall Sconce	DL163087	SINGLE	38	1482
	1	P4	Pedestrian Pole Type FT	DL163445	SINGLE	70.7	70.7
	2	P5	Pedestrian Pole Type 5	DL163443	SINGLE	70.8	141.6
	5	S3	Single Pole Type 3	DL151436	SINGLE	135	675
	12	S5	Single Pole Type 5	DL151437	SINGLE	135	1620
	8	W2	Wall Pack Type 2	DL162475	SINGLE	82	656
	2	W3	Wall Pack Type 3	DL162477	SINGLE	82	164
	3	W4	Wall Pack Type 4	DL162478	SINGLE	82	246

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
All Paved Areas	Illuminance	Fc	3.05	10.9	0.4	7.63	27.25
Lower Main Parking	Illuminance	Fc	2.55	5.7	0.8	3.19	7.13
SFC Main Parking	Illuminance	Fc	3.31	10.9	1.1	3.01	9.91

LIGHTING NOTES:

- Mounting Height = S @ 25'
  F @ 20'
  W @ 18'
  G @ 18'
  A @ 7'
  P @ 12'
- Light Loss Factor = 0.90
- Footcandle Values Calculated @ Grade
- Reflectance Values - 80/50/20

National Lighting Vendor:

For pricing and technical assistance contact:
Mike Herrell of CBMC INC, tel# 760-777-0274,
mherrell@cbmcinc.com

All electrical work shall comply with National, State, and Local codes including and not limited to the National Electric Code, NFPA 101 Life Safety Code, ASHREA and /or IECC Energy Codes.

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CBMC · LIGHTING SOLUTIONS
5855 KOPETSKY DR. SUITE G. | INDIANAPOLIS, IN 46217
317-780-8350| WWW.CBMCINC.COM

SEE MORE

This lighting pattern represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with IESNA approved methods. Actual performance of any manufacturer's luminaire may vary due to variation in electrical voltage, tolerance in lamps and LED lumen package, location adjustments, and other variable field conditions.

Contractor to check and verify all dimensions on site before commencing any work shown.

Seafood City- Daly City, CA

SITE LIGHTING LAYOUT

Scale:	1" = 40'	Drawing No:	LP1
Date:	8/1/22	Project No:	CB21038-EX5
Drawn By:	ATM		5

CITY OF DALY CITY, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

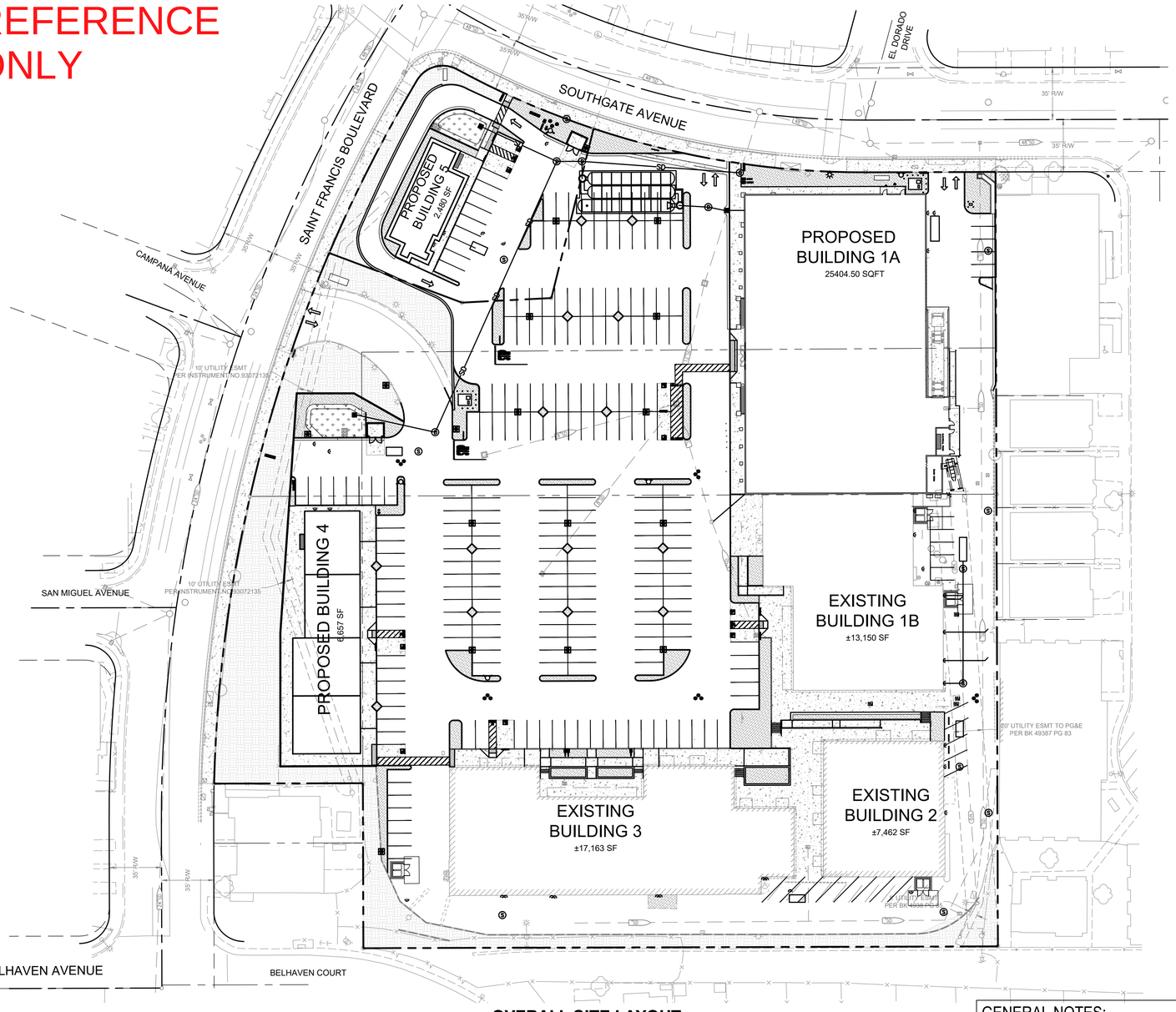
SITE IMPROVEMENT PLANS
SEAFOOD CITY

1420 SOUTHGATE AVE
DALY CITY, CA 94015

FOR REFERENCE ONLY

ABBREVIATIONS

AC	ASPHALT CONCRETE
APN	ASSESSOR PARCEL NUMBER
BW	BACK OF WALK
C&G	CURB & GUTTER
℄	CENTER LINE
CONC	CONCRETE
COND	CONDITION
DI	DRAIN INLET
ECAB	ELECTRICAL CABINET
ELEC.	ELECTRIC
ELEV.	ELEVATION
EPB	ELECTRICAL PULL BOX
EXIST.	EXISTING
EVLT	ELECTRICAL VAULT
FD	FOUND
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOWLINE
FS	FINISHED SURFACE
GM	GAS METER
INV	INVERT
LIP	LIP OF GUTTER
LT.	LIGHT
MAX.	MAXIMUM
MIN.	MINIMUM
PB	PULL BOX
PE	PAD ELEVATION
ℙ	PROPERTY LINE
PROP.	PROPOSED
RIM	MANHOLE RIM
R/W	RIGHT OF WAY
SDCB	STORM DRAIN CATCH BASIN
SDMH	STORM DRAIN MANHOLE
SLPB	STREET LIGHT PULL BOX
STA	STATION
SWR	SEWER
TC	TOP OF CURB
TE	TRASH ENCLOSURE
TOF	TOP OF WALL FOOTING
TOG	TOP OF GRATE
TPB	TELEPHONE PULL BOX
TRAN	TRANSFORMER
TRW	TOP OF RETAINING WALL
TSPB	TRAFFIC SIGNAL PULL BOX
TCPB	TELEVISION PULL BOX
TOW	TOP OF WALL
TYP.	TYPICAL
WM	WATER METER
WTR	WATER

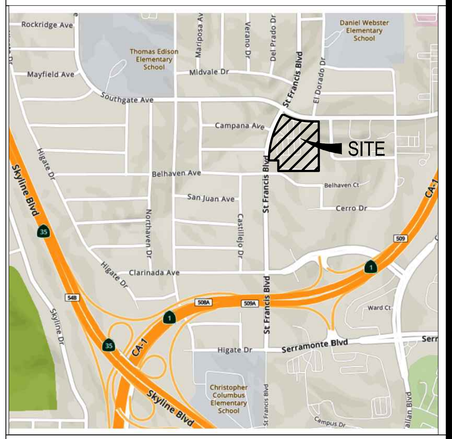


OVERALL SITE LAYOUT
SCALE: 1"=40'

N

0 40' 80'
SCALE: 1" = 40'

VICINITY MAP



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PROJECT DIRECTORY

APPLICANT:	SEAFOOD CITY 2883 SURVEYOR STREET POMONA, CA 91768 TEL: (510) 463-6346 LAURENCE TANG
CONTRACTOR:	WITEK CONSTRUCTION AND CONSULTING SERVICE, INC. 2024 ANGUS DRIVE LITTLE ELM, TX 75068 TEL: (909) 610-0780 THOMAS WITEK
CIVIL ENGINEER:	TAIT & ASSOCIATES 11280 TRADE CENTER DRIVE RANCHO CORDOVA, CA 95742 TEL: (916) 669-1821 FAX: (916) 635-2606 STANLEY IVERSON, PE
ARCHITECT:	AMOR ARCHITECTURAL CORPORATION 9431 HAVEN AVENUE, SUITE 212 RANCHO CUCAMONGA, CA 91730 TEL: (909) 259-9971 BILL BEEBE
LANDSCAPE ARCHITECT:	ARMSTRONG & WALKER 1835 ROYAL OAKS DRIVE MORTH BRADBURY, CA 91008 TEL: (626) 357-4599 ANNA ARMSTRONG
GEOTECHNICAL ENGINEER:	ACHIEVEMENT ENGINEERING CORPORATION 2455 AUTUMNVALE DRIVE, UNIT E SAN JOSE, CA 95131 TEL: (408) 217-9174 PROJECT NO. 5062 DATED: 4/25/2022

GENERAL NOTES:

1. THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES PRIOR TO ANY NEW CONSTRUCTION TO VERIFY EXACT DIMENSIONS AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
2. REFER TO GEOTECHNICAL INVESTIGATION REPORT PREPARED BY ACHIEVEMENT ENGINEERING CORP. PROJECT NO. 5062 DATED APRIL 25, 2022. ALL RECOMMENDATIONS SHALL BE IMPLEMENTED DURING CONSTRUCTION.
3. THE MINIMUM FILL DENSITY COMPACTION SHALL BE IN ACCORDANCE WITH ASTM D-1557.
4. ALL ACCESSIBLE PARKING STALLS AND ACCESSIBLE PATHS OF TRAVEL SHALL MEET ALL APPLICABLE STANDARDS, SPECIFICALLY 2% MAXIMUM SLOPE FOR ALL STALLS IN ANY DIRECTION AND 2% MAXIMUM CROSS-SLOPE FOR PATHS OF TRAVEL. ALL RAMPS SHALL NOT EXCEED 1:12 AND HAVE A MAXIMUM RISE OF 2.5' WITHOUT A LANDING.
5. ALL WORK SHALL BE IN CONFORMANCE WITH CITY OF DALY CITY STANDARDS AND SPECIFICATIONS UNLESS NOTED OTHERWISE.

PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER STANLEY P. IVERSON No. 044785 EXP. 3-31-2024 CIVIL STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

Know what's below Call before you dig.

UNAUTHORIZED CHANGES & USES

THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES OF THESE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS PRIOR TO CONSTRUCTION. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.

NOTE TO CONTRACTOR

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, PIPES, AND/OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THERE MAYBE EXISTING UTILITIES NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION OF THOSE UNDERGROUND UTILITIES TO BE USED PRIOR TO CONSTRUCTION AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

BASIS OF BEARINGS:
BEARINGS BASED ON CENTERLINE OF BELHAVEN AVE. N89°50'00"E.

BENCH MARK:
DALY CITY BM AG23
ELEVATION=440.912 NVDG1991
DESCRIPTION: CAST IRON CITY MONUMENT AT INTERSECTION OF LAKESHIRE DRIVE AND BELHAVEN AVE.

NO.	DESCRIPTION	REVISIONS	BY	DATE

TAIT & ASSOCIATES
11280 Trade Center Drive
Rancho Cordova, CA 95742
p: 916.633.2444
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
Santa Ana Sacramento Dallas
San Diego Riverside Denver
Since 1944 Boise Atlanta

COVER SHEET

ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

DRAWN: NS
DATE: 1/18/23
CHECKED: JLV
DATE: 1/18/23
REVISION #:
DATE:
JOB NO: SP8948

C1

1 OF 19

Jan 18, 2023 - 8:54am by dbecker G:\CLIENTS\SP\SP8948 - Seafood City - Daly City, CA\ENG\Construction Drawings\On-Site Improvement Plan\SP8948_CS.dwg

GENERAL NOTES

1. ALL UNDERGROUND UTILITIES SHALL BE COMPLETE BEFORE PLACING OF BASE ROCK UNLESS OTHERWISE NOTED.
2. THE CONTRACTOR SHALL CONFORM TO THE RULES AND REGULATIONS OF THE STATE CONSTRUCTION SAFETY ORDINANCE PER PERTAINING TO EXCAVATIONS AND TRENCHES.
3. CONTRACTOR TO PROVIDE UNDERGROUND LOCATING SERVICE TO HAVE THE LOCATION OF EXISTING UNDERGROUND UTILITIES MARKED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY, LOCATE AND PROTECT ALL UNDERGROUND FACILITIES.
4. CONTRACTOR TO RESET ALL MANHOLE RIMS AND VALVE BOXES TO GRADE AFTER PLACING THE BASE ROCK AND IMMEDIATELY PRIOR TO THE LAST LIFT OF PAVING.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AMPLE COVER FOR THE PROTECTION OF ALL INSTALLED UTILITIES DURING THE CONSTRUCTION OF THE PROJECT.
6. THE CONTRACTOR IS RESPONSIBLE FOR MATCHING EXISTING STREETS, SURROUNDING LANDSCAPE AND OTHER IMPROVEMENTS WITH A SMOOTH TRANSITION IN PAVING CURBS GUTTERS SIDEWALKS GRADING ETC., AND TO AVOID ANY ABRUPT OR APPARENT CHANGES IN GRADES OR CROSS SLOPES LOW SPOTS OR HAZARDOUS CONDITIONS.
7. UTILITIES AND UNDERGROUND FACILITIES INDICATED ARE FOR INFORMATION ONLY. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY THE LOCATION AND DEPTH WITH THE APPROPRIATE AGENCIES. NEITHER THE UTILITY OWNER NOR THE CITY NOR THE ENGINEER ASSUMES RESPONSIBILITY THAT THE UTILITIES AND UNDERGROUND FACILITIES INDICATED WILL BE THE UTILITIES AND UNDERGROUND FACILITIES ENCOUNTERED.
8. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL NECESSARY UTILITY RELOCATIONS IF REQUIRED.
9. ANY EXISTING UTILITY TO BE EXTENDED OR INTO WHICH PROPOSED UTILITIES ARE TO BE CONNECTED SHALL BE EXPOSED BY THE CONTRACTOR PRIOR TO THE STAKING OF THE EXTENSION OF SUCH UTILITIES. THE CONTRACTOR SHALL THEN MEASURE THE EXISTING LOCATION AND ELEVATION FOR POSSIBLE CONFLICTS OR OTHER INCONSISTENCIES WITH PLANS IF THESE MEASUREMENTS REVEAL CONFLICTS OR OTHER INCONSISTENCIES WITH THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND REQUEST DESIGN OR OTHER MODIFICATIONS TO RESOLVE THE CONFLICT OR INCONSISTENCIES.
10. THE CONTRACTOR SHALL EXPOSE EXISTING UTILITIES INCLUDING DRAIN LINES AT CROSSINGS OF EXISTING AND PROPOSED UTILITIES AND PRIOR TO THE STAKING OF THE PROPOSED UTILITIES PRIOR TO ANY EXCAVATION FOR PROPOSED UTILITY INSTALLATION. CONTRACTOR SHALL MEASURE THE ELEVATION OF THE EXISTING UTILITIES AND CHECK FOR CONFLICTS WITH THE PROPOSED UTILITIES. IF A GRADE CONFLICT DOES OCCUR, THE CONTRACTOR SHALL INFORM THE ENGINEER. THE ENGINEER SHALL MAKE ANY GRADE ADJUSTMENT NECESSARY TO RESOLVE THE GRADE CONFLICT. NO ADJUSTMENT IN BID PRICES WILL BE ALLOWED AS A RESULT OF SUCH GRADE ADJUSTMENT.
11. CONTRACTOR SHALL EXPOSE END OF EXISTING SEWER AND DRAIN PIPES OR STRUCTURES AND VERIFY LOCATION AND ELEVATION PRIOR TO PLACEMENT OF PIPE. IF A GRADE CONFLICT IS DISCOVERED, THE CONTRACTOR SHALL INFORM THE ENGINEER. THE ENGINEER SHALL MAKE ANY GRADE ADJUSTMENT NECESSARY TO RESOLVE THE GRADE CONFLICTS NO ADJUSTMENT IN BID PRICES WILL BE ALLOWED AS A RESULT OF SUCH GRADE ADJUSTMENTS. ALL COSTS OF SUCH EXCAVATION AND BACKFILL SHALL BE INCLUDED IN PRICE PAID FOR VARIOUS ITEMS OF WORK.
12. ANY EXISTING UTILITY STRUCTURE INCLUDING BUT NOT LIMITED TO VALVE BOXES. SEWER AND STORM MANHOLES AND INLETS, ELECTRICAL, WATER, GAS AND TELEPHONE BOXES AND VAULTS OCCURRING IN THE LOCATION OF PROPOSED IMPROVEMENTS SHALL BE RESET TO THE PROPER GRADE. PAYMENT FOR SUCH RE-SETTINGS SHALL BE INCLUDED IN OTHER ITEMS OF WORK AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
13. GRADE BREAKS TO BE ROUNDED OFF IN CONCRETE FORM WORK AND FINISH SURFACING.
14. EXPORT SPOIL MATERIALS IF ANY RESULTING FROM THE GRADING OF THIS PROJECT SHALL BE DISPOSED OF PROPERLY AND DISPOSED OF AT A LOCATION AND IN A MANNER APPROVED BY THE CITY ENGINEER.
15. A.C. SURFACE SHALL BE CUT TO A NEAT STRAIGHT LINE AND THE EXPOSED EDGE SHALL BE TACKED WITH EMULSION PRIOR TO PAVING. THE EXPOSED BASE MATERIAL SHALL BE GRADED, RE-COMPACTED AND RE-SEALED PRIOR TO PAVING.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING ALL EXISTING SURVEY MONUMENTS AND ANY MONUMENTS OBLITERATED OR DAMAGED DURING CONSTRUCTION WILL BE REPLACED AT THE CONTRACTORS EXPENSE.
17. THE CONTRACTOR SHALL REVIEW THE PLANS AND MAKE HIS OWN ASSESSMENT OF EARTHWORK BALANCE, EXCESS OR SHORTAGE. HE SHALL PREPARE HIS BID SO AS TO INCLUDE ANY EXCESS WHICH MAY OCCUR AND AS TO AVAILABLE SPOIL SITE IN THE EVENT OF AN EXCESS AND AS TO AVAILABLE MATERIAL SOURCES IN THE EVENT OF A SHORTAGE. SHOULD THERE BE AN EXCESS OF MATERIAL, THE CONTRACTOR SHALL NOT DEPOSIT MATERIAL IN ANY NATURAL STREAMS, WETLANDS, VERNAL POOLS OR WITHIN THE 100 YEAR FLOOD PLAIN. HIS BID SHALL INCLUDE ALL HAULING COSTS IF HAULING IS NECESSARY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED DUE TO PROJECT EARTHWORK EXCESS OR SHORTAGE.
18. THE CONTRACTOR SHALL OBTAIN A COPY OF THE SOILS REPORT, FAMILIARIZE HIMSELF WITH ITS CONTENTS AND PERFORM THE EARTHWORK, TRENCHING AND BACKFILL IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED THEREIN.
19. CONTRACTOR TO COORDINATE HIS WORK & P.O.C'S WITH OTHERS (PLUMBING, LANDSCAPING, IRRIGATION, ELECTRICAL, ETC.)
20. ON-SITE STORM DRAIN INLETS SHALL BE CLEARLY MARKED WITH THE WORDS "NO DUMPING DRAINS TO BAY/OCEAN"USING THERMOPLASTIC MARKINGS OR EQUIVALENT.
21. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY'S GENERAL CONDITIONS, STANDARD SPECIFICATIONS AND DRAWINGS.

ADA NOTES

1. ALL SITE WORK SHALL BE IN CONFORMANCE WITH TITLE 24 OF THE CALIFORNIA ADMINISTRATIVE CODE AND WITH THE AMERICANS DISABILITIES ACT AND APPLICABLE PROVISIONS OF THE CALIFORNIA BUILDING CODE AND REQUIREMENTS OF CHAPTER 11.
2. CURB RAMPS SHALL NOT EXCEED A SLOPE OF 1:12 (8.33%).
3. PEDESTRIAN WALKWAYS SHALL NOT EXCEED A RUNNING SLOPE OF 1:20 (5%) UNLESS RAILINGS ARE SHOWN ON THE PLANS IN WHICH CASE THE SLOPE SHALL NOT EXCEED 1:12 (8.33%).
4. A 2% MAXIMUM SLOPE LANDING SHALL BE PROVIDED AT ENTRANCES TO BUILDINGS. THE LANDINGS SHALL HAVE A MINIMUM DEPTH OF 60"WHEN THE DOOR OPENS INTO THE BUILDING, AND 42" PLUS THE WIDTH OF THE DOOR WHEN THE DOOR OPENS ONTO THE LANDING.
5. RAMPS ARE DEFINED AS ANY WALKWAY BETWEEN THE SLOPES OF 1:20 (5%) AND 1:12 (8.33%), AND SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%. RAMPS EXCEEDING 2'-6" VERTICAL RISE SHALL HAVE INTERMEDIATE (2% MAXIMUM SLOPE) LANDINGS HAVING A MINIMUM LENGTH IN THE DIRECTION OF TRAVEL OF 60". BOTTOM LANDINGS AT CHANGES IN RAMP DIRECTION SHALL HAVE A MINIMUM LENGTH OF 72". ALL RAMPS SHALL HAVE HANDRAILS (SEE PLANS).
6. MAXIMUM CROSS SLOPE ON ANY SIDEWALK OR RAMP SHALL BE 2% MAXIMUM. SLOPE WITHIN PARKING STALLS DESIGNATED AS ACCESSIBLE PARKING SHALL BE 2% MAXIMUM IN ANY DIRECTION.

FIRE SYSTEM NOTES

1. THE CONTRACTOR SHALL DESIGN AND PREPARE SHOP DRAWINGS FOR OBTAINING ALL REQUIRED APPROVALS AND CONSTRUCT THE FIRE SYSTEM REQUIRED FOR THE PROPOSED PROJECT. CONTRACTOR SHALL HAVE SHOP DRAWINGS SIGNED AND STAMPED BY A FIRE PROTECTION ENGINEER AS REQUIRED BY THE APPROVING AGENCY.
2. THE CONTRACTOR SHALL CONTACT THE FIRE DEPARTMENT TO DETERMINE THE MINIMUM FIRE FLOW & STATIC PRESSURE REQUIRED FOR THE FIRE SPRINKLER SYSTEM.

GEOTECHNICAL INFORMATION

1. THE CONTRACTOR, GRADING CONTRACTOR AND ALL SUBCONTRACTORS SHALL BE FAMILIAR WITH THE GEOTECHNICAL INVESTIGATION REPORT PREPARED BY ACHIEVEMENT ENGINEERING CORP. PROJECT NO. 5062 DATED APRIL 25, 2022. NO WORK SHALL COMMENCE UNTIL THE CONTRACTOR AND ALL SUBCONTRACTORS HAVE OBTAINED A COPY OF THIS INVESTIGATION AND ALL SUBSEQUENT GEOTECHNICAL STUDIES.
2. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THIS REFERENCED INVESTIGATION AND ALL SUBSEQUENT GEOTECHNICAL STUDIES, INVESTIGATIONS, TESTS AND OTHER DOCUMENTS PREPARED BY THE GEOTECHNICAL ENGINEER, AND ALSO IN ACCORDANCE WITH THE GRADING INSTRUCTIONS HEREIN PREPARED BY THE CIVIL ENGINEER AND THE GRADING ORDINANCES OF DALY CITY AND SAN MATEO COUNTY.
3. THE GEOTECHNICAL ENGINEER SHALL BE NOTIFIED WITHIN 48 HOURS PRIOR TO COMMENCING WORK. ALL GEOTECHNICAL WORK TO BE PERFORMED UNDER OBSERVATION OF THE GEOTECHNICAL ENGINEER.
4. THE GEOTECHNICAL ENGINEER WILL REVIEW THE FOUNDATION PLAN AND APPROPRIATE STRUCTURAL DESIGN DETAILS AND PROVIDE A LETTER STATING THAT THE FOUNDATION PLAN IS IN CONFORMANCE WITH THE GEOTECHNICAL INVESTIGATION PRIOR TO ISSUANCE OF A PERMIT.
5. THE GEOTECHNICAL ENGINEER WILL REVIEW FOUNDATION EXCAVATIONS PRIOR TO PLACEMENT OF FORMS OR REINFORCEMENTS. ALL FILLS WILL BE OBSERVED AND TESTED BY THE GEOTECHNICAL ENGINEER DURING THE GRADING AND PLACEMENT PROCESS. THE GEOTECHNICAL ENGINEER WILL PROVIDE A LETTER APPROVING ALL FOUNDATION PREPARATION, BACKFILL, COMPACTION, ETC., PRIOR TO THE PLACEMENT OF ANY FOUNDATION CONCRETE.

DISCREPANCIES

IF THERE ARE ANY DISCREPANCIES BETWEEN DIMENSIONS IN DRAWINGS AND EXISTING CONDITIONS WHICH WILL AFFECT THE WORK, THE CONTRACTOR SHALL BRING SUCH DISCREPANCIES TO THE ATTENTION OF THE ENGINEER FOR ADJUSTMENT BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER FITTING OF ALL WORK AND FOR THE COORDINATION OF ALL TRADES SUBCONTRACTORS AND PERSONS ENGAGED UPON THIS CONTRACT

UNDERGROUND FIRE SERVICE NOTES

NFPA 24 SEC. 7-2 ALL FERROUS METAL PIPE SHALL BE LINED, AND STEEL PIPE SHALL BE COATED AND WRAPPED WITH JOINTS FIELD-COATED AND WRAPPED AFTER ASSEMBLY FOR BURIED PIPE, GALVANIZING, INTERNALLY OR EXTERNALLY DOES NOT MEET THE REQUIREMENTS OF THIS SECTION.

NFPA 24 SEC. 8-5.2 ALL BOLTED JOINT ACCESSORIES SHALL BE CLEANED AND THOROUGHLY COATED WITH ASPHALT OR OTHER CORROSION-RETARDING MATERIAL AFTER INSTALLATION.

NFPA 24 SEC. 8-6.2.8 AFTER INSTALLATION, RODS, NUTS, BOLTS, WASHERS CLAMPS, AND OTHER RESTRAINING DEVICES, EXCEPT THRUST BLOCKS, SHALL BE CLEANED AND THOROUGHLY COATED WITH A BITUMINOUS OR OTHER ACCEPTABLE CORROSION-RETARDING MATERIAL.

NFPA 24 SEC. 8-6.2 THRUST BLOCKS SHALL BE OF A CONCRETE MIX NOT LEANER THAN ONE PART CEMENT, TWO AND ONE-HALF PARTS SAND, AND FIVE PARTS STONE. THRUST BLOCKS SHALL BE PLACED BETWEEN UNDISTURBED EARTH AND THE FITTING TO BE RESTRAINED, AND SHALL BE OF SUCH BEARING AS TO ENSURE ADEQUATE RESISTANCE TO THE THRUST TO BE ENCOUNTERED. IN GENERAL, THRUST BLOCKS SHALL BE SO PLACED THAT THE JOINTS WILL BE ACCESSIBLE FOR INSPECTION AND REPAIR.

NFPA 24 SEC. 8-2.1 UNDERGROUND MAINS SHALL BE COMPLETELY FLUSHED TO REMOVE FOREIGN MATERIALS THAT MIGHT HAVE ENTERED THE MAIN DURING THE COURSE OF THE INSTALLATION PER TABLE 9-1.1 TO PRODUCE A VELOCITY OF 10 FT PER SECOND IN PIPES. (WITNESSED BY THE INSPECTOR OF RECORD). LOCAL FIRE JURISDICTION SHALL BE NOTIFIED OF DATE AND TIME OF TESTING OR THEY MAY OBSERVE TESTING WHEN DESIRED.

NFPA 24 (1995) SEC. 8-9.3.1 ALL NEW PRIVATE UNDERGROUND FIRE SERVICE MAINS SHALL BE TESTED HYDROSTATICALLY AT NOT LESS THAN 200-PSI PRESSURE FOR A MINIMUM OF TWO HOURS. (WITNESSED BY THE INSPECTOR OF RECORD). LOCAL FIRE JURISDICTION SHALL BE NOTIFIED OF DATE AND TIME OF TESTING AND SHALL OBSERVE AND/OR ASSIST INSPECTOR OF RECORD WHENEVER POSSIBLE.

THE AMOUNT OF LEAKAGE IN BURIED PIPING SHALL BE MEASURED AT THE SPECIFIED TEST PRESSURE BY PUMPING FROM A CALIBRATED CONTAINER. FOR NEW PIPE, THE AMOUNT OF LEAKAGE AT THE JOINTS SHALL NOT EXCEED TWO QUARTS PER HOUR PER 100 GASKETS OR JOINTS IRRESPECTIVE OF PIPE DIAMETER. NO VISIBLE LEAKAGE SHALL BE ALLOWED IN ABOVEGROUND PIPING. (ALSO SEE SEC, 9-2.3.3 FOR ALLOWABLE LEAKAGE). HYDROSTATIC TEST SHOULD BE MADE BEFORE THE JOINTS ARE COVERED SO THAT ANY LEAKS MAY BE READILY DETECTED.

NFPA 24 SEC 9.2.1 BEFORE ASKING FINAL APPROVAL OF AN INSTALLATION BY THE INSPECTOR OF RECORD, THE INSTALLING COMPANY SHALL FURNISH A CONTRACTOR'S MATERIAL AND TEST CERTIFICATE TO BE SUBMITTED TO DALY CITY FIRE. A TYPICAL CERTIFICATE IS SHOWN IN FIGURE A-9.2.1. THIS FORM SHALL BE GIVEN TO THE INSPECTOR OF RECORD (OR) WHO WILL TURN-IN FOR DSA RECORDS.

NFPA 24 SEC. 8-1 THE DEPTH OF COVER OVER ALL WATER SERVICE PIPES SHALL BE NOT LESS THAN 2 1/2 FEET TO PREVENT MECHANICAL DAMAGE AND SHALL BE BURIED A MINIMUM OF 3 FEET OVER FIRE ACCESS DRIVEWAYS.

EARTHWORK FOR CONSTRUCTION NOTES

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INCLUDE ALL MATERIAL AND LABOR REQUIRED WITHIN THE BID PRICE, FOR EARTHWORK CONSTRUCTION, TO CARRY OUT THE CUT/FILL AND/OR IMPORT/EXPORT AS NECESSARY TO MEET THE DESIGN GRADES SHOWN ON THE PLANS. CONTRACTOR IS TO DELIVER TO OWNER THE PROJECT IN A COMPLETE AND OPERATIONAL MANNER. EARTHWORK QUANTITIES SHOWN ON THE PLANS OR REPRESENTED BY THE ENGINEER ARE APPROXIMATE AND ARE FOR GRADING PERMIT APPROVAL ONLY. THE CONTRACTOR IS RESPONSIBLE FOR ANY INVESTIGATION OR STUDIES THAT ARE REQUIRED BY THE CONTRACTOR TO SATISFY THIS REQUIREMENT. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR SAID CUT/FILL AND/OR IMPORT/EXPORT.

ARCHAEOLOGICAL NOTES

IN THE EVENT THAT HUMAN REMAINS AND/OR CULTURAL MATERIALS ARE FOUND, ALL PROJECT-RELATED CONSTRUCTION SHOULD CEASE WITHIN A 100-FOOT RADIUS. THE CONTRACTOR SHALL, PURSUANT TO SECTION 7050.5 OF THE HEALTH AND SAFETY CODE, AND SECTION 5097.94 OF THE PUBLIC RESOURCES CODE OF THE STATE OF CALIFORNIA, NOTIFY THE SAN MATEO COUNTY CORONER IMMEDIATELY.

UTILITY NOTE

THE TYPES, LOCATIONS SIZES AND /OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY ARE APPROXIMATE AND WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES EXTENT, SIZES, LOCATIONS AND DEPTH OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES HOWEVER, THE SURVEYOR CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THIS SURVEY.

CONTRACTOR RESPONSIBILITY

THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT AND THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

GRADING NOTES

CIVIL ENGINEER OR SOILS ENGINEER TO REVIEW ALL GRADING AND SUBMIT A FINAL REPORT TO THE CITY PRIOR TO OCCUPANCY.

CONTACT PUBLIC WORKS, (650) 991-8038, FOR DRAINAGE AND FINAL GRADE INSPECTION, WHICH INCLUDES DRAIN LINES AND ROOF DRAINS/ DOWNSPOUTS.

CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL AND INSURING THE AREA ADJACENT TO THE WORK IS LEFT IN A CLEAN CONDITION.

THE CONTRACTOR SHALL REVIEW CITY STD. SPECIFICATIONS ON TREE PROTECTION PRIOR TO ACCOMPLISHING ANY WORK OR REMOVING ANY TREES.

ALL STORM LINE INSTALLATION WITH SLOPE LESS THAN 2% SHALL BE CERTIFIED BY A CIVIL ENGINEER.

ALL ON-SITE SANITARY SEWER LINES AND LATERALS SHALL BE SUBJECT TO BUILDING DEPARTMENT APPROVAL PRIOR TO INSTALLATION.

UTILIZE BEST MANAGEMENT PRACTICES (BMP'S), AS REQUIRED BY THE STATE WATER RESOURCES CONTROL, BOARD, FOR ANY ACTIVITY WHICH DISTURBS SOIL.

A WORK SCHEDULE OF GRADING AND EROSION AND SEDIMENT CONTROL PLAN SHALL BE PROVIDED TO THE CITY ENGINEER. NO HILLSIDE GRADING SHALL BE PERFORMED BETWEEN OCTOBER 1 TO APRIL 15.

STORMWATER TREATMENT

FINAL INSPECTION OF INSTALLED TREATMENT MEASURES BY MUNICIPALITY'S SPECIAL INSPECTOR SHALL BE COMPLETED WITHIN 45 DAYS OF INSTALLATION OR PROJECT CONSTRUCTION COMPLETION, WHICHEVER COMES FIRST.

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3. THE MINIMUM FILL DENSITY COMPACTION SHALL BE IN ACCORDANCE WITH ASTM D-1557.
4. ALL ACCESSIBLE PARKING STALLS AND ACCESSIBLE PATHS OF TRAVEL SHALL MEET ALL APPLICABLE STANDARDS, SPECIFICALLY 2% MAXIMUM SLOPE FOR ALL STALLS IN ANY DIRECTION AND 2% MAXIMUM CROSS-SLOPE FOR PATHS OF TRAVEL. ALL RAMPS SHALL NOT EXCEED 1:12 AND HAVE A MAXIMUM RISE OF 2.5" WITHOUT A LANDING.
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BENCH MARK:
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ELEVATION=440.912 NVDG1991
DESCRIPTION: CAST IRON CITY MONUMENT AT INTERSECTION OF LAKESHIRE DRIVE AND BELHAVEN AVE.

PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER STANLEY P. IVERSON No. 044785 EXP. 3-31-2024 CIVIL STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

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San Diego Riverside Boise Atlanta
11260 Trade Center Drive
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NOTES

ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
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DALY CITY, CA 94015

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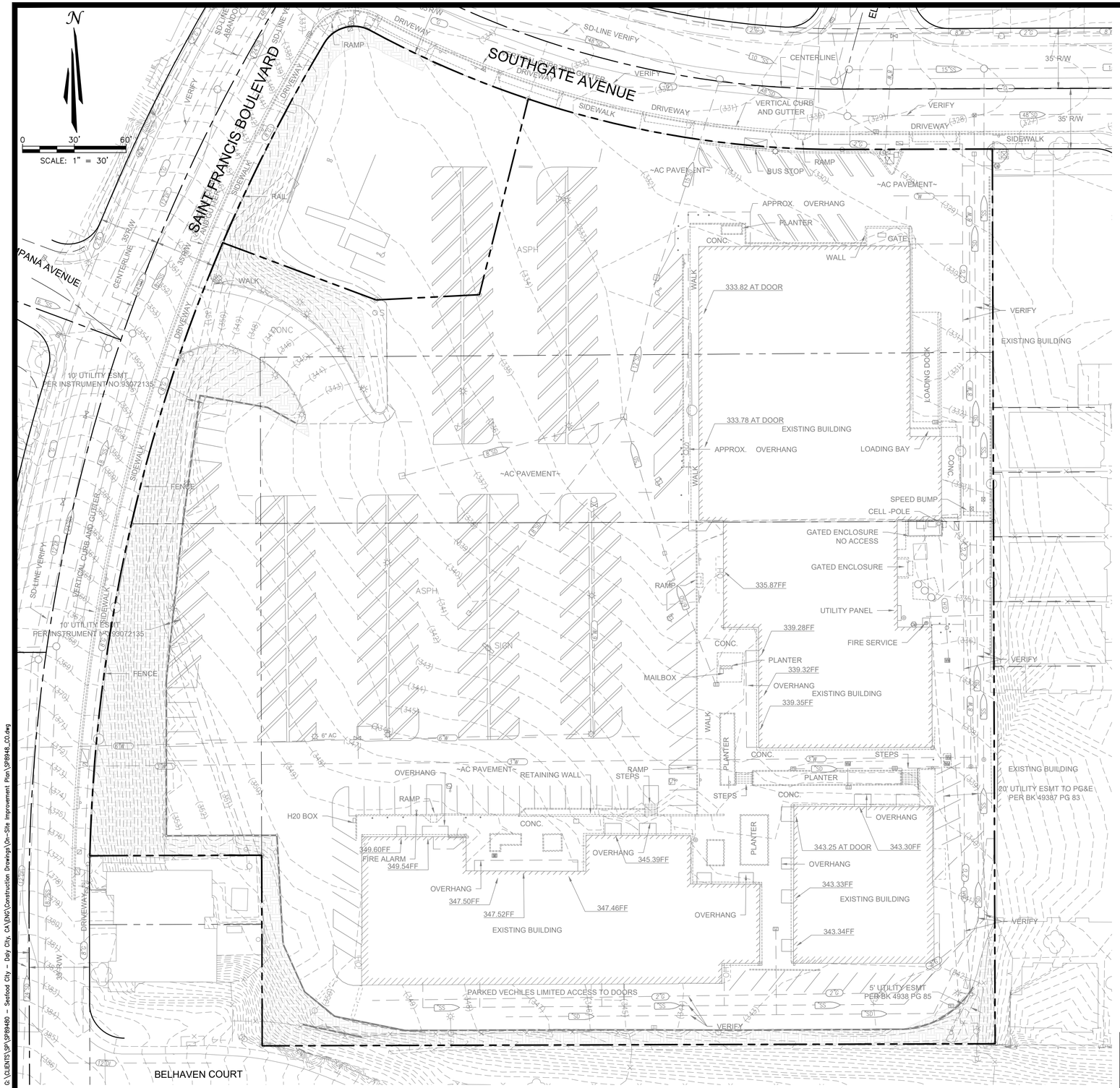

LEGEND

AC	ASPHALT
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RIM	RIM ELEVATION
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	EXISTING SIGN
	EXISTING TRANSFORMER
	EXISTING TREE
	EXISTING VAULT
WM	EXISTING WATER METER
	EXISTING WATER VALVE
	NAIL & TAG COUNTY MONUMENT
	EXISTING PROPERTY LINE
	EXISTING EASEMENT LINE
	EXISTING MANHOLE
2"G	EXISTING GAS LINE
SS	EXISTING SANITARY SEWER LINE
SD	EXISTING STORM DRAIN LINE
8"W	EXISTING WATER LINE
	EXISTING WALL

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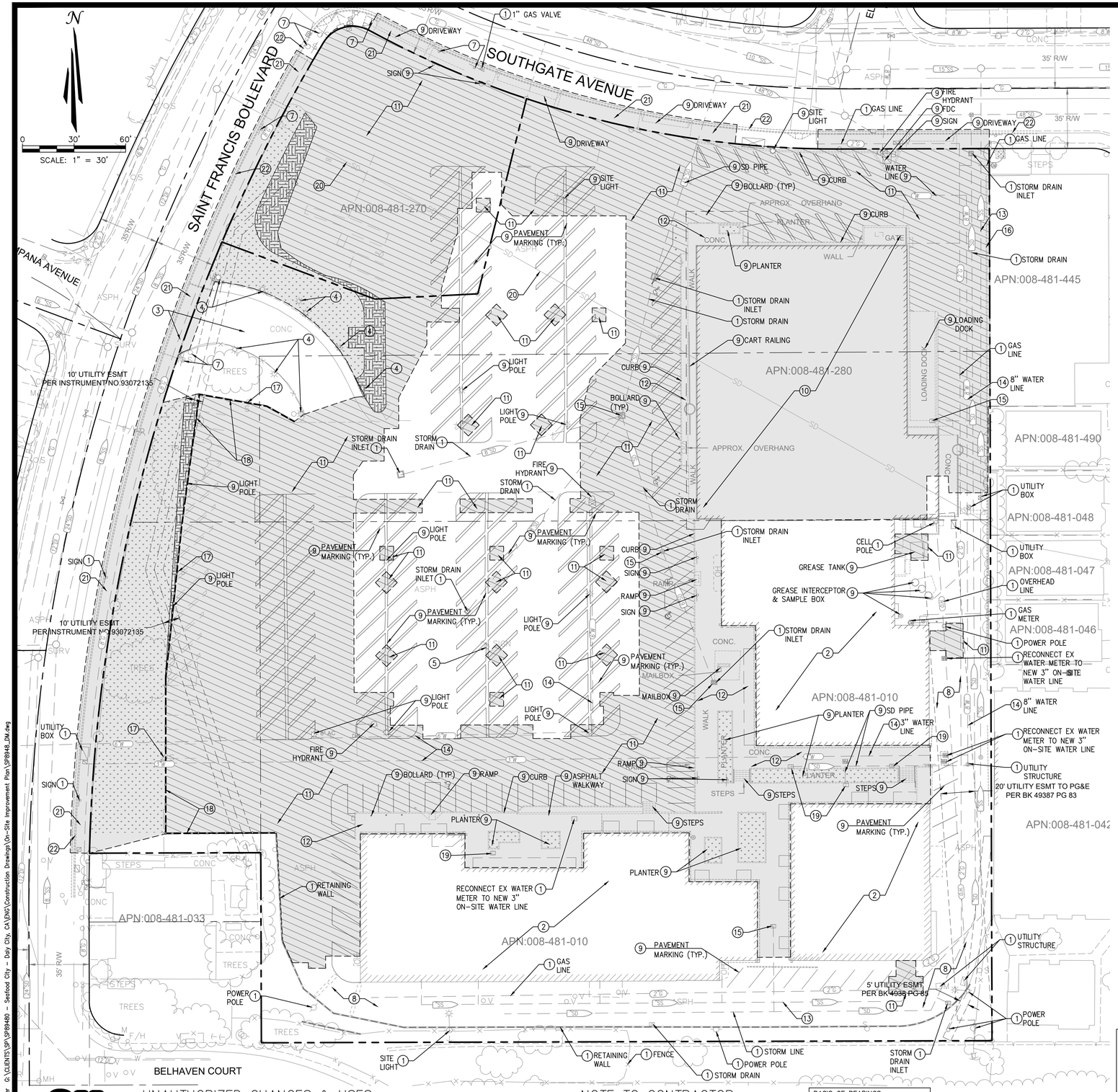

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- EXISTING DRAIN INLET
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- EXISTING GAS METER
- EXISTING GAS VALVE
- EXISTING GUARD POST
- EXISTING PUBLIC STREET LIGHT
- EXISTING PULL BOX
- EXISTING SIGN
- EXISTING TRANSFORMER
- EXISTING TREE
- EXISTING VAULT
- EXISTING WATER METER
- EXISTING WATER VALVE
- NAIL & TAG COUNTY MONUMENT
- EXISTING PROPERTY LINE
- EXISTING EASEMENT LINE
- SAWCUT LINE
- EXISTING MANHOLE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER LINE
- EXISTING STORM DRAIN LINE
- EXISTING WATER LINE
- EXISTING WALL
- DEMOLITION AREA
- REMOVE EXISTING ASPHALT
- REMOVE EXISTING LANDSCAPE

DEMOLITION NOTES:

1. EXISTING UTILITIES/STRUCTURES TO REMAIN. PROTECT IN PLACE. ADJUST TO GRADE AS NECESSARY.
2. EXISTING BUILDING TO REMAIN. PROTECT IN PLACE. FACADE IMPROVEMENT UNDER SEPARATE PERMIT.
3. EXISTING DRIVEWAY AND CONCRETE DRIVE LANE TO REMAIN. PROTECT IN PLACE.
4. EXISTING LIGHT POLE TO REMAIN. PROTECT IN PLACE.
5. EXISTING MONUMENT TO REMAIN. PROTECT IN PLACE.
6. EXISTING CONCRETE SIDEWALK TO REMAIN. PROTECT IN PLACE.
7. EXISTING SIGN TO REMAIN. PROTECT IN PLACE.
8. EXISTING ASPHALT PAVEMENT TO REMAIN. PROTECT IN PLACE.
9. REMOVE EXISTING NOTED ITEMS.
10. REMOVE EXISTING BUILDING. UNDER SEPARATE PERMIT.
11. REMOVE EXISTING ASPHALT PAVEMENT.
12. REMOVE EXISTING CONCRETE PAVEMENT.
13. REMOVE AND REPLACE EXISTING SANITARY SEWER. SEE UTILITY PLAN SHEET C6.
14. REMOVE EXISTING 8", 6", AND 3" WATER LINE.
15. EXISTING STORM DRAIN INLET TO REMAIN. PROTECT IN PLACE. ADJUST TO GRADE IF NECESSARY.
16. REMOVE EXISTING WOODEN CURB.
17. RELOCATE EXISTING SIGN.
18. REMOVE AND REPLACE RETAINING WALL. SEE GRADING PLAN SHEETS C5.1 AND C5.2.
19. REMOVE EXISTING STORM DRAIN INLET.
20. EXISTING 48" STORM DRAIN SUBDRAIN TO REMAIN. PROTECT IN PLACE.
21. REMOVE AND REPLACE EXISTING OFFSITE CURB, GUTTER, AND SIDEWALK. SEE OFFSITE IMPROVEMENT PLANS SHEETS C10 AND C10.1.
22. EXISTING CURB, GUTTER, AND SIDEWALK TO REMAIN. PROTECT IN PLACE.

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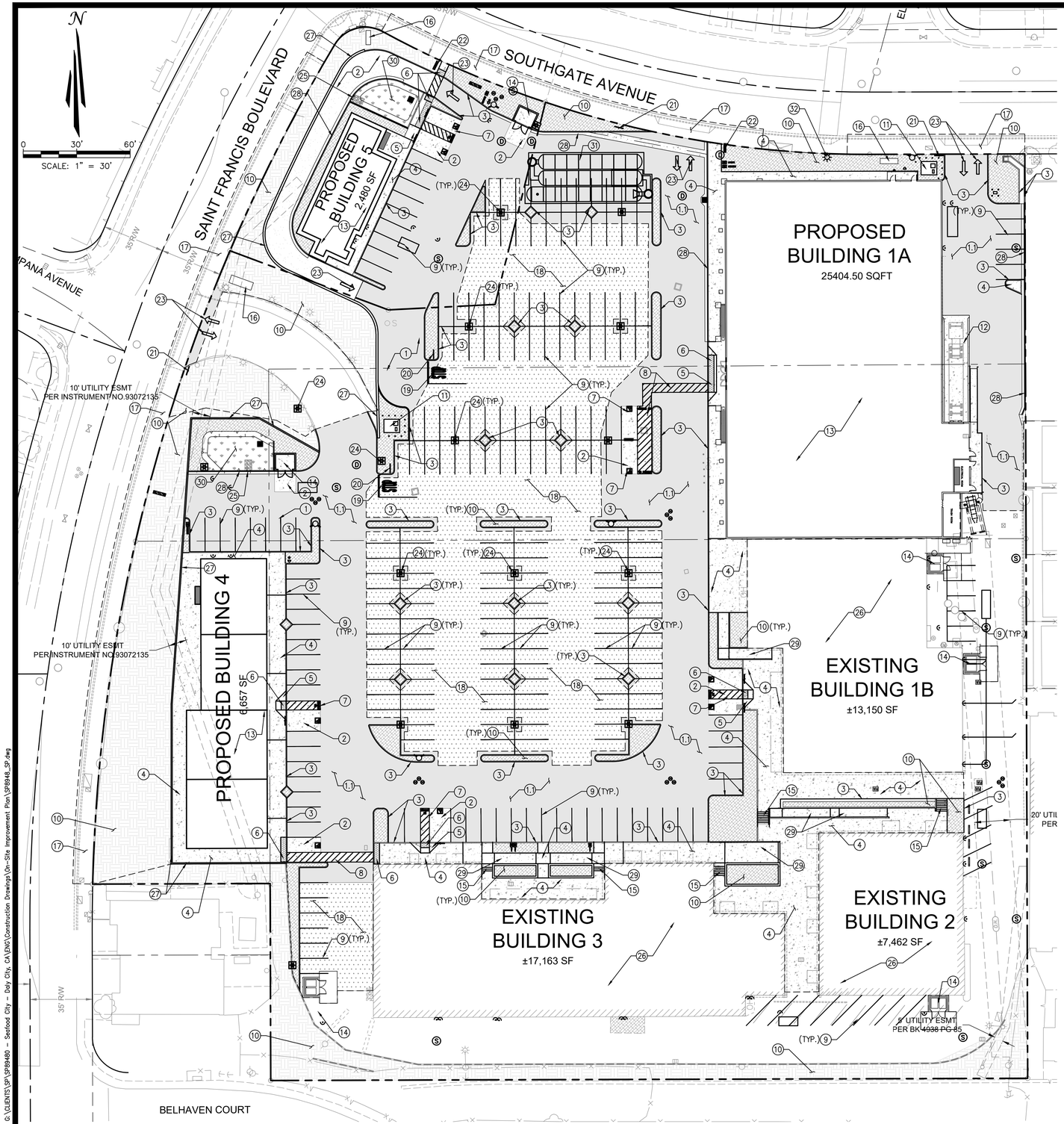

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AC	ASPHALT
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WM	WATER METER
	EXISTING DRAIN INLET
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GM	EXISTING GAS METER
	EXISTING GAS VALVE
	EXISTING GUARD POST
	EXISTING PUBLIC STREET LIGHT
	EXISTING PULL BOX
	EXISTING SANITARY SEWER CLEANOUT
	EXISTING SIGN
	EXISTING TRANSFORMER
	EXISTING TREE
	EXISTING VAULT
WM	EXISTING WATER METER
	EXISTING WATER VALVE
	PROPOSED WATER METER
	PROPOSED BACKFLOW PREVENTER
SDCB	PROPOSED CATCH BASIN
	PROPOSED LIGHT POLE
	PROPOSED SANITARY SEWER CLEANOUT
S	PROPOSED SANITARY MANHOLE
	PROPOSED SIGN
SDMH D	PROPOSED STORM DRAIN MANHOLE
	EXISTING PROPERTY LINE
	SAWCUT LINE
	EXISTING WALL
	GRIND & OVERLAY
	PROPOSED ASPHALT PAVING
	CONCRETE PAVING
	LANDSCAPE AREA

SITE PLAN CONSTRUCTION NOTES:

1. CONSTRUCT 4" ASPHALT CONCRETE OVER 6" AGGREGATE BASE ASPHALT PAVEMENT PER GEOTECHNICAL REPORT RECOMMENDATIONS AND DETAIL 1 ON SHEET C11.
1.1. CONSTRUCT 5" HEAVY DUTY ASPHALT CONCRETE OVER 8" AGGREGATE BASE ASPHALT PAVEMENT PER GEOTECHNICAL REPORT RECOMMENDATIONS AND DETAIL 1 ON SHEET C11.
2. CONSTRUCT 6" PORTLAND CEMENT CONCRETE OVER 6" AGGREGATE BASE CONCRETE PAVEMENT PER GEOTECHNICAL REPORT RECOMMENDATIONS AND DETAIL 2 ON SHEET C11.
2.1. CONSTRUCT XX" HEAVY DUTY PORTLAND CEMENT CONCRETE OVER 6" AGGREGATE BASE CONCRETE PAVEMENT PER GEOTECHNICAL REPORT RECOMMENDATIONS AND DETAIL XX ON SHEET C11.
3. CONSTRUCT 6" CURB PER DETAIL 4 SEE SHEET C11.
4. CONSTRUCT 4" CONCRETE SIDEWALK OVER 4" AGGREGATE BASE PER DETAIL 3 ON SHEET C11.
5. CONSTRUCT CONCRETE CURB RAMP PER CBC REQUIREMENTS AND DETAIL 6 ON SHEET C11.
6. INSTALL DETECTABLE WARNING SURFACE (FEDERAL YELLOW) PER CBC REQUIREMENTS AND DETAIL 7 ON SHEET C11.
7. INSTALL ACCESSIBLE PARKING WITH STRIPING (2 COATS) AND SIGNAGE PER ADA AND CBC REQUIREMENTS. SEE DETAIL 8 AND 15 ON SHEET C11.
8. INSTALL ACCESSIBLE PATH OF TRAVEL WITH 4" WIDE DIAGONAL WHITE PAVEMENT STRIPING (2 COATS) AT 3'-0" ON CENTER.
9. INSTALL 4" WIDE PARKING STALL STRIPING. PAINT TRAFFIC WHITE (2 COATS).
10. LANDSCAPE PLANTER AREA. SEE LANDSCAPE AND IRRIGATION PLANS FOR MORE INFORMATION.
11. INSTALL NEW TRANSFORMER CONCRETE PAD WITH BOLLARDS.
12. CONSTRUCT TRUCK LOADING DOCK PER ARCHITECTURAL PLANS.
13. CONSTRUCT NEW BUILDING IMPROVEMENT PER ARCHITECTURAL PLANS.
14. CONSTRUCT COVERED TRASH ENCLOSURE PER ARCHITECTURAL PLANS, INCLUDING CONCRETE SLAB WITHIN ENCLOSURE. WATER SERVICE, SEWER CONNECTION, AND FIRE SERVICE TO BE PROVIDED AT EACH TRASH ENCLOSURE. TRASH ENCLOSURE DRAIN TO BE CONNECTED TO GREASE INTERCEPTOR.
15. INSTALL CONCRETE STEPS AND HANDRAILS PER ARCHITECTURAL PLANS.
16. INSTALL MONUMENT SIGN UNDER SEPARATE PERMIT.
17. CONSTRUCT NEW OFF-SITE IMPROVEMENTS. SEE SHEETS C10 AND C10.1 FOR OFF-SITE IMPROVEMENTS. ALL OFF-SITE IMPROVEMENTS SHALL BE PER THE CURRENT DALY CITY STANDARDS AND SPECIFICATIONS.
18. GRIND AND OVERLAY EXISTING PAVEMENT.
19. PAINT "STOP" WITH STOP BAR PER DETAIL 10 ON SHEET C11.
20. INSTALL STOP SIGN PER DETAIL 11 ON SHEET C11.
21. INSTALL UNAUTHORIZED PARKING SIGN PER DETAIL 5 ON SHEET C11.
22. INSTALL DOUBLE-SIDED ACCESSIBLE PATH SIGN PER DETAIL 9 ON SHEET C11.
23. INSTALL PAVEMENT DIRECTIONAL ARROWS AND DRIVE THRU MARKINGS PER DETAIL 10 ON SHEET C11 (2 COATS).
24. INSTALL NEW SITE LIGHTING POLE WITH FOUNDATION, CONDUITS, WIRING, CIRCUITRY, ETC. PER ELECTRICAL PLANS.
25. CONSTRUCT CURB CUTS WITH COBBLE ENTRY PER DETAIL 13 ON SHEET C11.
26. EXISTING BUILDING TO REMAIN. FACADE IMPROVEMENT PER ARCHITECTURAL PLANS.
27. CONSTRUCT RETAINING WALL PER STRUCTURAL PLAN.
28. CONSTRUCT 6" CURB AND GUTTER PER DETAIL 12 ON SHEET C11.
29. CONSTRUCT RAMP WITH HANDRAILS PER ARCHITECTURAL PLANS. SEE GRADING PLAN SHEETS C5.1, C5.2, AND C5.3 FOR GRADES.
30. CONSTRUCT BIORETENTION STORMWATER TREATMENT AREA PER DETAIL 14 ON SHEET C11.
31. ON-SITE STORMWATER TREATMENT AND INFILTRATION SYSTEM. SEE SHEETS C5.1 AND C13.
32. INSTALL PEDESTRIAN WALK LIGHT POLE AND FIXTURE WITHIN PLANTER AREA AT BACK OF CROSSWALK. REFER TO SITE LIGHTING AND SITE ELECTRICAL PLAN FOR FIXTURE, FOOTING, AND ELECTRICAL CONNECTION DETAILS. LANDSCAPE MAINTENANCE AGREEMENT TO BE PROVIDED BY PROPERTY OWNER.

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BENCH MARK:
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ELEVATION=440.912 NVDG1991
DESCRIPTION: CAST IRON CITY MONUMENT AT INTERSECTION OF LAKESHIRE DRIVE AND BELHAVEN AVE.

PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER STANLEY P. IVERSON No. 044785 EXP. 3-31-2024 CIVIL STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

NO.	DESCRIPTION	REVISIONS BY	DATE

TAIT & ASSOCIATES
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Since 1944
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San Diego Riverside Boise Atlanta
11260 Trade Center Drive
Rancho Cordova, CA 95742
p: 916.633.2444
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SITE & HORIZONTAL CONTROL PLAN

ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

DRAWN: NS
DATE: 1/18/23
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REVISION #:
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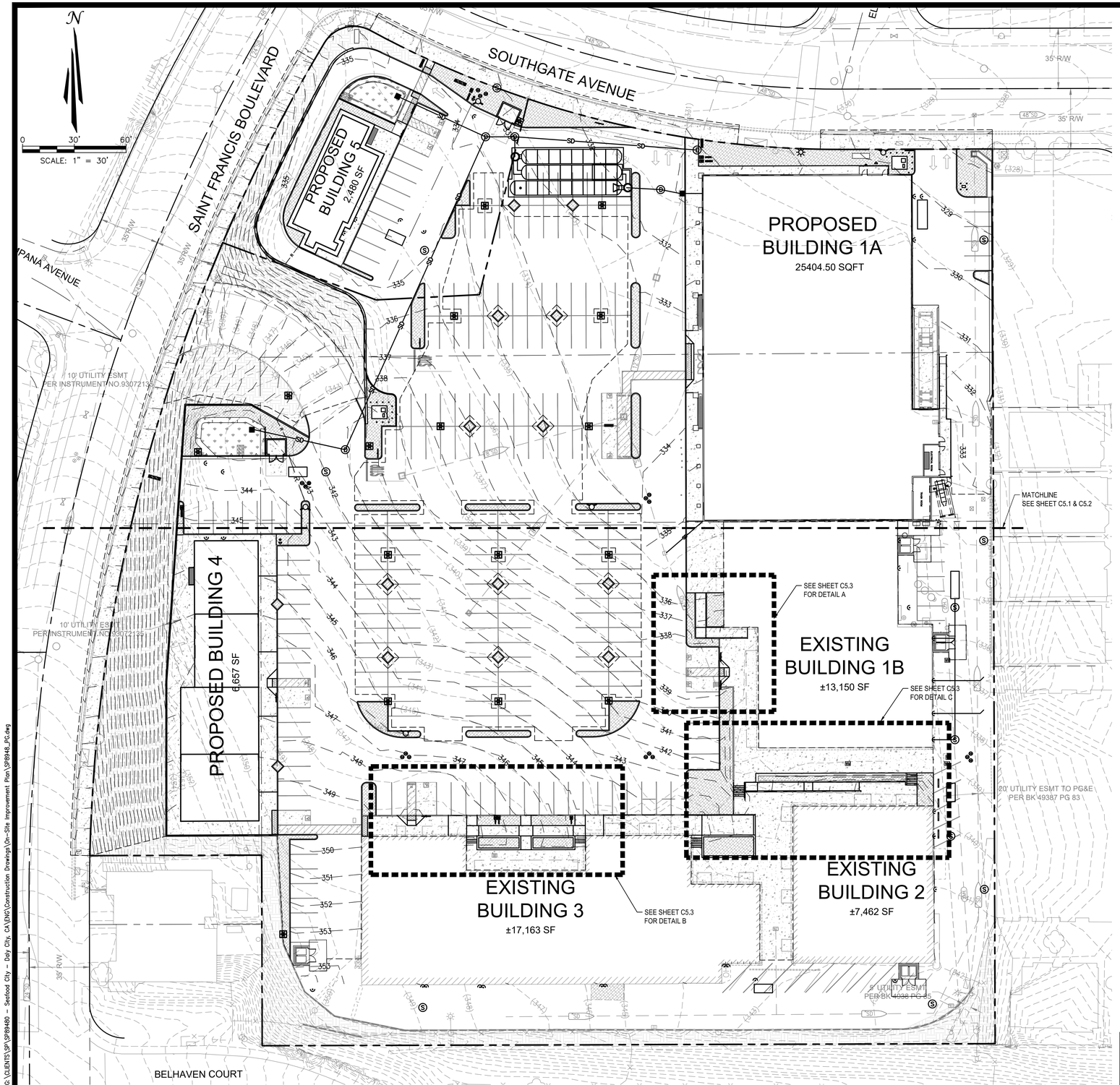
C4

5 OF 19

Jan 18, 2023 - 8:55am by sbecker O:\CLIENTS\SP\SP8948 - Seafood City - Daly City, CA\ENG\Construction Drawings\On-Site Improvement Plan\SP8948_SP.dwg



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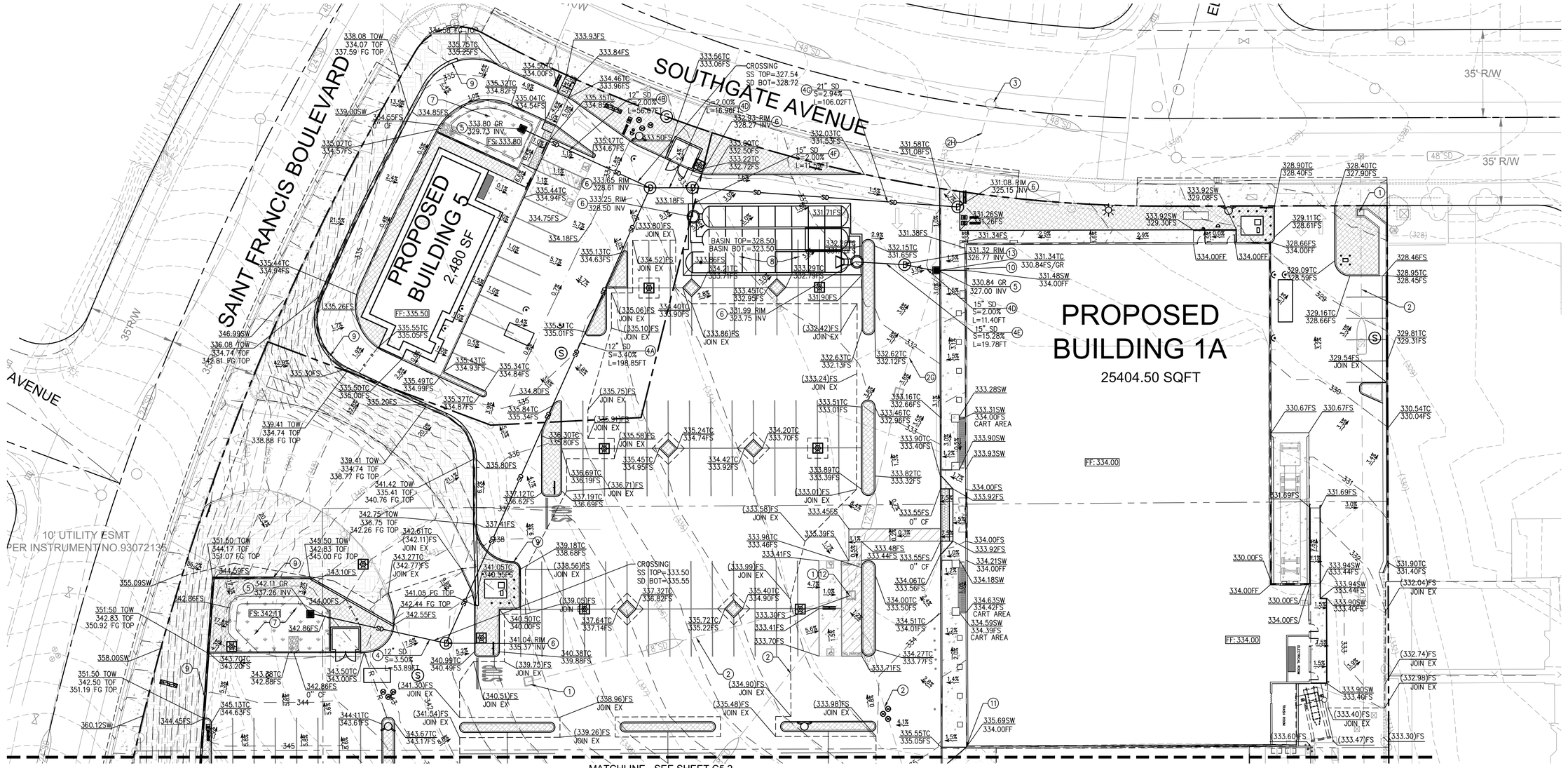
6 OF 19

Jan 18, 2023 - 8:55am by dbecker G:\CLIENTS\SP\SP89480 - Seafood City - Daly City, CA\ENG\Construction Drawings\On-Site Improvement Plan\SP89348_PC.dwg



CONSTRUCTION NOTES:

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N

0 20' 40'

SCALE: 1" = 20'

LEGEND

AC	ASPHALT
BW	BACK OF WALK
DI	DRAIN INLET
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
INV	INVERT ELEVATION
IRR	IRRIGATION
LIP	LIP OF GUTTER
MHDI	MANHOLE DRAIN INLET
RIM	RIM ELEVATION
SSMH	SANITARY SEWER MANHOLE
SD	STORM DRAIN
TC	TOP OF CURB
TOG	TOP OF GRATE
TOF	TOP OF WALL FOOTING
TOW	TOP OF WALL
WM	WATER METER
	EXISTING DRAIN INLET
	EXISTING FIRE HYDRANT
GM	EXISTING GAS METER
	EXISTING GAS VALVE
	EXISTING GUARD POST
	EXISTING PUBLIC STREET LIGHT
	EXISTING PULL BOX
	EXISTING SANITARY SEWER CLEANOUT
	EXISTING SIGN
	EXISTING TRANSFORMER
	EXISTING TREE
	EXISTING VAULT
WM	EXISTING WATER METER
	EXISTING WATER VALVE
	PROPOSED BACKFLOW PREVENTER
SDCB	PROPOSED CATCH BASIN
	PROPOSED GREASE INTERCEPTOR
	PROPOSED LANDSCAPE PLANTER POT
	PROPOSED LIGHT POLE
	PROPOSED SANITARY SEWER CLEANOUT
	PROPOSED SIGN
SDMH	PROPOSED STORM DRAIN MANHOLE
(00.00)XX / (00.00)XX JOIN EX.	EXISTING ELEVATION
00.00 XX / 00.00 XX	PROPOSED ELEVATION
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R — R	RIDGE LINE
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GRADING PLAN-NORTH

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DALY CITY, CA 94015

DRAWN: NS
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REVISION #:
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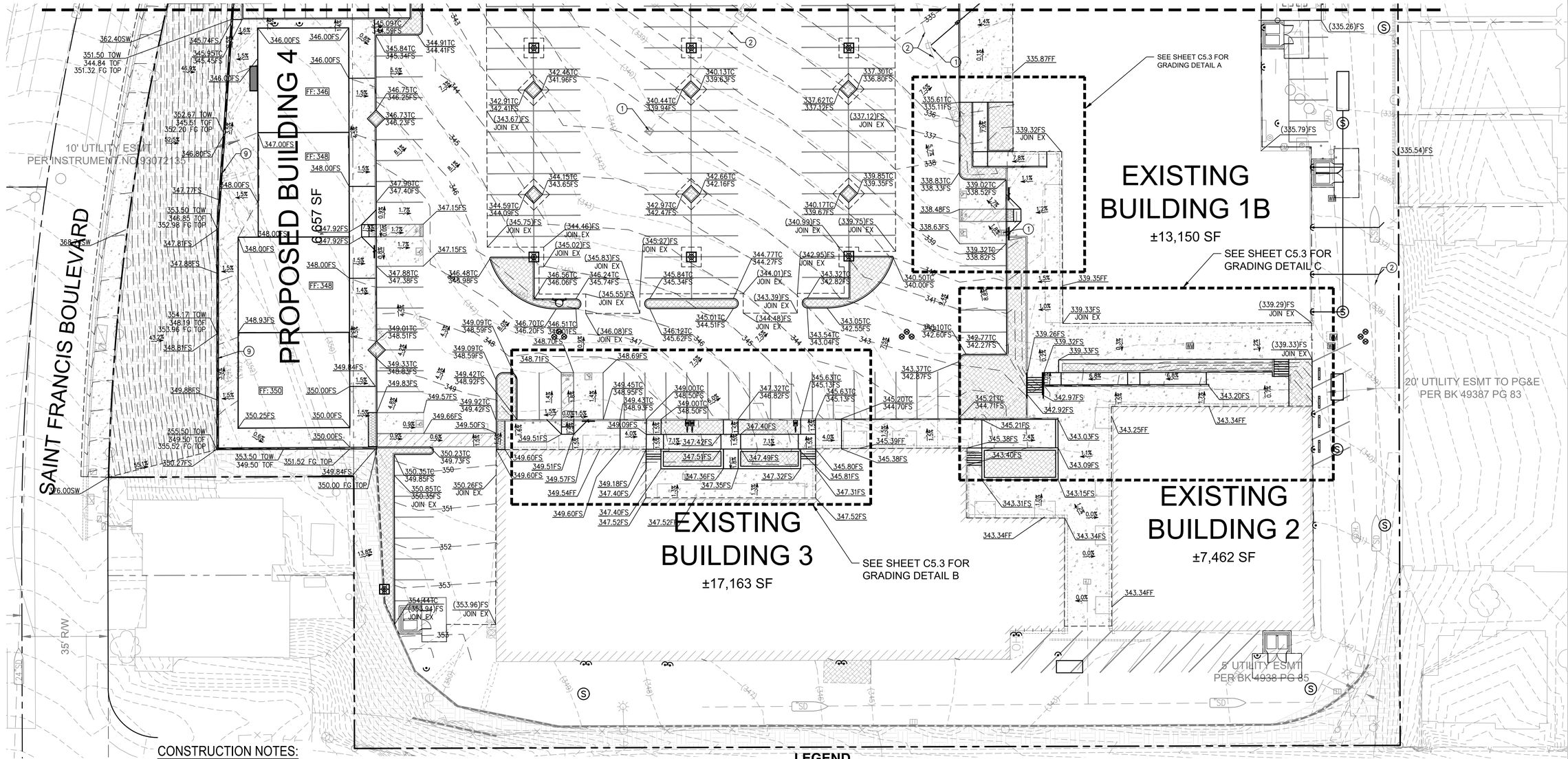
JOB NO: SP8948

C5.1

Jan 18, 2023 – 8:55am by dbecker G:\CLIENTS\SP\SP8948 – Seafood City – Daly City, CA\ENG\Construction Drawings\On–Site Improvement Plan\SP8948_PG.dwg

MATCHLINE - SEE SHEET C5.1



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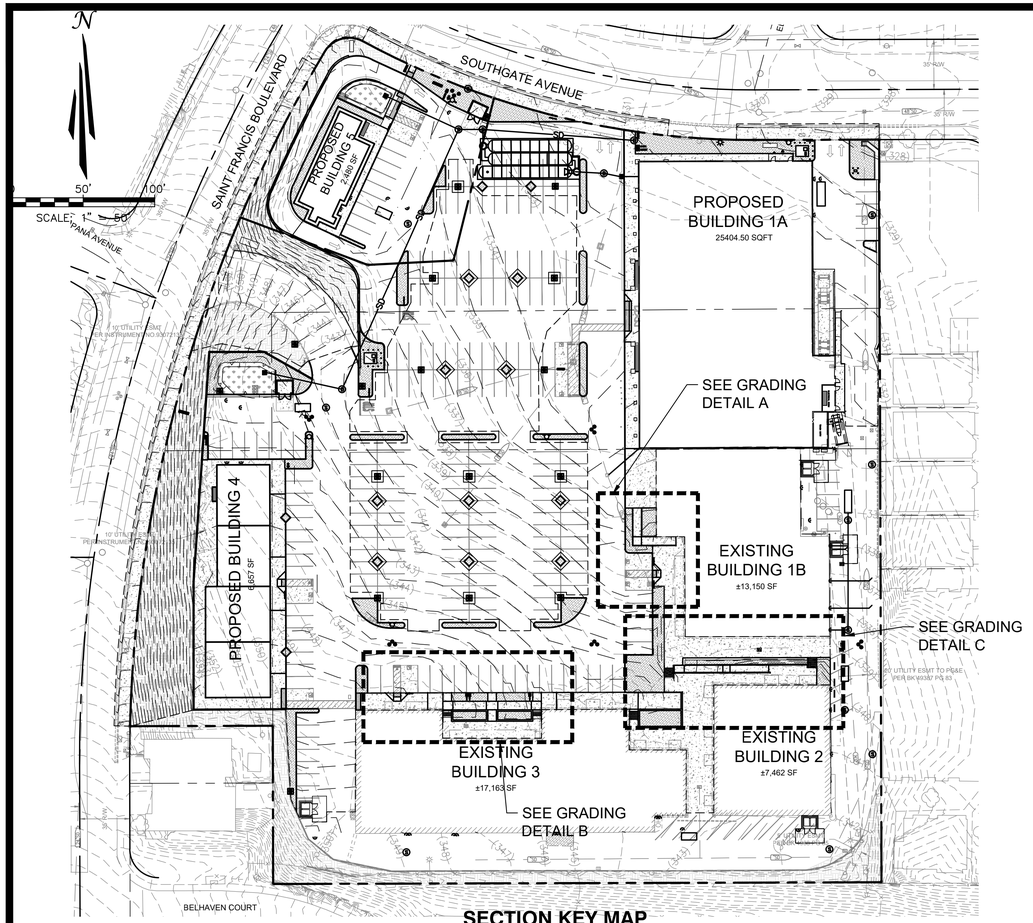
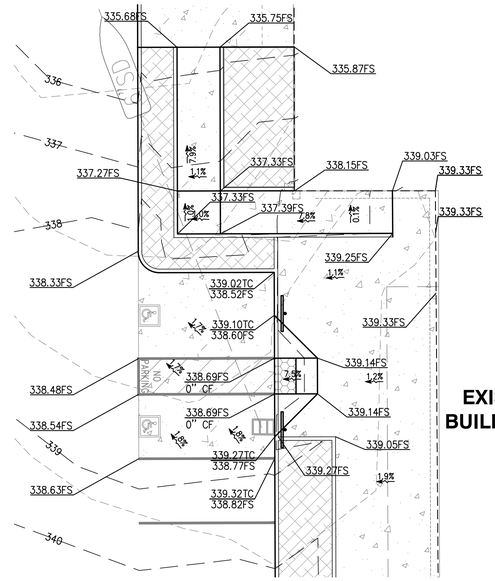
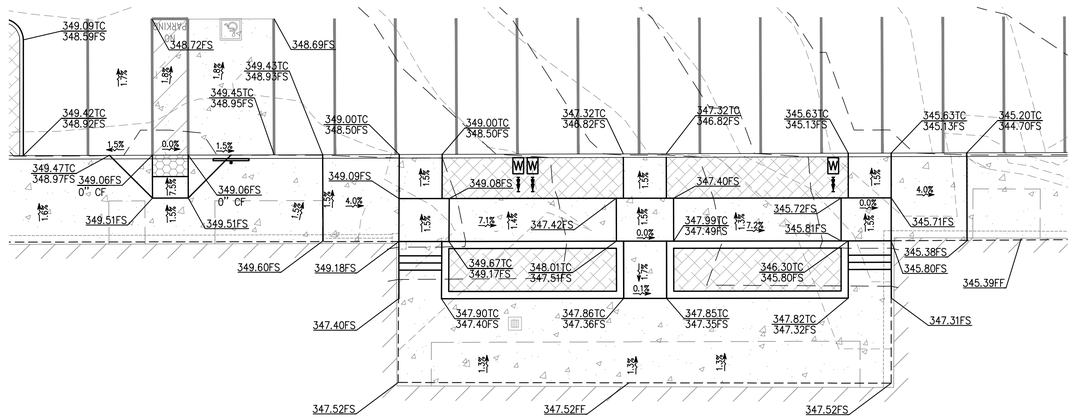


SECTION KEY MAP



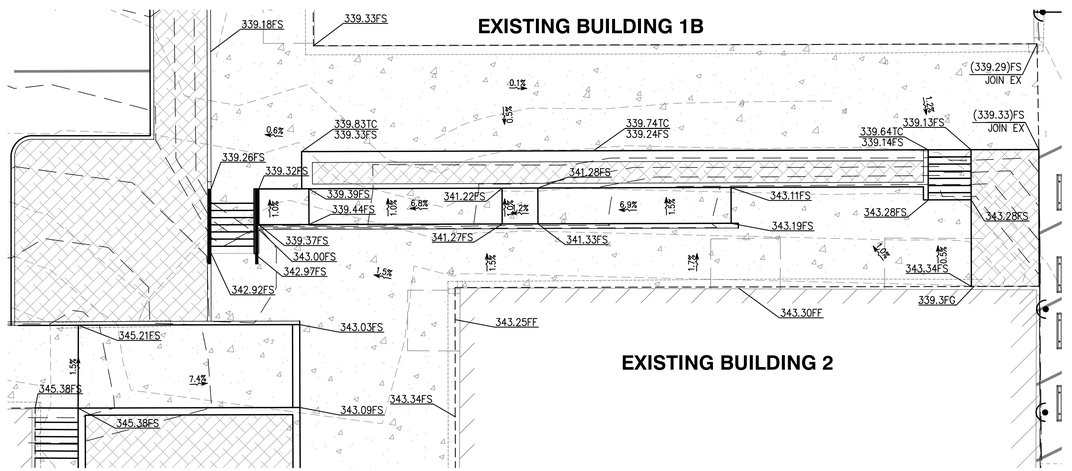
GRADING DETAIL A

SCALE: 1"=10'-0"



GRADING DETAIL B

SCALE: 1"=10'-0"



GRADING DETAIL C

SCALE: 1"=10'-0"

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3. THE MINIMUM FILL DENSITY COMPACTION SHALL BE IN ACCORDANCE WITH ASTM D-1557.
4. ALL ACCESSIBLE PARKING STALLS AND ACCESSIBLE PATHS OF TRAVEL SHALL MEET ALL APPLICABLE STANDARDS, SPECIFICALLY 2% MAXIMUM SLOPE FOR ALL STALLS IN ANY DIRECTION AND 2% MAXIMUM CROSS-SLOPE FOR PATHS OF TRAVEL. ALL RAMPS SHALL NOT EXCEED 1:12 AND HAVE A MAXIMUM RISE OF 2.5' WITHOUT A LANDING.
5. ALL WORK SHALL BE IN CONFORMANCE WITH CITY OF DALY CITY STANDARDS AND SPECIFICATIONS UNLESS NOTED OTHERWISE.

Know what's below Call before you dig.

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BASIS OF BEARINGS:
BEARINGS BASED ON CENTERLINE OF BELHAVEN AVE. N89°50'00"E.

BENCH MARK:
DALY CITY BM AG23
ELEVATION=440.912 NVDG1991
DESCRIPTION: CAST IRON CITY MONUMENT AT INTERSECTION OF LAKESHIRE DRIVE AND BELHAVEN AVE.

FOR REFERENCE ONLY

PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER STANLEY P. IVERSON No. 044785 EXP. 3-31-2024 CIVIL STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

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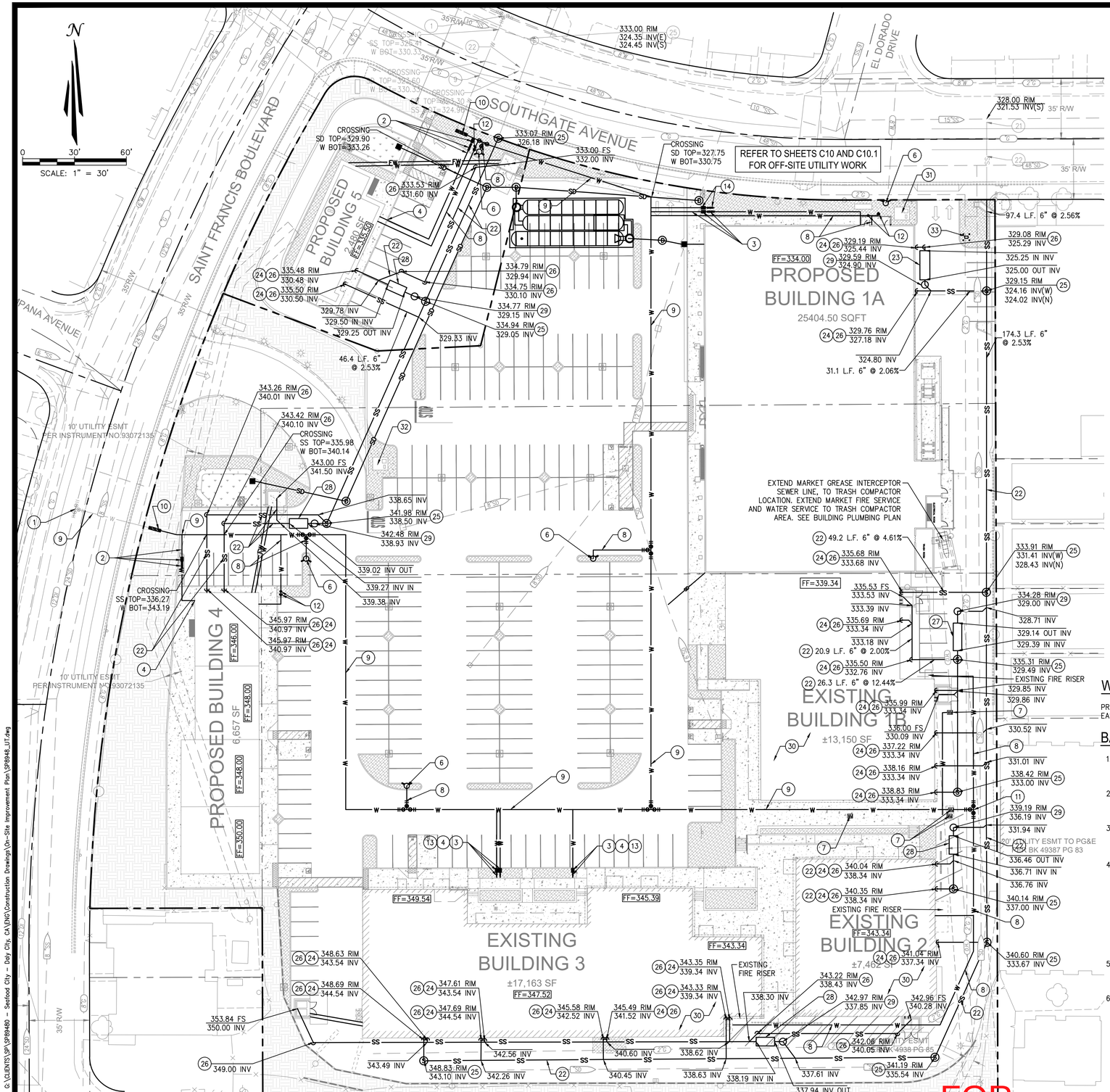
Jan 18, 2023 - 8:56am by dbecker G:\CLIENTS\SP\SP8948 - Seafood City - Daly City, CA\ENG\Construction Drawings\On-Site Improvement Plan\SP8948_PC.dwg



LEGEND

AC	ASPHALT
DI	DRAIN INLET
INV	INVERT ELEVATION
IRR	IRRIGATION
MHDI	MANHOLE DRAIN INLET
RIM	RIM ELEVATION
SSMH	SANITARY SEWER MANHOLE
SD	STORM DRAIN
WM	WATER METER
CL	CENTER LINE
	EXISTING DRAIN INLET
	EXISTING FIRE HYDRANT
GM	EXISTING GAS METER
	EXISTING GAS VALVE
	EXISTING GUARD POST
	EXISTING PUBLIC STREET LIGHT
	EXISTING PULL BOX
	EXISTING SIGN
	EXISTING TRANSFORMER
	EXISTING TREE
	EXISTING VAULT
WM	EXISTING WATER METER
	EXISTING WATER VALVE
	NAIL & TAG COUNTY MONUMENT
	EXISTING PROPERTY LINE
	EXISTING EASEMENT LINE
	SAWCUT LINE
	EXISTING MANHOLE
2"G	EXISTING GAS LINE
SS	EXISTING SANITARY SEWER LINE
SD	EXISTING STORM DRAIN LINE
8"W	EXISTING WATER LINE
FW	PROPOSED FIRE WATER LINE
W	PROPOSED WATER LINE
SS	PROPOSED SANITARY SEWER LINE
SD	PROPOSED STORM DRAIN LINE
	PROPOSED WATER METER
	PROPOSED BACKFLOW PREVENTER
	PROPOSED CATCH BASIN
	PROPOSED SANITARY SEWER CLEANOUT
	PROPOSED LIGHT POLE
S	PROPOSED SANITARY MANHOLE
	PROPOSED SIGN
D	PROPOSED STORM DRAIN MANHOLE

WET UTILITY CONSTRUCTION NOTES:

1. CONNECT TO EXISTING WATER MAIN PER DALY CITY STANDARD W-6. SEE SHEET C12. CONTRACTOR TO FIELD VERIFY. WATER CONNECTION TO PUBLIC MAIN SHALL INCLUDE A FLxFLxFL TEE WITH VALVE ON EACH LEG.
2. INSTALL NEW 2" TYPE K COPPER DOMESTIC WATER SERVICE WITH 2" WATER METER AND 2" REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER. BACKFLOW PREVENTER PER DALY CITY STANDARD W-10. SEE SHEET C12. HUB VALVES ARE REQUIRED FOR CORPORATION VALVES ON ALL PRIVATE SERVICES 2" OR LARGER.
3. INSTALL NEW 3" AWWA C900 DR14 DOMESTIC WATER SERVICE WITH 2" WATER METER AND 3" REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER. BACKFLOW PREVENTER PER DALY CITY STANDARD W-10. SEE SHEET C12. HUB VALVES ARE REQUIRED FOR CORPORATION VALVES ON ALL PRIVATE SERVICES 2" OR LARGER.
4. INSTALL WATERLINE SERVICE TO BUILDING.
5. INSTALL WATER METER PER DALY CITY STANDARDS.
6. INSTALL FIRE HYDRANT ASSEMBLY PER DALY CITY STANDARD W-5. SEE SHEET C12. INSTALL HYDRANT TEE WITH VALVE AT MAIN CONNECTION.
7. RECONNECT EXISTING WATER METER WITH NEW 8" WATER LINE. ADD BACKFLOW PREVENTION DEVICE.
8. INSTALL 6" AWWA C900 DR14 WATER LINE WITH BELL JOINT RESTRAINT AND CONCRETE THRUST BLOCKS PER DALY CITY SPECIFICATIONS SECTION 02710.
9. INSTALL 8" AWWA C900 DR14 WATER LINE WITH BELL JOINT RESTRAINT AND CONCRETE THRUST BLOCKS PER DALY CITY SPECIFICATIONS SECTION 02710 WITH REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER. BACKFLOW PREVENTER PER DALY CITY STANDARD W-10. SEE SHEET C12.
10. INSTALL 8" RPDA BACKFLOW PREVENTION PER CITY OF DALY CITY STANDARDS.
11. REPLACE EXISTING WATERLINE BEHIND BUILDINGS WITH 6" WATERLINE. RECONNECT TO FIRE RISERS SERVING BUILDINGS 1B, 2, AND 3. INSTALL RPDA ON EACH FIRE SERVICE LINE.
12. INSTALL FIRE DEPARTMENT CONNECTION AND POST INDICATOR VALVE PER FIRE DEPARTMENT REQUIREMENT.
13. RECONNECT NEW WATER METERS AND BACKFLOWS TO EXISTING BUILDINGS.
14. INSTALL NEW 1.5" TYPE K COPPER IRRIGATION WATER SERVICE WITH 1.5" WATER METER AND REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER. BACKFLOW PREVENTER PER DALY CITY STANDARD W-10. SEE SHEET C12.
21. NEW SEWER LINE CONNECT TO EXISTING SEWER MANHOLE. CONTRACTOR TO FIELD VERIFY.
22. INSTALL 6" PVC, CONFORMING TO ASTM 3034, SDR-35 GRAVITY SEWER LATERAL INCLUDING ALL BENDS AND FITTINGS PER DALY CITY SPECIFICATIONS.
23. INSTALL NEW 3,000 JENSEN PRECAST GREASE INTERCEPTOR. SEE SHEET C14. PROVIDE CLEANOUT PRIOR TO GREASE INTERCEPTOR INLET.
24. INSTALL SANITARY SEWER TO BUILDING. PROVIDE CLEANOUT ON LATERAL 24" OUTSIDE OF BUILDING FOUNDATION.
25. INSTALL PRECAST SEWER MANHOLE PER DALY CITY STANDARD SS-4. SEE SHEET C12. MANHOLE REQUIRED AT ANY CHANGE OF DIRECTION OF MAIN.
26. INSTALL SEWER CLEANOUT PER DALY CITY STANDARD SS-10. SEE SHEET C12. PROVIDE CLEANOUT ON LATERAL 24" OUTSIDE BUILDING WALLS. PROVIDE CLEANOUT PRIOR TO GREASE INTERCEPTOR INLET.
27. INSTALL NEW 2,000 JENSEN PRECAST GREASE INTERCEPTOR. SEE SHEET C14. PROVIDE CLEANOUT PRIOR TO GREASE INTERCEPTOR INLET.
28. INSTALL NEW 1,500 JENSEN PRECAST GREASE INTERCEPTOR. SEE SHEET C14. PROVIDE CLEANOUT PRIOR TO GREASE INTERCEPTOR INLET.
29. INSTALL NEW SANITARY JENSEN PRECAST SAMPLING MANHOLE.
30. RECONNECT EXISTING SEWER TO NEW SANITARY SEWER LINE.
31. INSTALL 90"x106" STYLE IIE-LB TRANSFORMER PART PER PG&E REQUIREMENTS (GREEN BOOK). INSTALL 9 BARRIER POTS ON STREET AND DRIVEWAY SIDE PER FIGURE 14 OF PG&E DOCUMENT 045292.
32. INSTALL 90"x106" STYLE IIE-LB TRANSFORMER PART PER PG&E REQUIREMENTS (GREEN BOOK). INSTALL 10 BARRIER POTS ON PARKING AND DRIVEWAY SIDE PER FIGURE 14 OF PG&E DOCUMENT 045292.
33. INSTALL COMMERCIAL GAS METER PER SECTION 2 OF PG&E GREEN BOOK REQUIREMENTS. INSTALL FOUR TYPE-2 CONCRETE FILLED BARRIER POSTS AT 42" ON CENTER MAX.

WATER EASEMENT NOTE

PROPERTY OWNER TO PROVIDE RECORDED PUBLIC UTILITY EASEMENT OVER ON-SITE LINES, HYDRANTS, AND METER BOXES.

BACKFLOW PREVENTION NOTES

1. REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLIES MEETING THE APPROVAL OF THE DEPARTMENT OF HEALTH SERVICES ARE REQUIRED FOR SYSTEM PROTECTION.
2. ALL BACKFLOW PREVENTION ASSEMBLIES MUST HAVE CITY APPROVED SCREENS. TECHNICIANS MUST HAVE ACCESSIBILITY TO ASSEMBLIES FOR PERIODIC INSPECTIONS AND TESTING.
3. RISERS COMING FROM 12 INCHES BELOW THE GROUND AND TO THE ASSEMBLY SHALL BE TYPE "L" COPPER OR BETTER WITH APPROPRIATE TRANSITION FITTINGS.
4. RISERS SHALL HAVE A CONCRETE PAD, AT LEAST FOUR (4) INCHES THICK, POURED AT THE BASE OF THE RISER / BACKFLOW ASSEMBLY TO PREVENT BREAKS, AT THE TRANSITION FITTINGS, FROM MINOR CONTACT. THE CONCRETE PAD SHOULD BE TWO (2) FEET WIDE AND AT LEAST EIGHT (8) INCHES LONGER THAN THE RISER / BACKFLOW ASSEMBLY. THE PAD SHOULD BE CENTERED AROUND THE ASSEMBLY. IN ADDITION THE LATERALS LEADING TO THE RISERS SHOULD BE COPPER FOR AT LEAST ONE (1) FOOT, UP THE RISER.
5. A PLUMBING PERMIT FROM THE CITY BUILDING DIVISION IS REQUIRED PRIOR TO INSTALLATION OF A BACKFLOW PREVENTION ASSEMBLY.
6. INSTALLATION OF BACKFLOW PREVENTION ASSEMBLIES MUST BE PERFORMED BY A LICENSED PLUMBING CONTRACTOR AND MEET THE REQUIREMENTS OF THE CITY STANDARD DETAILS FOR BACKFLOW PREVENTION ASSEMBLIES.

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UTILITY PLAN

ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

DRAWN: NS
DATE: 1/18/23
CHECKED: JLV
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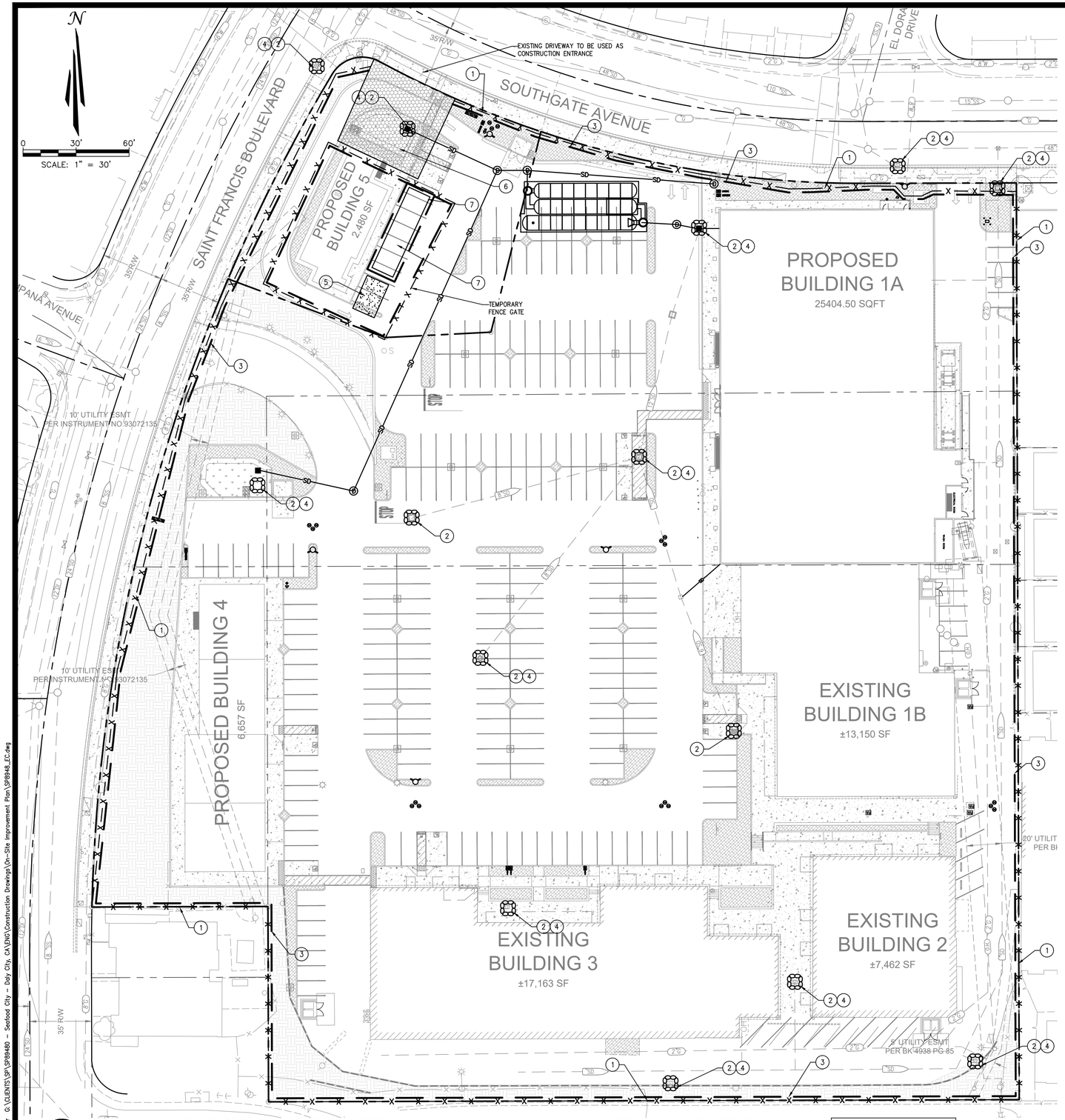

EROSION CONTROL NOTES:

1. INSTALL 6' HIGH TEMPORARY CHAIN LINK CONSTRUCTION FENCING AROUND PERIMETER OF PROJECT.
2. INSTALL STORM DRAIN INLET PROTECTION PER CASQA STANDARD SE-10.
3. INSTALL SILT FENCE OF FIBER ROLLS PERIMETER CONTROL PER CASQA STANDARD SE-1 OR SE-5.
4. MARK INLET "NO DUMPING! FLOWS TO BAY".
5. INSTALL CONCRETE WASHOUT AREA PER CASQA STANDARD WM-8.
6. INSTALL STABILIZED CONSTRUCTION ENTRANCE PER CASQA STANDARD TC-1.
7. INSTALL WASTE MANAGEMENT AND MATERIALS POLLUTION CONTROL PER CASQA WM BMPS. DUMPSTER, IF ANY, TO BE COVERED NIGHTLY AND PROTECTED FROM RAIN AND HAVE SECONDARY CONTAINMENT.

LEGEND

- TEMPORARY CHAIN LINK CONSTRUCTION FENCING
- FIBER ROLLS OR SILT FENCE
- INLET SEDIMENT CONTROL
- CONCRETE WASHOUT
- STABILIZED CONSTRUCTION SITE ACCESS
- PERMANENT LANDSCAPE AREA

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ADDITIONAL EROSION AND SEDIMENT CONTROL NOTES:

1. FILTERED RUNOFF. ALL RUNOFF SHALL BE FILTERED PRIOR TO DISCHARGING FROM A SITE OR TO ANY TYPE OF PRIVATE OR PUBLIC STORM WATER CONVEYANCE SYSTEM (NATURAL WATERCOURSES, STREETS, GUTTERS, CONCRETE–LINED V–DITCHES, STORM DRAINS, FLOW–LINES, INLETS, OUTLETS, ETC.). ALL NON–PERMITTED DISCHARGES ARE PROHIBITED FROM ENTERING ANY STORM WATER CONVEYANCE SYSTEM YEAR–ROUND.

2. BEST MANAGEMENT PRACTICES (BMP'S). YEAR–ROUND, POLLUTION PREVENTION MEASURES, ALSO KNOWN AS BEST MANAGEMENT PRACTICES (BMP'S), MUST BE INSTALLED PRIOR TO ANY FIELD ACTIVITIES. BMP HANDBOOKS CAN BE DOWNLOADED AT WWW.CABMPHANDBOOKS.COM. ADDITIONAL EROSION PREVENTION AND SEDIMENT CONTROL (ESC) MEASURES MUST BE INSTALLED AND MAINTAINED PRIOR TO AND THROUGHOUT EACH RAINY SEASON. THE DEVELOPER/CONTRACTOR IS RESPONSIBLE FOR ESC MEASURES THROUGHOUT THE DURATION OF THE PROJECT FOR ALL CLEARING, DISKING, GRADING, EXCAVATING AND STOCKPILING ACTIVITIES, AND ON ALL EXPOSED SLOPES AND INACTIVE PADS THROUGHOUT THE ENTIRE SITE. THE DEVELOPER/CONTRACTOR IS ALSO RESPONSIBLE FOR ANY DISCHARGES FROM SUBCONTRACTORS.

   A. STOCKPILING OF BMPS. ADDITIONAL ESC MATERIALS SHALL BE STOCKPILED AT VARIOUS LOCATIONS THROUGHOUT THE SITE FOR IMMEDIATE USE WITHIN SEVEN DAYS PRIOR TO ANY FORECAST RAIN. ON EMERGENCY SITUATIONS, THE DEVELOPER/CONTRACTOR SHALL IMMEDIATELY MAKE EQUIPMENT AND WORKERS AVAILABLE TO PROTECT THE SITE.

3. EROSION AND SEDIMENT CONTROLS. ALL ESC MEASURES SHALL BE INSPECTED, RESTORED, REPAIRED OR MODIFIED YEAR–ROUND THROUGHOUT THE SITE TO PROTECT PERIMETERS, ADJACENT PROPERTIES, ENVIRONMENTALLY SENSITIVE AREAS AND ALL PRIVATE/PUBLIC STORM WATER CONVEYANCE SYSTEMS. IF ANY EROSION OR SEDIMENT CONTROLS FAIL DURING ANY RAIN EVENT, MORE EFFECTIVE ONES WILL BE REQUIRED IN THEIR PLACE.

   A. EROSION CONTROLS. EROSION CONTROLS SHALL INCLUDE, BUT ARE NOT LIMITED TO APPLYING AND ESTABLISHING: VEGETATIVE COVER, WOOD MULCH, STAPLED OR PINNED BLANKETS (STRAW, COCONUT OR OTHER), PLASTIC SHEETING (MINIMUM 10–MIL), POLYPROPYLENE MATS, SPRAY–ON CONTROLS TO ALL DISTURBED AREAS OR OTHER MEASURES APPROVED BY THE CITY ENGINEER. JUTE NETTING SHALL NOT BE USED AS A STAND–ALONE EROSION CONTROL. FOR SLOPES GREATER THAN 4: 1, PROVIDE FIBER ROLLS AND EITHER A BONDED FIBER MATRIX PRODUCT APPLIED TO A RATE OF 3500 LB/ACRE OR A STABILIZED FIBER MATRIX PRODUCT APPLIED TO A RATE OF 10 GAL/ACRE. THE CITY ENGINEER MAY APPROVE DIFFERENT APPLICATION RATES FOR SLOPES LESS THAN 4:1.

4. SEDIMENT CONTROLS. SEDIMENT CONTROLS SHALL INCLUDE, BUT ARE NOT LIMITED TO: DESILTING BASINS, GRADED BERMS, FIBER ROLLS, SILT FENCES, GRAVEL BAG CHEVRONS (FILLED WITH MINIMUM ¾" GRAVEL), CHECK DAMS, DRAINAGE INLET PROTECTION, ETC. FIBER ROLLS SHALL BE INSTALLED IN 15–FOOT INCREMENTS MEASURED ALONG THE FACE OF THE SLOPE. SILT FENCE SHALL BE INSTALLED ALONG INTERIOR STREETS AND COMBINED WITH GRAVEL–BAG OR SILT FENCE CHEVRONS INSIDE THE SIDEWALK RIGHT–OF–WAY OR BACK OF CURBS.

5. STATE CONSTRUCTION GENERAL PERMIT. IF THE PROJECT DISTURBS, EXPOSES OR STOCKPILES ONE ACRE OR MORE OF SOIL, THE SITE MUST BE COVERED UNDER THE STATE CONSTRUCTION GENERAL PERMIT. A WASTE DISCHARGE IDENTIFICATION (WDID) NUMBER, A RISK LEVEL DETERMINATION NUMBER AND THE QUALIFIED "STORM WATER POLLUTION PREVENTION PLAN" (SW PPP) DEVELOPER (QSD) SHALL BE PROVIDED TO THE CITY PRIOR TO ISSUANCE OF A GRADING PERMIT. A SW PPP SHALL BE IMPLEMENTED THROUGHOUT THE DURATION OF THE PROJECT AND SHALL BE READILY AVAILABLE TO CITY AND STATE INSPECTORS AND UPDATED TO REFLECT CURRENT SITE CONDITIONS DURING CONSTRUCTION. THE CONSTRUCTION PERMIT CAN BE DOWNLOADED AT: WWW.WATERBOARDS.CA.GOV/WATERISSUES/PROGRAMS/STORMWATER/CONSTRUCTION.

6. PERIMETER PROTECTION. PERIMETER PROTECTION MUST BE INSTALLED PRIOR TO ANY CLEARING ACTIVITIES. CLEARING SHALL BE LIMITED TO AREAS THAT WILL BE IMMEDIATELY GRADED OR DISTURBED. A COMBINATION OF ESC MEASURES SHALL BE IMPLEMENTED IN AREAS THAT HAVE BEEN CLEARED. ALL DISTURBED AREAS OF AN INACTIVE SITE, AS DESCRIBED IN THE ENGINEERING AND CONSTRUCTION MANUAL, SHALL ALSO BE PROTECTED.

7. CONSTRUCTION ACCESS POINTS. CONSTRUCTION ACCESS POINTS SHALL BE STABILIZED WITH A COMBINATION OF ROCK AND SHAKER PLATES YEAR–ROUND TO PREVENT TRACK–OUT. INTERIOR ACCESS POINTS (ALL PROPOSED DRIVEWAYS, MATERIAL STORAGE AND STAGING AREA ENTRANCES/EXITS, ETC.) SHALL ALSO BE PROTECTED WITH ROCK TO PREVENT TRACK–OUT ONTO INTERIOR STREETS. ROUTINE STREET SWEEPING SHALL BE PERFORMED ON ALL PAVED STREETS WHERE TRACKING IS OBSERVED. VACUUM SWEEPERS SHALL BE USED WHEN STREET SWEEPING BECOMES INEFFECTIVE. CONTROLLED STREET WASHING SHALL ONLY BE ALLOWED PRIOR TO THE APPLICATION OF ASPHALT SEAL COATS, AND ONLY WHEN ALL PERTINENT DRAINAGE INLETS ARE PROTECTED

8. DESILTING BASINS. DESILTING BASINS SHALL BE DESIGNED ACCORDING TO THE GUIDANCE PROVIDED IN CASQA'S CONSTRUCTION BMP HANDBOOK. IMPOUNDED WATER SHALL BE SECURED FROM THE PUBLIC. SIGNAGE INDICATING "PONDED WATER – DO NOT ENTER," OR AN EQUIVALENT WARNING NOTICE, SHALL BE POSTED.

9. MATERIAL STORAGE. MATERIAL STORAGE AND STAGING AREAS SHALL BE ESTABLISHED. FUEL TANKS, PORTABLE TOILETS, LIQUIDS, GELS, POWDERS, LANDSCAPE MATERIALS AND STOCKPILES OF SOIL SHALL BE STORED AWAY FROM ALL PRIVATE/PUBLIC STORM WATER CONVEYANCE SYSTEMS, SIDEWALKS, RIGHT–OF–WAYS AND FLOW–LINES AND SHALL HAVE SECONDARY CONTAINMENT. INACTIVE STOCKPILES OF SOIL SHALL BE COVERED AT ALL TIMES. ACTIVE STOCKPILES SHALL BE COVERED PRIOR TO A FORECAST RAIN. USE OF PLASTIC SHEETING BETWEEN OCTOBER 1 AND APRIL 30 IS NOT ACCEPTABLE, UNLESS FOR USE ON STOCKPILES WHERE THE STOCKPILE IS ALSO PROTECTED WITH FIBER ROLLS CONTAINING THE BASE OF THE STOCKPILE.

10. CONSTRUCTION WASTE. CONSTRUCTION WASTE AND MISCELLANEOUS DEBRIS SHALL BE PLACED IN WATER–TIGHT BINS. WIRE MESH RECEPTACLES SHALL NOT BE ALLOWED. WASH–OUT STATIONS SHALL BE PROVIDED FOR CONCRETE, PAINTS, STUCCO AND OTHER LIQUID WASTE, AND SHALL BE LINED WITH PLASTIC AND LOCATED AWAY FROM PUBLIC RIGHT–OF–WAYS, FLOW LINES, ETC. PRIOR TO ANY FORECAST RAIN, BINS AND WASH–OUTS SHALL BE COVERED WITH LIDS OR PLASTIC TARPS

11. SLOPE PROTECTION. STORM WATER RUNOFF SHALL NOT BE DIRECTED OVER SLOPES WITHOUT PERMANENT DOWN DRAINS INSTALLED. ESC MEASURES ARE REQUIRED ON ALL EXPOSED SLOPES UNTIL SUFFICIENT/PERMANENT LANDSCAPE IS ESTABLISHED. THERE SHALL BE 100% SLOPE PROTECTION IN PLACE PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.

12. PORTABLE MIXERS. ALL PORTABLE MIXERS SHALL HAVE PLASTIC LINERS UNDERNEATH THEM WITH GRAVEL–BAGS PLACED ON THE DOWN–HILL SIDE OF THE LINERS TO CONTAIN DISCHARGES.

13. MAINTENANCE. ALL ONSITE AND OFFSITE FLOW LINES (I.E., V– AND BROW–DITCHES, TERRACE DRAINS, RIBBON GUTTERS, CURB GUTTERS, ETC.), STORM WATER CONVEYANCE SYSTEMS, CHECK DAMS, CHEVRONS, SILT FENCES AND DESILTING BASINS SHALL BE FREE OF SEDIMENT, CONSTRUCTION MATERIALS, WASTE, MISCELLANEOUS DEBRIS AND DETERIORATED ESC MEASURES YEAR–ROUND.

14. OBSTRUCTIONS. NO OBSTRUCTIONS, OTHER THAN BMP'S, SHALL BE ALLOWED WITHIN ANY STORM WATER CONVEYANCE SYSTEM, UNLESS ALTERNATIVE DRAINAGE FACILITIES HAVE BEEN APPROVED BY THE CITY ENGINEER.

15. OTHER CONSTRUCTION NOTES. REFER TO SEPARATE NOTES FOR "GENERAL," "GRADING" AND "PAVING" REQUIREMENTS.

16. PLACEMENT FOR EROSION CONTROL IS REQUIRED FOR GRADING OPERATIONS DURING THE RAINY SEASON (OCTOBER 15TH TO APRIL 15TH). STABILIZE ALL DENUDED AREAS AND MAINTAIN EROSION CONTROL MEASURES CONTINUOUSLY BETWEEN OCTOBER 1 AND APRIL 30.

17. THE DESIGN CIVIL ENGINEER SHALL SUPERVISE EROSION CONTROL WORK AND INSURE THAT WORK IS IN ACCORDANCE WITH THE APPROVED GRADING PLAN (IF REQUIRED).

18. EQUIPMENT AND WORKERS FOR EMERGENCY WORK SHALL BE MADE AVAILABLE AT ALL TIMES. NECESSARY MATERIALS SHALL BE MADE AVAILABLE ON SITE AND STOCKPILES AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY DEVICES WHEN RAIN IS IMMINENT.

19. DEVICES SHALL NOT BE MOVED WITHOUT THE APPROVAL OF THE CITY BUILDING OFFICIAL.

20. ALL REMOVABLE PROTECTIVE DEVICES SHOWN ON THE EROSION CONTROL PLAN SHALL BE IN PLACE AT THE END OF EACH DAY WHEN THE FIVE DAY RAIN PROBABILITY FORECAST EXCEEDS FORTY PERCENT (40%).

21. AFTER A RAINSTORM, ALL SILT AND DEBRIS SHALL BE REMOVED FROM CHECK BERMS, SILT FENCES, DESILTING BASINS AND THE BASINS PUMPED DRY.

22. GRADED WORK AREAS AROUND THE PROJECT AT PERIMETER MUST DRAIN AWAY FROM THE FACE OF THE SLOPE AT THE CONCLUSION OF EACH WORKING DAY.

23. THE CONTRACTOR SHALL BE RESPONSIBLE AND SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT PUBLIC TRESPASS ONTO AREAS WHERE IMPOUNDED WATER CREATES HAZARDOUS CONDITIONS.

24. DE–SILTING BASINS ARE TO BE CONSTRUCTED AS GRADING OF INDIVIDUAL GRADING AREAS ARE COMPLETE PER ROUGH GRADING PLANS.

25. TEMPORARY EROSION PROTECTION IS REQUIRED FOR MANUFACTURED SLOPES PRIOR TO PERMANENT PLANTING. ALL SLOPES EXCEEDING THREE FEET IN HEIGHT SHALL USE A PLANTING MIX FOR BASIC EROSION CONTROL IF NOT AND LANDSCAPED IMMEDIATELY FOLLOWING GRADING. BASIC EROSION CONTROL MIX:
   A. LBS. /ACRES SPECIES PURITY PLS.
   B. 20.0 BROMUS MOLLIS 95/89 81%
   C. 30.0 TRIFOLIUM HIRUM 95/85 81%
   D. 8.0 VULPIA 90/80 72%

26. ALL AREAS SHALL BE MAINTAINED SUCH THAT EMERGENCY RESPONSE VEHICLES HAVE ACCESS. (INCLUDING ACCESS TO NEIGHBORING PROPERTY).

27. NO OBSTRUCTION OR DISTURBANCE OF NATURAL DRAINAGE COURSES OR EXISTING STORM DRAIN INLETS SHALL OCCUR DURING THE RAINY SEASON UNLESS ADEQUATE TEMPORARY/PERMANENT DRAINAGE FACILITIES HAVE BEEN APPROVED AND INSTALLED TO CARRY SURFACE WATER TO THE STREET, STORM DRAIN OR NATURAL WATER COURSES.

28. THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER THAT THE STORM RUN–OFF WILL BE CONTAINED WITHIN THE PROJECT OR CHANNELED INTO THE STORM DRAIN SYSTEM THAT SERVES THE RUN–OFF AREA. STORM RUN–OFF FROM ONE AREA SHALL NOT BE ALLOWED TO DIVERT INTO ANOTHER RUN–OFF AREA.

29. CONFORMANCE WITH THE EROSION CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TO PROTECT THE ADJACENT PROPERTIES FROM POSSIBLE DAMAGE THAT MAY ARISE AS A RESULT OF THE CONSTRUCTION OF THIS PROJECT. EROSION CONTROL SHALL CONSIST OF, BUT NOT LIMITED TO, CONSTRUCTING SUCH FACILITIES AND ANY OTHER MEASURES THAT ARE NECESSARY TO PREVENT, CONTROL, AND ABATE WATER, MUD AND EROSION DAMAGE TO PUBLIC AND PRIVATE PROPERTY AS A RESULT OF THE CONSTRUCTION OF THIS PROJECT.

30. SLOPES CONSTRUCTED PRIOR TO OCTOBER 1ST SHALL BE TREATED FOR EROSION CONTROL PRIOR TO OCTOBER 15TH. SLOPES CONSTRUCTED AFTER OCTOBER 1ST SHALL BE TREATED FOR EROSION CONTROL AS THE CONSTRUCTION OF SLOPES PROGRESSES IN INCREMENTS OF TWENTY FIVE FEET (25') OR LESS MEASURED VERTICALLY.

31. FILL AREA, WHILE BEING BROUGHT UP TO GRADE AND DURING PERIODS OF COMPLETION PRIOR TO FINAL GRADE, SHALL BE PROTECTED BY VARIOUS MEASURES TO ELIMINATE EROSION AND SILTATION OF DOWNSTREAM FACILITIES AND ADJACENT AREAS. THE MEASURE MAY INCLUDE, BUT MAY NOT BE LIMITED TO: TEMPORARY DOWN–DRAINS, EITHER IN THE FORM OF PIPES OR PAVED DITCHES WITH PROTECTED OUTFALL AREAS; GRADED BERMS AROUND AREAS TO ELIMINATE EROSION OF FILL SLOPES BY SURFACE RUN–OFF; CONFINED PONDING AREAS TO DESILT RUN–OFF; PROTECTION SUCH AS SAND BAGS AROUND INLETS WHICH HAVE NOT BEEN BROUGHT UP TO GRADE; AND EARTH BERMS AND APPROPRIATE GRADING TO DIRECT DRAINAGE AWAY FROM THE EDGE OF THE TOP OF THE SLOPES SHALL BE CONSTRUCTED AND MAINTAINED IN FILL AREAS WHERE EARTHWORK OPERATIONS ARE IN PROGRESS.

32. TOP OF CUTOFF BROW DITCHES, WHERE REQUIRED ON THE PLANS, SHALL BE CONSTRUCTED PRIOR TO EXCEEDING TWELVE FEET (12') OF CUT, MEASURED VERTICALLY.

33. CLEARING AND GRUBBING SHALL BE LIMITED TO AREAS THAT WILL RECEIVE IMMEDIATE GRADING. EROSION CONTROL MEASURES WILL BE REQUIRED TO PROTECT AREAS WHICH HAVE BEEN CLEARED AND GRUBBED PRIOR TO GRADING OPERATIONS AND WHICH ARE SUBJECT TO RUN–OFF DURING THE PERIOD OF RAINY SEASON. THESE MEASURES MAY INCLUDE, BUT NOT BE LIMITED TO GRADED DITCHES, BRUSH BARRIERS, AND SILT FENCES. CARE SHALL BE EXERCISED TO PRESERVE VEGETATION BEYOND THE LIMITS OF GRADING.

34. AT THE COMPLETION OF ROUGH GRADING, BUT DURING UNDERGROUND UTILITY INSTALLATION, EROSION CONTROL DEVICES MAY NOT BE PLACED IN AREAS OF ACTIVE CONSTRUCTION BUT SHALL BE AVAILABLE ON SITE. WHEN THE THREE DAY RAIN PROBABILITY EXCEEDS FORTY PERCENT (40%), EROSION CONTROL MEASURES SHALL BE IMPLEMENTED.

35. AT THE COMPLETION OF STREET PAVING, A MINIMUM OF TWO (2) SANDBAGS HIGH, SHALL BE PLACED IN ACCORDANCE WITH ONE OF THE FOLLOWING ALTERNATIVES:
   A. SANDBAG VELOCITY REDUCERS, A MINIMUM OF TWO (2) SANDBAGS HIGH SHALL BE PLACED AT AN ANGLE OF FORTY–FIVE DEGREES (45%) WITH THE CURB AND SHALL BEGIN AT THE CURB AND EXTEND A DISTANCE OF EIGHT FEET (8') FROM THE CURB, MEASURED PERPENDICULAR TO THE CURB. THE DISTANCE BETWEEN THE VELOCITY REDUCERS SHALL BE AS FOLLOWS: STREET GRADE BEING FOUR PERCENT (4%) OR LESS SHALL BE SPACED AT A MAXIMUM OF TWO HUNDRED FEET (200'); STREET GRADE BEING BETWEEN FOUR PERCENT (4%) AND NINE PERCENT (9%) SHALL HAVE A MAXIMUM SPACING OF ONE HUNDRED FEET (100'); AND STREET GRADES GREATER THAN NINE PERCENT (9%) SHALL HAVE A MAXIMUM SPACING OF FIFTY FEET (50').
   B. PROVIDE EROSION CONTROL ON INDIVIDUAL LOTS AND IN THE PARKWAY AND CONTINUOUS PLACEMENT OF SANDBAGS ALONG THE TOP OF THE CURB.

36. APPROVAL OF THESE PLANS DOES NOT RELIEVE THE DEVELOPER FROM RESPONSIBILITY FOR THE CORRECTION OF ERROR AND OMISSION DISCOVERED DURING CONSTRUCTION. UPON REQUEST, THE REQUIRED PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE CITY OF DALY CITY FOR APPROVAL.

37. A GUARD TO INSURE PUBLIC SAFETY WILL BE POSTED ON THE SITE WHENEVER THE DEPTH OF WATER IN ANY DEVICE EXCEEDS TWO FEET (2').

38. DUST CONTROL IS REQUIRED YEAR–ROUND.

39. TRAIN AND PROVIDE INSTRUCTION TO ALL EMPLOYEES/SUBCONTRACTORS ON CONSTRUCTION BMPs.

40. DELINEATE WITH FIELD MARKERS CLEARING LIMITS, EASEMENTS, SETBACKS, SENSITIVE OR CRITICAL AREAS, BUFFER ZONES, TREES, AND DRAINAGE COURSES.

41. USE SEDIMENT CONTROLS OR FILTRATION TO REMOVE SEDIMENT WHEN DEWATERING AND OBTAIN ALL NECESSARY PERMITS.

42. DIVERT ON–SITE RUNOFF AROUND EXPOSED AREAS; DIVERT OFF–SITE RUNOFF AROUND THE SITE.

43. PROTECT ADJACENT PROPERTIES AND UNDISTURBED AREAS FROM CONSTRUCTION IMPACTS USING VEGETATIVE BUFFER STRIPS, SEDIMENT BARRIERS OR FILTERS, DIKES, MULCHING, OR OTHER MEASURES AS APPROPRIATE.

44. WASTE DISCHARGE IDENTIFICATION NUMBER (WDID):

NPDES NOTES:

1. CONSTRUCTION SITES SHALL BE MAINTAINED IN SUCH A CONDITION THAT ANTICIPATED STORM WATER DOES NOT CARRY WASTES OR POLLUTANTS OFF THE SITE. DISCHARGES OF MATERIAL OTHER THAN STORM WATER ARE ALLOWED ONLY WHEN NECESSARY FOR PERFORMANCE AND COMPLETION OF CONSTRUCTION PRACTICES AND WHERE THEY DO NOT: CAUSE OR CONTRIBUTE TO A VIOLATION OF ANY WATER QUALITY STANDARD, CAUSE OR THREATEN TO CAUSE POLLUTION, CONTAMINATION, NUISANCE OR, CONTAIN A HAZARDOUS SUBSTANCE IN A QUANTITY REPORTABLE UNDER FEDERAL REGULATIONS 40 CFR PARTS 117 & 302.

   POTENTIAL POLLUTANTS INCLUDE BUT ARE NOT LIMITED TO: SOLID OR LIQUID CHEMICAL SPILLS: WASTES FROM PAINTS, STAINS, SEALANTS, GLUES, LIMES, PESTICIDES, HERBICIDES, WOOD PRESERVATIVES AND SOLVENTS: ASBESTOS, FIBERS, PAINT FLAKES OR STUCCO FRAGMENTS: FUELS, OILS, LUBRICANTS, AND HYDRAULIC, RADIATOR OR BATTERY FLUIDS: FERTILIZES, VEHICLE/EQUIPMENT WASH WATER AND CONCRETE WASH WATER: CONCRETE, DETERGENT OR FLOATABLE WASTES: WASTES FROM ANY ENGINE/EQUIPMENT STEAM CLEANING OR CHEMICAL DECREASING: AND SUPERCHLORINATED POTABLE WATER LINE FLUSHINGS.

   DURING CONSTRUCTION DISPOSAL OF SUCH MATERIALS SHOULD OCCUR IN A SPECIFIED AND CONTROLLED TEMPORARY AREA ON SITE, PHYSICALLY SEPARATED FROM POTENTIAL STORM WATER RUN–OFF, WITH ULTIMATE DISPOSAL IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS.

2. DEWATERING OF CONTAMINATED GROUNDWATER, OR DISCHARGING CONTAMINATED SOILS VIA SURFACE EROSION IS PROHIBITED. DEWATERING OF NON–CONTAMINATED GROUNDWATER REQUIRES A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT FROM THE RESPECTIVE STATE REGIONAL WATER QUALITY CONTROL BOARD.

STORMWATER POLLUTION NOTES:

1. STORMWATER POLLUTION CONTROL REQUIREMENTS MUST BE INTEGRATED INTO THE EROSION CONTROL PLANS FOR ANY CONSTRUCTION. THE FOLLOWING NOTES AND BMP'S AS OUTLINED IN, BUT NOT LIMITED TO, THE BEST MANAGEMENT PRACTICE HANDBOOK, CALIFORNIA STORMWATER QUALITY TASK FORCE, SACRAMENTO, CALIFORNIA 2010 OR THE LATEST REVISED EDITION MAY APPLY DURING THE CONSTRUCTION OF THIS PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY CITY INSPECTORS).

2. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEETFLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES OR WIND.

3. STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.

4. FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.

5. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.

6. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.

7. SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.

8. ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.

CONSTRUCTION SITE MAINTENANCE NOTES:

1. GATHER ALL CONSTRUCTION DEBRIS ON A REGULAR BASIS AND PLACE THEM IN A DUMPSTER OR OTHER CONTAINER WHICH IS EMPTIED OR REMOVED ON A WEEKLY BASIS. WHEN APPROPRIATE, USE TARPS ON THE GROUND TO COLLECT FALLEN DEBRIS OR SPLATTERS THAT COULD CONTRIBUTE TO STORM WATER POLLUTION.

2. REMOVE ALL DIRT, GRAVEL, RUBBISH, REFUSE, AND GREEN WASTE FROM THE STREET PAVEMENT, AND STORM DRAINS ADJOINING THE PROJECT SITE DURING WET WEATHER. AVOID DRIVING VEHICLES OFF PAVED AREAS.

3. BROOM SWEEP THE PUBLIC STREET PAVEMENT ADJOINING THE PROJECT ON A DAILY BASIS. CAKED–ON MUD OR DIRT SHALL BE SCRAPED FROM THESE AREAS BEFORE SWEEPING.

4. CREATE A CONTAINED AND COVERED AREA ON THE SITE FOR THE PESTICIDES, OR ANY OTHER MATERIALS USED ON THE PROJECT SITE STORAGE OF BAGS, CEMENT, PAINTS, FLAMMABLE, OILS, FERTILIZERS, THAT HAVE THE POTENTIAL FOR BEING DISCHARGED TO THE STORM DRAIN SYSTEM THROUGH BEING WINDBLOWN OR IN THE EVENT OF A MATERIAL SPILL.

5. NEVER CLEAN MACHINERY, TOOLS, BRUSHES, ETC., OR RINSE CONTAINERS INTO A STREET, GUTTER, OR STORM DRAIN. REFUEL ALL CONSTRUCTION VEHICLES IN ONE LOCATION AND CLEAN UP LEAKS, DRIPS AND SPILLS IMMEDIATELY.

6. ENSURE THAT CONCRETE/GUNITE SUPPLY TRUCKS OR CONCRETE/PLASTERERS OPERATIONS DO NOT DISCHARGE WASH WATER INTO STREET GUTTERS OR DRAINS.

7. THE CONTRACTOR SHALL MEET AND FOLLOW ALL NPDES REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION.

8. THE CONTRACTOR AND/OR HIS SUBCONTRACTORS SHALL PREVENT THE FORMATION OF ANY AIRBORNE DUST NUISANCE AT ALL TIMES. THEY SHALL DO SO BY WATERING AND/OR TREATING THE SITE OF WORK, AND SHALL MAINTAIN DUST CONTROL EQUIPMENT ON THE SITE AT ALL TIMES DURING CONSTRUCTION AND UNTIL FINAL COMPLETION. THEY WILL BE RESPONSIBLE FOR ANY DAMAGE DONE BY DUST FROM THEIR CONSTRUCTION ACTIVITIES IN PERFORMING THE WORK UNDER THIS CONTRACT. THE PRICES FOR THE VARIOUS ITEMS OF WORK SHALL INCLUDE PROVIDING ADEQUATE DUST CONTROL, AS REQUIRED BY THE LOCAL AGENCY.

9. EROSION CONTROL DEVICES SHALL BE MODIFIED AS NEEDED AS THE PROJECT PROGRESSES, AND PLANS OF THESE CHANGES SUBMITTED FOR APPROVAL AS REQUIRED.

10. INSURE THAT ALL EXISTING DRAINAGE COURSES AND CULVERTS ARE MAINTAINED IN WORKING CONDITION AND FREE OF SILT AND DEBRIS.

11. TAKE NECESSARY PRECAUTIONS TO INSURE THAT ADJACENT PROPERTY DOES NOT SUFFER DAMAGE DUE TO DEBRIS, MUD, OR INUNDATION CAUSED BY GRADING ACTIVITIES WITHIN PERMITTED AREA.

12. TREE PROTECTION SHALL BE IN PLACE BEFORE ANY DEMOLITION, GRADING, EXCAVATING OR GRUBBING IS STARTED.

FOR REFERENCE ONLY

GENERAL NOTES:

1. THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES PRIOR TO ANY NEW CONSTRUCTION TO VERIFY EXACT DIMENSIONS AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
2. REFER TO GEOTECHNICAL INVESTIGATION REPORT PREPARED BY ACHIEVEMENT ENGINEERING CORP. PROJECT NO. 5062 DATED APRIL 25, 2022. ALL RECOMMENDATIONS SHALL BE IMPLEMENTED DURING CONSTRUCTION.
3. THE MINIMUM FILL DENSITY COMPACTION SHALL BE IN ACCORDANCE WITH ASTM D–1557.
4. ALL ACCESSIBLE PARKING STALLS AND ACCESSIBLE PATHS OF TRAVEL SHALL MEET ALL APPLICABLE STANDARDS, SPECIFICALLY 2% MAXIMUM SLOPE FOR ALL STALLS IN ANY DIRECTION AND 2% MAXIMUM CROSS–SLOPE FOR PATHS OF TRAVEL. ALL RAMPS SHALL NOT EXCEED 1:12 AND HAVE A MAXIMUM RISE OF 2.5' WITHOUT A LANDING.
5. ALL WORK SHALL BE IN CONFORMANCE WITH CITY OF DALY CITY STANDARDS AND SPECIFICATIONS UNLESS NOTED OTHERWISE.

Know what's below Call before you dig.

UNAUTHORIZED CHANGES & USES

THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES OF THESE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS PRIOR TO CONSTRUCTION. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.

NOTE TO CONTRACTOR

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, PIPES, AND/OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THERE MAYBE EXISTING UTILITIES NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION OF THOSE UNDERGROUND UTILITIES TO BE USED PRIOR TO CONSTRUCTION AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

BASIS OF BEARINGS:
BEARINGS BASED ON CENTERLINE OF BELHAVEN AVE. N89°50'00"E.

BENCH MARK:
DALY CITY BM AG23
ELEVATION=440.912 NVDG1991
DESCRIPTION: CAST IRON CITY MONUMENT AT INTERSECTION OF LAKESHIRE DRIVE AND BELHAVEN AVE.

PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER STANLEY P. IVERSON No. 044785 EXP. 3-31-2024 CIVIL STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

NO.	DESCRIPTION	REVISIONS	BY	DATE

TAIT & ASSOCIATES
ENGINEERING ENVIRONMENTAL BUILDING LAND
Since 1944
Santa Ana Sacramento Denver
San Diego Riverside Boise
Dallas Atlanta
1180 Trade Center Drive
Rancho Cordova, CA 95742
p: 916.633.2444
www.tait.com

EROSION CONTROL NOTES

ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

DRAWN: NS
DATE: 1/18/23
CHECKED: JLV
DATE: 1/18/23
REVISION #:
DATE:
JOB NO: SP8948

C8

12 OF 19

Jan 18, 2023 – 8:56am by dbecker G:\CLIENTS\SP\SP8948 – Seafood City – Daly City, CA\ENG\Construction Drawings\On–Site Improvement Plan\SP8948_EC.dwg

SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- ❑ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- ❑ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ❑ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ❑ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ❑ Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



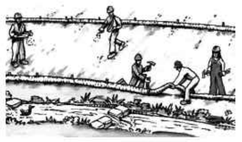
Maintenance and Parking

- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving



- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, or trash.

Paving/Asphalt Work



- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, abosorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



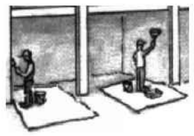
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

Painting & Paint Removal



Painting Cleanup and Removal

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to $10,000 per day!

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PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER STANLEY P. IVERSON No. 044785 EXP. 3-31-2024 CIVIL STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

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p: 916.633.2444
www.tait.com

SMCWPPP CONSTRUCTION BMPs

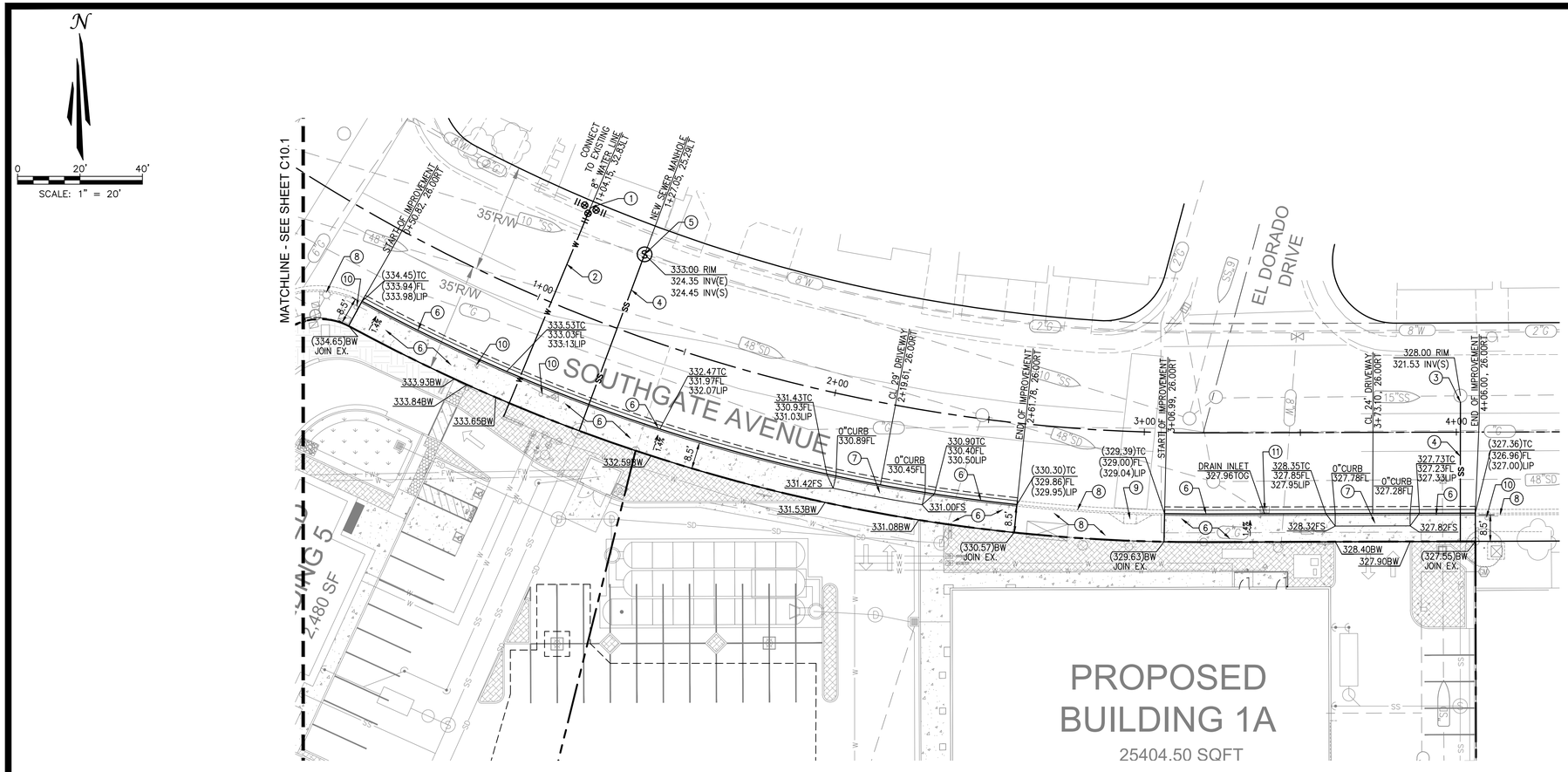
ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

DRAWN: NS
DATE: 1/18/23
CHECKED: JLV
DATE: 1/18/23
REVISION #:
DATE:
JOB NO: SP8948

C9

13 OF 19

Jan 18, 2023 - 8:56am by sbecker G:\CLIENTS\SP\SP8948 - Seafood City - Daly City, CA\ENG\Construction Drawings\On-Site Improvement Plan\SP8948_EC.dwg



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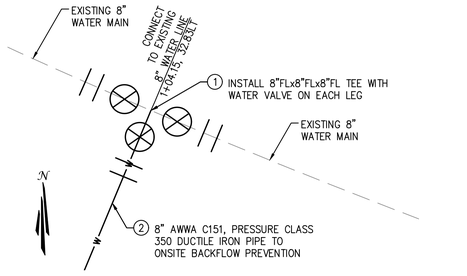

SOUTHGATE AVENUE WATER LINE CONNECTION

SCALE: 1"=5'-0"

LEGEND

AC	ASPHALT
BW	BACK OF WALK
DI	DRAIN INLET
FS	FINISH SURFACE
FL	FLOWLINE
INV	INVERT ELEVATION
IRR	IRRIGATION
MHDI	MANHOLE DRAIN INLET
RIM	RIM ELEVATION
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(00.00)XX / (00.00)XX JOIN EX. — EXISTING ELEVATION
00.00 XX / 00.00 XX — PROPOSED ELEVATION
DRAINAGE ARROWS
PROPOSED WATER METER
PROPOSED BACKFLOW PREVENTER
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CONCRETE PAVING
LANDSCAPE AREA

FOR REFERENCE ONLY

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OFFSITE IMPROVEMENT-SOUTHGATE AVE

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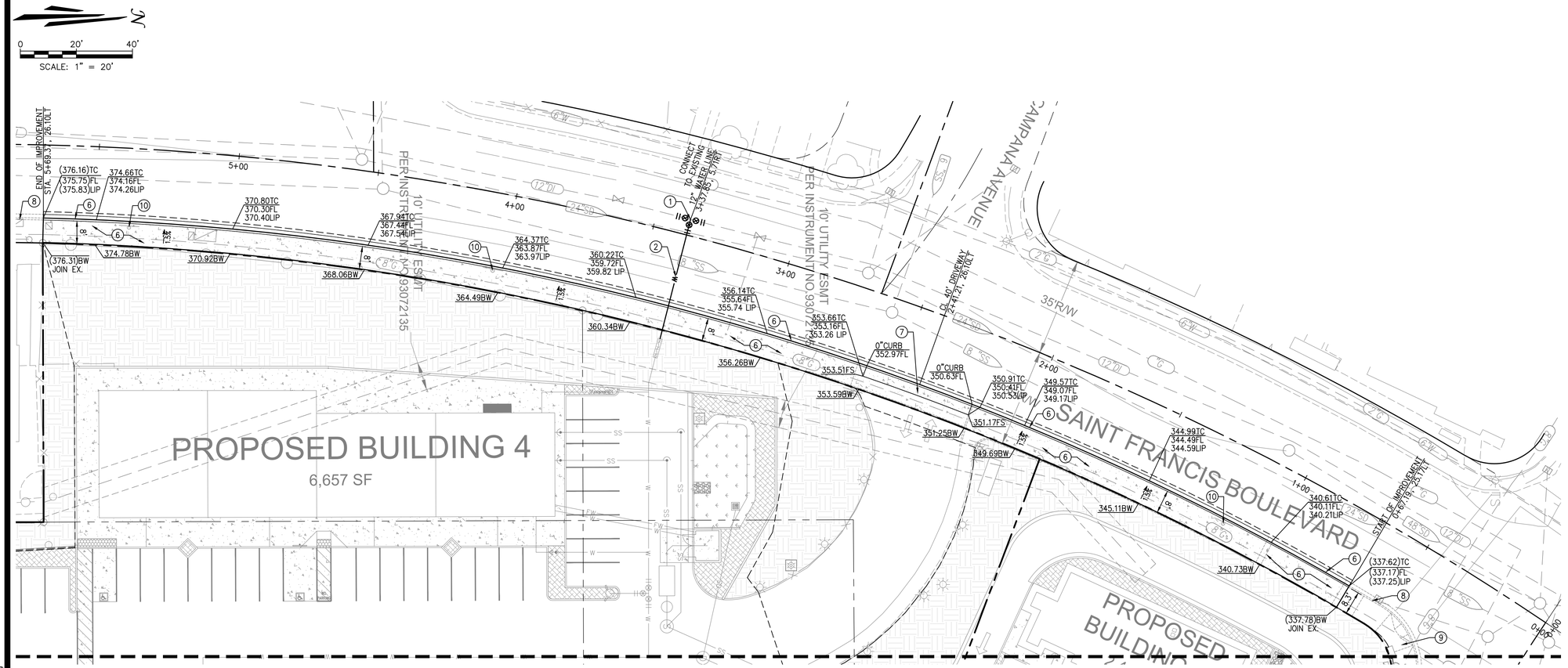
Jan 18, 2023 - 8:56am by dbecker G:\CLIENTS\SP\SP8948 - Seafood City - Daly City, CA\ENG\Construction Drawings\On-Site Improvement Plan\SP8948_Offsite.dwg



MATCHLINE - SEE SHEET C10

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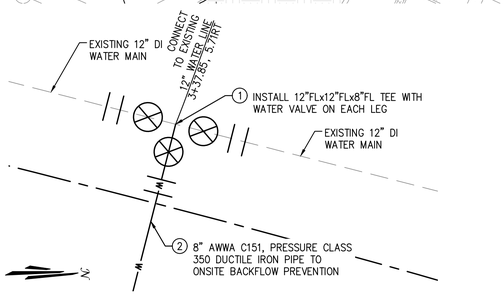

SAINT FRANCIS BOULEVARD WATER LINE CONNECTION

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p: 916.633.2444
www.tait.com

OFFSITE IMPROVEMENT-SAINT FRANCIS BLVD

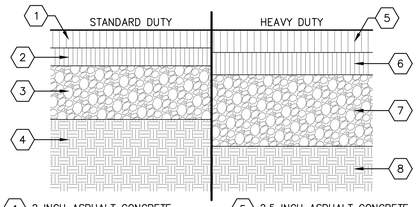
ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

DRAWN: NS
DATE: 1/18/23
CHECKED: JLV
DATE: 1/18/23
REVISION #:
DATE:
JOB NO. SF8948

C10.1

15 OF 19

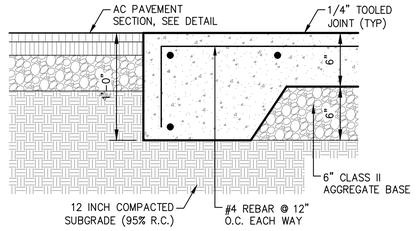
Jan 18, 2023 - 8:57am by sbecker G:\CLIENTS\SF\SF8948 - Seafood City - Daly City, CA\ENG\Construction Drawings\On-Site Improvement Plan\SF8948_Offsite.dwg



1. 2 INCH ASPHALT CONCRETE SURFACE COARSE OVER TACK COAT
2. 2 INCH ASPHALT CONCRETE BINDER COARSE OVER PRIME COAT
3. 6 INCH COMPACTED CLASS II AGGREGATE BASE (95% R.C.)
4. 12 INCH COMPACTED SUBGRADE (95% R.C.)
5. 2.5 INCH ASPHALT CONCRETE SURFACE COARSE OVER TACK COAT
6. 2.5 INCH ASPHALT CONCRETE BINDER COARSE OVER PRIME COAT
7. 8 INCH COMPACTED CLASS II AGGREGATE BASE (95% R.C.)
8. 12 INCH COMPACTED SUBGRADE (95% R.C.)

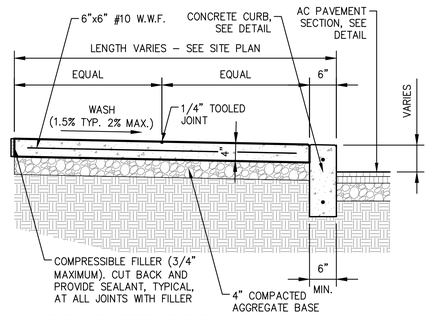
1 AC PAVEMENT SECTION
SCALE: 1 1/2"=1'-0"

NOTE:
- STANDARD DUTY CONCRETE PAVING
  TRAFFIC INDEX = 5.0
  MINIMUM COMPRESSIVE STRENGTH = 4,000 PSI
- DO NOT SAWCUT JOINTS
- INSTALL COMPRESSIBLE FILLER WHERE PAD IS ADJACENT TO BUILDING
- PROVIDE 3/8" EXPANSION JOINTS EVERY 20 LINEAL FEET



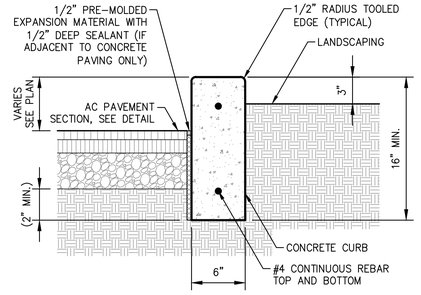
2 CONCRETE PAVEMENT SECTION
SCALE: 1 1/2"=1'-0"

NOTE:
- PROVIDE 3/8" EXPANSION JOINTS EVERY 20 LINEAL FEET
- MINIMUM COMPRESSIVE STRENGTH = 4,000 PSI

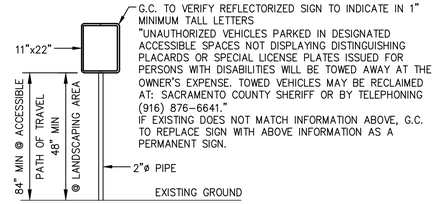


3 CONCRETE SIDEWALK
SCALE: 3/4"=1'-0"

NOTE:
- PROVIDE 3/8" EXPANSION JOINTS EVERY 20 LINEAL FEET



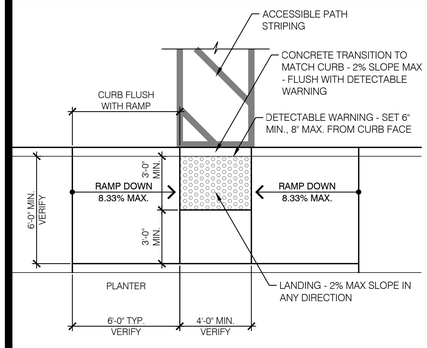
4 CONCRETE CURB
SCALE: 1 1/2"=1'-0"

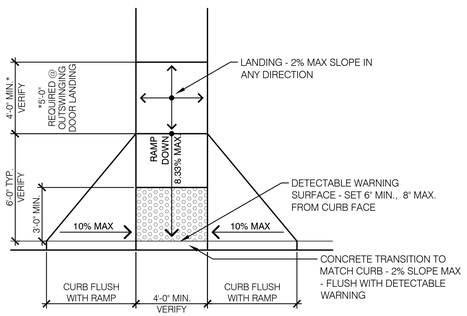


G.C. TO VERIFY REFLECTORIZED SIGN TO INDICATE IN 1" MINIMUM TALL LETTERS
"UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR SPECIAL LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT: SACRAMENTO COUNTY SHERIFF OR BY TELEPHONING (916) 876-6641."
IF EXISTING DOES NOT MATCH INFORMATION ABOVE, G.C. TO REPLACE SIGN WITH ABOVE INFORMATION AS A PERMANENT SIGN.

NOTE:
GC IS TO COORDINATE WITH CONSTRUCTION PROJECT MANAGER/LANDLORD FOR SITE SPECIFIC DESIGNATED TOWING SERVICE CONTACT INFORMATION

5 UNAUTHORIZED PARKING SIGN
SCALE: 3/8"=1'-0"

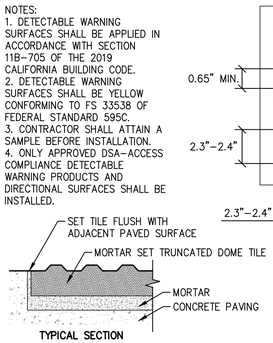




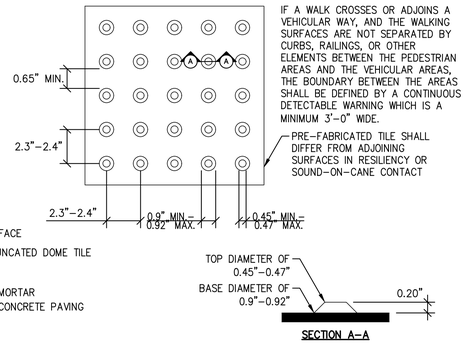
NOTES:
1. CURB RAMPS ARE ≥48" WIDE WITH A SLOPE OF ≤1:12(8.33%).
2. THE LANDING AT THE TOP OF CURB SHALL BE LEVEL AND ≥48" DEPTH FOR THE ENTIRE WIDTH OF CURB RAMP.
3. THE SLOPE OF FANNED OR FLARED SIDES OF CURB RAMPS SHALL NOT EXCEED 1:10.
4. THE SURFACE OF ALL CURB RAMPS AND THE FLARED SIDES ARE TO BE SLIP RESISTANT, AND CONTRASTING FROM THE ADJACENT SIDEWALK FINISH.
5. DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF THE RAMP AND 36 INCHES IN DIRECTION OF TRAVEL.
6. ALL CURB RAMPS THAT TRANSITION INTO THE STREET OR DRIVEWAY SHALL NOT EXCEED A 5% MAXIMUM RUNNING SLOPE FOR A DISTANCE OF 48 INCHES INTO THE STREET. AT ACCESSIBLE PARKING TRANSITIONS, SLOPE SHALL NOT EXCEED 2% IN ANY DIRECTION.

6 TYPICAL CURB RAMPS
SCALE: 1/4"=1'-0"

NOTES:
1. DETECTABLE WARNING SURFACES SHALL BE APPLIED IN ACCORDANCE WITH SECTION 118-705 OF THE 2019 CALIFORNIA BUILDING CODE.
2. DETECTABLE WARNING SURFACES SHALL BE YELLOW CONFORMING TO FS 33538 OF FEDERAL STANDARD 595C.
3. CONTRACTOR SHALL ATTAIN A SAMPLE BEFORE INSTALLATION.
4. ONLY APPROVED DSA-ACCESS COMPLIANCE DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES SHALL BE INSTALLED.



TYPICAL SECTION

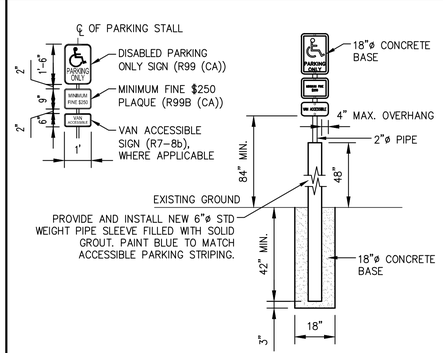


IF A WALK CROSSES OR ADJOINS A VEHICULAR WAY, AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, RAILINGS, OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND THE VEHICULAR AREAS, THE BOUNDARY BETWEEN THE AREAS SHALL BE DEFINED BY A CONTINUOUS DETECTABLE WARNING WHICH IS A MINIMUM 3'-0" WIDE.

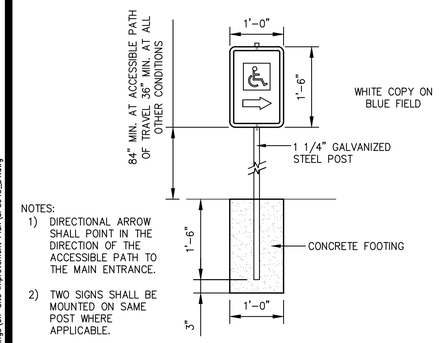
PRE-FABRICATED TILE SHALL DIFFER FROM ADJOINING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT

SECTION A-A

7 DETECTABLE WARNING SURFACE
SCALE: NTS

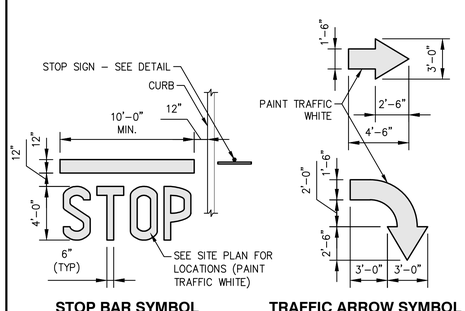


8 ACCESSIBLE PARKING SIGN
SCALE: 3/8"=1'-0"



NOTES:
1) DIRECTIONAL ARROW SHALL POINT IN THE DIRECTION OF THE ACCESSIBLE PATH TO THE MAIN ENTRANCE.
2) TWO SIGNS SHALL BE MOUNTED ON SAME POST WHERE APPLICABLE.

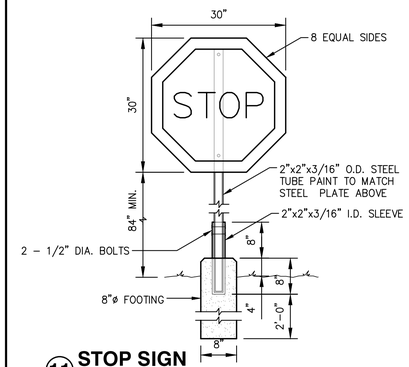
9 ACCESSIBLE PATH SIGN
SCALE: 3/4"=1'-0"



STOP BAR SYMBOL

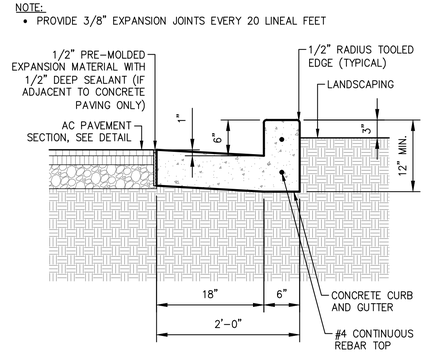
TRAFFIC ARROW SYMBOL

10 PAVEMENT MARKINGS
SCALE: NTS

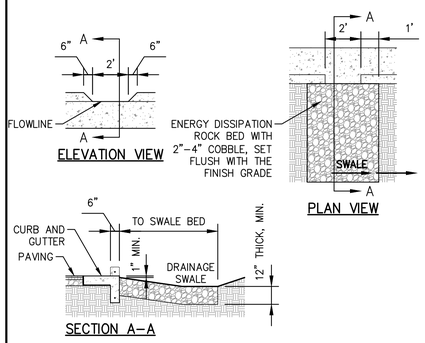


11 STOP SIGN
SCALE: NTS

NOTE:
- PROVIDE 3/8" EXPANSION JOINTS EVERY 20 LINEAL FEET

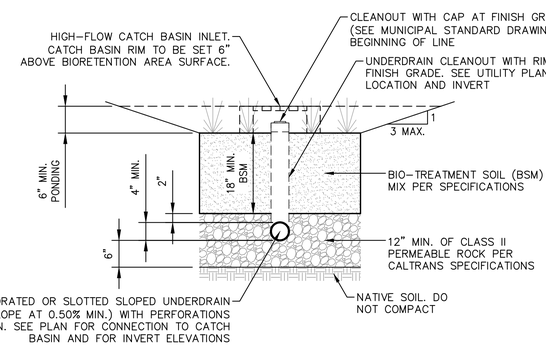


12 CONCRETE CURB & GUTTER
SCALE: 1"=1'-0"

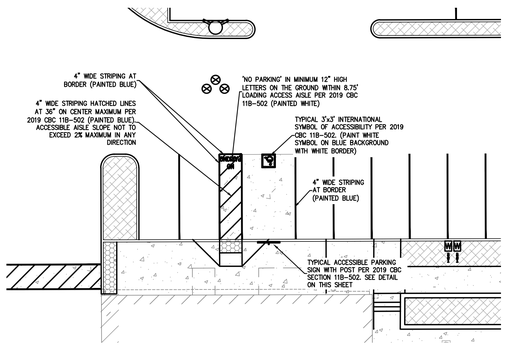


SECTION A-A

13 CURB CUT WITH COBBLE
SCALE: 1/4"=1'-0"



14 BIORETENTION AREA CROSS SECTION
SCALE: 3/4"=1'-0"



15 ACCESSIBLE PARKING STALL DETAIL
SCALE: 3/4"=1'-0"

FOR REFERENCE ONLY

PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER STANLEY P. IVERSON No. 044785 EXP. 3-31-2024 CIVIL STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

NO.	DESCRIPTION	REVISIONS	BY	DATE

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Since 1944
Santa Ana, San Diego, Sacramento, Riverside, Denver, Boise, Dallas, Atlanta
11280 Trade Center Drive
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DETAIL SHEET
ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

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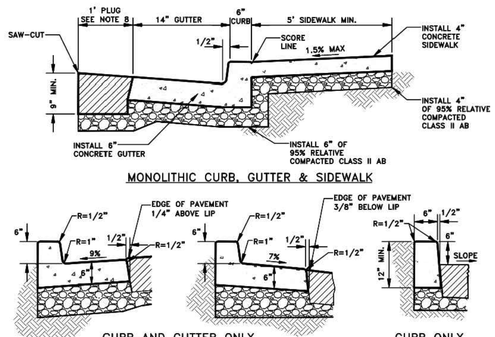
16 OF 19

Jan 18, 2023 - 8:57am by sbecker G:\CLIENTS\SP\SP8480 - Seafood City - Daly City, CA\ENG\Construction Drawings\On-Site Improvement Plan\SP8848_DT.dwg



MONOLITHIC CURB, GUTTER & SIDEWALK

CURB AND GUTTER ONLY
(APPLICABLE WHERE APPROVED BY CITY ENGINEER)

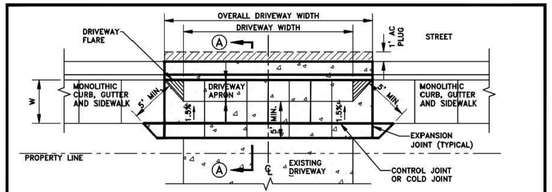
CURB ONLY
(APPLICABLE AT MEDIAN ISLAND CURBS WHERE CROSS SLOPE DRAINS AWAY FROM CURB)

NOTES:

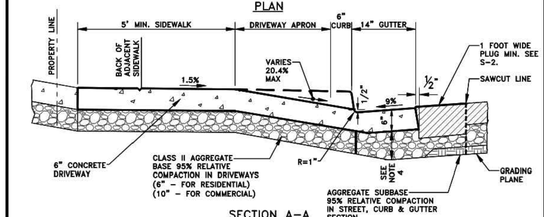
1. WHERE A NEW SIDEWALK IS TO BE CONSTRUCTED, THE SIDEWALK SHALL BE EXTENDED UP TO AN ADDITIONAL 35 FEET OR 25%, WHICHEVER IS GREATER TO CONNECT WITH AN EXISTING SIDEWALK.
2. ALL CONCRETE DEMOLITION SHALL BE TO SCORE LINES OR JOINTS. ALL CUTS SHALL BE SAWED NEAT AND STRAIGHT AND SHALL HAVE A MINIMUM DEPTH OF 1-1/2". WATER USED FOR SAWCUTTING OPERATIONS SHALL BE VACUUMED IMMEDIATELY.
3. ALL NEW CONCRETE SHALL BE CLASS A, SIX SACK CEMENT, USING 1-1/2" MAX SIZE AGGREGATE. ALL NEW CONCRETE SHALL HAVE LAMP BLACK TO MATCH COLOR OF ADJACENT CONCRETE AND FINISHED UNIFORM FINE BROOMED TEXTURE. CURING SHALL BE BY NO-PIGMENTED CURING COMPOUND METHOD.
4. 1/4" WIDE EXPANSION JOINTS SHALL BE PLACED AT 20' INTERVALS, AT CURB RETURNS, AND AT ENDS OF DRIVEWAY APRONS. NEW SIDEWALKS SHALL BE SCORED AT 4' INTERVALS AND ALONG BACK OF SIDEWALK. LONGITUDINAL SCORES ARE REQUIRED AT THE CITY ENGINEER'S DIRECTION FOR SIDEWALK WIDTHS GREATER THAN 5'. REPLACEMENT SHALL BE SCORED TO MATCH CONTIGUOUS EXISTING SIDEWALK AND CURB.
5. IMPRINT A 4-INCH HIGH LETTER "S" ON TOP OF CURB AT SEWER LATERAL CROSSING AND "W" AT WATER LATERAL CROSSING.
6. CONTRACTOR SHALL CALL FOR INSPECTION OF FORMING, POURING AND COMPLETION, GIVING 24-HOURS ADVANCE NOTICE.
7. IF ANY CURB, GUTTER, OR SIDEWALK ARE EXISTING, NEW CURB, GUTTER, OR SIDEWALK SHALL DOWEL INTO EXISTING CONCRETE EVERY 18". USE 9" LONG No.4 DOWELS, INSERTED MIN. 4" INTO EXISTING CONCRETE.
8. FOR ANY CURB, GUTTER, OR DRIVEWAY REPAIR, SAW-CUT AND REMOVE 1 FOOT WIDE SECTION OF AC PLUG, MIN. 9" DEPTH BACKFILL WITH HMA 1/2" AGGREGATE.

WORK WITHIN CITY RIGHT-OF-WAY REQUIRES ENCROACHMENT PERMIT FROM CITY'S ENGINEERING DIVISION

CITY OF DALY CITY, CALIFORNIA DEPARTMENT OF PUBLIC WORKS	STANDARD DETAIL
CURB, GUTTER & SIDEWALK	S-2
REVIEWED BY: Richard Chan Jr. CITY ENGINEER — ADOPTED ON: DEC 10, 2018 CITY COUNCIL	DATE: NOV 2018



PLAN



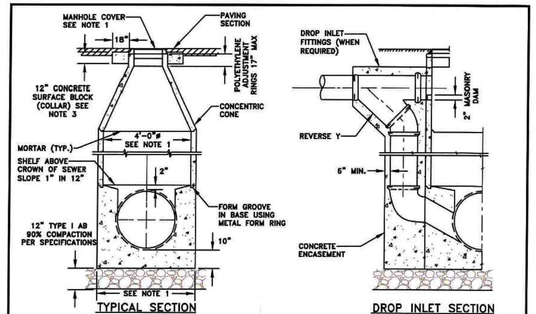
SECTION A-A

NOTES:

1. DRIVEWAY WIDTH: RESIDENTIAL ONE CAR GARAGE - 8'
   RESIDENTIAL TWO CAR GARAGE - 14'
   COMMERCIAL - 8' TO 30'
2. DRIVEWAY FLARE WIDTH: RESIDENTIAL - 1.5'
   COMMERCIAL/INDUSTRIAL OR OTHERWISE NOTED - 3.0'
3. W=WIDTH OF ADJACENT MONOLITHIC SIDEWALK.
4. THICKNESS OF AGGREGATE BASE UNDER CURB & GUTTER SHALL BE:
   NEW STREET SECTION - AS DETERMINED BY EXTENSION OF THE ROADWAY GRADING PLANE
   EXISTING STREET SECTION - 6" MIN.
5. ALL NEW CONCRETE SHALL BE CLASS A, SIX SACK CEMENT, USING 1-1/2" MAX SIZE AGGREGATE. ALL NEW CONCRETE SHALL HAVE LAMP BLACK TO MATCH COLOR OF ADJACENT CONCRETE AND FINISHED UNIFORM FINE BROOMED TEXTURE. CURING SHALL BE BY NO-PIGMENTED CURING COMPOUND METHOD.
6. DRIVEWAY AND CURB SHALL BE SCORED WHEN APPLICABLE IN THE SAME MANNER AS ADJACENT SIDEWALKS AND CURBS.
7. ALL CONCRETE DEMOLITION SHALL BE TO SCORE LINES OR JOINTS. ALL CUTS SHALL BE SAWED NEAT AND STRAIGHT AND SHALL HAVE A MINIMUM DEPTH OF 1-1/2". WATER USED FOR SAWCUTTING OPERATIONS SHALL BE VACUUMED IMMEDIATELY.

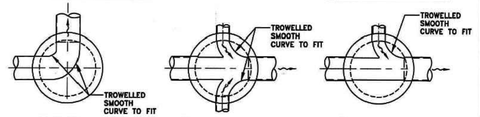
WORK WITHIN CITY RIGHT-OF-WAY REQUIRES ENCROACHMENT PERMIT FROM CITY'S ENGINEERING DIVISION

CITY OF DALY CITY, CALIFORNIA DEPARTMENT OF PUBLIC WORKS	STANDARD DETAIL
RESIDENTIAL & COMMERCIAL DRIVEWAY	S-3
REVIEWED BY: Richard Chan Jr. CITY ENGINEER — ADOPTED ON: DEC 10, 2018 CITY COUNCIL	DATE: NOV 2018

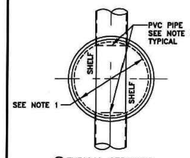


TYPICAL SECTION

DROP INLET SECTION



① ANGLE THROUGH MANHOLE
② 2 BRANCHES AT MANHOLE
③ 1 BRANCH AT MANHOLE



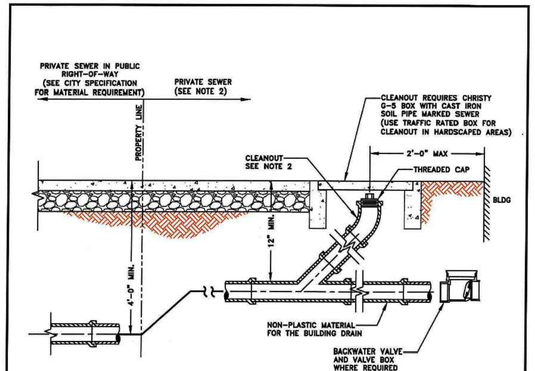
④ TYPICAL STRAIGHT THROUGH MANHOLE

PLANS-CHANNELIZED MANHOLE BOTTOMS

NOTES:

1. MANHOLE BARREL & MANHOLE COVER DIAMETERS SHALL VARY WITH PIPE DIAMETER (SEE SPECIFICATIONS).
2. PRECAST MANHOLE SECTIONS SHALL BE FURNISHED WITHOUT STEPS OR LADDER RUNG.
3. CONCRETE SURFACE BLOCK SHALL BE POURED 2 INCHES BELOW FINAL FINISH GRADE TO ACCEPT ASPHALT OVERLAY.
4. CAST IN PLACE MANHOLE BASE SHALL BE USED ONLY WITH PRIOR APPROVAL BY THE CITY ENGINEER.
5. THE TOP HALF OF PVC PIPE SHALL BE REMOVED TO THE CONTOUR OF THE INSIDE OF ALL MANHOLES AND THE BROKEN EDGES SHALL BE PLASTERED SMOOTH WITH CEMENT.

CITY OF DALY CITY, CALIFORNIA NORTH SAN MATEO COUNTY SANITATION DISTRICT	STANDARD DETAIL
SANITARY SEWER MANHOLE - CAST IN PLACE	SS-4
REVIEWED BY: DWWR DIRECTOR — ADOPTED ON: JAN 14, 2019 BOARD OF DIRECTORS	DATE: NOV 2018

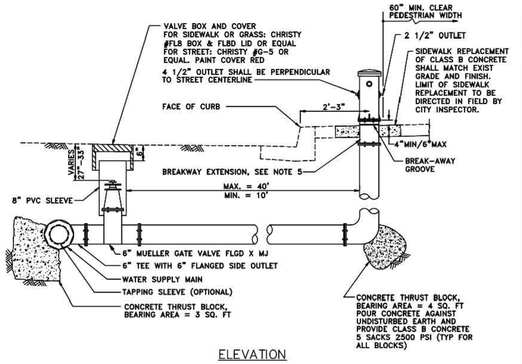


ONE-WAY CLEAN OUT SECTION

NOTES:

1. BACKWATER VALVE IS REQUIRED WHEN SLOPE OF SEWER LATERAL FROM BUILDING TO SEWER MAIN IS LESS THAN 2% OR WHEN THE LOWEST FIXTURE IN THE BUILDING IS BELOW THE RIM OF THE NEXT DOWNSTREAM MANHOLE.
2. CLEANOUT AND BUILDING SEWER PIPE SHALL BE PE SCHEDULE 11 OR 17 OR PVC SDR 26 OR 35.
3. SEWER RUNS OF 50 FEET OR LONGER MAY, AT THE OPTION OF THE CITY ENGINEER/DWWR, REQUIRE AN ADDITIONAL CLEANOUT.
4. CONTRACTOR SHALL OBTAIN PERMIT FROM ENGINEERING DIVISION FOR WORK FROM SEWER MAIN TO 2' FROM THE BUILDING.

CITY OF DALY CITY, CALIFORNIA NORTH SAN MATEO COUNTY SANITATION DISTRICT	STANDARD DETAIL
CLEAN-OUT & BACKWATER VALVE	SS-10
REVIEWED BY: DWWR DIRECTOR — ADOPTED ON: JAN 14, 2019 BOARD OF DIRECTORS	DATE: NOV 2018

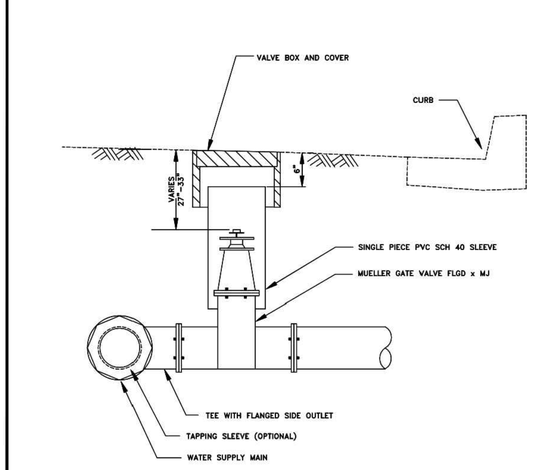


ELEVATION

NOTE:

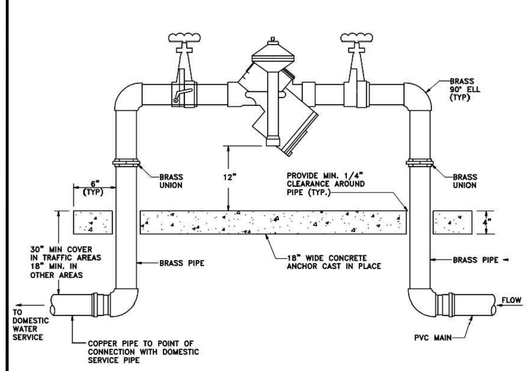
1. THE FIRE HYDRANT SHALL BE PAINTED CHROME YELLOW ENAMEL CONFORMING TO AWWA STANDARD C503, DUNN-EDWARDS-SYN-LUSTRO #10-14 HIGH VISIBILITY YELLOW-INDUSTRIAL MAINTENANCE ENAMEL. PRIOR TO CONTRACTOR'S REQUEST FOR CITY PUNCH LIST, DAMAGED PAINT AREAS SHALL BE RETOUCHED AND ONE ADDL. OVERALL FINISH COAT SHALL BE APPLIED.
2. BLUE REFLECTORIZED MARKER SHALL BE INSTALLED 0.75' OFF CENTER LINE OF STREET ON THE SIDE TOWARD THE FIRE HYDRANT.
3. HYDRANT SHALL HAVE A MINIMUM 3' CLEARANCE FROM ANY ADJACENT FIXED OBJECT.
4. THE WATER SUPPLY MAIN FOR FIRE HYDRANT SHALL HAVE A MINIMUM OF 6" DIAMETER.
5. BREAKAWAY EXTENSIONS SHOULD NOT BE SHORTER THAN 6" NOR LONGER THAN 12".
6. TO ALLOW CONTINUAL FIRE DEPARTMENT ACCESS WHEREVER FEASIBLE, VALVE LOCATION SHALL BE OUTSIDE OF PARKING LANE.
7. ALL MECHANICAL JOINTS SHALL BE PROVIDED WITH APPROVED JOINT RESTRAINT DEVICES, "MEGALUGS" BY EBBA, OR EQUAL.
8. CITY TO PROVIDE "COLOR CODED" OUTLET CAPS PER NFPA STANDARD 291.

CITY OF DALY CITY, CALIFORNIA DEPARTMENT OF PUBLIC WORKS	STANDARD DETAIL
WATER MAIN CONNECTION - FIRE HYDRANTS (COMMERCIAL AREA)	W-5
REVIEWED BY: Richard Chan Jr. CITY ENGINEER — ADOPTED ON: DEC 10, 2018 CITY COUNCIL	DATE: NOV 2018



VALVE DETAIL

CITY OF DALY CITY, CALIFORNIA DEPARTMENT OF PUBLIC WORKS	STANDARD DETAIL
WATER MAIN CONNECTION AND VALVE	W-6
REVIEWED BY: Richard Chan Jr. CITY ENGINEER — ADOPTED ON: DEC 10, 2018 CITY COUNCIL	DATE: NOV 2018



NOTES:

1. BACKFLOW UNITS SHALL BE ON THE "APPROVED BACKFLOW PREVENTION DEVICES" LIST BY THE HEALTH SERVICES AGENCY, A DEPARTMENT OF THE PUBLIC HEALTH AND ENVIRONMENTAL PROTECTION DIVISION OF THE COUNTY OF SAN MATEO. SEE SECTION 02710-10 PARAGRAPH 2.04 E, FOR REDUCED PRESSURE BACKFLOW PREVENTION DEVICE
2. UNIT SHALL BE TESTED AND CERTIFIED BY COUNTY REGISTERED TESTER.
3. DETAILS SHOWN ON THIS PLAN ARE FOR LANDSCAPE IRRIGATION SYSTEMS ONLY. FOR DETAILS OF FIRE AND OTHER BACKFLOW PREVENTION DEVICES, SEE PROJECT PLANS AND SPECIAL PROVISIONS.
4. DEVICES 2" AND SMALLER SHALL INCORPORATE BALL VALVES INSTEAD OF OS & Y VALVES.
5. BFP ENCLOSURE IS REQUIRED AND SHALL BE SUBMITTED FOR APPROVAL.

CITY OF DALY CITY, CALIFORNIA DEPARTMENT OF PUBLIC WORKS	STANDARD DETAIL
REDUCED PRESSURE BACKFLOW PREVENTION DEVICE	W-10
REVIEWED BY: Richard Chan Jr. CITY ENGINEER — ADOPTED ON: DEC 10, 2018 CITY COUNCIL	DATE: NOV 2018

FOR REFERENCE ONLY

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

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DETAIL SHEET

ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER STANLEY P. IVERSON No. 044785 EXP. 3-31-2024 CIVIL STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

DRAWN: NS
DATE: 1/18/23
CHECKED: JLV
DATE: 1/18/23
REVISION #:
DATE:
JOB NO: SP8948

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17 OF 19

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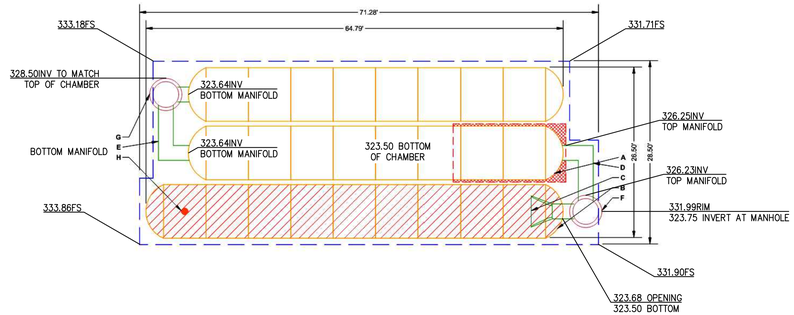
PROPOSED LAYOUT		PROPOSED ELEVATIONS	
25	STORMTECH MC-7200 CHAMBERS	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED):	333.50
6	STORMTECH MC-7200 END CAPS	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC):	331.50
12	STONE ABOVE (in)	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC):	330.50
9	STONE BELOW (in)	MINIMUM ALLOWABLE GRADE (TOP OF RIGID CONCRETE PAVEMENT):	330.50
40	STONE VOID	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT):	330.50
8014	INSTALLED SYSTEM VOLUME (CF) (PERIMETER STONE INCLUDED) (COVER STONE INCLUDED) (BASE STONE INCLUDED)	TOP OF STONE:	329.50
		TOP OF MC-7200 CHAMBER:	328.50
		24" x 24" TOP MANIFOLD INVERT:	325.47
		24" x 24" BOTTOM MANIFOLD INVERT:	323.69
1938	SYSTEM AREA (SF)	24" ISOLATOR ROW PLUS INVERT:	323.69
199.6	SYSTEM PERIMETER (ft)	24" BOTTOM CONNECTION INVERT:	323.69
		BOTTOM OF MC-7200 CHAMBER:	323.68
		BOTTOM OF STONE:	322.75

*INVERT ABOVE BASE OF CHAMBER

PART TYPE	ITEM ON LAYOUT	DESCRIPTION	INVERT*	MAX FLOW
PREFABRICATED END CAP	A	24" TOP PARTIAL CUT END CAP. PART#: MC7200EPP24T / TYP OF ALL 24" TOP CONNECTIONS	23.05"	
PREFABRICATED END CAP	B	24" BOTTOM PARTIAL CUT END CAP. PART#: MC7200EPP24B / TYP OF ALL 24" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS	2.26"	
CLAMP	C	INSTALL FLAMP ON 24" ACCESS PIPE / PART#: MC720024RAMP		
MANIFOLD	D	24" x 24" TOP MANIFOLD, ADS N-12	23.05"	
MANIFOLD	E	24" x 24" BOTTOM MANIFOLD, ADS N-12	2.26"	
CONCRETE STRUCTURE	F	(DESIGN BY ENGINEER / PROVIDED BY OTHERS)		9.5 CFS IN
CONCRETE STRUCTURE	G	DCS (DESIGN BY ENGINEER / PROVIDED BY OTHERS)		14.0 CFS OUT
INSPECTION PORT	H	4" SEE DETAIL		



ISOLATOR ROW PLUS (SEE DETAIL)

PLACE MINIMUM 17.50' OF ADSPLUS175 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS

BED LIMITS

NOTES

1. MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECH NOTE #6.32 FOR MANIFOLD SIZING GUIDANCE.
2. DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
3. THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
4. THIS CHAMBER SYSTEM WAS DESIGNED WITHOUT SITE-SPECIFIC INFORMATION ON SOIL CONDITIONS OR BEARING CAPACITY. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR DETERMINING THE SUITABILITY OF THE SOIL AND PROVIDING THE BEARING CAPACITY OF THE INSITU SOILS. THE BASE STONE DEPTH MAY BE INCREASED OR DECREASED ONCE THIS INFORMATION IS PROVIDED.
5. **NOT FOR CONSTRUCTION:** THIS LAYOUT IS FOR DIMENSIONAL PURPOSES ONLY TO PROVE CONCEPT & THE REQUIRED STORAGE VOLUME CAN BE ACHIEVED ON SITE.

SEAFOOD CITY
DALY CITY, CA
DATE: DRWN CHK DESCRIPTION
PROJECT #: CHECKED: N/A

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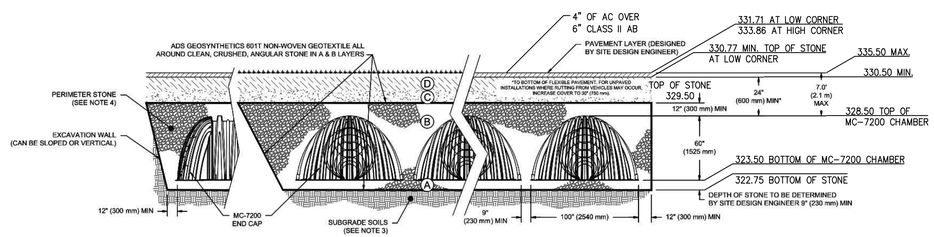
SHEET 2 OF 5

ACCEPTABLE FILL MATERIALS: STORMTECH MC-7200 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 4	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 4	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.



NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101
2. MC-7200 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 450 LBS/FT/% THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418, AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

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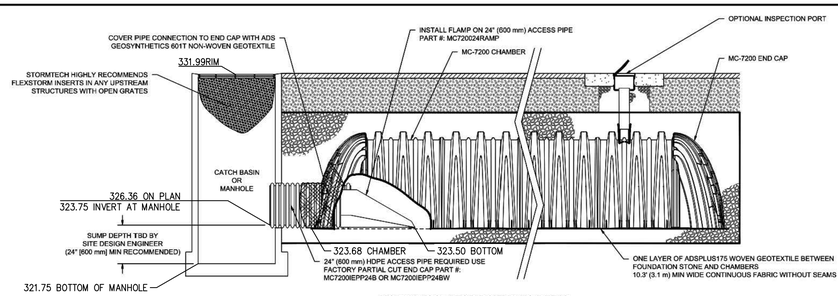
SHEET 3 OF 5



MC-7200 ISOLATOR ROW PLUS DETAIL
NTS

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

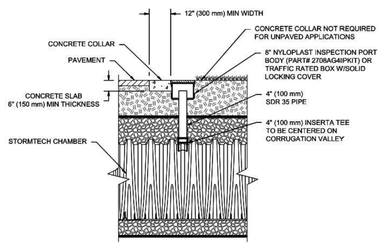
STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



NOTE:
INSPECTION PORTS MAY BE CONNECTED THROUGH ANY CHAMBER CORRUGATION VALLEY.

4" PVC INSPECTION PORT DETAIL (MC SERIES CHAMBER)
NTS

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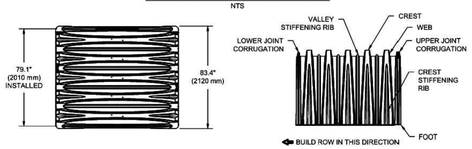
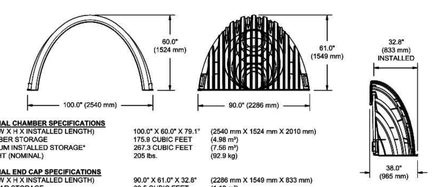
SHEET 4 OF 5

MC-7200 TECHNICAL SPECIFICATION

NTS





NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	100.0" X 60.0" X 79.1"	(2540 mm X 1524 mm X 2010 mm)
CHAMBER STORAGE	175.9 CUBIC FEET	(4.98 m³)
MINIMUM INSTALLED STORAGE*	267.3 CUBIC FEET	(7.56 m³)
WEIGHT (NOMINAL)	205 lbs.	(92.9 kg)

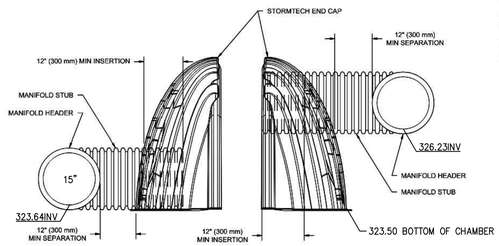
NOMINAL END CAP SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	90.0" X 61.0" X 32.8"	(2286 mm X 1549 mm X 833 mm)
END CAP STORAGE	39.5 CUBIC FEET	(1.12 m³)
MINIMUM INSTALLED STORAGE*	115.3 CUBIC FEET	(3.26 m³)
WEIGHT (NOMINAL)	90 lbs.	(40.8 kg)

*ASSUMES 12" (305 mm) STONE ABOVE, 9" (229 mm) STONE FOUNDATION AND BETWEEN CHAMBERS, 12" (305 mm) STONE PERIMETER IN FRONT OF END CAPS AND 40% STONE POROSITY.

PARTIAL CUT HOLES AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
PARTIAL CUT HOLES AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"
END CAPS WITH A PREFABRICATED WELDED STUB END WITH "W"

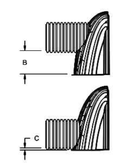
MC-SERIES END CAP INSERTION DETAIL
NTS



NOTE: MANIFOLD STUB MUST BE LAID HORIZONTAL FOR A PROPER FIT IN END CAP OPENING.

PART #	STUB	B	C
MC7200EPP06T	6" (150 mm)	42.54" (1081 mm)	---
MC7200EPP06B		---	0.86" (22 mm)
MC7200EPP08T	8" (200 mm)	40.50" (1029 mm)	---
MC7200EPP08B		---	1.01" (26 mm)
MC7200EPP10T	10" (250 mm)	38.37" (975 mm)	---
MC7200EPP10B		---	1.33" (34 mm)
MC7200EPP12T	12" (300 mm)	35.69" (907 mm)	---
MC7200EPP12B		---	1.55" (39 mm)
MC7200EPP15T	15" (375 mm)	32.72" (831 mm)	---
MC7200EPP15B		---	1.70" (43 mm)
MC7200EPP18T	18" (450 mm)	29.36" (746 mm)	---
MC7200EPP18TW		---	1.97" (50 mm)
MC7200EPP18B			
MC7200EPP18BW			
MC7200EPP24T	24" (600 mm)	23.05" (585 mm)	---
MC7200EPP24TW		---	2.26" (57 mm)
MC7200EPP24B			
MC7200EPP24BW			
MC7200EPP30BW	30" (750 mm)	---	2.95" (75 mm)
MC7200EPP36BW	36" (900 mm)	---	3.25" (83 mm)
MC7200EPP42BW	42" (1050 mm)	---	3.55" (90 mm)

NOTE: ALL DIMENSIONS ARE NOMINAL



CUSTOM PREFABRICATED INVERTS ARE AVAILABLE UPON REQUEST. INVENTORIED MANIFOLDS INCLUDE 12-24" (300-600 mm) SIZE ON SIZE AND 15-48" (375-1200 mm) ECCENTRIC MANIFOLDS. CUSTOM INVERT LOCATIONS ON THE MC-7200 END CAP CUT IN THE FIELD ARE NOT RECOMMENDED FOR PIPE SIZES GREATER THAN 10" (250 mm). THE INVERT LOCATION IN COLUMN 'B' ARE THE HIGHEST POSSIBLE FOR THE PIPE SIZE.

SEAFOOD CITY
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SHEET 5 OF 5

FOR REFERENCE ONLY

PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER STANLEY P. IVERSON No. 044785 EXP. 3-31-2024 CIVIL STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

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SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

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18 OF 19

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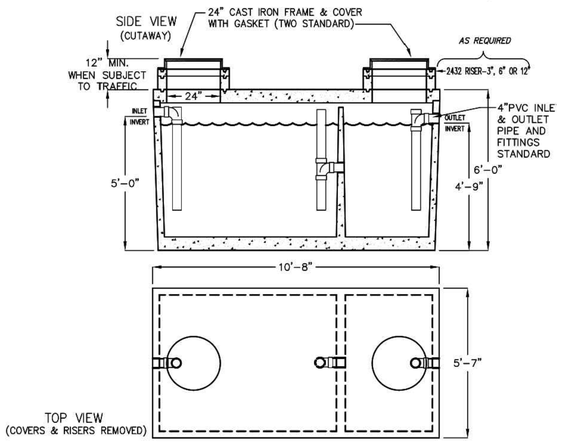
1500 GALLON GREASE INTERCEPTOR

MODEL JP1500G

TRAFFIC RATED ACCEPTED BY UPC●



- LIQUID CAPACITY: 1,500 GALLONS.
- TANK DESIGNED FOR H-20 TRAFFIC WHEEL LOAD WITH DRY SOIL CONDITIONS (WATER TABLE BELOW TANK) EARTH COVER OVER TANK NOT TO EXCEED 6 FT.
- SUITABLE NATIVE OR SUB-BASE SHALL BE PREPARED TO HANDLE ANTICIPATED LOADS. THE EXCAVATION SHALL BE BEDDED WITH SUITABLE GRANULAR MATERIAL AND SHALL BE COMPACTED TO 90% MAXIMUM DRY DENSITY, OR TO REQUIREMENTS OF THE PROJECT GEOTECHNICAL ENGINEER.
- FOR COMPLETE DESIGN AND PRODUCT INFORMATION CONTACT JENSEN PRECAST.

MINIMUM EXCAVATION SIZE:
6'-7" X 11'-8" X DEPTH REQ'D.

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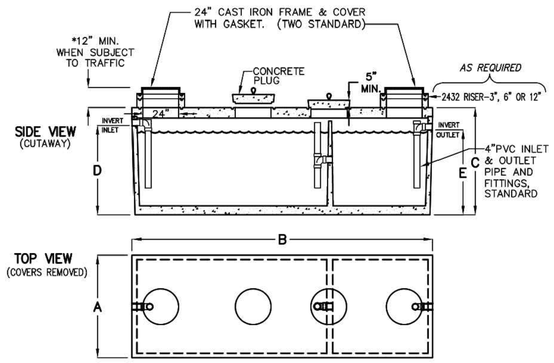
2000-5000 GALLON GREASE INTERCEPTORS

TRAFFIC RATED ACCEPTED BY UPC●



MODEL NUMBER	LIQUID CAPACITY- GALLONS	WIDTH 'A'	OVERALL LENGTH 'B'	TANK HEIGHT 'C'	INLET 'D'	OUTLET 'E'	MINIMUM EXCAVATION WIDTH	MINIMUM EXCAVATION LENGTH	*DEPTH OF BURY	MAX. LIFT WEIGHT
KJP2000G	2000	4'-11"	15'-11"	6'-0"	5'-0"	4'-9"	5'-11"	16'-11"	6' MAX.	19,200
KJZ2500G	2500	5'-9"	16'-10"	6'-0"	5'-0"	4'-9"	6'-9"	17'-10"	5' MAX.	22,700
KJZ3000G	3000	5'-9"	16'-10"	6'-9"	5'-9"	5'-6"	6'-9"	17'-10"	5' MAX.	24,000
KJZ4000G	4000	7'-8"	16'-7"	6'-9"	5'-6"	5'-3"	8'-8"	17'-7"	5' MAX.	22,100
KJZ5000G	5000	7'-8"	16'-7"	7'-11"	6'-9"	6'-6"	8'-8"	17'-7"	4' MAX.	24,100

- TANK DESIGNED FOR H-20 TRAFFIC WHEEL LOAD WITH DRY SOIL CONDITIONS (WATER TABLE BELOW TANK).
- SUITABLE NATIVE OR SUB-BASE SHALL BE PREPARED TO HANDLE ANTICIPATED LOADS. THE EXCAVATION SHALL BE BEDDED WITH SUITABLE GRANULAR MATERIAL AND SHALL BE COMPACTED TO 90% MAXIMUM DRY DENSITY, OR TO REQUIREMENTS OF THE PROJECT GEOTECHNICAL ENGINEER.
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PREPARED UNDER THE SUPERVISION OF TAIT & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER
STANLEY P. IVERSON
No. 044785
EXP. 3-31-2024
CIVIL
STATE OF CALIFORNIA

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

NO.	DESCRIPTION	REVISIONS	BY	DATE

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DETAIL SHEET

ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFOOD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

DRAWN: NS
DATE: 1/18/23
CHECKED: JLV
DATE: 1/18/23
REVISION #:
DATE:
JOB NO: SP8948

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: February 13, 2023

To: Laurence Tang, Seafood City

From: Kai-ling Kuo, Michelle Hunt

Subject: Local Traffic Analysis and Parking Study for the Proposed Expansion of the St. Francis Square Shopping Center in Daly City, California

This memorandum presents the results of a local traffic analysis (LTA) and parking study for the proposed expansion of the St. Francis Square Shopping Center in Daly City, California. The project site is located at the southeast corner of St. Francis Boulevard and Southgate Avenue (see Figure 1). The project proposes to construct a 2,480 square foot (s.f.) fast-food restaurant (Chowking) with a drive-thru lane at the northwest corner of the site. The restaurant will be open from 7 AM to 9 PM, which is the same hours as the existing Chowking in South San Francisco. The project also would expand the size of the existing grocery store by 4,756 s.f. (from 20,649 s.f. to 25,405 s.f.) and add a new retail building with 6,657 s.f. With the project, the building space within the shopping center would increase from 57,955 s.f. to 71,848 s.f. The existing grocery space is currently unoccupied. Therefore, the currently occupied space within the shopping center is 37,306 s.f.

Vehicular access to the site would be provided by the three full-access driveways including one existing driveway on St. Francis Boulevard and two existing driveways on Southgate Avenue (see Figures 2 and 3). Parking would be shared among all uses on site. The project would consolidate the number of existing driveways from two to one on St. Francis Boulevard and four to two on Southgate Avenue.

This LTA evaluates the project's effect on weekday AM and PM peak-hour traffic conditions at the St. Francis Boulevard and Southgate Avenue intersection, queuing at the study intersection, site access, on-site circulation, drive-thru queuing, and parking.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Trip generation rates resulting from new developments typically are estimated using trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*. Trips that would be generated by the proposed additions of the shopping center were estimated using the ITE trip rates for "Shopping Plaza (40-150k)" (Land Use 821). The "Shopping Plaza" category refers to an integrated group of commercial establishments with 40,000 to 150,000 square feet of gross leasable area (GLA). This category includes the trip data for a wide scale of retail/commercial uses from neighborhood centers. Its major tenant is often a supermarket.



Figure 1
Site Location and Study Intersection

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NORTH
Not to Scale

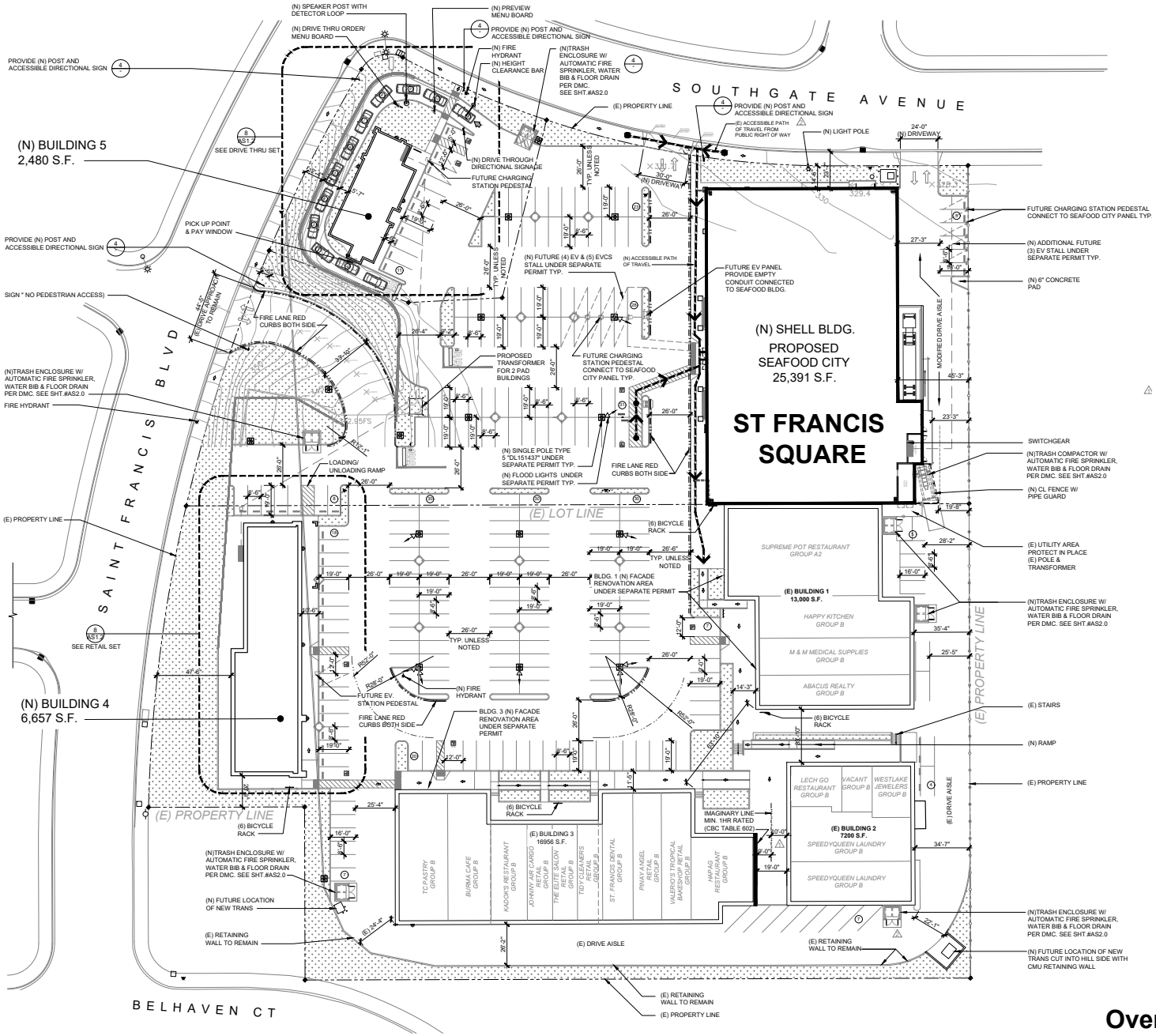


Figure 2
Overall Site Plan

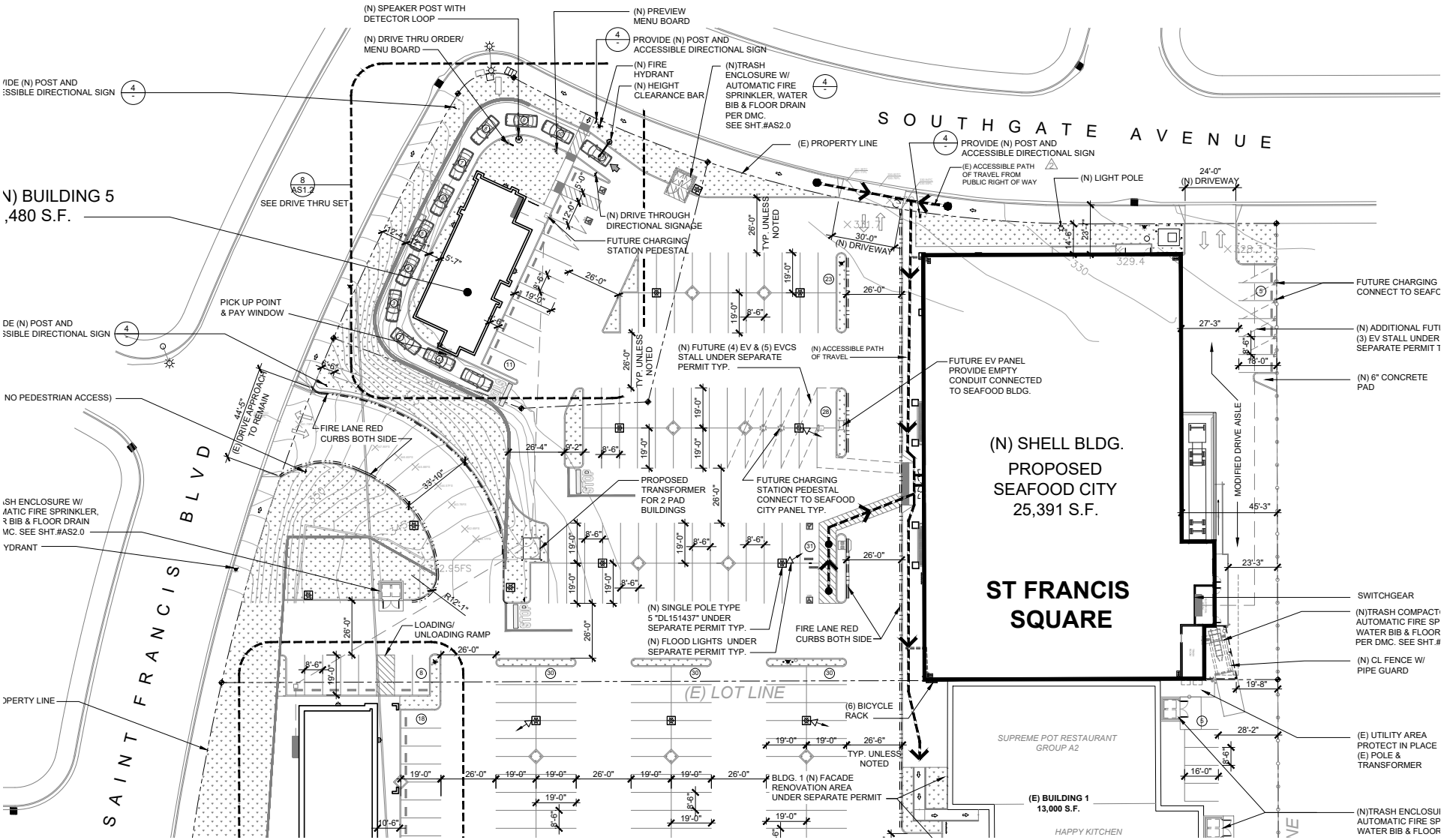


Figure 3
Site Plan - Northern Portion

NORTH
Not to Scale

A shopping plaza typically contains more than retail merchandising facilities. Office space, personal services, and restaurants are common tenants. Based on the definition, it is reasonable to use the trip rates for shopping plazas for the project. Because the project would expand the existing shopping center, the ITE fitted curve equations were used to estimate the trips for the entire shopping center with and without the new buildings and determine the new trips resulting from the expansion.

Pass-by Trips

Trip generation for retail uses are typically adjusted to account for pass-by trips. Pass-by trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Pass-by trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). An average pass-by trip reduction of 40 percent was applied based on the ITE *Trip Generation Manual*, 11th Edition.

Existing Trip Credits

Although the shopping center has 57,955 s.f. of retail space, only 37,306 s.f. is currently occupied. Therefore, the existing trips credits only accounts for the trips generated by the existing occupied space.

Net Project Trips

Based on the ITE trip generation rates, pass-by trip reduction, and the existing trip credits, it is estimated that the expansion of the shopping center would generate a total of 1,595 daily trips with 73 new trips (45 inbound and 28 outbound) during the AM peak hour and 159 new trips (77 inbound and 82 outbound) during the PM peak hour (see Table 1).

The above project trip estimates were developed by treating the shopping plaza as a single integrated unit. Alternatively, the trip generation associated with the proposed fast-food restaurant with drive-through window may be estimated separately based on published ITE trip rates for this specific use and applying shopping plaza trip rates for the remainder of the site. When applying trip rates for individual uses in a mixed-use development, it is appropriate to include a reduction for internal captured trips (e.g., restaurant customers who also patronize other retail uses at the shopping center in the same trip). The project trip estimates derived using this methodology were developed for information only and are presented in Appendix A. Compared to the project trip generation estimates contained in Table 1, this methodology would result in slightly more daily and AM peak-hour trips (+104 and +28, respectively) and slightly fewer PM peak-hour trips (-1). The small difference in project trips between the two methods would not affect the traffic study conclusions or recommendations.

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on the turning movement counts conducted at the existing driveways of the shopping center, existing travel patterns on the surrounding roadway network, the locations of complementary land uses, and freeway access points. Figure 4 shows the trip distribution pattern for the project trips.

The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern and the locations of project driveways (see Figure 4).

Table 1
Project Trip Generation Estimates

Land Use	Size	Daily Trip Rate	Daily Trips	AM Peak Hour Trip Rate	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trip Rate	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Shopping Center with Proposed Expansion											
Shopping Plaza[1]	71,848 s.f.	96.62	6,942	3.53	157	97	254	9.32	322	348	670
Pass-by Reduction[2]			-2,777		-63	-39	-102		###	-139	-268
Total Trips with Expansion			***4,165***		***94***	***58***	***152***		***193***	***209***	***402***
Existing Shopping Center											
Shopping Plaza[1]	37,306 s.f.[3]	114.83	4,284	3.53	82	50	132	10.86	194	211	405
Pass-by Reduction[2]			-1,714		-33	-20	-53		-78	-84	-162
Total Shopping Center Trips			***2,570***		***49***	***30***	***79***		***116***	***127***	***243***
Proposed Expansion											
Shopping Plaza	34,542 s.f.[4]		2,658		75	47	122		128	137	265
Pass-by Reduction			-1,063		-30	-19	-49		-51	-55	-106
Total Net Project Trips			**1,595**		**45**	**28**	**73**		**77**	**82**	**159**

Notes:
All trip rates are from ITE *Trip Generation Manual, 11th Edition* .
1. Daily and PM peak-hour trips were estimated using the fitted-curve equations for Shopping Plaza (40-150k) (Land Use 821), which is not available for the AM peak hour. AM peak-hour trips were estimated using the average trip rate (in trips per 1,000 square feet).
2. An 40% pass-by trip reduction was applied based the ITE average pass-by rate for Shopping Plaza (40-150k) .
3. Existing shopping plaza square footage represents only currently occupied space.
4. Total increase in occupied space due to reoccupancy of existing space and construction of new space.

Intersection Traffic Operations

Intersection level of service analysis was conducted at the St. Francis Boulevard/Southgate Avenue intersection for the AM and PM peak hours of commute traffic to identify potential adverse traffic operational effects resulting from the trips generated by the project. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on roadways.

Intersection Traffic volumes

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from Google Earth (see Figure 5).

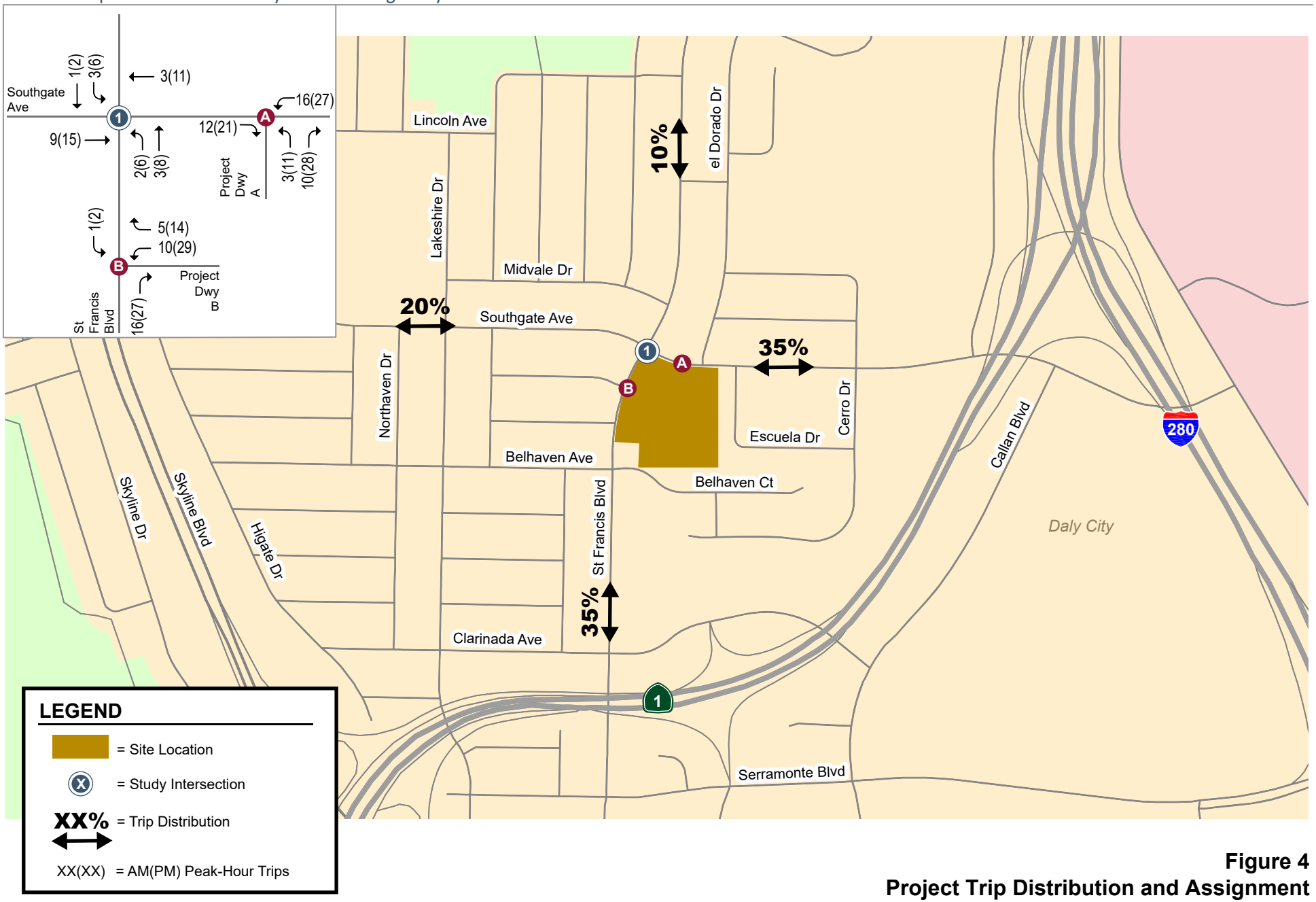


Figure 4
Project Trip Distribution and Assignment

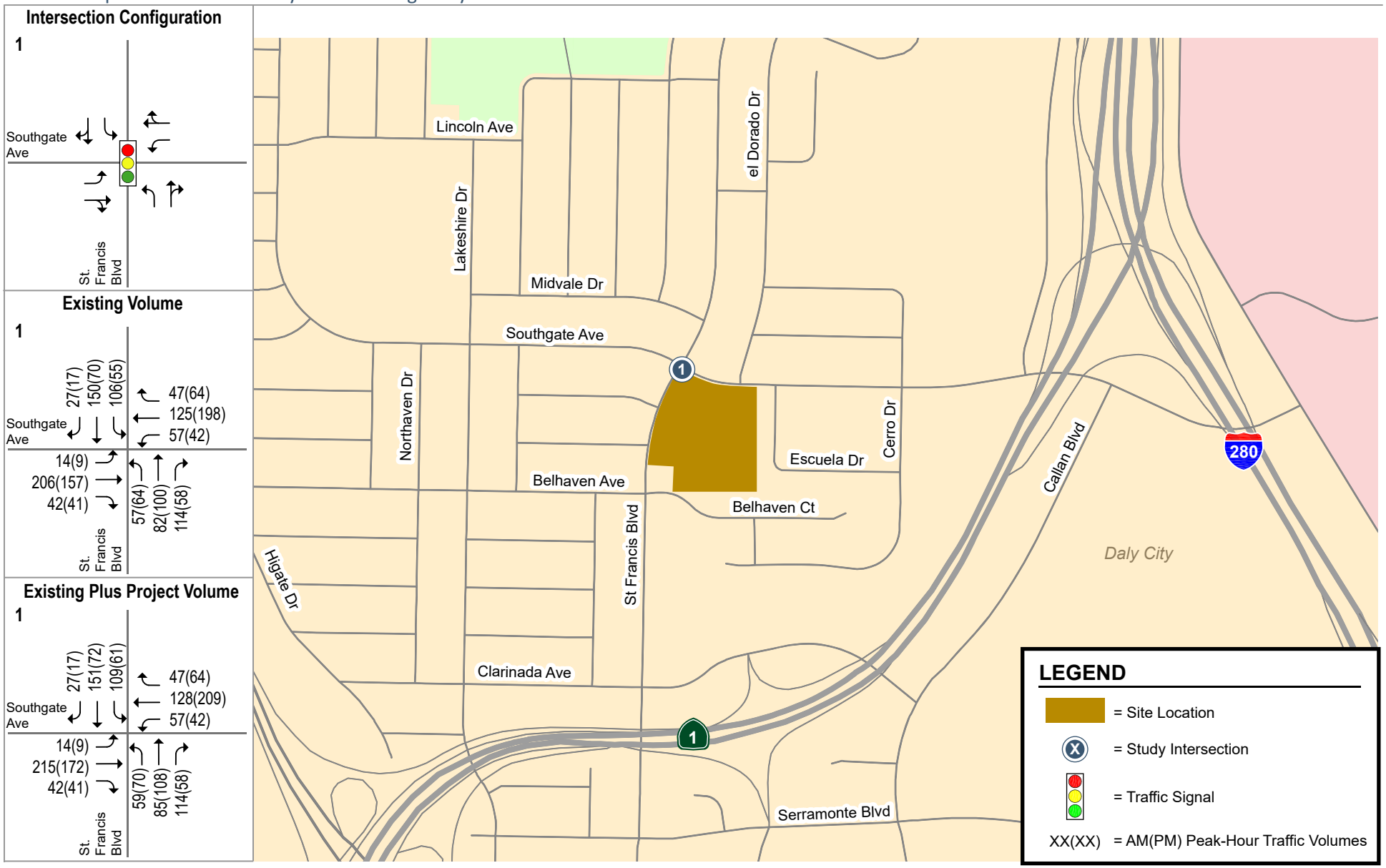


Figure 5
Intersection Lane Configuration and Traffic Volumes

Existing peak-hour traffic volumes at the study intersection (see Figure 5) are based on new traffic counts conducted in April 2022 during the AM and PM peak commute periods. The 2022 new count was compared to the 2021 count at the intersection. In the AM peak hour, the 2022 count is 244% higher than the 2021 count; and in the PM peak hour, the 2022 count is at similar level to the 2021 count. There is no pre-pandemic traffic count at this intersection. However, based on the increase of the traffic volume from 2021 to 2022, it is assumed that the travel pattern in the project area is considered normal and the 2022 traffic volume was analyzed directly without further adjustment. The intersection turning-movement count used for this analysis is presented in Appendix B.

Existing Plus Project Traffic Volumes

Project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 5).

Intersection Level of Service Analysis Methodologies and Standards

Traffic conditions at the study intersection were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or congested conditions with excessive delays. The analysis methods are described in detail below.

Daly City evaluates level of service at signalized intersections based on the *Highway Capacity Manual (HCM)* 2010 level of service methodology using Synchro software. The HCM method evaluates signalized intersection operations based on average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the type of traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 2. Daly City has a level of service standard for signalized intersections of LOS D or better.

Intersection Levels of Service

The results of the intersection level of service analysis (see Table 3) show that the study intersection would operate at acceptable levels during both AM and PM peak hours of commute traffic under existing plus project conditions. Therefore, the project traffic would not cause an adverse effect on traffic operations. The intersection levels of service calculation sheets are included in Appendix C.

Left-Turn Queues at St. Francis Boulevard and Southgate Avenue

As show in Figure 4, the project would add a small number of new trips to the northbound and southbound left-turn pockets at the St. Francis Boulevard/Southgate Avenue intersection. The level of service analysis (Table 3) shows that the added project trips would not cause a noticeable increase in vehicle delay at the intersection and the 95th percentile left-turn vehicle queues.

The 95th percentile left-turn vehicle queues were estimated to be fewer than two vehicles (46 feet) while the left-turn pockets can accommodate at least three vehicles (75 to 115 feet). Therefore, the existing left-turn pocket would have sufficient capacity to accommodate the project traffic. The vehicle queuing calculations are included in Appendix D.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	greater than 80.0

Source: Transportation Research Board, *2010 Highway Capacity Manual*.

Table 3
Existing Plus Project Intersection Levels of Service

#	Intersection	Control	Peak Hour	Count Date	Existing			
					No Project		Plus Project	
					Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
1	St. Francis Blvd & Southgate Ave	Signal	AM	4/26/2022	13.0	B	13.1	B
			PM	4/26/2022	13.3	B	13.4	B

Site Access and On-Site Circulation

Vehicle Site Access

Vehicular access to the site would be provided by the three existing full-access driveways including one driveway on St. Francis Boulevard and two driveways on Southgate Avenue (one in front of the grocery store for general vehicle access and the other one behind the grocery store for truck access and loading) (see Figures 2 and 3).

Project Driveway Design

The Daly City Municipal Code requires a minimum driveway width of 24 feet for a two-way driveway. Per City of Daly City Standard Detail Drawing S-3, commercial driveways are permitted to have a maximum width of 30 feet. The existing driveways proposed to remain on Southgate Avenue are 24 to 30 feet wide, which meet the Daly City requirements. The existing driveway on St. Francis Boulevard is 45 feet wide, which exceeds the City's maximum width for commercial driveways. The extra width at this location is beneficial given the grade and curvature of this driveway. Furthermore, the extra width allows the driveway to align better with Campana Avenue. The project is not proposing to alter this existing driveway.

Sight Distance at Project Driveways

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on St. Francis Boulevard and Southgate Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway.

The minimum acceptable sight distance at the driveway is calculated according to the Caltrans recommended stopping sight distance. Sight distance requirements vary depending on roadway speeds. The speed limits on St. Francis Boulevard and Southgate Avenue are 25 mph, and the recommended Caltrans stopping sight distance for 25 mph roadways is 150 feet. Both St. Francis Boulevard and Southgate Avenue are slightly curved along the project frontage, but the curves would not obstruct the view for exiting vehicles. The site plan shows the landscaping along the project frontage would not obstruct the view of drivers exiting the project driveways. However, on-street parking along St. Francis Boulevard and Southgate Avenue could potentially block the view of exiting drivers if there were cars parked next the driveway. Therefore, the street parking south of the St. Francis Boulevard driveway and west of the two Southgate Avenue driveways should be prohibited by painting 25 feet of red curb.

Project Driveway Operations

The driveway operations were evaluated for the driveway on St. Francis Boulevard and the main driveway on Southgate Avenue for general vehicle access. The eastern driveway on Southgate Avenue is for truck access and loading, and operations of this driveway are not expected to be affected by the project.

The project would reduce the number of driveways at the shopping center. On St. Francis Boulevard, the project would remove the northern driveway next to Southgate Avenue. On Southgate Avenue, the project would remove two western driveways closer to St. Francis Boulevard. Driveway counts were conducted for the existing general vehicle access driveways to obtain the number of vehicles accessing the shopping center via each driveway. Figure 6 shows the number of vehicles that access the project driveways under existing conditions and the number of vehicles that would occur at the driveways with the new buildings and grocery space. Under the existing conditions, the grocery store is not occupied. The driveway volumes shown on Figure 6 include pass-by trips.

Southgate Avenue Driveways

The trips that are estimated to occur at the driveway are 86 inbound and 58 outbound trips during the AM peak hour, and 145 inbound and 119 outbound trips during the PM peak hour. There is a center turn lane on Southgate Avenue to facilitate vehicles turning in and out of the driveway. The

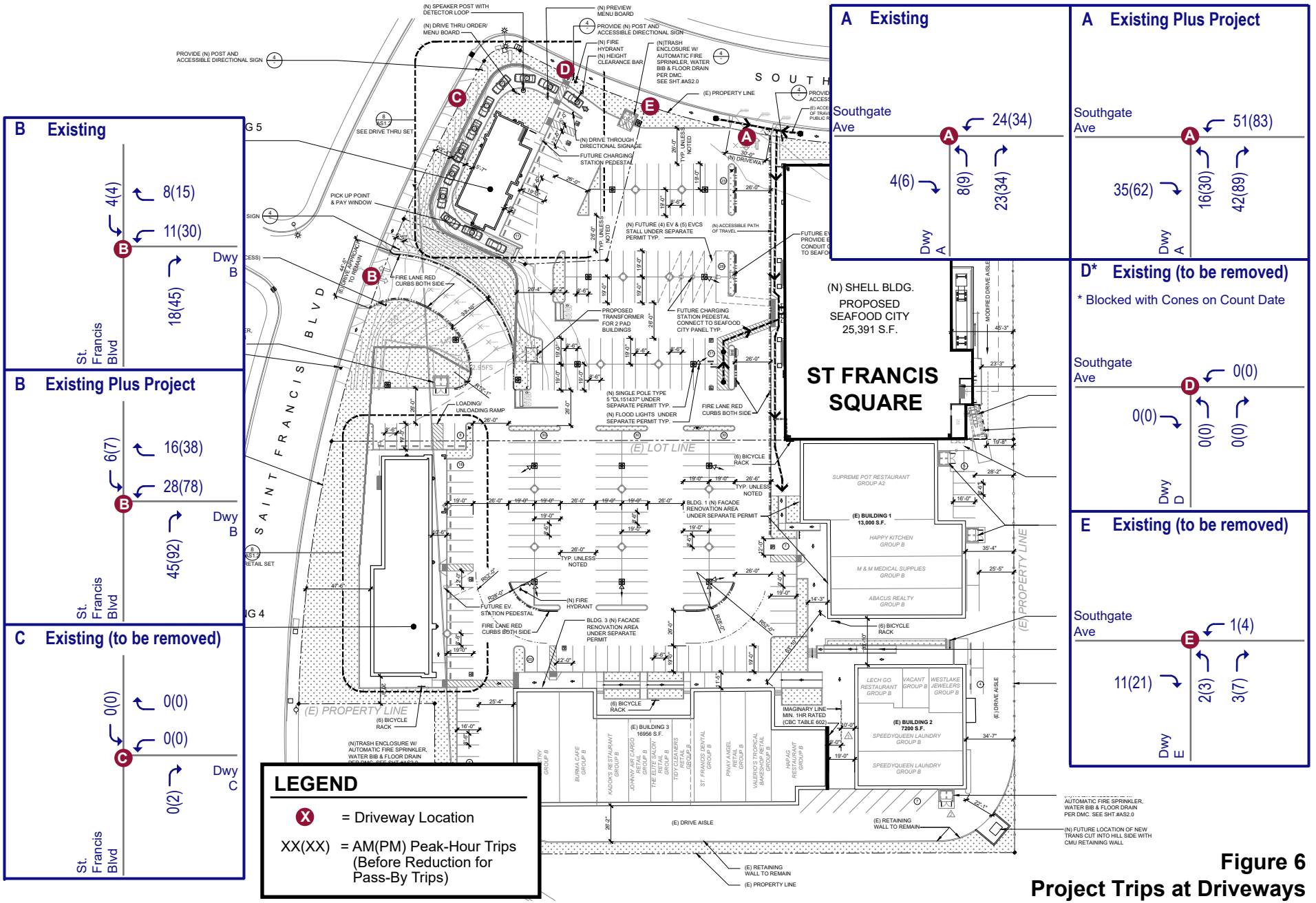


Figure 6
Project Trips at Driveways

westbound left-turn trips (51 AM and 83 PM peak-hour trips) are expected to have a vehicle delay of 8.5 seconds and 8.1 seconds per vehicle during the AM and PM peak hours, respectively, with a vehicle queue of less than one vehicle. The short vehicle queue would be accommodated within the center turn lane. Therefore, the short delay and vehicle queue is not expected to affect traffic flow on westbound Southgate Avenue. Vehicles turning right into the project site from Southgate Avenue may block the travel lane momentarily due to vehicles slowing down to turn into the driveway, but this would not have a significant effect on traffic operations.

Vehicles turning out of the driveway (58 AM and 119 PM peak-hour trips) are expected to have a vehicle delay of 12.3 seconds and 12.0 seconds per vehicle during the AM and PM peak hours, respectively, with a vehicle queue of less than one vehicle. Due to low traffic volume on Southgate Avenue, outbound traffic would not have problems finding a gap to enter Southgate Avenue. The short vehicle queue in the driveway would not affect on-site vehicle circulation.

St. Francis Boulevard Driveway

The estimated trips occurring at the driveway would be 47 inbound trips and 44 outbound trips during the AM peak hour and 99 inbound trips and 116 outbound trips during the PM peak hour. The southbound left-turn trips (6 AM and 7 PM peak-hour trips) are expected to have a vehicle delay of 7.9 seconds per vehicle during the AM and PM peak hours with a vehicle queue of less than one vehicle. The short delay and vehicle queue is not expected to affect traffic flow on southbound St. Francis Boulevard.

Vehicles turning right into the project site from St. Francis Boulevard may block the travel lane momentarily due to vehicles slowing down to turn into the driveway, but this would not have a significant effect on traffic operations.

Vehicles turning out of the driveway (44 AM and 116 PM peak-hour trips) are expected to have a vehicle delay of 12.1 seconds and 12.2 seconds per vehicle during the AM and PM peak hours, respectively, with a vehicle queue of less than one vehicle. Due to low traffic volume on St. Francis Boulevard, outbound traffic would not have problems finding a gap to enter St. Francis Boulevard. The short vehicle queue in the driveway would not affect on-site vehicle circulation.

Vehicle On-Site Circulation

The project would provide 90-degree uniform parking stalls throughout the surface parking lot. The project proposes internal drive aisles of 26 feet wide, which meets the Daly City Municipal Code guidelines for the minimum driveway aisle width. In general, the project would provide adequate circulation around the surface lot with acceptable drive aisle widths.

There would be a dead-end aisle for the parking area at the north side of the new retail building. Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. However, because the drive aisle is short, it is expected that vehicles would be able to see whether there are available stalls upon entering the drive aisle. The site plan shows a new trash enclosure would be located within this dead-end aisle near the St. Francis Boulevard driveway. The project should prepare a trash pick-up plan that shows how garbage collection vehicles would service this enclosure to ensure it would not impede movements to and from the St. Francis Boulevard driveway.

The St. Francis driveway consists of a ramp that connects the surface lot to the street. Currently the intersection at the bottom of the driveway ramp has five approaches. Vehicles entering and exiting the site would need to look for vehicles traveling from different directions when approaching this intersection. The multiple conflict points, sharp turns, and unconventional

layout could pose a hazard. The site plan shows that the parking lot layout has been revised to reduce the number of intersection approaches.

Drive-Thru Lane Operations

An analysis of drive-thru lane operations was conducted for the proposed new fast-food restaurant to evaluate the adequacy of vehicle queuing space and to identify potential adverse effects within the parking lot and at the nearby site driveway on Southgate Avenue. The proposed restaurant tenant (Chowking) does not have any sites in the United States with drive-thru lanes. Thus, the analysis was based on observations of drive-thru lane operations at the Jollibee restaurant located at 6955 Mission Street, Suite 101, Daly City. This Jollibee restaurant is approximately 3,400 s.f., which is nearly 1,000 s.f. larger than the proposed new Chowking restaurant. Observations were conducted on Thursday, May 5, 2022 and Saturday, May 7, 2022 between 11 AM and 7 PM to record the number of vehicles in the drive-thru lane queue (see Appendix E). Chowking is a wholly owned subsidiary of Jollibee Foods Corporation. Both restaurants originated in the Philippines, and thus share a similar customer base in the United States.

The observations show that the maximum queue waiting to place and pick up orders in the drive-thru lane was six vehicles on Thursday (at 3:05 PM and 6:35 PM) and nine vehicles on Saturday (at 1:25 PM and 1:55 PM). The ordering board is located toward the beginning of the drive-thru lane, so vehicles waiting to place orders queued in the drive aisle leading to the drive-thru lane. The maximum queue at the ordering board on either day was five vehicles, which occurred at 1:55 PM on Saturday.

The number of customers at the Chowking in South San Francisco was compared to the number of customers at the Jollibee site on the date of observations (see Table 4). Chowking had about 30 percent as many total customers as Jollibee. Therefore, if the proposed new Chowking were to have the same number of total customers as the existing Chowking in South San Francisco and some of the dine-in customers become drive-thru customers, the drive-thru customers at the new Chowking could be about 30 percent of the drive-thru volume at Jollibee. However, the introduction of a drive-thru lane could cause the proposed Chowking restaurant in Daly City to have more customers than the Chowking in South San Francisco. Assuming the number of dine-in customers at the new restaurant matches that at the existing Chowking in South San Francisco, and assuming the new Chowking attracts all new customers to the drive-thru resulting in the same percentage of drive-thru customers as Jollibee, the drive-thru customers at the new Chowking could be as much as 59 percent of the drive-thru volume at Jollibee.

The average service time to take and fill a drive-thru order at Jollibee is about 5 minutes, while Chowking estimates a service time of approximately 10 minutes for its existing dine-in customers. Chowking is working on producing rice bowls in bulk to reduce its drive-thru service time to meet the average service time found at other quick-service drive-through restaurants. To be conservative, this analysis is based on the existing 10-minute service time. Therefore, with this conservative assumption, for the same number of peak orders, the vehicle queue at Chowking is expected to be a twice as long as the queue at the Jollibee.

Table 4
Number of Daily Customers Comparison

Store	Weekday[1]			Saturday[1]		
	Total Customers	Dine-In Customers	Drive-Thru Customers	Total Customers	Dine-In Customers	Drive-Thru Customers
Jollibee in Daly City	816	414	402	945	494	451
Chowking in South San Francisco	245	245	-	286	286	-
Existing Chowking/Jollibee Ratio	*30%*	*59%*	*0%*	*30%*	*58%*	*0%*
New Chowking in Daly City[2]	**483**	**245**	**238**	**547**	**286**	**261**
New Chowking/Jollibee Ratio	***59%***	***59%***	***59%***	***58%***	***58%***	***58%***

Note:
1. Number of customers at existing Jollibee in Daly City and Chowking in South San Francisco on Thursday, May 5, 2022 and Saturday, May 7, 2022.

2. The number of dine-in customers at new Chowking is assumed to match that at the existing Chowking in South San Francisco, and the new Chowking is assumed to attract new drive-thru customers in the same percentage of drive-thru customers as Jollibee (402/816=49% drive-thru on weekday 451/945=48% drive-thru on Saturday).

For the vehicle queuing estimate for the proposed Chowking drive thru, it is conservatively assumed that there would be 59 percent as many peak drive-thru orders as Jollibee. This is based on the ratio of dine-in customers at the existing Chowking to dine-in customers at Jollibee and assumes the new Chowking restaurant would attract new drive-thru customers at the same ratio in comparison to Jollibee. If Chowking takes twice as much time to prepare orders as Jollibee, Chowking could be expected to have a maximum drive-thru queue of 7 vehicles on a weekday and 11 vehicles on a Saturday (including 5 vehicles queued at the pick-up window and 6 vehicles queued at the ordering board). The site plan shows that the drive-thru lane would be approximately 200 feet in length between the pick-up window and the entrance of the drive-thru lane, which can accommodate a queue of about eight vehicles.

The projected drive-thru queue on weekdays could be accommodated within the drive-thru lane. On Saturdays, the maximum drive-thru queue is expected to extend past the entrance to the drive-thru lane during peak periods. If the ordering board is located 75 feet from the drive-thru entrance, there would be space for the projected maximum pick-up window queue (five vehicles) and three vehicles queued at the order board. That would result in a queue of up to three vehicles that would extend beyond the drive-thru entrance. Therefore, the queue at the ordering board is expected to affect vehicles traveling within the shopping center parking lot during peak periods on a Saturday. The drive aisle running between the drive-thru lane and the driveway on Southgate Avenue would be about 100 feet long, which could accommodate a queue of four vehicles, which is greater than the estimated drive-thru overflow of three vehicles. Thus, the drive-thru lane is not expected to affect the traffic flow at the shopping center driveway on Southgate Avenue.

Given that this would be the first Chowking restaurant with a drive-through lane, there is some uncertainty about the volume of drive-thru traffic and the drive-thru service rates. Our queuing analysis is based on conservative assumptions (e.g., the drive-through would have the same service time as the existing dine-in service time); thus, the actual drive-thru queue length could be less than estimated in this report. There are several measures Chowking could implement reduce the drive-thru queue length and to manage the drive-through queue to ensure it does not negatively affect traffic entering the site from Southgate Avenue or internal circulation within the shopping center. Chowking will use traffic cones and/or staff during peak periods to direct drive-

through traffic to continue past the first east-west drive aisle after entering the site from Southgate Avenue to ensure that any excess drive-through queue is contained within the parking lot and does not impede traffic entering the shopping center from Southgate Avenue.

Parking Analysis

According to the Section 17.34.020 of the City Code, the required parking for the shopping center is calculated based on the requirements for "Fast Food Restaurant or Drive-In" and "All Other Retail or Service Commercial," as listed below:

- Fast Food Restaurant or Drive-In: one space per 75 s.f. of gross floor area.
- All Other Retail or Service Commercial: one space for each 300 s.f. of gross floor area up to 21,000 s.f.; thereafter, one space for each 200 s.f. of gross floor area.

The shopping center would require 33 parking spaces for the fast-food restaurant and 312 parking spaces for all other uses, for a total of 345 parking spaces. The shopping center would provide 262 parking spaces, which are 83 spaces fewer than the required spaces. According to the City Code, for mixed-use developments, the City planner may grant a reduction in the overall off-street parking requirement by no more than 20 percent (from 345 to 276 spaces) if the individual activities within a single complex were considered separately. The City planner will consider the types of activities proposed and the ratio of floor areas involved, the section of the city within which the project would be located, and any other pertinent factors in determining what, if any, reduction in the off-street parking requirement may be warranted.

Because the proposed parking spaces are fewer than the required spaces, a parking demand analysis was conducted to estimate the parking demand of the shopping center based on the vehicle parking counts conducted for the shopping center and the ITE *Parking Generation Manual*, *5th Edition*, for the proposed the proposed retail building, fast-food restaurant, and the grocery store. The estimated parking demand for the new uses were added to the existing parking demand to determine if the proposed parking supply would be adequate.

Vehicle parking counts were conducted for the shopping center on Thursday, May 5, 2022, and Saturday, May 7, 2022, between 8 AM to 8 PM to determine the existing parking demand of the shopping center. The peak parking demand was 111 and 141 spaces at 7 PM on Thursday and Saturday, respectively (see Appendix F). The existing grocery space is currently vacant. The existing 37,306 s.f. of occupied retail space requires 152 parking spaces according to the City Code; while the parking demand is estimated to be 137 and 140 parking spaces on a weekday and a Saturday, respectively, based on the ITE 85th percentile parking demand rates for shopping centers, as listed below. The peak parking demand for the existing retail space is consistent with the peak parking demand estimated using ITE's parking demand rates.

The project would add a 2,480 s.f. fast-food restaurant and 32,060 s.f. shopping center space (a 6,657 s.f. retail building and a 25,405 s.f. grocery store). The 85th percentile parking demand for these land uses are listed below:

- Fast-food restaurant with drive-through window (Land Use 934): 13.78 and 14.2 spaces per 1,000 s.f. on a weekday and Saturday, respectively.
- Shopping center (Land Use 820): 3.68 and 3.74 spaces per 1,000 s.f. on a non-December weekday and Saturday, respectively.

The individual parking demand for the fast-food restaurant and shopping center space would be 34 and 118 spaces on a weekday, respectively, and 35 and 120 spaces on a Saturday, respectively.

For the fast-food restaurant, an internal captive rate of 60% was applied according to the Urban Land Institute (ULI) *Shared Parking Manual*, *3rd Edition*.

Because each use would have peak parking demands occurring at different times of the day, a shared parking analysis was conducted to determine the overall peak parking demand for the shopping center as a whole. Table 5 shows the time-of-day parking demand for each new use based on the rates published in the ITE *Parking Generation Manual.* The maximum parking demand for the St. Francis Square with the new buildings would be 226 and 250 spaces on a weekday and Saturday. Therefore, the proposed parking supply of 262 spaces would be sufficient to accommodate the projected peak parking demand upon buildout of the proposed project. The parking lot modifications resulting in a total of 262 spaces would be completed during the construction of the grocery store expansion. Thus, the parking supply would be more than adequate during this interim phase prior to the construction of the proposed drive-thru restaurant.

Table 5
Time of Day Parking Demand

Hour	Existing Occupied Spaces[1]		Fast-Food Restaurant[2]		Additional Shopping Center Space[3]		Total Demand	
Beginning	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
8:00 am	51	59	4	4	18	32	73	95
9:00 am	68	78	4	4	38	55	110	137
10:00 am	82	93	4	4	64	80	150	177
11:00 am	94	101	8	7	84	102	186	210
12:00 pm	88	105	14	12	117	114	219	231
1:00 pm	96	113	12	14	118	120	226	247
2:00 pm	93	121	8	11	106	118	207	250
3:00 pm	87	97	6	7	98	110	191	214
4:00 pm	74	86	6	4	96	103	176	193
5:00 pm	76	98	8	7	99	95	183	200
6:00 pm	89	106	9	10	101	85	199	201
7:00 pm	111	141	3	9	94	83	208	233
8:00 pm	107	114	3	9	74	72	184	195
	Parking Demand by Each Use						Max. Demand	
	111	**141**	**14**	**14**	**118**	**120**	**226**	**250**

Notes:
85th percentile parking demand and time of day parking rates based on ITE *Parking Generation Manual, 5th Edition*.
1. Vehicle parking counts were conducted for the shopping center on Thursday May 5, 2022 and Saturday May 7, 2022.
2. Based on the ITE parking demand rates for fast-food restaurant with drive-through window (Land Use 934). An internal captive rate of 60% is applied according to the ULI *Shared Parking Manual, 3rd edition*.
3. Based on the ITE parking demand rates for shopping center (Land Use 820). Include the proposed and existing unoccupied space.

Conclusions

The traffic operations analysis for the proposed expansion of the St. Francis Square shopping center shows that vehicle trips generated by the project would not cause an adverse effect on traffic operations at the adjacent St. Francis Boulevard/Southgate Avenue intersection and the project driveways.

Hexagon has the following recommendations resulting from the evaluation of site access and parking demand.

- The street parking south of the St. Francis Boulevard driveway and west of the two Southgate Avenue driveways should be prohibited by painting 25 feet of red curb.
- The site plan shows a new trash enclosure would be located within this dead-end aisle near the St. Francis Boulevard driveway. The project should prepare a trash pick-up plan that shows how garbage collection vehicles would service this enclosure to ensure it would not impede movements to and from the St. Francis Boulevard driveway.
- Chowking should use traffic cones and/or staff during peak periods to direct drive-through traffic to continue past the first east-west drive aisle after entering the site from Southgate Avenue to ensure that any excess drive-through queue is contained within the parking lot and does not impede traffic entering the shopping center from Southgate Avenue.

Appendix A

Project Trip Generation Estimates Using Separate Trip Rate for Fast-Food Restaurant

Project Trip Generation Estimates using Separate Trip Rate for Fast-Food Restaurant

Land Use	Size	Daily Trip Rate	Daily Trips	AM Peak Hour Trip Rate	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trip Rate	PM Peak Hour Splits In	PM Peak Hour Splits Out	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Shopping Center with Proposed Expansion													
Shopping Plaza[1]	69,368 s.f.	97.33	6,751	3.53	152	93	245	9.38	48%	52%	312	339	651
Internal Captured Trip Reduction[2]			-362		-8	-12	-20				-16	-12	-28
Pass-by Trip Reduction[3]			-2,556		-56	-34	-90				###	-129	-249
Fast Food Restaurant with Drive-Through[4]	2,480 s.f.	467.48	1,159	44.61	57	54	111	33.03	52%	48%	43	39	82
Internal Captured Trip Reduction[2]			-288		-12	-8	-20				-12	-16	-28
Pass-by Trip Reduction[3]			-435		-23	-23	-46				-22	-5	-27
Total Trips with Expansion			***4,269***		***110***	***70***	***180***				***185***	***216***	***401***
Existing Shopping Center													
Shopping Plaza[1]	37,306 s.f.[5]	114.83	4,284	3.53	82	50	132	10.86	48%	52%	194	211	405
Pass-by Reduction[3]			-1,714		-33	-20	-53				-78	-84	-162
Total Shopping Center Trips			***2,570***		***49***	***30***	***79***				***116***	***127***	***243***
Proposed Expansion													
Shopping Plaza	34,542 s.f.[6]		2,467		70	43	113		0%	0%	118	128	246
Pass-by Reduction			-842		-23	-14	-37				-42	-45	-87
Total Net Project Trips			**1,699**		**61**	**40**	**101**				**69**	**89**	**158**

Notes:

All trip rates are from ITE *Trip Generation Manual, 11th Edition* .

1. Daily and PM peak-hour trips were estimated using the fitted-curve equations for Shopping Plaza (40-150k) (Land Use 821), which is not available for the AM peak hour. AM peak-hour trips were estimated using the average trip rate (in trips per 1,000 square feet).

2. Peak-hour trip reductions for internal capture in a mixed-use developmment were estimated using the ITE *Internal Trip Capture Estimator Tool (NCHRP 8-51)* . Daily trip reductions were estimated based on ratio of daily trips to peak hour trips.

3. A 40% and 50% pass-by trip reduction was applied for Shopping Plaza (40-150k) and Fast Food Restaurant with Drive-Through Window, respectively, based the ITE average pass-by rates. Pass-by trip reductions were applied to the external trips (after reductions for internal captured trips).

4. Daily, AM and PM peak-hour trips were estimated using the average trip rate (in trips per 1,000 square feet) for Fast-Food Restaurant with Drive-Through Window (Land Use 934).

5. Existing shopping plaza square footage represents only currently occupied space.

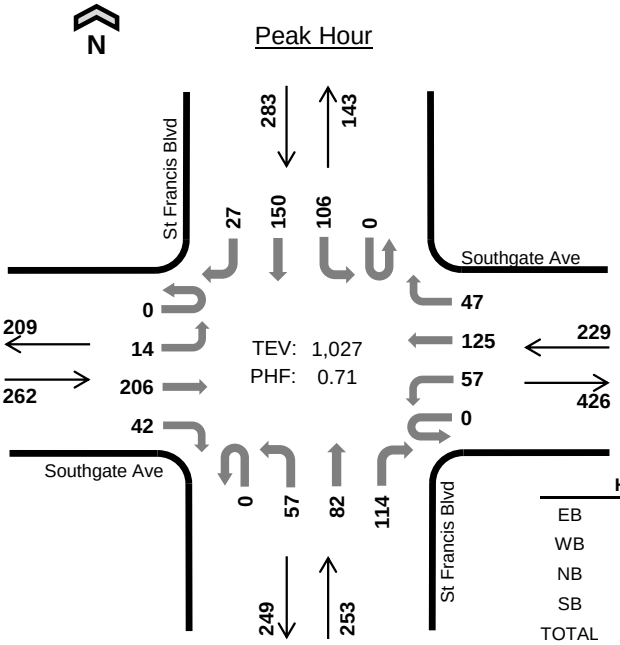
6. Total increase in occupied space due to reoccupancy of existing space and construction of new space.

Appendix B

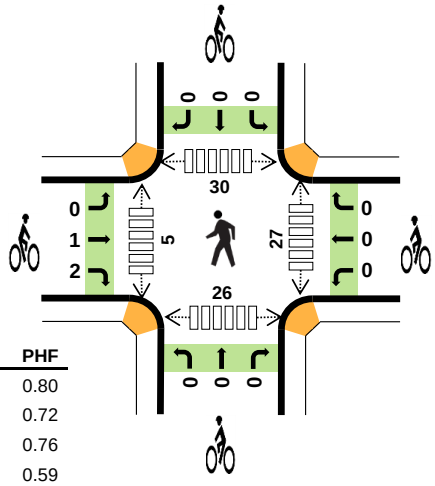
Traffic Counts

St Francis Blvd
Southgate Ave

Date: 04/26/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.7%	0.80
WB	1.7%	0.72
NB	3.6%	0.76
SB	1.4%	0.59
TOTAL	2.3%	0.71



Two-Hour Count Summaries

Interval Start	Southgate Ave Eastbound				Southgate Ave Westbound				St Francis Blvd Northbound				St Francis Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	18	4	0	5	12	3	0	2	6	7	0	8	7	2	78	0
7:15 AM	0	2	16	13	0	4	19	3	0	5	14	8	0	2	11	0	97	0
7:30 AM	0	5	30	2	0	8	10	8	0	9	5	11	0	10	19	3	120	0
7:45 AM	**0**	**4**	**34**	**12**	**0**	**12**	**26**	**8**	**0**	**14**	**9**	**26**	**0**	**8**	**24**	**5**	**182**	477
8:00 AM	**0**	**6**	**68**	**8**	**0**	**15**	**42**	**15**	**0**	**16**	**29**	**38**	**0**	**34**	**38**	**9**	**318**	717
8:15 AM	**0**	**3**	**63**	**12**	**0**	**20**	**40**	**20**	**0**	**16**	**30**	**37**	**0**	**44**	**64**	**12**	**361**	981
8:30 AM	**0**	**1**	**41**	**10**	**0**	**10**	**17**	**4**	**0**	**11**	**14**	**13**	**0**	**20**	**24**	**1**	**166**	**1,027**
8:45 AM	0	1	42	5	15	7	22	7	0	7	6	15	0	9	16	2	154	999
Count Total	0	26	312	66	15	81	188	68	0	80	113	155	0	135	203	34	1,476	0
Peak Hour All	**0**	**14**	**206**	**42**	**0**	**57**	**125**	**47**	**0**	**57**	**82**	**114**	**0**	**106**	**150**	**27**	**1,027**	**0**
Peak Hour HV	**0**	**0**	**2**	**5**	**0**	**0**	**1**	**3**	**0**	**6**	**1**	**2**	**0**	**1**	**3**	**0**	**24**	**0**
Peak Hour HV%	**-**	**0%**	**1%**	**12%**	**-**	**0%**	**1%**	**6%**	**-**	**11%**	**1%**	**2%**	**-**	**1%**	**2%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	1	0	*3*	0	0	0	0	*0*	0	0	0	4	*4*
7:15 AM	1	0	2	0	*3*	0	0	0	0	*0*	2	1	1	2	*6*
7:30 AM	2	0	1	0	*3*	1	0	0	1	*2*	1	0	4	0	*5*
7:45 AM	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**3**	**2**	*11*
8:00 AM	**2**	**1**	**3**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**12**	**0**	**11**	**6**	*29*
8:15 AM	**2**	**1**	**2**	**0**	***5***	**3**	**0**	**0**	**0**	***3***	**8**	**2**	**12**	**10**	*32*
8:30 AM	**2**	**1**	**3**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**3**	**1**	**4**	**8**	***16***
8:45 AM	1	1	1	0	*3*	0	0	0	0	*0*	1	1	1	3	*6*
Count Total	13	5	14	4	*36*	4	0	0	1	*5*	31	7	36	35	*109*
Peak Hour	**7**	**4**	**9**	**4**	***24***	**3**	**0**	**0**	**0**	***3***	**27**	**5**	**30**	**26**	***88***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Southgate Ave Eastbound				Southgate Ave Westbound				St Francis Blvd Northbound				St Francis Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3	0
7:15 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	0
7:30 AM	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3	0
7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	12
8:00 AM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**1**	**2**	**0**	**9**	18
8:15 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	20
8:30 AM	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**7**	**24**
8:45 AM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3	24
Count Total	0	0	4	9	0	0	1	4	0	11	1	2	0	1	3	0	36	0
Peak Hour	**0**	**0**	**2**	**5**	**0**	**0**	**1**	**3**	**0**	**6**	**1**	**2**	**0**	**1**	**3**	**0**	**24**	**0**

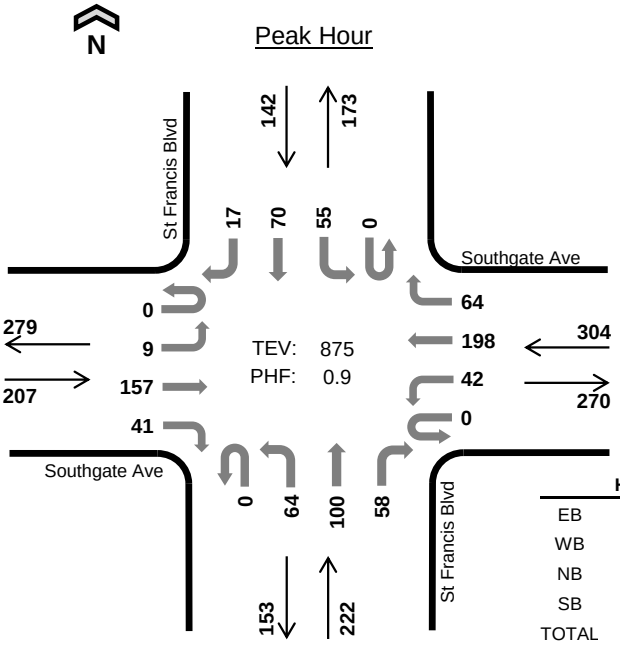
Two-Hour Count Summaries - Bikes

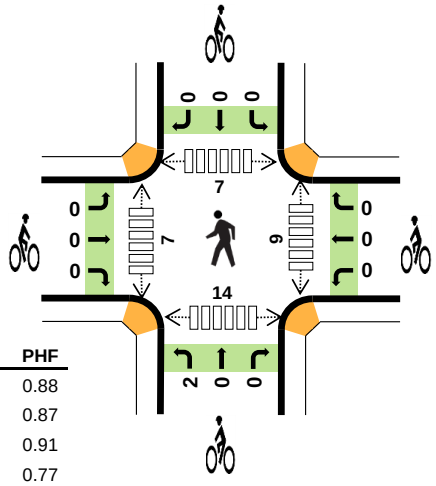
Interval Start	Southgate Ave Eastbound			Southgate Ave Westbound			St Francis Blvd Northbound			St Francis Blvd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:15 AM	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	5
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	2	2	0	0	0	0	0	0	1	0	0	5	0
Peak Hour	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

St Francis Blvd
Southgate Ave

Date: 04/26/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	3.4%	0.88
WB	0.3%	0.87
NB	3.6%	0.91
SB	0.7%	0.77
TOTAL	1.9%	0.90

Two-Hour Count Summaries

Interval Start		Southgate Ave Eastbound				Southgate Ave Westbound				St Francis Blvd Northbound				St Francis Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	5	43	10	0	15	55	11	0	13	18	17	0	14	10	4	215	0
4:15 PM		0	1	36	11	0	10	54	13	0	16	22	9	0	16	17	5	210	0
4:30 PM		**0**	**1**	**44**	**14**	**0**	**10**	**50**	**14**	**0**	**16**	**21**	**15**	**0**	**17**	**13**	**4**	**219**	0
4:45 PM		**0**	**2**	**45**	**9**	**0**	**5**	**52**	**17**	**0**	**21**	**23**	**13**	**0**	**8**	**21**	**3**	**219**	863
5:00 PM		**0**	**6**	**28**	**9**	**0**	**15**	**43**	**11**	**0**	**11**	**27**	**14**	**0**	**11**	**17**	**2**	**194**	842
5:15 PM		**0**	**0**	**40**	**9**	**0**	**12**	**53**	**22**	**0**	**16**	**29**	**16**	**0**	**19**	**19**	**8**	**243**	**875**
5:30 PM		0	2	36	7	0	8	52	14	0	23	30	13	0	20	12	2	219	875
5:45 PM		0	5	29	11	0	8	42	16	0	11	15	6	0	11	12	6	172	828
Count Total		0	22	301	80	0	83	401	118	0	127	185	103	0	116	121	34	1,691	0
Peak Hour	**All**	**0**	**9**	**157**	**41**	**0**	**42**	**198**	**64**	**0**	**64**	**100**	**58**	**0**	**55**	**70**	**17**	**875**	**0**
	HV	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**17**	**0**
	HV%	**-**	**0%**	**1%**	**15%**	**-**	**0%**	**0%**	**2%**	**-**	**11%**	**1%**	**0%**	**-**	**2%**	**0%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	1	1	0	*5*	1	0	0	0	*1*	0	0	0	1	*1*
4:15 PM	1	1	2	1	*5*	0	0	0	0	*0*	3	0	4	0	*7*
4:30 PM	**1**	**0**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**3**	**2**	*9*
4:45 PM	**2**	**1**	**2**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**2**	**1**	*7*
5:00 PM	**3**	**0**	**2**	**0**	***5***	**0**	**0**	**1**	**0**	***1***	**4**	**0**	**0**	**5**	*9*
5:15 PM	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**1**	**0**	***1***	**2**	**2**	**2**	**6**	***12***
5:30 PM	3	0	2	0	*5*	0	0	0	0	*0*	2	3	1	1	*7*
5:45 PM	1	1	1	0	*3*	0	0	0	1	*1*	1	1	2	3	*7*
Count Total	15	4	14	2	*35*	1	0	2	1	*4*	15	11	14	19	*59*
Peak Hour	**7**	**1**	**8**	**1**	***17***	**0**	**0**	**2**	**0**	***2***	**9**	**7**	**7**	**14**	***37***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Southgate Ave Eastbound				Southgate Ave Westbound				St Francis Blvd Northbound				St Francis Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	2	0	1	0	0	0	1	0	0	0	0	0	0	5	0
4:15 PM	0	0	0	1	0	0	1	0	0	1	1	0	0	0	1	0	5	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	0
4:45 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	19
5:00 PM	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	19
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**17**
5:30 PM	0	0	1	2	0	0	0	0	0	1	1	0	0	0	0	0	5	18
5:45 PM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3	16
Count Total	0	0	3	12	0	1	1	2	0	11	3	0	0	1	1	0	35	0
Peak Hour	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**17**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Southgate Ave Eastbound			Southgate Ave Westbound			St Francis Blvd Northbound			St Francis Blvd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Count Total	0	1	0	0	0	0	2	0	0	0	1	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.


1
2
3
4
5
St Francis Blvd
Southgate Ave
Southgate Ave
El Dorado Dr
Campana Ave
St Francis Blvd
Escuela Dr
Escuela Dr
"Penelope" Consultation, Inc"
LibertyX Bitcoin ATM
Supreme Pot
Google
Imagery ©2022 Maxar Technologies, U.S. Geological Survey, Map data ©2022 Google
United States
3D Earth view is not available
Terms
Privacy
Send feedback

Location: St Francis Square, Daly City
Date: 4/26/2026
Count Duration: 12 HRS
Site Code: Driveway 1, on St Francis Blvd s/o Southgate Ave

	Tuesday, April 26, 2022				
	In		Out		Total
Time	Volume		Volume		
	Left In	Right In	Left Out	Right Out	
7:00	0	3	2	0	18
7:15	0	3	2	0	
7:30	0	1	0	1	
7:45	0	3	3	0	
8:00	0	7	2	2	41
8:15	2	2	2	1	
8:30	2	5	4	3	
8:45	0	4	3	2	
9:00	1	5	2	1	48
9:15	2	8	3	2	
9:30	0	6	4	3	
9:45	1	4	5	1	
10:00	0	13	6	1	78
10:15	1	8	9	2	
10:30	1	10	8	3	
10:45	1	4	7	4	
11:00	3	16	4	3	83
11:15	2	8	5	3	
11:30	1	9	4	2	
11:45	0	4	10	9	
12:00	3	13	5	3	81
12:15	0	11	10	1	
12:30	1	8	6	2	
12:45	1	10	4	3	
13:00	1	14	6	3	88
13:15	0	11	8	3	
13:30	0	12	8	3	
13:45	0	8	9	2	
14:00	0	6	2	4	69
14:15	2	7	6	4	
14:30	2	10	8	5	
14:45	3	6	3	1	
15:00	2	9	1	5	86
15:15	0	13	6	4	
15:30	2	6	7	5	
15:45	1	15	8	2	
16:00	0	11	9	7	106
16:15	2	10	6	3	
16:30	2	13	11	2	
16:45	1	16	10	3	
17:00	1	9	5	3	83
17:15	1	6	8	4	
17:30	1	14	7	5	
17:45	0	11	3	5	
18:00	4	9	2	4	71
18:15	2	10	8	3	
18:30	0	4	3	5	
18:45	1	9	4	3	
12-HOUR TOTAL	**50**	**404**	**258**	**140**	**852**

Location: St Francis Square, Daly City
Date: 4/26/2026
Count Duration: 12 HRS
Site Code: Driveway 2, on St Francis Blvd s/o Southgate Ave

	Tuesday, April 26, 2022				
	In		Out		Total
Time	Volume		Volume		
	Left In	Right In	Left Out	Right Out	
7:00	0	1	0	0	3
7:15	0	1	1	0	
7:30	0	0	0	0	
7:45	0	0	0	0	
8:00	0	0	0	0	0
8:15	0	0	0	0	
8:30	0	0	0	0	
8:45	0	0	0	0	
9:00	0	0	0	0	1
9:15	0	1	0	0	
9:30	0	0	0	0	
9:45	0	0	0	0	
10:00	0	0	0	0	1
10:15	0	0	0	0	
10:30	0	0	0	0	
10:45	0	0	0	1	
11:00	0	0	0	0	2
11:15	0	0	0	0	
11:30	1	1	0	0	
11:45	0	0	0	0	
12:00	0	0	0	0	3
12:15	0	1	0	0	
12:30	1	1	0	0	
12:45	0	0	0	0	
13:00	0	0	0	0	0
13:15	0	0	0	0	
13:30	0	0	0	0	
13:45	0	0	0	0	
14:00	0	0	0	0	2
14:15	0	0	0	0	
14:30	0	1	0	0	
14:45	0	0	0	1	
15:00	0	0	0	0	2
15:15	0	0	0	0	
15:30	0	0	0	0	
15:45	0	2	0	0	
16:00	0	0	0	0	3
16:15	0	0	1	0	
16:30	0	2	0	0	
16:45	0	0	0	0	
17:00	0	0	0	0	2
17:15	0	1	0	0	
17:30	0	1	0	0	
17:45	0	0	0	0	
18:00	0	1	0	0	4
18:15	0	1	0	0	
18:30	0	2	0	0	
18:45	0	0	0	0	
12-HOUR TOTAL	**2**	**17**	**2**	**2**	**0**

Location: St Francis Square, Daly City
Date: 4/26/2026
Count Duration: 12 HRS
Site Code: Driveway 4, on Southgate Ave e/o St Francis Blvd

	Tuesday, April 26, 2022				
	In		Out		Total
Time	Volume		Volume		
	Left In	Right In	Left Out	Right Out	
7:00	0	1	0	2	9
7:15	0	2	0	2	
7:30	0	0	0	0	
7:45	1	0	0	1	
8:00	0	4	2	2	17
8:15	0	2	0	0	
8:30	0	1	0	0	
8:45	1	4	0	1	
9:00	0	2	1	0	29
9:15	0	3	2	0	
9:30	0	9	2	2	
9:45	1	4	2	1	
10:00	1	4	2	4	37
10:15	0	5	1	4	
10:30	1	4	1	3	
10:45	2	3	1	1	
11:00	1	2	0	0	21
11:15	0	4	0	4	
11:30	0	7	1	0	
11:45	0	1	0	1	
12:00	3	3	1	0	31
12:15	0	11	0	1	
12:30	0	1	2	3	
12:45	0	5	1	0	
13:00	2	2	3	3	34
13:15	1	4	0	1	
13:30	1	8	0	1	
13:45	1	3	2	2	
14:00	1	2	0	0	34
14:15	1	6	0	2	
14:30	3	8	1	3	
14:45	1	4	0	2	
15:00	4	3	1	1	29
15:15	0	3	1	1	
15:30	1	4	1	2	
15:45	2	2	1	2	
16:00	1	2	2	0	26
16:15	0	3	2	2	
16:30	0	8	0	0	
16:45	2	3	0	1	
17:00	0	4	1	3	36
17:15	2	7	1	1	
17:30	0	7	1	2	
17:45	0	2	2	3	
18:00	0	6	2	0	26
18:15	2	4	0	0	
18:30	0	4	2	1	
18:45	0	2	0	3	
12-HOUR TOTAL	**36**	**183**	**42**	**68**	**329**

Location: St Francis Square, Daly City
Date: 4/26/2026
Count Duration: 12 HRS
Site Code: Driveway 5, on Southgate Ave e/o St Francis Blvd

	Tuesday, April 26, 2022				
	In		Out		Total
Time	Volume		Volume		
	Left In	Right In	Left Out	Right Out	
7:00	2	0	1	0	26
7:15	3	0	1	2	
7:30	3	0	0	3	
7:45	4	0	1	6	
8:00	2	2	1	3	59
8:15	9	2	1	9	
8:30	8	0	2	5	
8:45	5	0	4	6	
9:00	11	2	2	11	77
9:15	5	0	2	6	
9:30	8	1	2	12	
9:45	6	1	0	8	
10:00	11	2	0	13	99
10:15	10	1	2	9	
10:30	13	1	6	10	
10:45	11	0	4	6	
11:00	12	2	2	17	110
11:15	8	1	1	9	
11:30	15	0	3	10	
11:45	15	1	3	11	
12:00	8	2	1	9	89
12:15	7	0	1	14	
12:30	11	0	2	11	
12:45	10	0	2	11	
13:00	7	1	5	11	88
13:15	6	0	4	10	
13:30	7	0	1	9	
13:45	10	1	2	14	
14:00	9	0	0	5	69
14:15	5	1	1	6	
14:30	8	2	5	9	
14:45	8	0	2	8	
15:00	8	0	1	17	117
15:15	15	1	3	14	
15:30	10	2	2	11	
15:45	17	1	4	11	
16:00	8	1	1	11	81
16:15	5	0	2	7	
16:30	6	0	3	11	
16:45	11	1	4	10	
17:00	6	3	0	7	76
17:15	8	1	3	8	
17:30	9	1	2	9	
17:45	11	0	2	6	
18:00	10	1	2	9	78
18:15	11	1	4	4	
18:30	5	0	0	9	
18:45	6	0	1	15	
12-HOUR TOTAL	**403**	**36**	**98**	**432**	**969**

Appendix C

Level of Service Calculations

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	206	42	57	125	47	57	82	114	106	150	27
Future Volume (veh/h)	14	206	42	57	125	47	57	82	114	106	150	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	15	224	46	62	136	51	62	89	124	115	163	29
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	365	75	247	315	118	781	424	590	756	924	164
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1192	1500	308	1105	1293	485	1186	706	983	1164	1540	274
Grp Volume(v), veh/h	15	0	270	62	0	187	62	0	213	115	0	192
Grp Sat Flow(s),veh/h/ln	1192	0	1808	1105	0	1777	1186	0	1689	1164	0	1814
Q Serve(g_s), s	0.6	0.0	7.6	3.0	0.0	5.1	1.4	0.0	3.3	2.9	0.0	2.7
Cycle Q Clear(g_c), s	5.7	0.0	7.6	10.7	0.0	5.1	4.1	0.0	3.3	6.2	0.0	2.7
Prop In Lane	1.00		0.17	1.00		0.27	1.00		0.58	1.00		0.15
Lane Grp Cap(c), veh/h	309	0	440	247	0	432	781	0	1014	756	0	1089
V/C Ratio(X)	0.05	0.00	0.61	0.25	0.00	0.43	0.08	0.00	0.21	0.15	0.00	0.18
Avail Cap(c_a), veh/h	776	0	1148	680	0	1128	781	0	1014	756	0	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	19.3	24.1	0.0	18.4	6.1	0.0	5.3	6.7	0.0	5.1
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.5	0.0	0.7	0.2	0.0	0.5	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.9	1.0	0.0	2.6	0.5	0.0	1.7	1.0	0.0	1.4
LnGrp Delay(d),s/veh	20.9	0.0	20.7	24.6	0.0	19.1	6.3	0.0	5.7	7.1	0.0	5.5
LnGrp LOS	C		C	C		B	A		A	A		A
Approach Vol, veh/h		285			249			275			307	
Approach Delay, s/veh		20.7			20.5			5.9			6.1	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		39.0		18.5		39.0		18.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		34.5		36.5		34.5		36.5
Max Q Clear Time (g_c+I1), s		6.1		9.6		8.2		12.7
Green Ext Time (p_c), s		1.6		1.7		1.6		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	157	41	42	198	64	64	100	58	55	70	17
Future Volume (veh/h)	9	157	41	42	198	64	64	100	58	55	70	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	10	171	45	46	215	70	70	109	63	60	76	18
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	324	85	286	306	100	883	656	379	806	862	204
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1090	1422	374	1161	1347	439	1297	1109	641	1208	1457	345
Grp Volume(v), veh/h	10	0	216	46	0	285	70	0	172	60	0	94
Grp Sat Flow(s),veh/h/ln	1090	0	1797	1161	0	1785	1297	0	1750	1208	0	1802
Q Serve(g_s), s	0.4	0.0	5.3	1.8	0.0	7.3	1.2	0.0	2.2	1.2	0.0	1.1
Cycle Q Clear(g_c), s	7.7	0.0	5.3	7.1	0.0	7.3	2.3	0.0	2.2	3.4	0.0	1.1
Prop In Lane	1.00		0.21	1.00		0.25	1.00		0.37	1.00		0.19
Lane Grp Cap(c), veh/h	232	0	409	286	0	406	883	0	1036	806	0	1067
V/C Ratio(X)	0.04	0.00	0.53	0.16	0.00	0.70	0.08	0.00	0.17	0.07	0.00	0.09
Avail Cap(c_a), veh/h	892	0	1496	988	0	1487	883	0	1036	806	0	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	16.9	20.0	0.0	17.7	4.9	0.0	4.6	5.4	0.0	4.4
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.3	0.0	2.2	0.2	0.0	0.3	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.7	0.6	0.0	3.8	0.5	0.0	1.2	0.4	0.0	0.6
LnGrp Delay(d),s/veh	21.3	0.0	18.0	20.3	0.0	19.9	5.1	0.0	4.9	5.5	0.0	4.5
LnGrp LOS	C		B	C		B	A		A	A		A
Approach Vol, veh/h		226			331			242			154	
Approach Delay, s/veh		18.1			20.0			5.0			4.9	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		34.0		15.8		34.0		15.8
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		29.5		41.5		29.5		41.5
Max Q Clear Time (g_c+I1), s		4.3		9.7		5.4		9.3
Green Ext Time (p_c), s		1.2		1.4		0.7		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	215	42	57	128	47	59	85	114	109	151	27
Future Volume (veh/h)	14	215	42	57	128	47	59	85	114	109	151	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	15	234	46	62	139	51	64	92	124	118	164	29
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	376	74	246	323	119	774	429	579	748	919	163
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1188	1513	297	1095	1301	477	1185	720	971	1161	1542	273
Grp Volume(v), veh/h	15	0	280	62	0	190	64	0	216	118	0	193
Grp Sat Flow(s),veh/h/ln	1188	0	1810	1095	0	1779	1185	0	1691	1161	0	1815
Q Serve(g_s), s	0.6	0.0	8.0	3.1	0.0	5.2	1.5	0.0	3.4	3.0	0.0	2.8
Cycle Q Clear(g_c), s	5.8	0.0	8.0	11.0	0.0	5.2	4.3	0.0	3.4	6.5	0.0	2.8
Prop In Lane	1.00		0.16	1.00		0.27	1.00		0.57	1.00		0.15
Lane Grp Cap(c), veh/h	313	0	450	246	0	442	774	0	1008	748	0	1082
V/C Ratio(X)	0.05	0.00	0.62	0.25	0.00	0.43	0.08	0.00	0.21	0.16	0.00	0.18
Avail Cap(c_a), veh/h	767	0	1142	664	0	1122	774	0	1008	748	0	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	19.3	24.2	0.0	18.3	6.3	0.0	5.4	6.9	0.0	5.3
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.5	0.0	0.7	0.2	0.0	0.5	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.1	1.0	0.0	2.6	0.5	0.0	1.7	1.0	0.0	1.5
LnGrp Delay(d),s/veh	20.8	0.0	20.8	24.8	0.0	19.0	6.5	0.0	5.9	7.4	0.0	5.6
LnGrp LOS	C		C	C		B	A		A	A		A
Approach Vol, veh/h		295			252			280			311	
Approach Delay, s/veh		20.8			20.4			6.0			6.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		39.0		18.9		39.0		18.9
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		34.5		36.5		34.5		36.5
Max Q Clear Time (g_c+I1), s		6.3		10.0		8.5		13.0
Green Ext Time (p_c), s		1.6		1.8		1.6		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

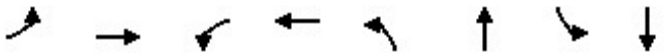
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	172	41	42	209	64	70	108	58	61	72	17
Future Volume (veh/h)	9	172	41	42	209	64	70	108	58	61	72	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	10	187	45	46	227	70	76	117	63	66	78	18
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	340	82	282	320	99	872	669	360	790	859	198
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1078	1452	349	1144	1367	421	1294	1140	614	1199	1465	338
Grp Volume(v), veh/h	10	0	232	46	0	297	76	0	180	66	0	96
Grp Sat Flow(s),veh/h/ln	1078	0	1801	1144	0	1788	1294	0	1754	1199	0	1803
Q Serve(g_s), s	0.4	0.0	5.7	1.9	0.0	7.7	1.4	0.0	2.4	1.3	0.0	1.2
Cycle Q Clear(g_c), s	8.1	0.0	5.7	7.5	0.0	7.7	2.5	0.0	2.4	3.7	0.0	1.2
Prop In Lane	1.00		0.19	1.00		0.24	1.00		0.35	1.00		0.19
Lane Grp Cap(c), veh/h	231	0	422	282	0	419	872	0	1029	790	0	1058
V/C Ratio(X)	0.04	0.00	0.55	0.16	0.00	0.71	0.09	0.00	0.17	0.08	0.00	0.09
Avail Cap(c_a), veh/h	868	0	1487	958	0	1476	872	0	1029	790	0	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	16.9	20.2	0.0	17.7	5.1	0.0	4.8	5.6	0.0	4.5
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.3	0.0	2.2	0.2	0.0	0.4	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.0	0.6	0.0	4.0	0.5	0.0	1.3	0.5	0.0	0.6
LnGrp Delay(d),s/veh	21.5	0.0	18.0	20.5	0.0	19.9	5.3	0.0	5.2	5.9	0.0	4.7
LnGrp LOS	C		B	C		B	A		A	A		A
Approach Vol, veh/h		242			343			256			162	
Approach Delay, s/veh		18.2			20.0			5.2			5.2	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		34.0		16.3		34.0		16.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		29.5		41.5		29.5		41.5
Max Q Clear Time (g_c+I1), s		4.5		10.1		5.7		9.7
Green Ext Time (p_c), s		1.3		1.5		0.7		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

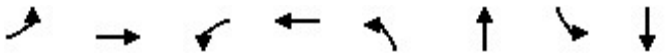
Appendix D

Vehicle Queuing Calculations



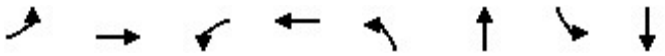
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	270	62	187	62	213	115	192
v/c Ratio	0.06	0.63	0.32	0.43	0.09	0.20	0.16	0.17
Control Delay	16.8	25.1	22.7	18.3	5.9	3.5	6.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	25.1	22.7	18.3	5.9	3.5	6.5	5.7
Queue Length 50th (ft)	4	77	17	45	7	12	14	22
Queue Length 95th (ft)	16	139	46	91	25	43	42	57
Internal Link Dist (ft)		116		161		180		161
Turn Bay Length (ft)								
Base Capacity (vph)	736	1177	538	1164	724	1081	710	1116
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.23	0.12	0.16	0.09	0.20	0.16	0.17

Intersection Summary



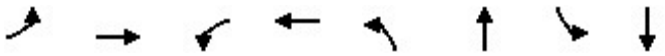
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	216	46	285	70	172	60	94
v/c Ratio	0.05	0.47	0.17	0.62	0.09	0.17	0.09	0.09
Control Delay	14.4	17.7	16.2	21.2	6.4	5.2	6.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	17.7	16.2	21.2	6.4	5.2	6.4	5.3
Queue Length 50th (ft)	2	48	11	67	8	15	7	9
Queue Length 95th (ft)	11	96	31	127	28	47	25	30
Internal Link Dist (ft)		116		161		180		161
Turn Bay Length (ft)								
Base Capacity (vph)	691	1471	885	1463	748	1033	698	1052
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.15	0.05	0.19	0.09	0.17	0.09	0.09

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	280	62	190	64	216	118	193
v/c Ratio	0.06	0.63	0.32	0.43	0.09	0.20	0.17	0.17
Control Delay	16.5	25.1	22.4	18.2	6.3	3.8	6.8	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	25.1	22.4	18.2	6.3	3.8	6.8	5.9
Queue Length 50th (ft)	4	80	18	46	8	13	15	23
Queue Length 95th (ft)	16	144	46	92	27	47	45	61
Internal Link Dist (ft)		116		161		180		161
Turn Bay Length (ft)								
Base Capacity (vph)	725	1167	518	1155	716	1072	701	1106
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.24	0.12	0.16	0.09	0.20	0.17	0.17

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	232	46	297	76	180	66	96
v/c Ratio	0.05	0.49	0.18	0.63	0.10	0.18	0.10	0.09
Control Delay	14.3	18.3	16.2	21.5	6.6	5.5	6.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	18.3	16.2	21.5	6.6	5.5	6.6	5.6
Queue Length 50th (ft)	2	54	11	71	9	17	8	9
Queue Length 95th (ft)	11	103	31	133	30	51	27	32
Internal Link Dist (ft)		116		161		180		161
Turn Bay Length (ft)								
Base Capacity (vph)	659	1463	837	1456	742	1027	688	1045
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.16	0.05	0.20	0.10	0.18	0.10	0.09

Intersection Summary

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	403	35	51	216	16	42
Future Vol, veh/h	403	35	51	216	16	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	438	38	55	235	17	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	476	0	802	457
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	345	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1086	-	353	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	717	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1086	-	335	604
Mov Cap-2 Maneuver	-	-	-	-	453	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	553	-	-	1086	-
HCM Lane V/C Ratio	0.114	-	-	0.051	-
HCM Control Delay (s)	12.3	-	-	8.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	242	45	6	244
Future Vol, veh/h	28	16	242	45	6	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	17	263	49	7	265

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	567	288	0	0	312	0
Stage 1	288	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	485	751	-	-	1248	-
Stage 1	761	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	482	751	-	-	1248	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	554	1248	-
HCM Lane V/C Ratio	-	-	0.086	0.005	-
HCM Control Delay (s)	-	-	12.1	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	229	62	83	285	30	89
Future Vol, veh/h	229	62	83	285	30	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	67	90	310	33	97

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	316	0	773	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1244	-	367	756
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1244	-	341	756
Mov Cap-2 Maneuver	-	-	-	-	448	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	644	-	-	1244	-
HCM Lane V/C Ratio	0.201	-	-	0.073	-
HCM Control Delay (s)	12	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	38	198	92	7	148
Future Vol, veh/h	78	38	198	92	7	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	41	215	100	8	161

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	442	265	0	0	315	0
Stage 1	265	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	573	774	-	-	1245	-
Stage 1	779	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	569	774	-	-	1245	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	623	1245	-
HCM Lane V/C Ratio	-	-	0.202	0.006	-
HCM Control Delay (s)	-	-	12.2	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Appendix E

Jollibee Drive-Through Counts

Jollibee Drive-Through Counts - 22MH07 (Daly City)

AUTO CENSUS

Traffic Monitoring and Analysis

Date: 5/5/22, Thursday
Counter: Matt
Location: 6955 Mission Street, Daly City
Weather: Fair

7536 Lighthouse Drive
Stockton, CA 95219
Phone: 408-533-3398

Time	Order	Pick-Up	Total	Time	Order	Pick-Up	Total	Time	Order	Pick-Up	Total
11:00 AM	1	0	1	2:00 PM	0	0	0	5:00 PM	0	1	1
11:05 AM	0	2	2	2:05 PM	1	0	1	5:05 PM	1	1	2
11:10 AM	0	1	1	2:10 PM	0	1	1	5:10 PM	2	1	3
11:15 AM	0	0	0	2:15 PM	1	1	2	5:15 PM	1	2	3
11:20 AM	0	0	0	2:20 PM	1	3	4	5:20 PM	1	0	1
11:25 AM	0	1	1	2:25 PM	1	1	2	5:25 PM	2	2	4
11:30 AM	1	1	2	2:30 PM	0	2	2	5:30 PM	-	-	-
11:35 AM	0	1	1	2:35 PM	-	-	-	5:35 PM	-	-	-
11:40 AM	1	0	1	2:40 PM	-	-	-	5:40 PM	-	-	-
11:45 AM	1	2	3	2:45 PM	-	-	-	5:45 PM	3	2	5
11:50 AM	0	1	1	2:50 PM	1	0	1	5:50 PM	4	3	7
11:55 AM	0	0	0	2:55 PM	2	1	3	5:55 PM	1	2	3
12:00 PM	1	0	1	3:00 PM	2	3	5	6:00 PM	1	1	2
12:05 PM	0	1	1	3:05 PM	2	4	6	6:05 PM	2	2	4
12:10 PM	1	1	2	3:10 PM	2	1	3	6:10 PM	0	1	1
12:15 PM	0	1	1	3:15 PM	1	1	2	6:15 PM	0	1	1
12:20 PM	2	1	3	3:20 PM	0	3	3	6:20 PM	1	1	2
12:25 PM	0	3	3	3:25 PM	2	3	5	6:25 PM	0	0	0
12:30 PM	0	2	2	3:30 PM	0	5	5	6:30 PM	2	2	4
12:35 PM	1	0	1	3:35 PM	1	3	4	6:35 PM	3	3	6
12:40 PM	0	3	3	3:40 PM	1	2	3	6:40 PM	3	1	4
12:45 PM	2	0	2	3:45 PM	1	0	1	6:45 PM	2	1	3
12:50 PM	0	5	5	3:50 PM	0	1	1	6:50 PM	2	0	2
12:55 PM	1	4	5	3:55 PM	1	3	4	6:55 PM	1	1	2
1:00 PM	1	0	1	4:00 PM	0	1	1	7:00 PM	2	1	3
1:05 PM	1	1	2	4:05 PM	0	2	2				
1:10 PM	0	1	1	4:10 PM	1	1	2				
1:15 PM	2	0	2	4:15 PM	0	1	1				
1:20 PM	1	0	1	4:20 PM	0	0	0				
1:25 PM	0	0	0	4:25 PM	1	0	1				
1:30 PM	2	2	4	4:30 PM	1	0	1				
1:35 PM	1	4	5	4:35 PM	0	1	1				
1:40 PM	1	0	1	4:40 PM	1	2	3				
1:45 PM	0	1	1	4:45 PM	1	1	2				
1:50 PM	0	2	2	4:50 PM	1	2	3				
1:55 PM	1	0	1	4:55 PM	1	1	2				

Jollibee Drive-Through Counts - 22MH07 (Daly City)

AUTO CENSUS

Traffic Monitoring and Analysis

Date: 5/7/22, Saturday
Counter: Matt
Location: 6955 Mission Street, Daly City
Weather: Fair

7536 Lighthouse Drive
Stockton, CA 95219
Phone: 408-533-3398

Time	Order	Pick-Up	Total	Time	Order	Pick-Up	Total	Time	Order	Pick-Up	Total
11:00 AM	1	3	4	2:00 PM	0	1	1	5:00 PM	-	-	-
11:05 AM	3	2	5	2:05 PM	0	1	1	5:05 PM	-	-	-
11:10 AM	1	2	3	2:10 PM	-	-	-	5:10 PM	0	0	0
11:15 AM	2	0	2	2:15 PM	-	-	-	5:15 PM	1	1	2
11:20 AM	0	3	3	2:20 PM	-	-	-	5:20 PM	0	2	2
11:25 AM	2	2	4	2:25 PM	2	2	4	5:25 PM	1	1	2
11:30 AM	2	3	5	2:30 PM	0	2	2	5:30 PM	2	0	2
11:35 AM	0	4	4	2:35 PM	1	2	3	5:35 PM	1	0	1
11:40 AM	0	1	1	2:40 PM	1	1	2	5:40 PM	2	1	3
11:45 AM	0	1	1	2:45 PM	2	3	5	5:45 PM	2	2	4
11:50 AM	0	0	0	2:50 PM	1	4	5	5:50 PM	1	1	2
11:55 AM	0	0	0	2:55 PM	0	1	1	5:55 PM	0	2	2
12:00 PM	1	1	2	3:00 PM	0	1	1	6:00 PM	0	1	1
12:05 PM	0	3	3	3:05 PM	1	0	1	6:05 PM	1	1	2
12:10 PM	1	1	2	3:10 PM	1	1	2	6:10 PM	1	0	1
12:15 PM	0	0	0	3:15 PM	2	1	3	6:15 PM	0	1	1
12:20 PM	2	1	3	3:20 PM	1	1	2	6:20 PM	0	0	0
12:25 PM	1	0	1	3:25 PM	0	2	2	6:25 PM	1	0	1
12:30 PM	3	2	5	3:30 PM	1	0	1	6:30 PM	1	0	1
12:35 PM	1	2	3	3:35 PM	1	2	3	6:35 PM	0	1	1
12:40 PM	2	2	4	3:40 PM	2	0	2	6:40 PM	1	0	1
12:45 PM	2	1	3	3:45 PM	2	3	5	6:45 PM	0	1	1
12:50 PM	2	4	6	3:50 PM	1	0	1	6:50 PM	2	1	3
12:55 PM	2	3	5	3:55 PM	1	0	1	6:55 PM	1	1	2
1:00 PM	1	4	5	4:00 PM	1	4	5	7:00 PM	1	0	1
1:05 PM	2	5	7	4:05 PM	1	3	4				
1:10 PM	4	3	7	4:10 PM	2	2	4				
1:15 PM	4	4	8	4:15 PM	0	4	4				
1:20 PM	3	5	8	4:20 PM	0	2	2				
1:25 PM	4	5	9	4:25 PM	0	1	1				
1:30 PM	1	5	6	4:30 PM	0	2	2				
1:35 PM	3	4	7	4:35 PM	0	1	1				
1:40 PM	3	4	7	4:40 PM	1	1	2				
1:45 PM	0	5	5	4:45 PM	1	2	3				
1:50 PM	4	3	7	4:50 PM	2	0	2				
1:55 PM	5	4	9	4:55 PM	-	-	-				

Appendix F

St. Francis Square Parking Counts

St. Francis Square Parking Counts - 22MH07 (Daly City)

AUTO CENSUS
Traffic Monitoring and Analysis
7536 Lighthouse Drive
Stockton, CA 95219
Phone: 408-533-3398

Date: 5/5/2022, 5/7/22
Counter: Kathy
Intersection Name: St. Francis Blvd
Weather: Fair

	Thursday	Saturday
	5/5/2022	5/7/2022
8:00 am	51	59
9:00 am	68	78
10:00 am	82	93
11:00 am	94	101
12:00 pm	88	105
1:00 pm	96	113
2:00 pm	93	121
3:00 pm	87	97
4:00 pm	74	86
5:00 pm	76	98
6:00 pm	89	106
7:00 pm	111	141
8:00 pm	107	114

Richard Chiu Jr., PE
Director of Public Works
City of Daly City
333 90th Street
Daly City, CA 94015

October 5, 2022

Dear Mr. Chiu:

On behalf of Daly City's Bicycle and Pedestrian Advisory Committee (B/PAC), we would like to express our concern regarding the proposed new drive thru restaurant at 79 St. Francis Square.

As a committee tasked with improving pedestrian and bicycle safety in Daly City, we oppose the drive thru being proposed at 79 St. Francis Square. We believe a drive thru at this location would negatively impact pedestrian and bicycle safety because:

1. The site is located along a High Injury Network, streets with a high concentration of fatalities and serious injuries for pedestrians, bicyclists, and motorists and adding a drive thru will make it even more dangerous
2. The site is located along a route used by many children to go to Daniel Webster Elementary School, Thomas Edison Elementary School, and Fernando Rivera Middle School and research has shown that children are at a greater risk of being involved in a vehicle collision because of proximity to drive-thrus

We have seen the many negative impacts drive thrus have had on our community from cars blocking sidewalks to cars queuing on public streets, to poor air quality from cars waiting in the drive thru lines.

While we are excited to have more restaurants in our city we do not support having a drive thru at this location and we respectfully request that the project applicant remove the drive thru component from their proposal.

Sincerely,

Clayton Koo B/PAC Chairperson	Henry Martinez B/PAC Vice-Chairperson	Melinda Hue B/PAC Committee Member
Alan Uy B/PAC Committee Member	Rachel Goodman B/PAC Committee Member	Natasha Opfell B/PAC Committee Member
Kathy Gilbert B/PAC Committee Member		

Cc: Tatum Mothershead, Director of Economic and Community Development; Michael Van Lonkhuysen, Planning Manager; Daly City City Council; Daly City Planning Commission

Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	May 2, 2023
Application:	Planned Development PD-10-22-015932
Project Planner:	Sam Fielding, Associate Planner
Project Location:	455 Hickey Boulevard (APN 091-341-140)
Project Description:	Eight-story Office Building with Parking Structure (Preliminary Plan Review Only)
Applicant:	DES Architect and Engineers 399 Bradford Street, Suite 300 Redwood City, CA 94063
Property Owners:	Charles W. King III 265 Lytton Avenue, Suite 304 Palo Alto, CA 94301
Environmental Assessment:	Mitigated Negative Declaration (anticipated)
Applicable Daly City Municipal Code Sections:	Chapter 17.28 – Planned Development District

Site Information

Property Size	Existing Use	Proposed Use	General Plan Designation	Current Zoning
139,392 sq. ft. (3.2 acres)	Commercial Office	Commercial Office	Commercial	-Commercial Office C-O -Light Commercial C-1 -Planned Development PD8A

Area Information

Land Use	Zoning
North: Commercial Neighborhood (C-N)	C1 (Light Commercial)
South: Residential Low Density (R-LD), Residential High Density (R-HD)	R1 (Single Family Residential) PD44 (Planned Development)
West: Commercial Neighborhood (C-N)	C1 (Light Commercial)
East: Commercial Neighborhood (C-N)	PD32 (Planned Development)

Background

The applicant, DES Architects and Engineers, proposes to demolish an existing five-story office building and three-level parking garage, and construct a new eight-story office building with parking structure at 455 Hickey Boulevard (see Attachment A – Site Location). The project site is currently developed as the Serramonte Business Center, which includes an 80,652 square foot, five-story office building and 112,500 square foot three-level, 293 parking space, parking garage.

The General Plan designation is Commercial Use, and the zoning is Commercial Office (C-O), Light Commercial (C-1) and Planned Development (PD8A). To allow development standard flexibility to accommodate the redeveloped office development and parking structure, the applicant has applied to rezone the entire project site, consistent of three parcels, to Planned Development. A Lot Merger Application has been submitted with the planning design review application to merge the three parcels into one.

At the Preliminary Plan stage, the Planning Commission is reviewing the proposed land use, circulation, and overall site design of the proposed project. The Commission may either grant approval of the Preliminary Plan, allowing the application to proceed to the Precise Plan stage or request that the applicant revise the Preliminary Plan prior to it proceeding to the Precise Plan stage. Preliminary Plan action does not limit the Commission's ability to recommend the City Council approve, conditionally approve, or deny of the Precise Plan. The Planning Commission's action will be forwarded to the Council as a communication item.

Project Overview

To allow use flexibility, the applicant proposes the review and approval of two alternatives for the Preliminary Plan. Alternative one entails construction of an eight-story, 166' height, technology office building over a three-story parking podium. The total building area would be 280,000 square feet. An additional three-story parking structure would be constructed east of the office building. Off-street parking would total 900 spaces at a 3/1,000 ratio (see Attachment B – Project Plans). Alternative two would entail the construction of a five-story, 118' height, medical office building with a total of 180,000 square feet and would be placed within the same building footprint as the technology office. The parking count and parking structure footprint would remain the same – 900 parking spaces a 1/200 parking ratio. Maximum heights are measured from grade to top of parapet.

As discussed above, the Preliminary Plan provides the Planning Commission the opportunity to review the proposed land use and zoning changes for the proposed office redevelopment and parking garage project. The Planned Development rezone provides the Planning Commission with an opportunity to evaluate the proposal in the context of the existing on-site and adjacent uses and evaluate if the proposed project merits approval. In so determining, the Planning Commission should evaluate if the rezone for the new building and parking structure would be compatible with existing uses and would not have a detrimental impact to the adjacent neighborhood. A Lot Merger application has also been submitted with the planning design review application to merge the existing project site three parcels into one.

Compatibility with Existing Uses

The 3.2-acre site subject site is presently occupied by a three-level parking garage and a five-story office building located into the hillside on Serravista Avenue. The existing building is approximately 80,652 square feet, consisting of medical and commercial office uses. The parking garage contains a total of 293 existing parking stalls on site.

The lowest level of the garage adjoins a single aisle surface parking lot that runs parallel to the office building, and the south end continues as a steep driveway up to the street. The parking garage can be accessed from both Hickey and Serravista. There is a dedicated left turn lane at west-bound Hickey Boulevard, for vehicles coming from both I-280 and the east side of the city.

The redevelopment of the office building and parking structure would provide an expanded parking and office building with either medical or technology office use space. The proposed 900 space parking garage would meet the required parking for office uses. As the existing and proposed uses on the project site are essentially the same, staff feels the proposed use would be compatible with existing uses, traffic circulation, parking demand and the neighborhood character.

Building Design

According to the applicant, the proposed design for the building's massing would be articulated in different ways to reflect the unique hillside character of the project site and be respectful of the varied scales and massing of the mixed-used neighborhoods. A strong emphasis is placed on the vertical hierarchy of the building massing. Architectural expression evolved from the garage base to the body of the building and roofline. Appropriately expressed transparency of the glass facade is reinforced by skeletal frames of opaque finishes, aluminum, and solar-control elements. This animated face will highlight the movement rhythm of the freeway and Hickey Boulevard. Additionally, multi-level view decks are strategically placed and aligned with the glass building corners that provide belief to the building massing, but also create outdoor amenities within the building, on this tight site. The new office building will present itself as a visual marker of the neighborhood and for the vehicular traffic along the I-280 Freeway and from the west side of the city.

The parking garage will be largely screened by existing landscaping on Hickey Boulevard, perforated metal panels will be placed strategically to dress up the garage, this design also forms a strong base for the office building above. Two additional levels of parking structure will be built east of the office building, large street trees will be placed along Serravista Avenue to minimize pretenses in the area. The stair tower will mimic the building design language and feature some glass panels facing Hickey Boulevard. The service yard will be located on the east side of the building, equipment and loading area will be screened with architectural and landscape elements to minimize the visual impact.

The applicant has submitted a concurrent application for design review of the proposed office redevelopment and parking structure project that includes a precise plan design review of the building design, landscaping, grading, stormwater treatment, utilities and a transportation study for both alternatives. In addition, the City CEQA consultant is analyzing the proposed project and anticipates preparation of a CEQA Mitigated Negative Declaration for the project.

Transportation Study

A city consultant is currently preparing a transportation impact study for the project, under staff review, which analyzes the proposed office development for two alternatives, technology office and medical office with parking structures. The transportation study evaluates the existing transportation conditions and the conditions proposed for both alternatives and makes recommendations for intersection vehicle, pedestrian, bicycle, and transit improvements and evaluates traffic circulation and parking requirements for the project. Preliminary results from the transportation study indicate that based on the various requirements, the proposed supply of vehicle parking, bicycle parking and truck loading spaces is more than adequate. Impacts to pedestrian, bicycle and transit service are expected to be less-than-significant.

General Plan and Zoning

The General Plan designation for the proposed parcel is currently Retail and Office (C-RO) and Commercial Office (C-O). The C-RO land use designation consists of retail and office uses for local and regional scope and the FAR varies for land uses within this category and ranges from 2.5 to 5.0 square feet of building area for each square foot of land area. The C-O land use designation consists primarily of office and locally serving commercial uses. This category would include those office uses describe in the "Retail and Office Commercial" designation, but the emphasis is placed on office use rather than the retail uses in terms of land use intensity. In addition to office uses, this category includes office services uses such as: health and fitness centers; small scale printing and photocopying businesses; and eating and drinking establishments. The FAR for office commercial land uses ranges from 1.0 to 3.5.

The project applicant proposes a lot merger of a portion of the C-RO zone to a merge with the existing C-O use to allow for the redevelopment of an existing office and parking garage project. This zoning amendment is requested because the proposed medical or technology office conforms best to the C-O use designation and the project will focus on emphasizing primarily on office use over retail use. An amendment to the General Plan changing the land use designation to Commercial Office (C-O) is therefore required as a necessary land use entitlement for the proposed commercial office redevelopment project.

Similarly, an amendment to the zoning is necessary to establish specific site development regulations, including allowances for height, lot coverage, setbacks and parking. The project is currently within the Light Commercial (C-1), Commercial Office (C-O) and Planned Development District (PD8A).

The existing uses allowed at the zoning for project site include in the C-1 zoning, a mixture of retail such as business office, banks, beauty shops, bookstore, clothing store, drugstore or grocery stores. C-O uses include administrative, businesses and professional offices. Lastly, the PD8A, originally PD1, permitted single-family dwelling units, private recreation facilities, private parking facilities and designated public vista areas. In 1978, the original planned development was amended to allow a zone change from PD-1 district to PD-8 district to allow for the construction of 119 one-unit condominium structures and a Tentative Subdivision application for subdivision to divide property into 119 lots plus common areas for eventual townhouse construction. This property is currently located southerly of Hickey Boulevard between Serra Vista Avenue and Interstate 280, and consisted of approximately 6.6 acres of land, now developed with single family housing. The proposed rezone would create a new Planned

Development on the northern portion of existing PD8A located within the project site, which is currently vacant and was never developed with housing. The new PD would allow commercial office use and its development standards including, height, setbacks, lot coverage, density, and parking, would be defined to allow the proposed office redevelopment and parking structure for either a medical office or technology office use.

Lot Merger

The project site is comprised of three parcels. A Lot Merger Application has been submitted with the planning design review application. Final map application shall be a condition of approval, prepared by a licensed surveyor, prior to issuance of the building permit.

Airport Influence Area

The project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action is determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the Airport Land Use Compatibility Plan (ALUCP). Any proposed land use policy actions, including the proposed General Plan rezoning, that affect properties within the ALUCP Airport Influence Area B boundary in Daly City (such as the project site), must be referred to the C/CAG Board for an ALUCP consistency review and determination.

On December 8, 2022, the Board considered the ALUC recommendation and evaluated the consistency of the project with the relevant airport/land use compatibility policies and criteria contained in the adopted ALUCP. The C/CAG Board determined the proposed General Plan rezoning, and related project entitlements were consistent with relevant ALUCP policies with a required Condition of Approval related to real estate disclosure requirements regarding the site's location within the AIA and the requirement that the project undergo FAA review as described in 14 Code of Federal Regulations Part 77 for both (1) the permanent structures and (2) any temporary cranes or other equipment taller than the permanent buildings which would be required to construct those structures.

Environmental Assessment

An environmental consultant retained by the Planning Division has development an initial study under the requirements of the California Environmental Quality Act (CEQ) and has found the project will require approval of a Mitigated Negative Declaration. Staff is in the process of reviewing the initial study and will present it to the Planning Commission and City Council during the Precise Plan review.

Recommendation

Staff recommends that the Planning Commission take the following action:

1. Recommend that the City Council approve the Preliminary Plan including two alternatives, to rezone the Light Commercial (C-1), Commercial Office (C-O) and Planned

Development (PD8A) to a new Planned Development (PD) zone to allow the redevelopment of an office building and parking structure.

Staff is available to provide any additional information desired by the Planning Commissioners.

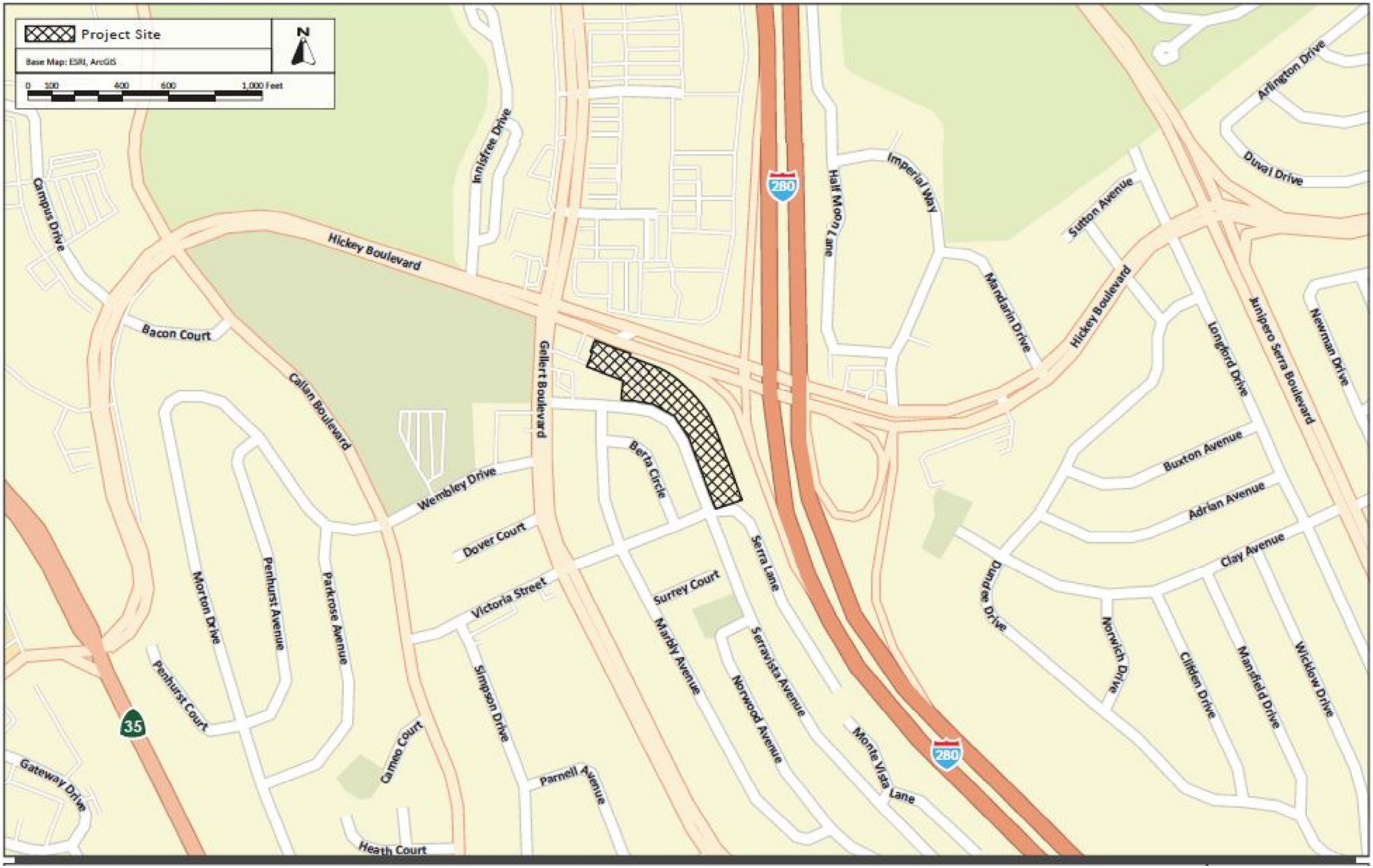
Respectfully submitted,

Sam Fielding
Associate Planner

Tatum Mothershead
Director of Economic and Community Development

Attachments

Attachment A – Site Location
Attachment B – Project Plans


Project Site
Base Map: ESRI, ArcGIS
0 100 400 600 1,000 Feet
N
Campus Drive
Innisfree Drive
Hickey Boulevard
Bacon Court
Callan Boulevard
Gellert Boulevard
Hall Moor Lane
Imperial Way
Mandarin Drive
Sutton Avenue
Arlington Drive
Duval Drive
Hickey Boulevard
Longford Drive
Junipero Serra Boulevard
Newman Drive
Buxton Avenue
Adrian Avenue
Clay Avenue
Dunda Drive
Norwich Drive
Clitden Drive
Mansfield Drive
Wicklow Drive
Berta Circle
Wembley Drive
Dover Court
Victoria Street
Surrey Court
Serra Lane
Marbly Avenue
Serravista Avenue
Norwood Avenue
Monte Vista Lane
Morton Drive
Penhurst Avenue
Parkrose Avenue
Penhurst Court
Simpson Drive
Cameo Court
Parnell Avenue
Heath Court
Gateway Drive
35
280
280



455 HICKEY

455 HICKEY BLVD
DALY CITY, CA

PLANNING SUBMITTAL
10.17.2022

DES ARCHITECTS ENGINEERS

KING ASSET MANAGEMENT

© 2022

VICINITY MAP



PROJECT NARRATIVE

The project site is located immediately to the south of the Gellert / Hickey Boulevard intersection. The 3.2 acres site is comprised of three parcels. Currently, there is a 3-level parking garage and a 5-story office building tucked into the hillside on Serravista Avenue. This project proposes to demolish the existing office building and parking garage for a new office development. The development includes a new 8-story tech office building over 3-story parking podium. The total building area is 280,000 sq. ft. at 2.0 FAR. An additional 3-story parking structure will be constructed east to the office building. The project will be looking at a robust TDM plan to encourage alternate commute methods to the site and reduce parking needs. Currently, 900 parking spaces are planned for this scenario, at a 3/1,000 ratio.

PROJECT TEAM

ARCHITECT:
DES ARCHITECTS + ENGINEERS
399 BRADFORD STREET
REDWOOD CITY, CA 94063
PHONE: 650.364.6453
CONTACT: KENNY HUNG

CIVIL:
BKF ENGINEERS
255 SHORELINE DR, STE 200
REDWOOD CITY, CA 94065
PHONE: 650.482.6306
CONTACT: JONATHAN TANG

LANDSCAPE:
DES ARCHITECTS + ENGINEERS
399 BRADFORD STREET
REDWOOD CITY, CA 94063
PHONE: 650.364.6453
CONTACT: CHRIS MATEO

PROJECT DATA

SITE INFORMATION

ZONING DESIGNATION (CURRENT)	LIGHT COMMERCIAL (C-1) OFFICE COMMERCIAL (C-O) PLANNED DEVELOPMENT (PD8A)
ZONING DESIGNATION (2030 GENERAL PLAN)	COMMERCIAL OFFICE (C-O) COMMERCIAL NEIGHBORHOOD (C-N)
APN	091341140
SITE AREA	139,392 SQ.FT. (3.2 ACRES)

ZONING INFORMATION

	EXISTING	PROPOSED
BUILDING HEIGHT	65 FT.	130 FT.
PROJECT USE	OFFICE	OFFICE
BUILDING AREA	80,652 SQ.FT.	280,000 SQ.FT.
FAR	0.58	2.0
PARKING STRUCTURE	112,500 SQ.FT.	347,500 SQ. FT.

	C-1		C-O	
BUILDING SETBACK	REQ'D	PRO'D	REQ'D	PRO'D
FRONT	-	12'	10'	11'
REAR	-	0'	-	0'
MAX HEIGHT	36'	130'	-	130'
FAR	-	2.0	3.5-1.0	2.0

PARKING REQUIREMENTS

	EXISTING	PROPOSED
PARKING RATIO	3.3 / 1,000 SF	3 / 1000 SF
PARKING SPACES	293	900

SPACES BREAKDOWN	REQ'D	PRO'D
STANDARD SPACES	> 706 *	730
COMPACT SPACES	< 176 *	152
ACCESSIBLE SPACES	18	18
EV SPACES		
EVCS	90 **	90
EV READY	90 **	90
EV CAPABLE	270 **	270

* PER DALY CITY ZONING CODE SECTION 17.34.010, UP TO 20% OF THE TOTAL REQUIRED OFF-STREET PARKING SPACES MAY BE DESIGNATED FOR "SMALL CARS ONLY"

** PER DALY CITY ZONING CODE SECTION 5.106.5.3.1, 10% OF THE AVAILABLE PARKING SPACES ON SITE SHALL BE EQUIPPED WITH LEVEL 2 EVCS; AN ADDITIONAL 10% SHALL BE PROVIDED WITH AT LEAST LEVEL 1 EV READY SPACES; AND AN ADDITIONAL 30% SHALL BE AT LEAST EV CAPABLE.

BICYCLE PARKING REQUIREMENTS

	REQ'D	PRO'D
SHORT TERM	8	8
LONG TERM	45	46

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C2.0 MAPPING PLAN
C3.0 PRELIMINARY EMERGENCY VEHICLE TURNING PLAN
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C5.1 CROSS SECTIONS
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LT-3 SITE LIGHTING PHOTOMETRIC PLAN - LEVEL 4

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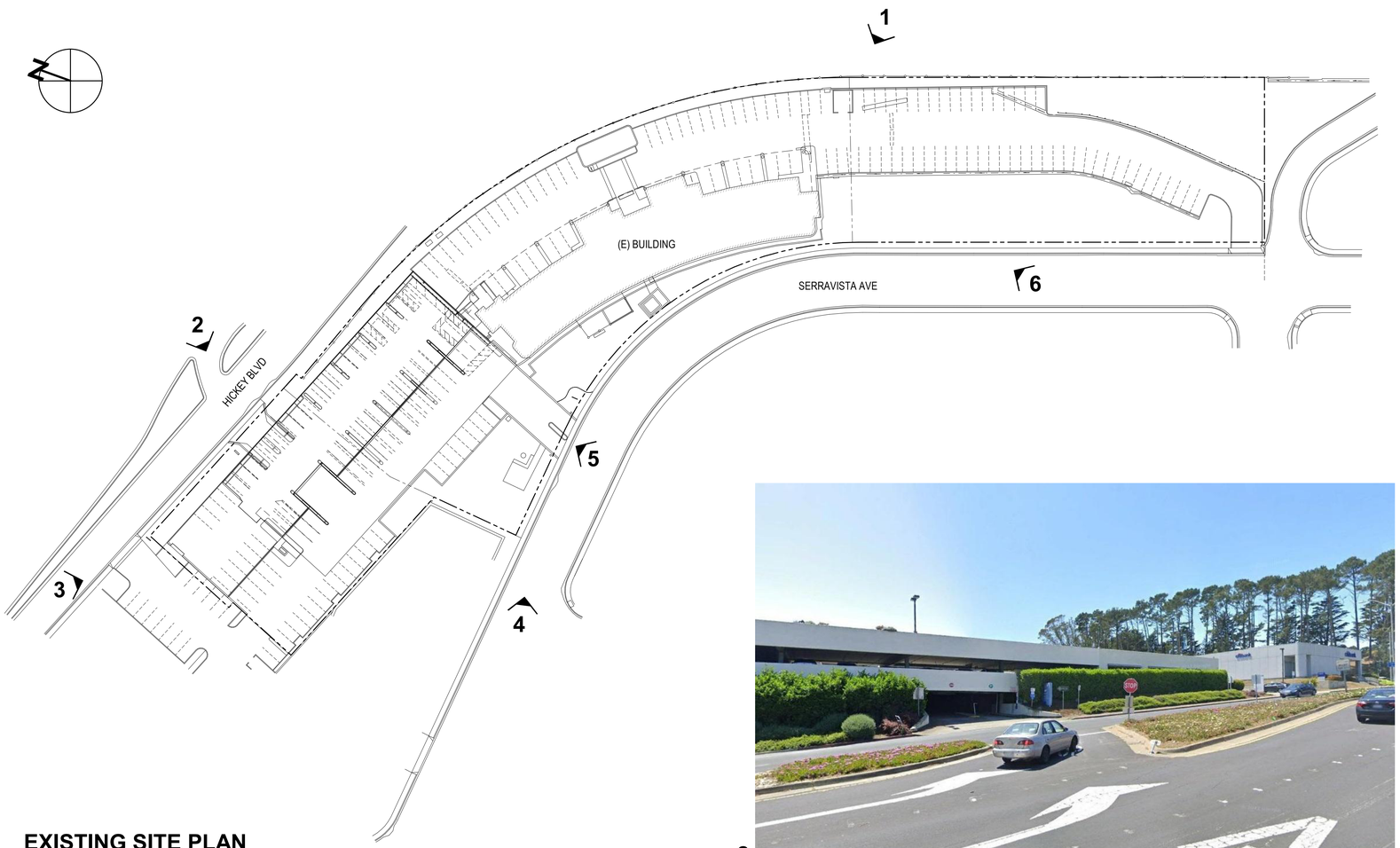
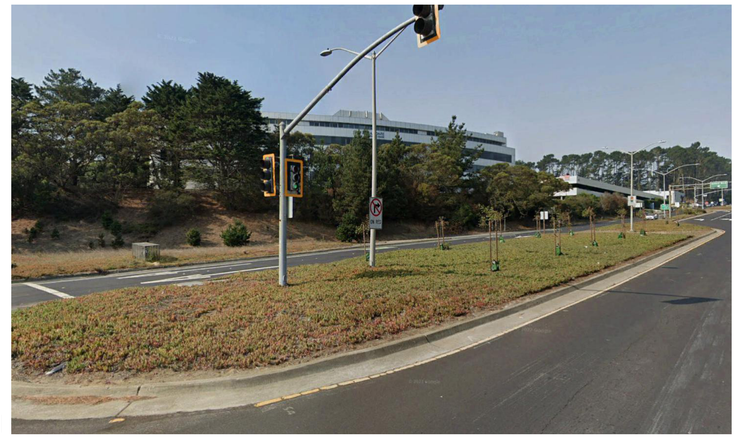


EXISTING SITE PLAN



1

2



3



4



5



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DES ARCHITECTS ENGINEERS

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EXISTING CONDITIONS

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COLOR SITE PLAN

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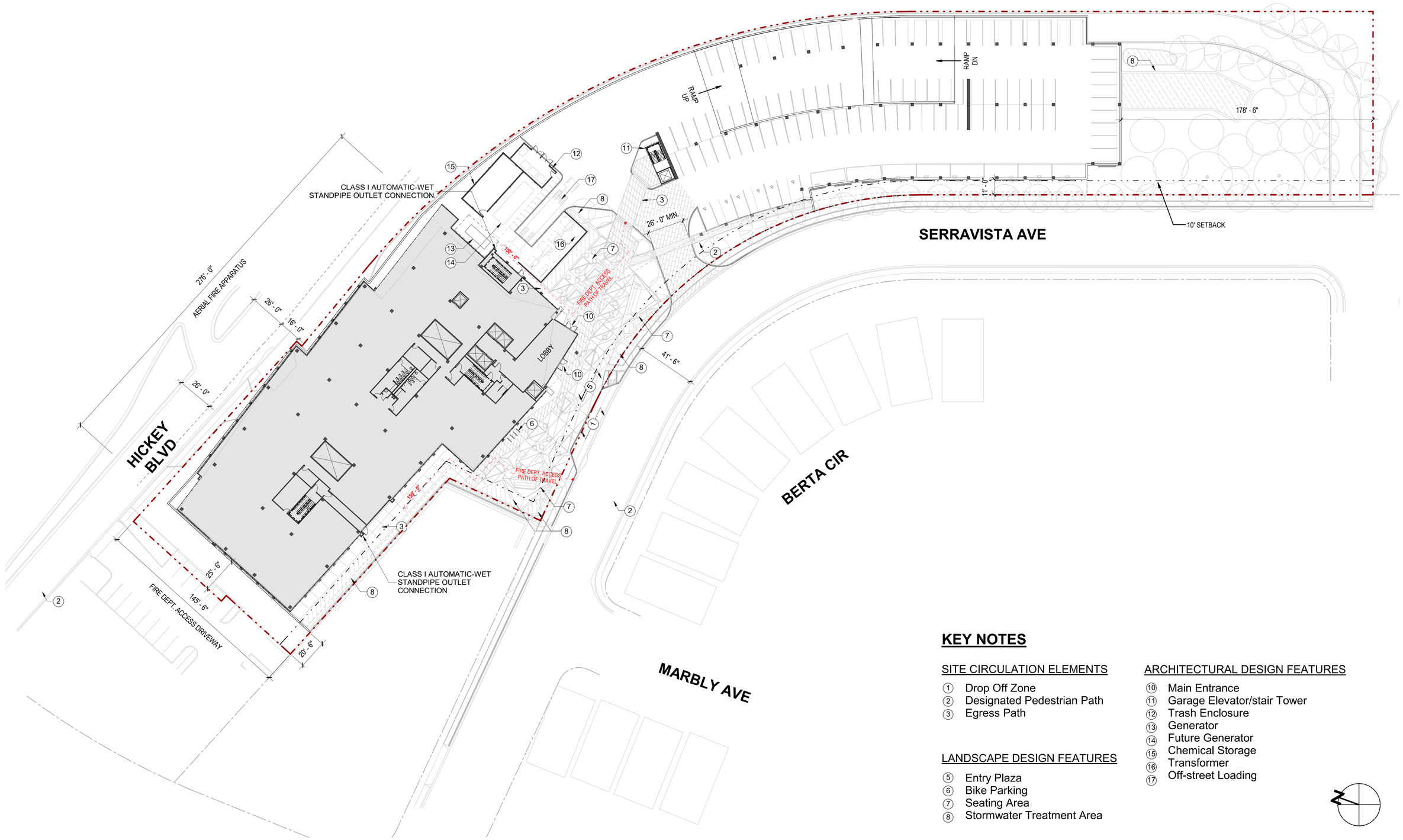

KEY NOTES

SITE CIRCULATION ELEMENTS

1. Drop Off Zone
2. Designated Pedestrian Path
3. Egress Path

LANDSCAPE DESIGN FEATURES

5. Entry Plaza
6. Bike Parking
7. Seating Area
8. Stormwater Treatment Area

ARCHITECTURAL DESIGN FEATURES

10. Main Entrance
11. Garage Elevator/stair Tower
12. Trash Enclosure
13. Generator
14. Future Generator
15. Chemical Storage
16. Transformer
17. Off-street Loading

SCALE: 1" = 30'-0"

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SITE PLAN

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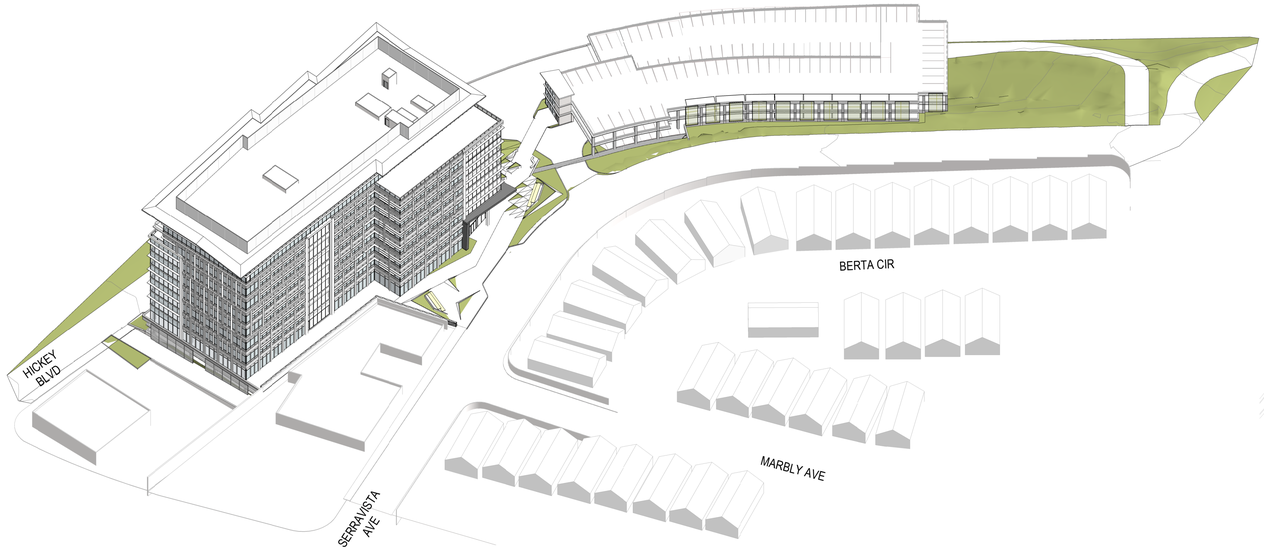
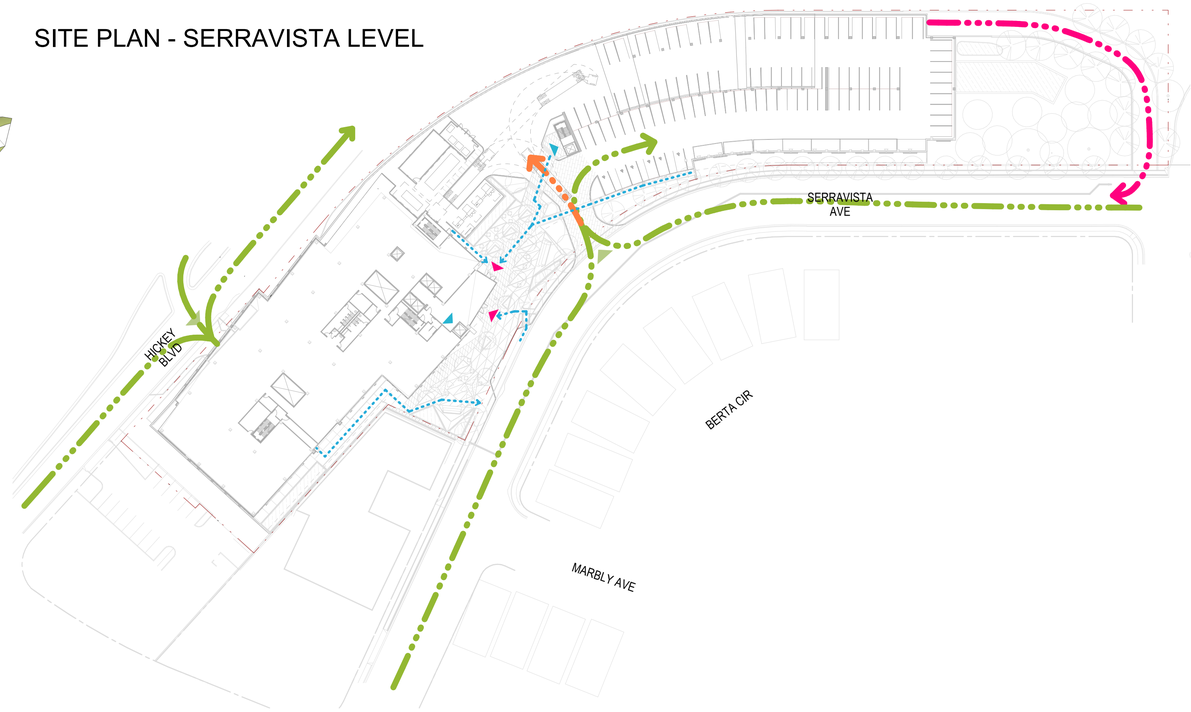
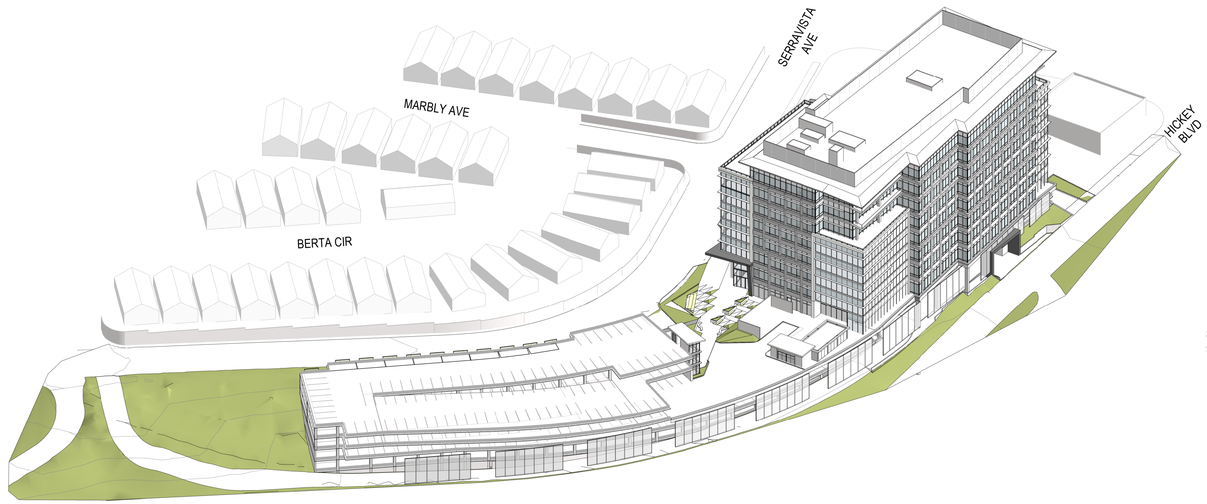


AXON - VIEW FROM SERRAVISTA

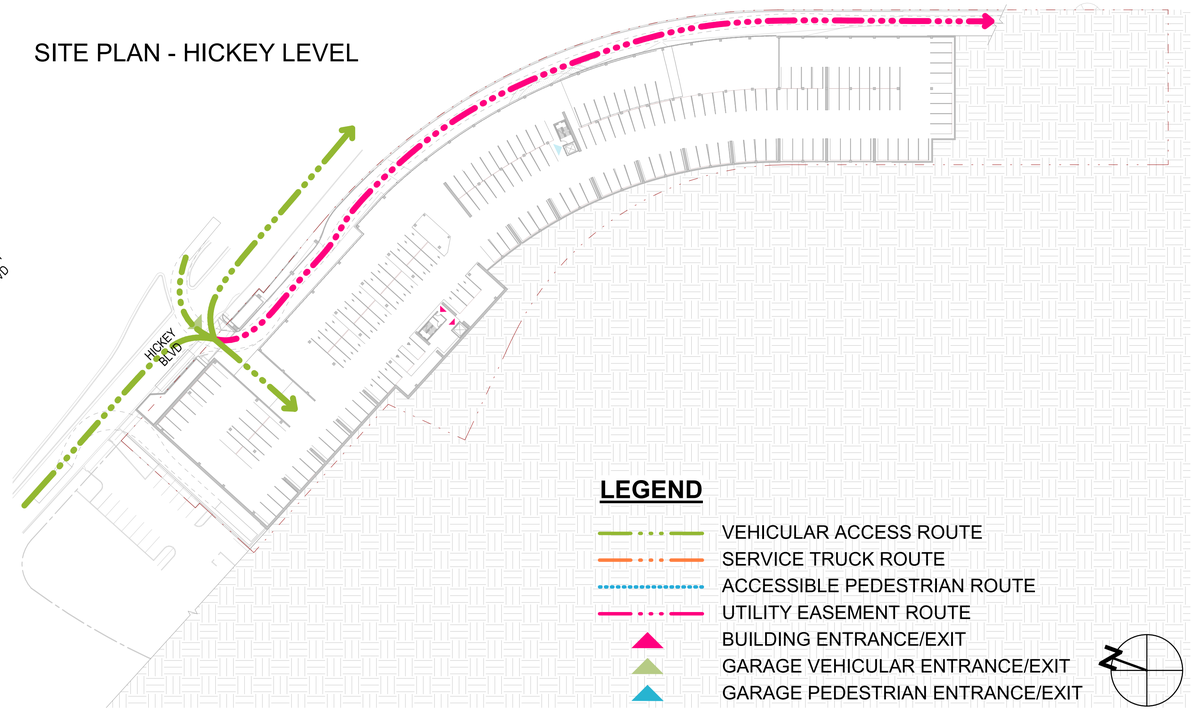
SITE PLAN - SERRAVISTA LEVEL





AXON - VIEW FROM HICKEY

SITE PLAN - HICKEY LEVEL



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SITE CIRCULATION DIAGRAM

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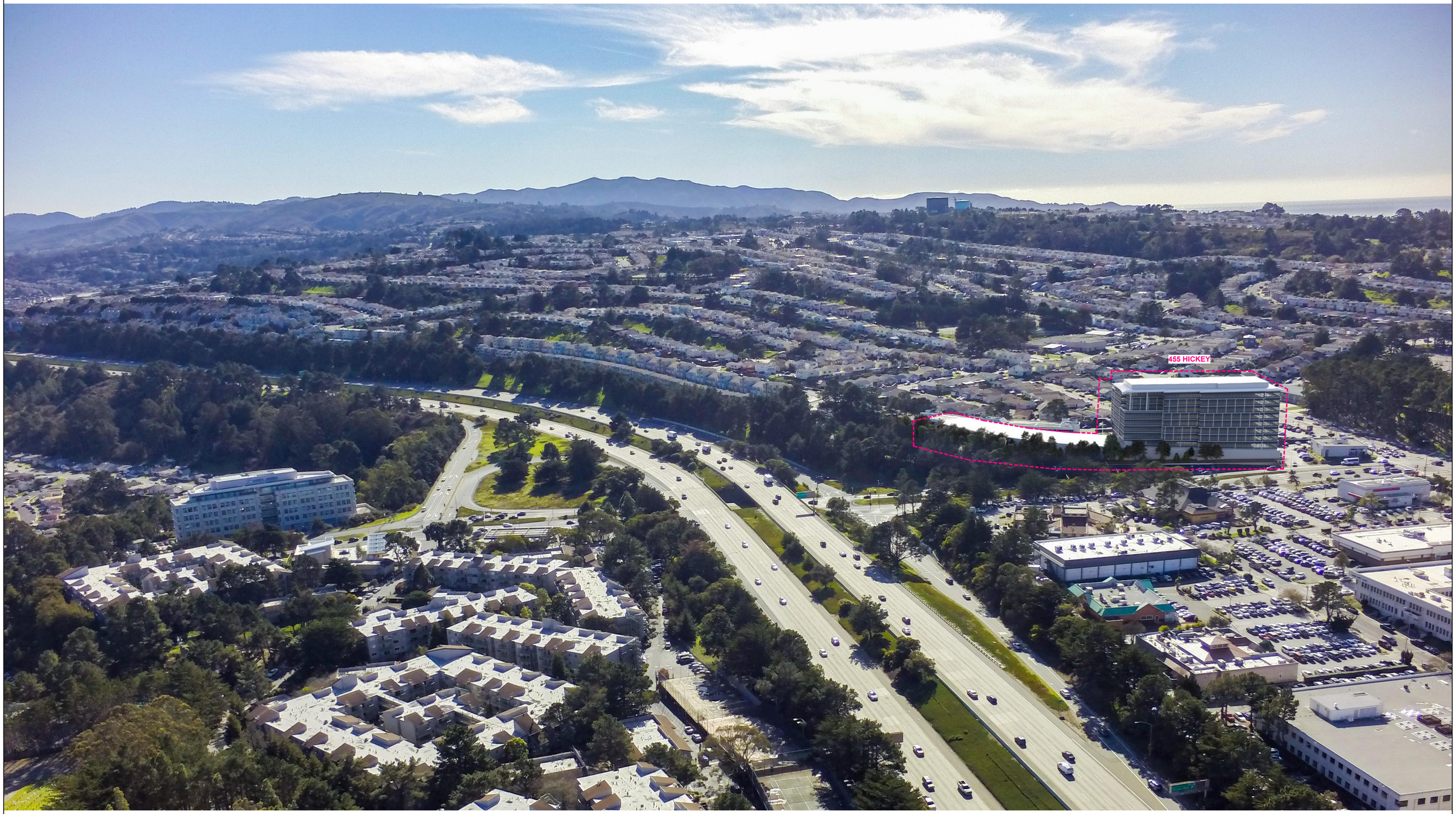

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RENDERING - AERIAL VIEW

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RENDERING - VIEW FROM I-280 LOOKING NORTHWEST

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RENDERING - VIEW FROM HICKEY AND GELLERT

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RENDERING - VIEW FROM SERRAVISTA AND GELLERT

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RENDERING - VIEW FROM SERRAVISTA AND VICTORIA

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RENDERING - VIEW FROM I-280 LOOKING SOUTHWEST

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RENDERING - VIEW AT MAIN ENTRANCE

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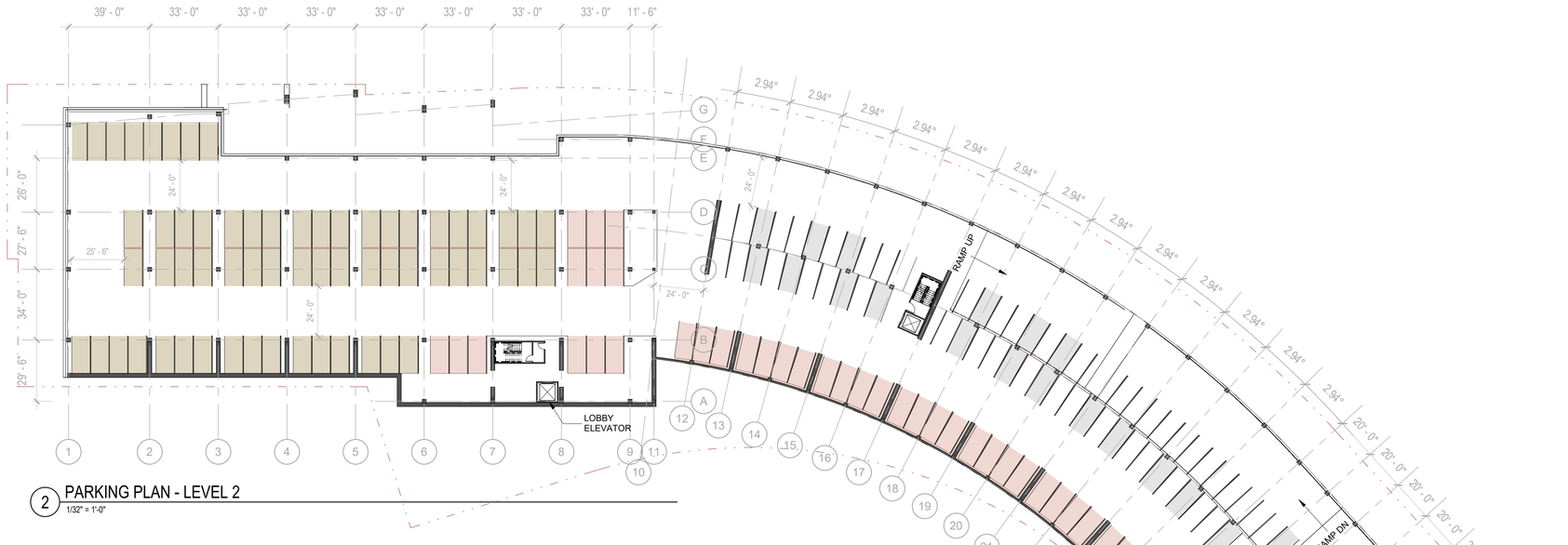
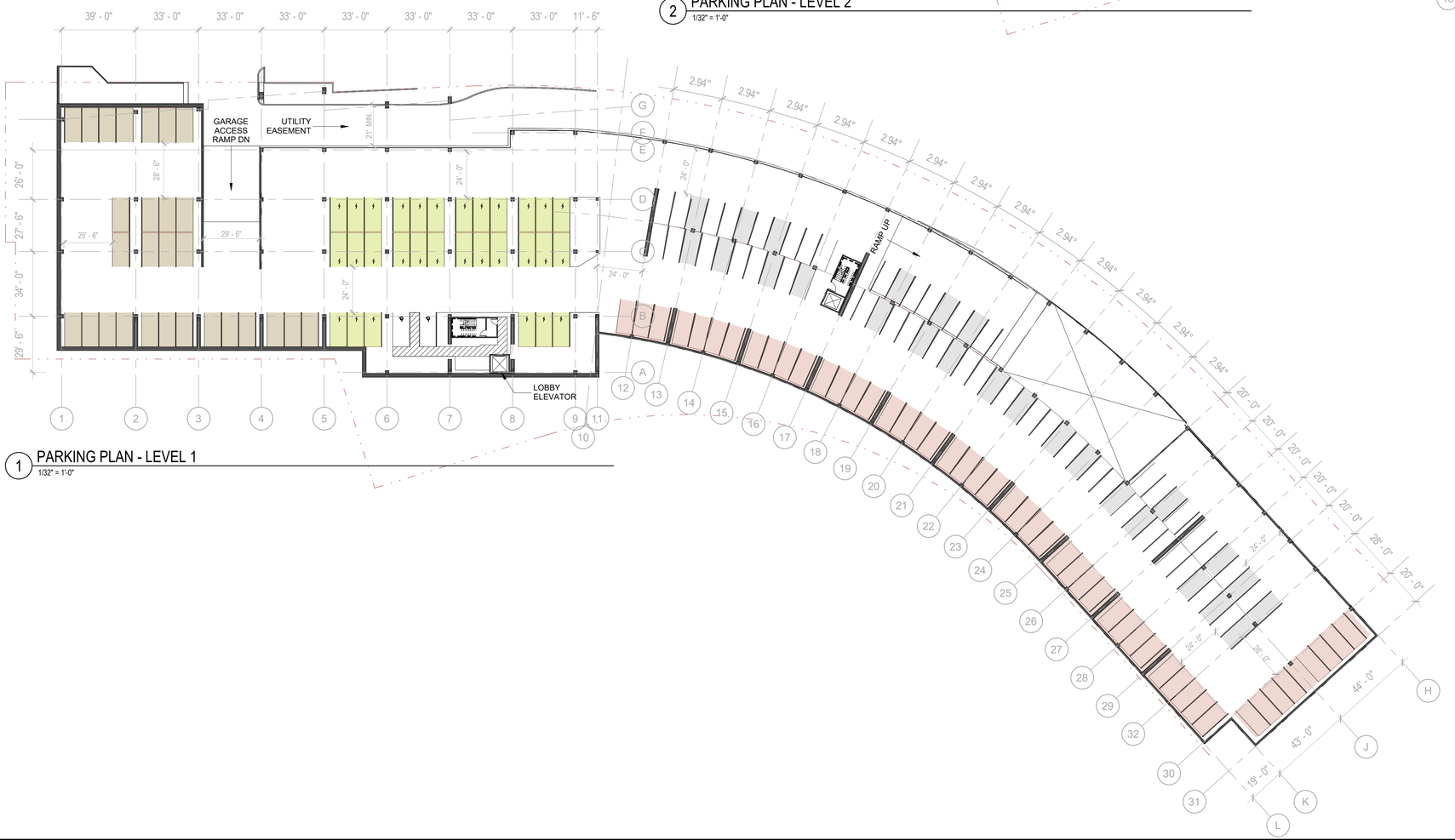
PARKING LEVEL 1 :	175 SPACES
PARKING LEVEL 2 :	205 SPACES
PARKING LEVEL 3 :	221 SPACES
PARKING LEVEL 4 :	108 SPACES
PARKING LEVEL 5 :	100 SPACES
PARKING LEVEL 6 :	91 SPACES
TOTAL PARKING :	**900 SPACES**

STANDARD ACCESSIBLE:	15 SPACES
VAN ACCESSIBLE:	3 SPACES
TOTAL ACCESSIBLE PARKING :	**18 SPACES**

STANDARD EV ACCESSIBLE:	1 SPACES
EV VAN ACCESSIBLE:	3 SPACES
EV AMBULATORY	3 SPACES
TOTAL EV ACCESSIBLE PARKING :	**7 SPACES**



2 PARKING PLAN - LEVEL 2
1/32" = 1'-0"



1 PARKING PLAN - LEVEL 1
1/32" = 1'-0"

PARKING LEGEND

- REGULAR SPACE (8.5' X 18')
- COMPACT SPACE (8' X 16')
- ADA SPACE (9' X 18')
- ADA VAN SPACE (9' X 18')
- EVCS SPACE (9' X 18')
- EV READY SPACE (9' X 18')
- EV CAPABLE SPACE (9' X 18')

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PARKING PLANS

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PARKING LEVEL 1 :	175 SPACES
PARKING LEVEL 2 :	205 SPACES
PARKING LEVEL 3 :	221 SPACES
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PARKING LEVEL 5 :	100 SPACES
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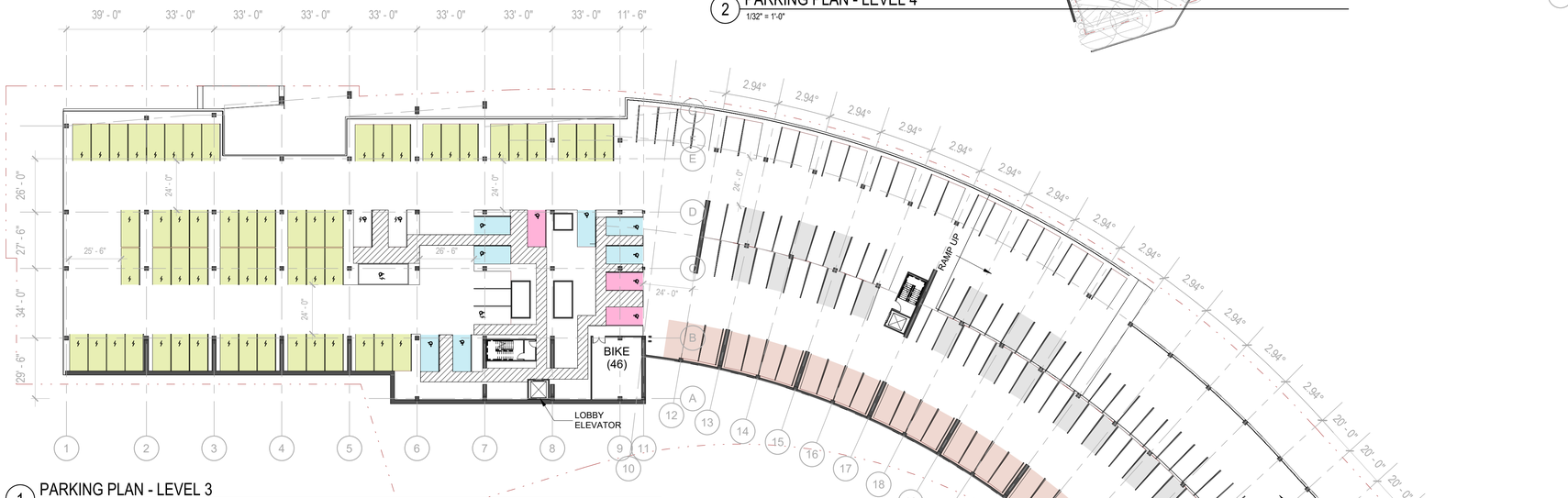

1 PARKING PLAN - LEVEL 3
1/32" = 1'-0"



2 PARKING PLAN - LEVEL 4
1/32" = 1'-0"

PARKING LEGEND

- REGULAR SPACE (8.5' X 18')
- COMPACT SPACE (8' X 16')
- ADA SPACE (9' X 18')
- ADA VAN SPACE (9' X 18')
- EVCS SPACE (9' X 18')
- EV READY SPACE (9' X 18')
- EV CAPABLE SPACE (9' X 18')

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PARKING PLANS

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PARKING LEVEL 1 :	175 SPACES
PARKING LEVEL 2 :	205 SPACES
PARKING LEVEL 3 :	221 SPACES
PARKING LEVEL 4 :	108 SPACES
PARKING LEVEL 5 :	100 SPACES
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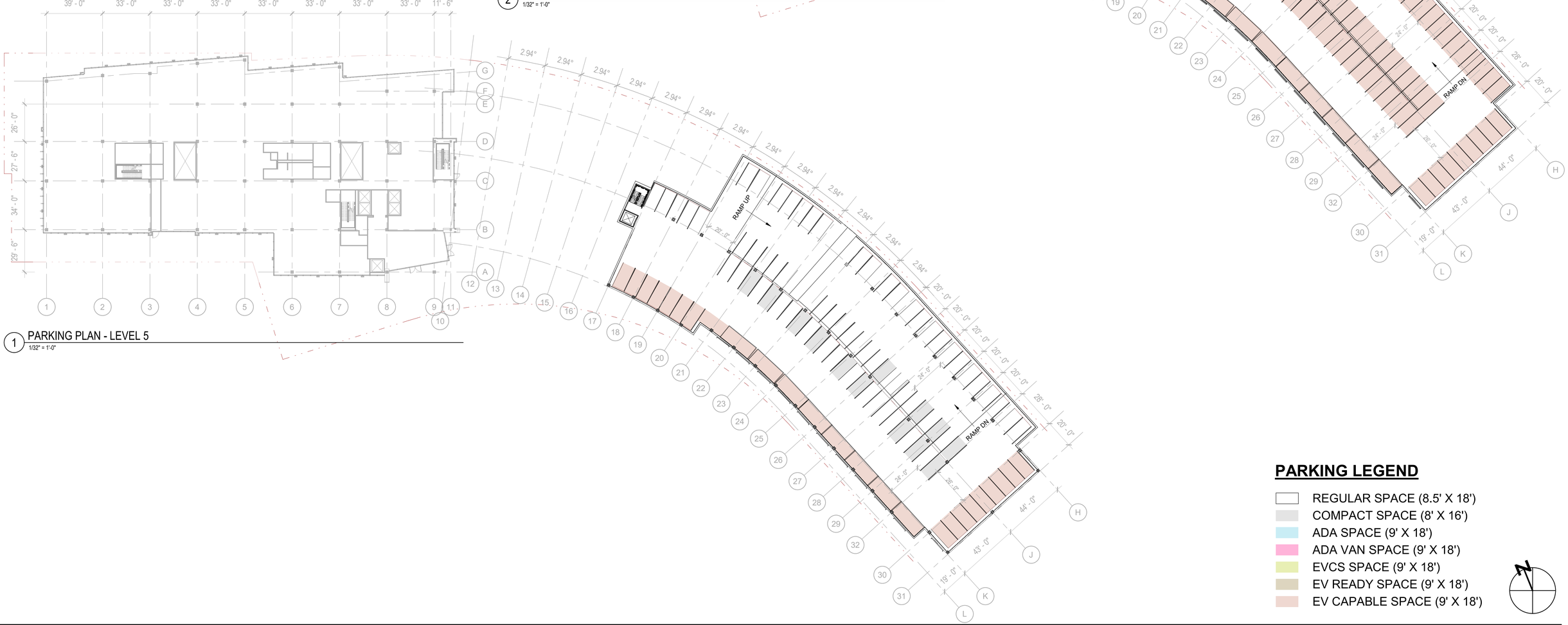
STANDARD EV ACCESSIBLE:	1 SPACES
EV VAN ACCESSIBLE:	3 SPACES
EV AMBULATORY	3 SPACES
TOTAL EV ACCESSIBLE PARKING :	**7 SPACES**



1 PARKING PLAN - LEVEL 5
1/32" = 1'-0"

2 PARKING PLAN - LEVEL 6
1/32" = 1'-0"

PARKING LEGEND

- REGULAR SPACE (8.5' X 18')
- COMPACT SPACE (8' X 16')
- ADA SPACE (9' X 18')
- ADA VAN SPACE (9' X 18')
- EVCS SPACE (9' X 18')
- EV READY SPACE (9' X 18')
- EV CAPABLE SPACE (9' X 18')

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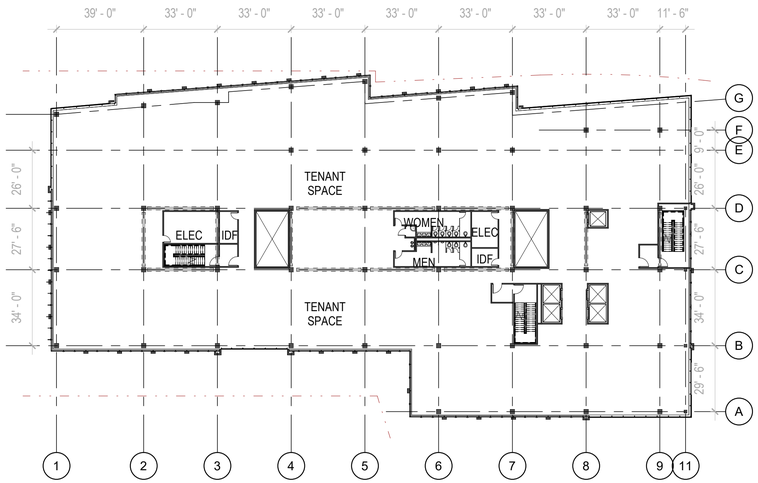
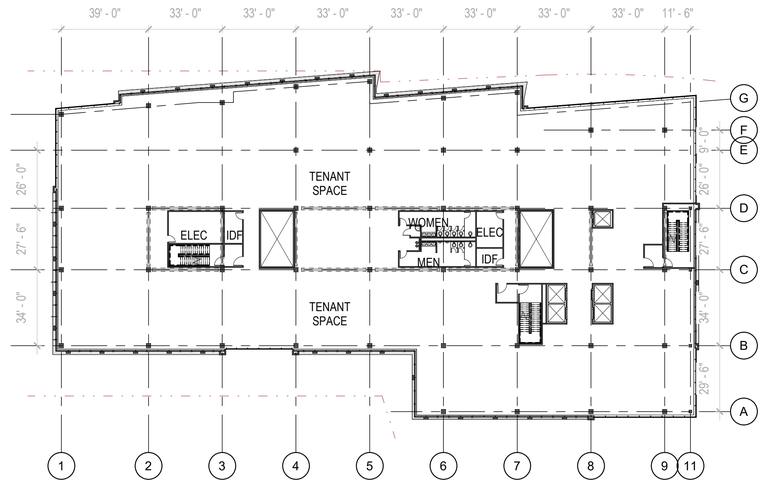
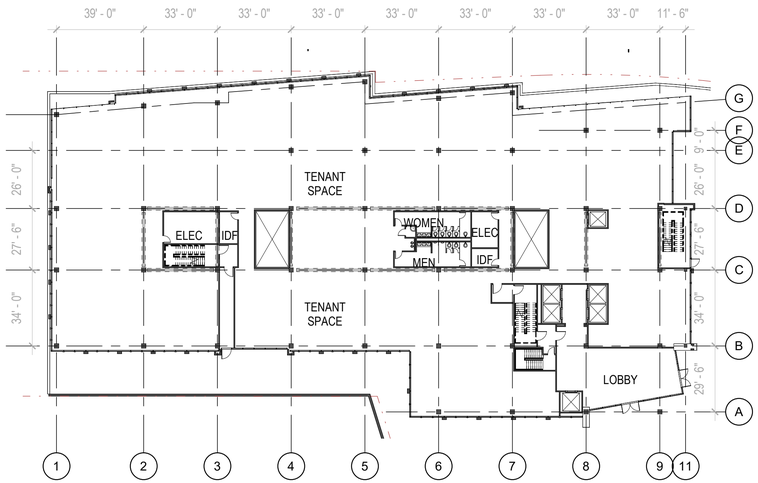


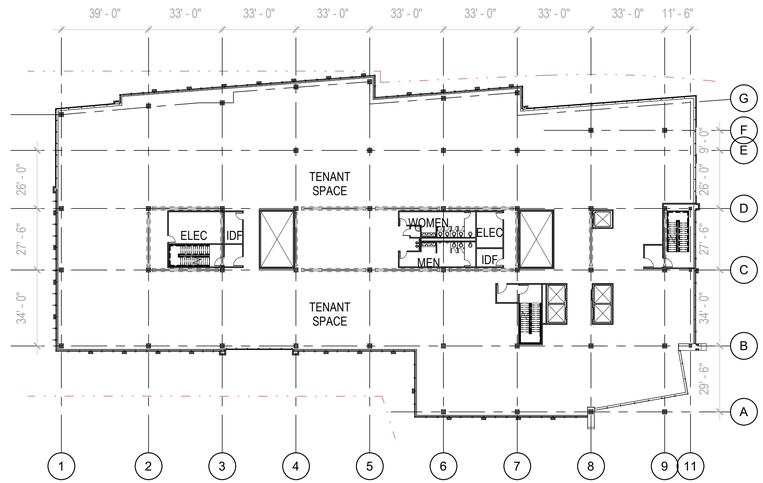
3 LEVEL 3
1/32" = 1'-0"



4 LEVEL 4
1/32" = 1'-0"



1 LEVEL 1
1/32" = 1'-0"



2 LEVEL 2
1/32" = 1'-0"

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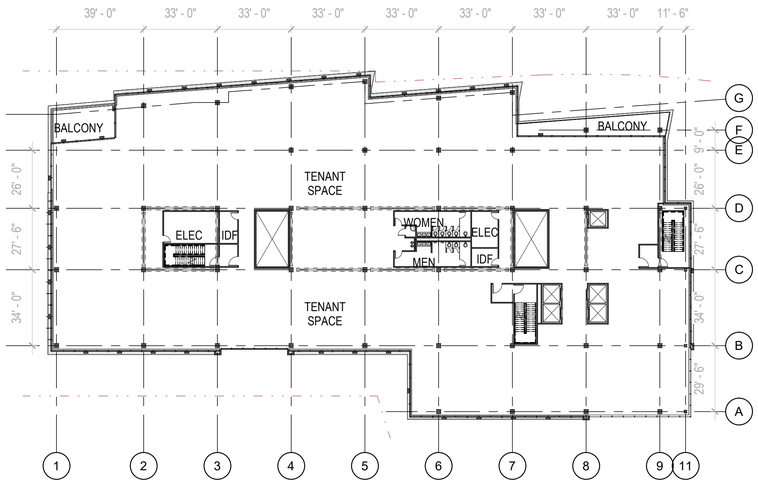
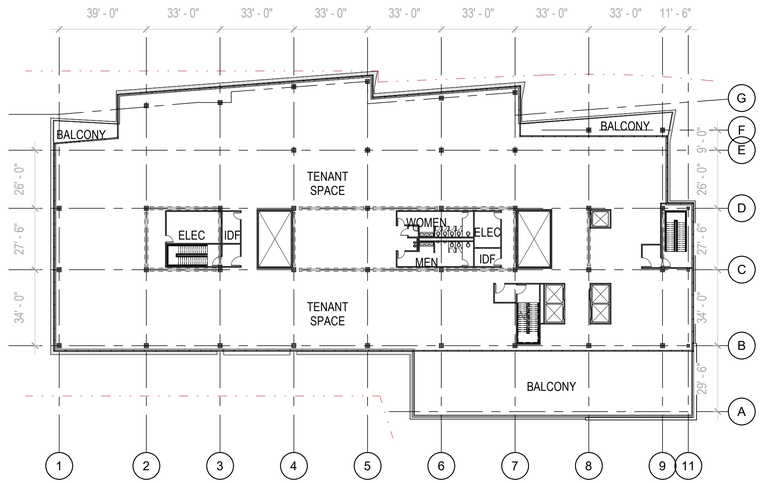
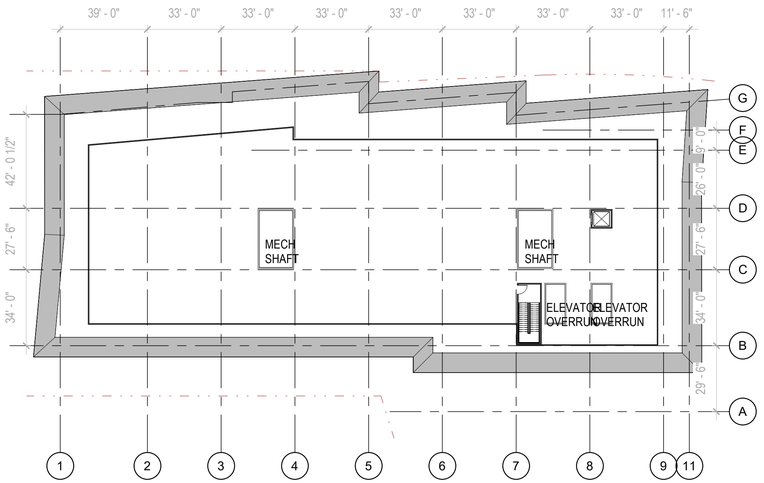


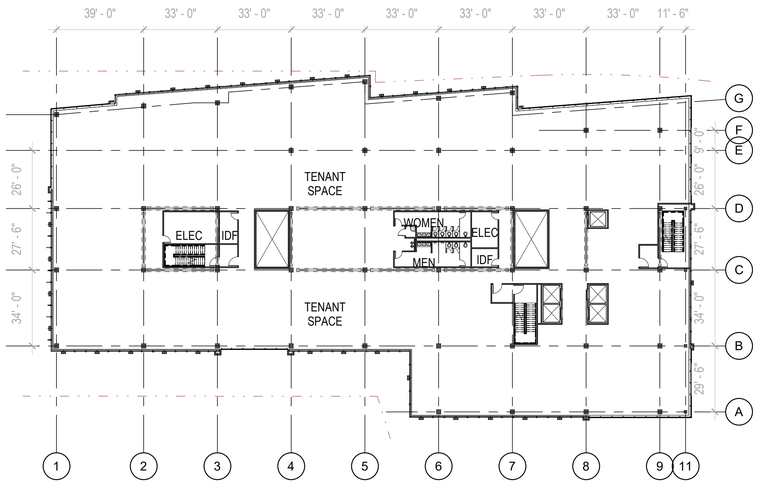
3 LEVEL 7
1/32" = 1'-0"



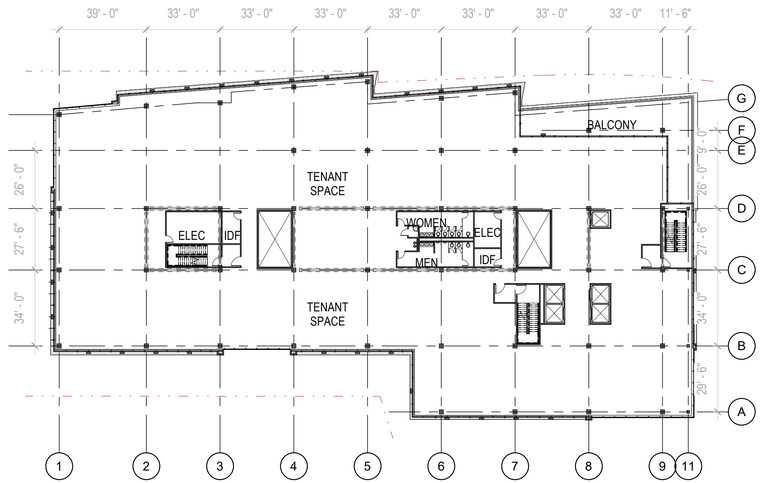
4 LEVEL 8
1/32" = 1'-0"



5 ROOF PLAN
1/32" = 1'-0"



1 LEVEL 5
1/32" = 1'-0"



2 LEVEL 6
1/32" = 1'-0"

DES ARCHITECTS ENGINEERS

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BUILDING PLANS

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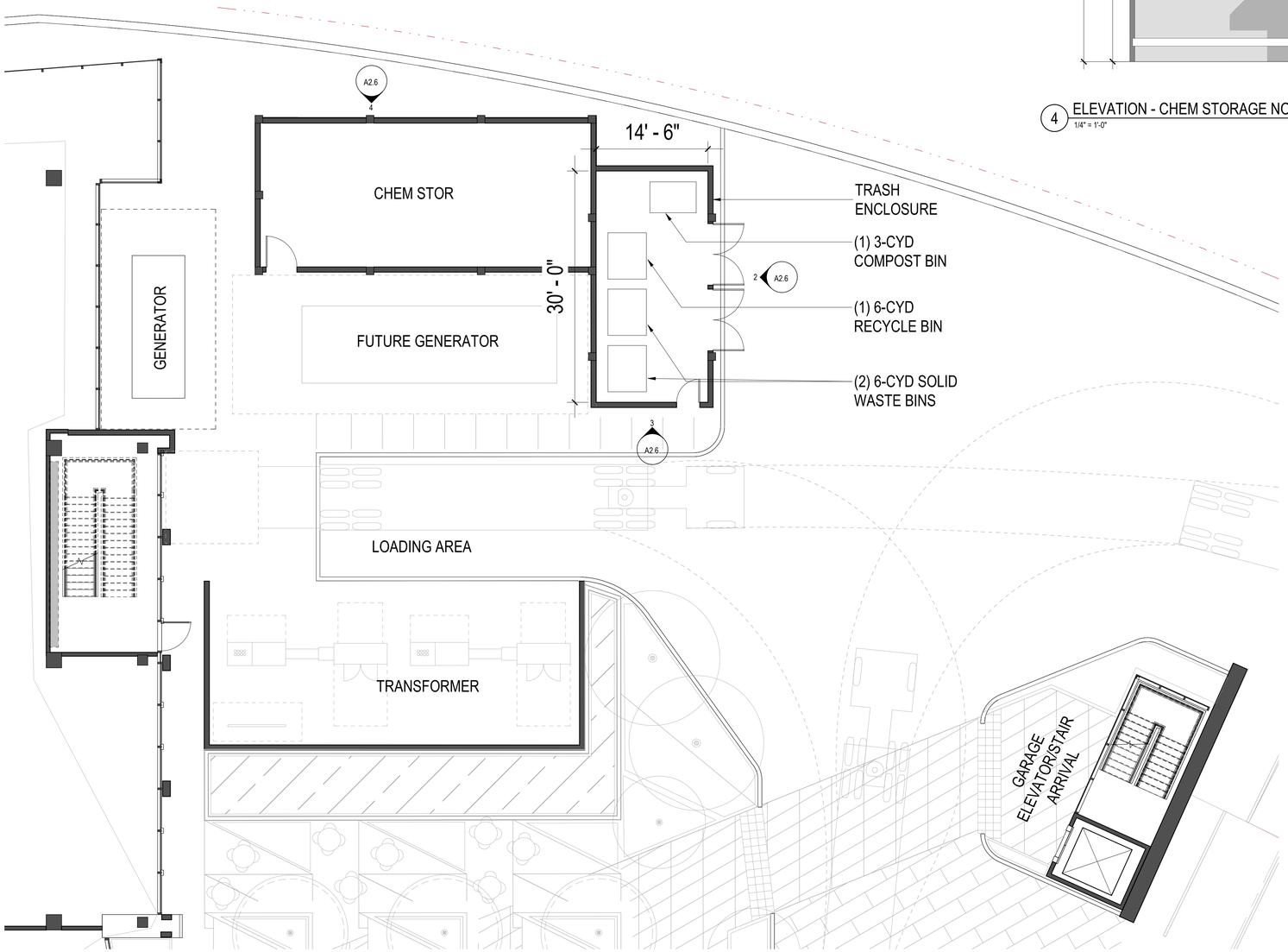
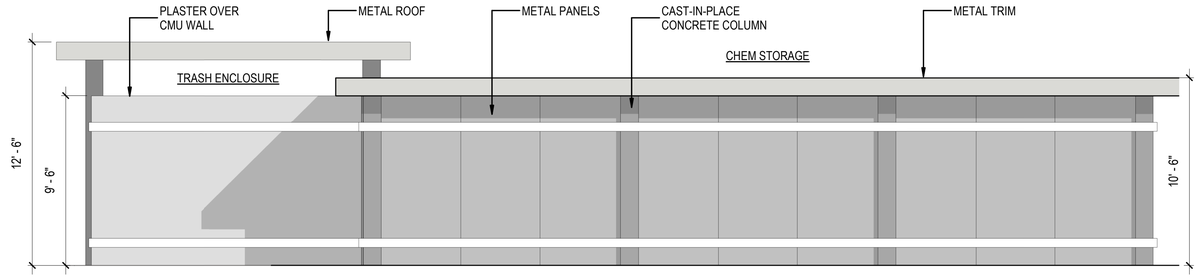
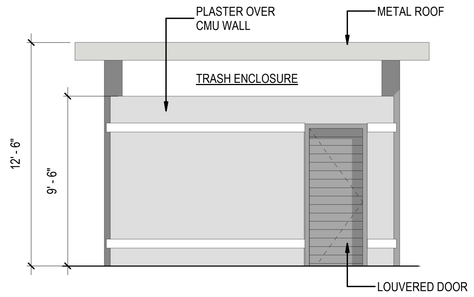


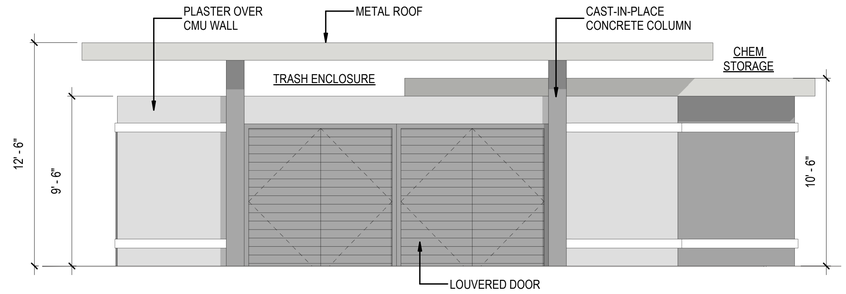
1 ENLARGED PLAN - SERVICE YARD
1/8" = 1'-0"



4 ELEVATION - CHEM STORAGE NORTH FACADE
1/4" = 1'-0"



3 ELEVATION - TRASH ENCLOSURE SOUTH FACADE
1/4" = 1'-0"



2 ELEVATION - TRASH ENCLOSURE EAST FACADE
1/4" = 1'-0"

DES ARCHITECTS ENGINEERS

KING ASSET MANAGEMENT

SERVICE YARD PLAN AND ELEVATIONS

455 HICKEY, DALY CITY, CA
PLANNING SUBMITTAL 10.17.2022

A2.6
10071.003

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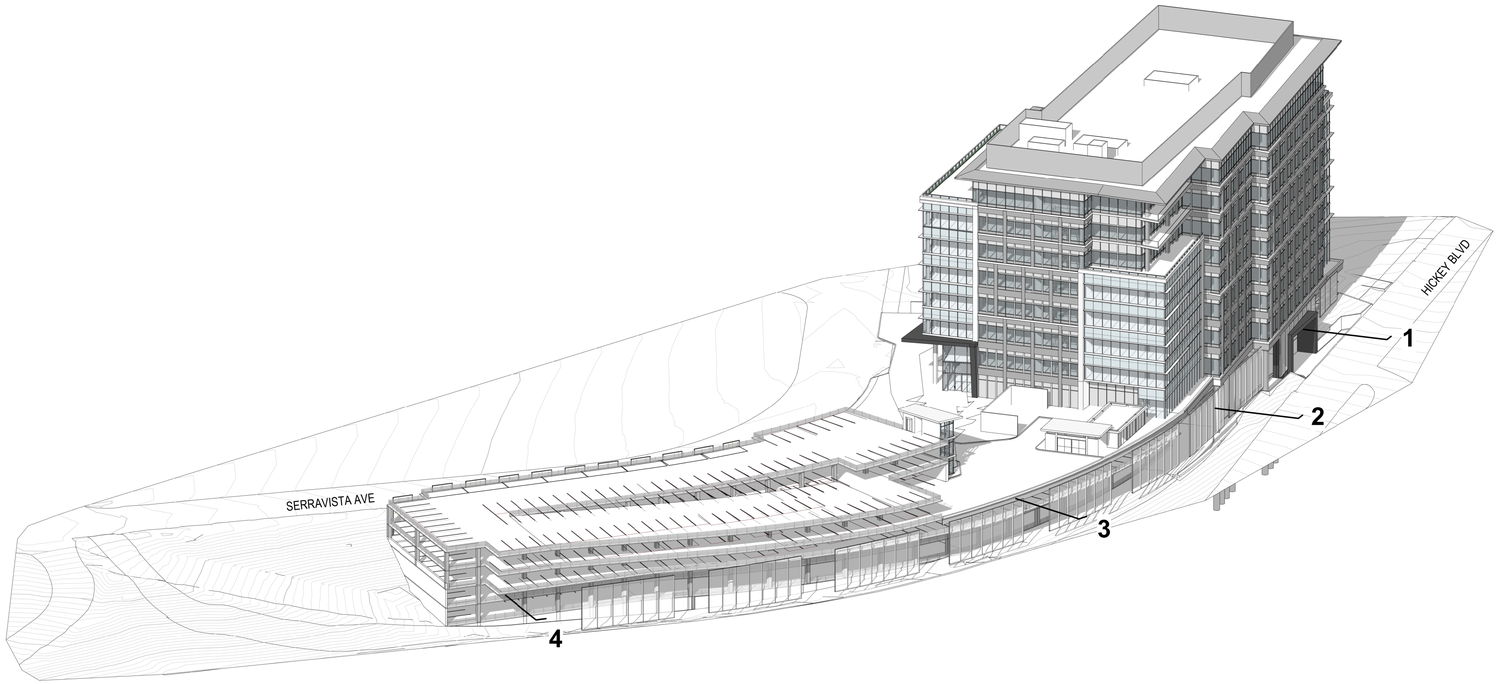
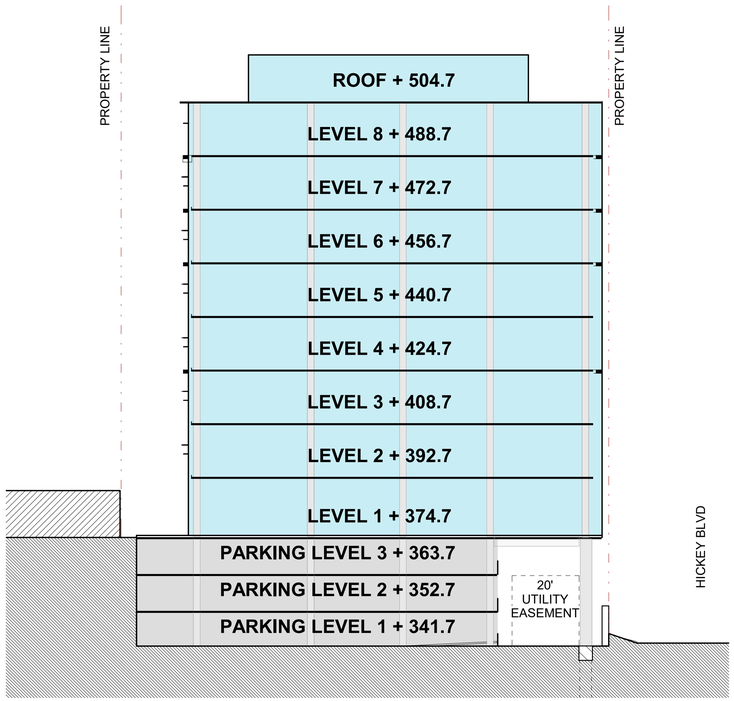
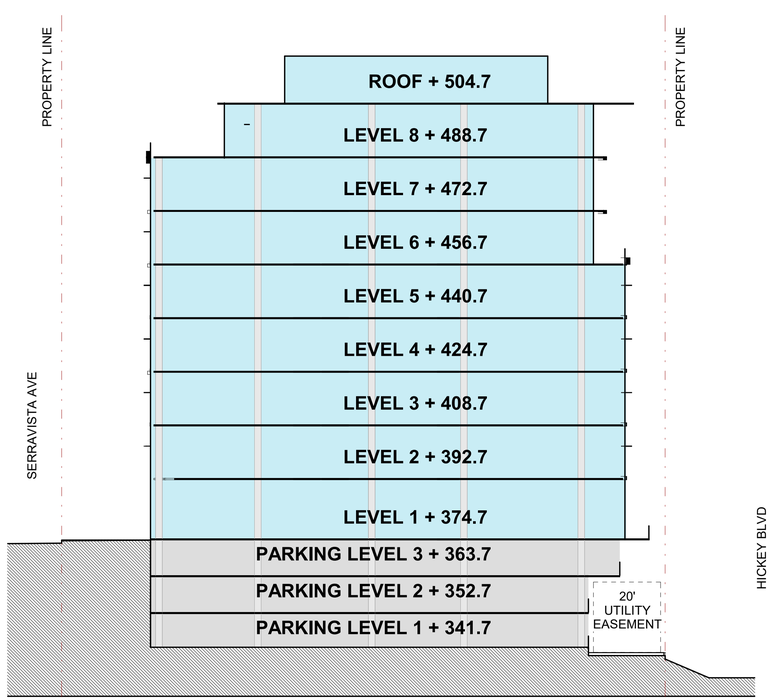


LEVEL 1 :	35,000 SF
LEVEL 2 :	36,000 SF
LEVEL 3 :	36,000 SF
LEVEL 4 :	36,000 SF
LEVEL 5 :	36,100 SF
LEVEL 6 :	35,200 SF
LEVEL 7 :	34,700 SF
LEVEL 8 :	31,000 SF
TOTAL GFA :	280,000 SF



SECTION 1



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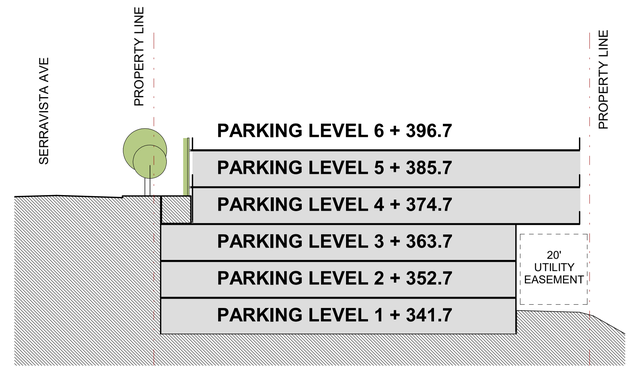

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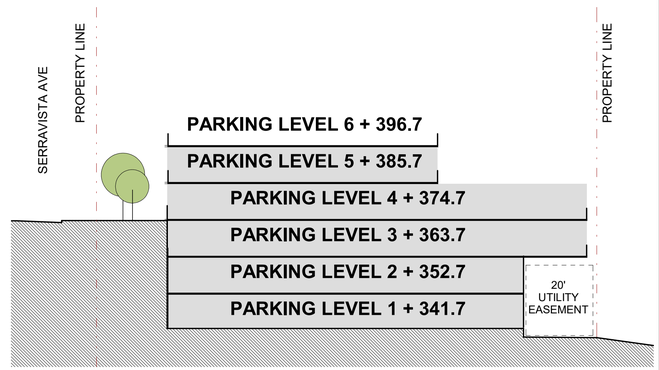

SECTION 3

DES ARCHITECTS ENGINEERS

KING ASSET MANAGEMENT

BUILDING SECTIONS

455 HICKEY, DALY CITY, CA

PLANNING SUBMITTAL 10.17.2022

A3.0

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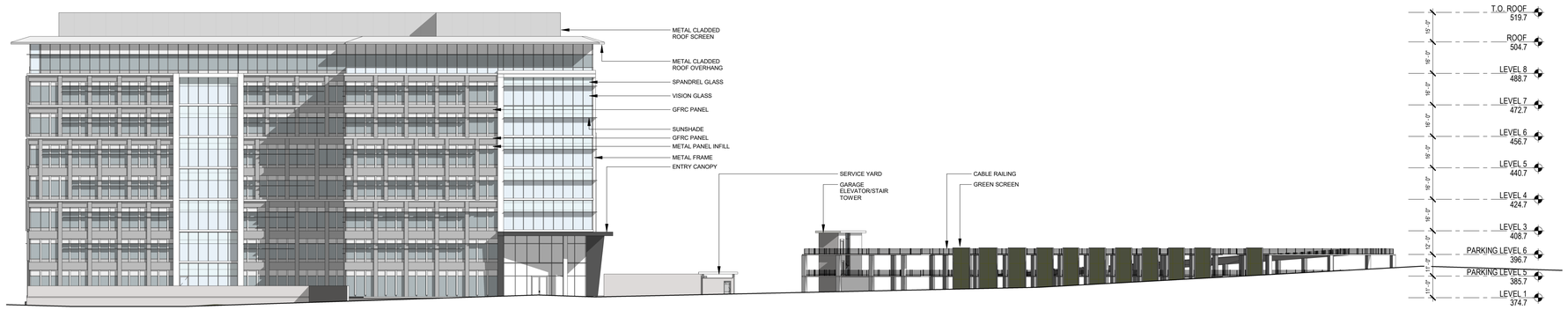
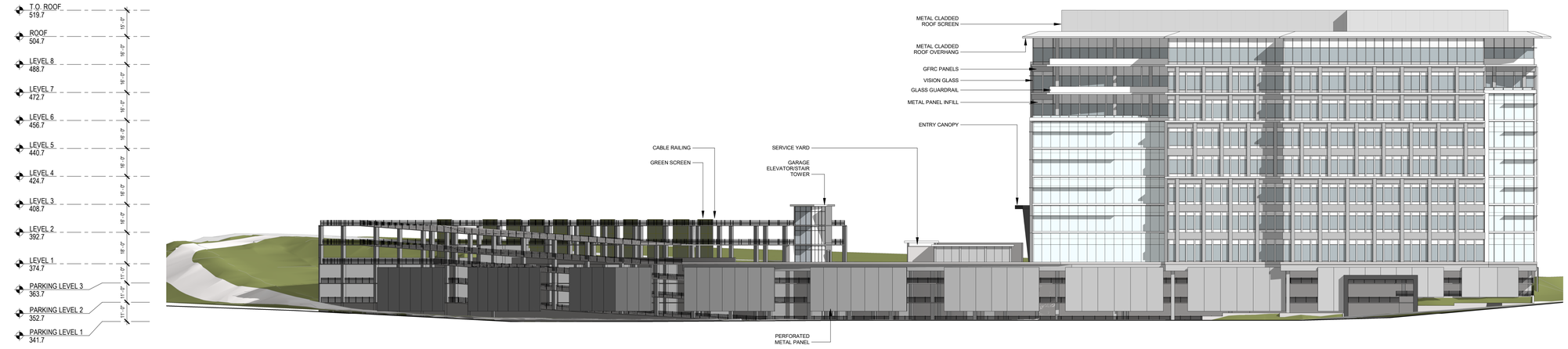


4 SOUTH ELEVATION
1/32" = 1'-0"



3 NORTH ELEVATION
1/32" = 1'-0"



1 EAST ELEVATION
1/32" = 1'-0"

2 WEST ELEVATION
1/32" = 1'-0"

DES ARCHITECTS ENGINEERS

KING ASSET MANAGEMENT

BUILDING ELEVATIONS

455 HICKEY, DALY CITY, CA

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A3.1

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1 **GLASS**
SILVER BLUE IGU

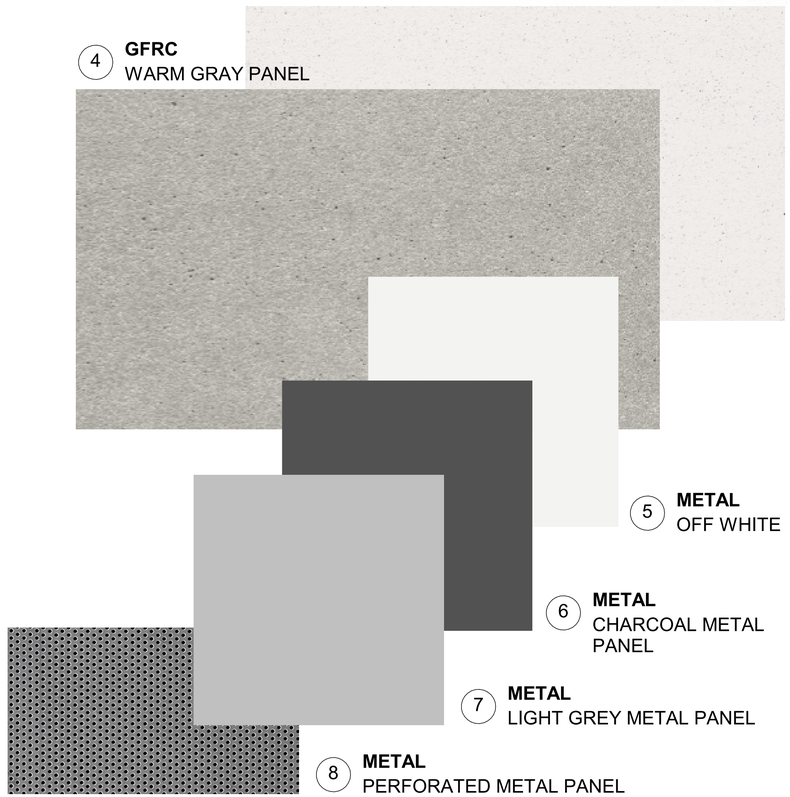


2 **GLASS**
GRAY BLUE IGU



3 **GFRC**
OFF WHITE PANEL

4 **GFRC**
WARM GRAY PANEL



5 **METAL**
OFF WHITE

6 **METAL**
CHARCOAL METAL PANEL

7 **METAL**
LIGHT GREY METAL PANEL

8 **METAL**
PERFORATED METAL PANEL

DES ARCHITECTS ENGINEERS

KING ASSET MANAGEMENT

BUILDING MATERIAL BOARD

455 HICKEY, DALY CITY, CA
PLANNING SUBMITTAL 10.17.2022

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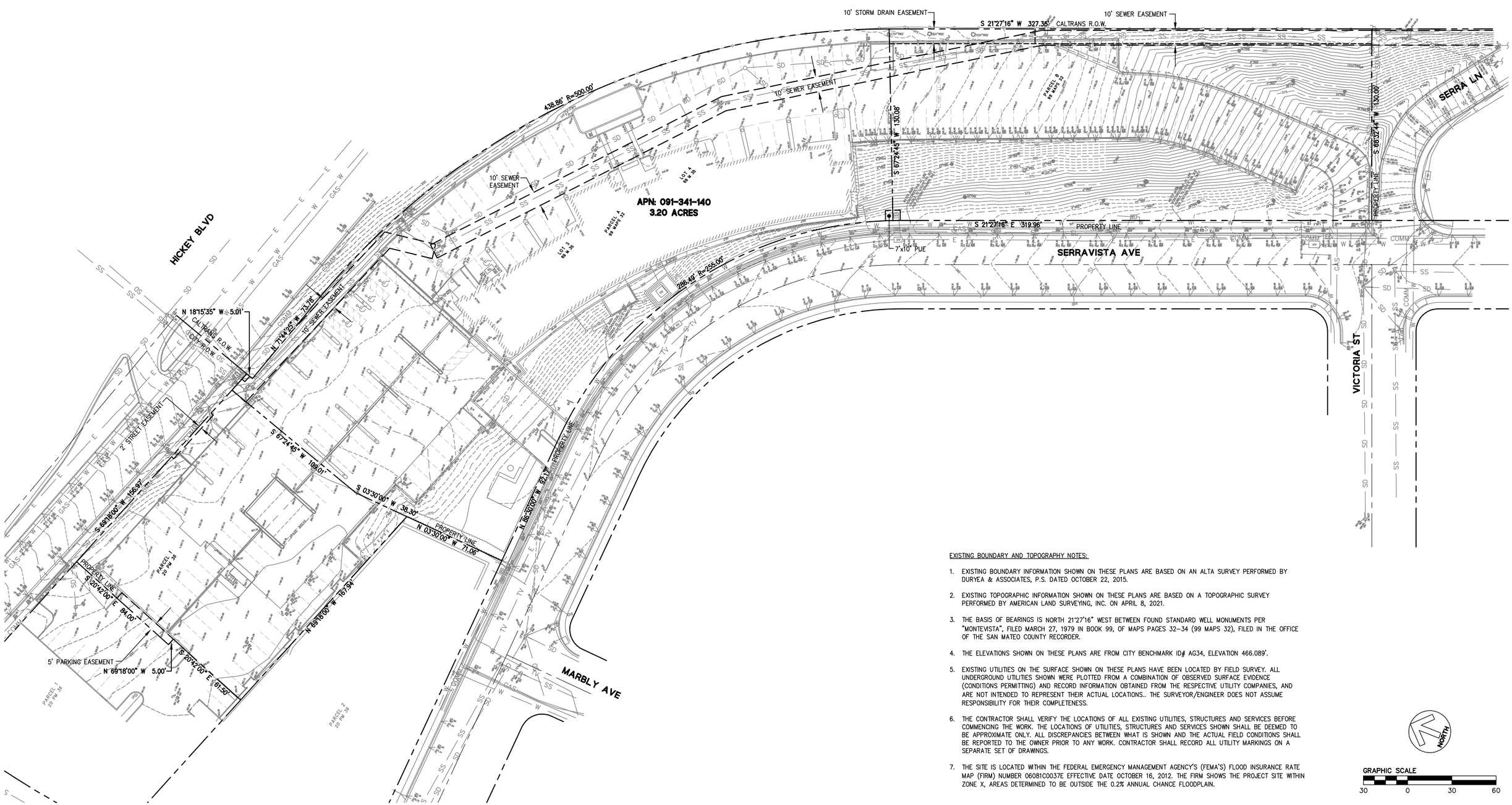

EXISTING BOUNDARY AND TOPOGRAPHY NOTES:

1. EXISTING BOUNDARY INFORMATION SHOWN ON THESE PLANS ARE BASED ON AN ALTA SURVEY PERFORMED BY DURYEA & ASSOCIATES, P.S. DATED OCTOBER 22, 2015.
2. EXISTING TOPOGRAPHIC INFORMATION SHOWN ON THESE PLANS ARE BASED ON A TOPOGRAPHIC SURVEY PERFORMED BY AMERICAN LAND SURVEYING, INC. ON APRIL 8, 2021.
3. THE BASIS OF BEARINGS IS NORTH 21°27'16" WEST BETWEEN FOUND STANDARD WELL MONUMENTS PER "MONTEVISTA", FILED MARCH 27, 1979 IN BOOK 99, OF MAPS PAGES 32–34 (99 MAPS 32), FILED IN THE OFFICE OF THE SAN MATEO COUNTY RECORDER.
4. THE ELEVATIONS SHOWN ON THESE PLANS ARE FROM CITY BENCHMARK ID# AG34, ELEVATION 466.089'.
5. EXISTING UTILITIES ON THE SURFACE SHOWN ON THESE PLANS HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN WERE PLOTTED FROM A COMBINATION OF OBSERVED SURFACE EVIDENCE (CONDITIONS PERMITTING) AND RECORD INFORMATION OBTAINED FROM THE RESPECTIVE UTILITY COMPANIES, AND ARE NOT INTENDED TO REPRESENT THEIR ACTUAL LOCATIONS.. THE SURVEYOR/ENGINEER DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS.
6. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES, STRUCTURES AND SERVICES BEFORE COMMENCING THE WORK. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN SHALL BE DEEMED TO BE APPROXIMATE ONLY. ALL DISCREPANCIES BETWEEN WHAT IS SHOWN AND THE ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER PRIOR TO ANY WORK. CONTRACTOR SHALL RECORD ALL UTILITY MARKINGS ON A SEPARATE SET OF DRAWINGS.
7. THE SITE IS LOCATED WITHIN THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S (FEMA'S) FLOOD INSURANCE RATE MAP (FIRM) NUMBER 06081C0037E EFFECTIVE DATE OCTOBER 16, 2012. THE FIRM SHOWS THE PROJECT SITE WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

NORTH

GRAPHIC SCALE
30 0 30 60

DES ARCHITECTS ENGINEERS
KING ASSET MANAGEMENT
BKF
255 SHORELINE DRIVE
SUITE 200
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EXISTING CONDITIONS PLAN

PLANNING SUBMITTAL 10.17.2022

C1.0

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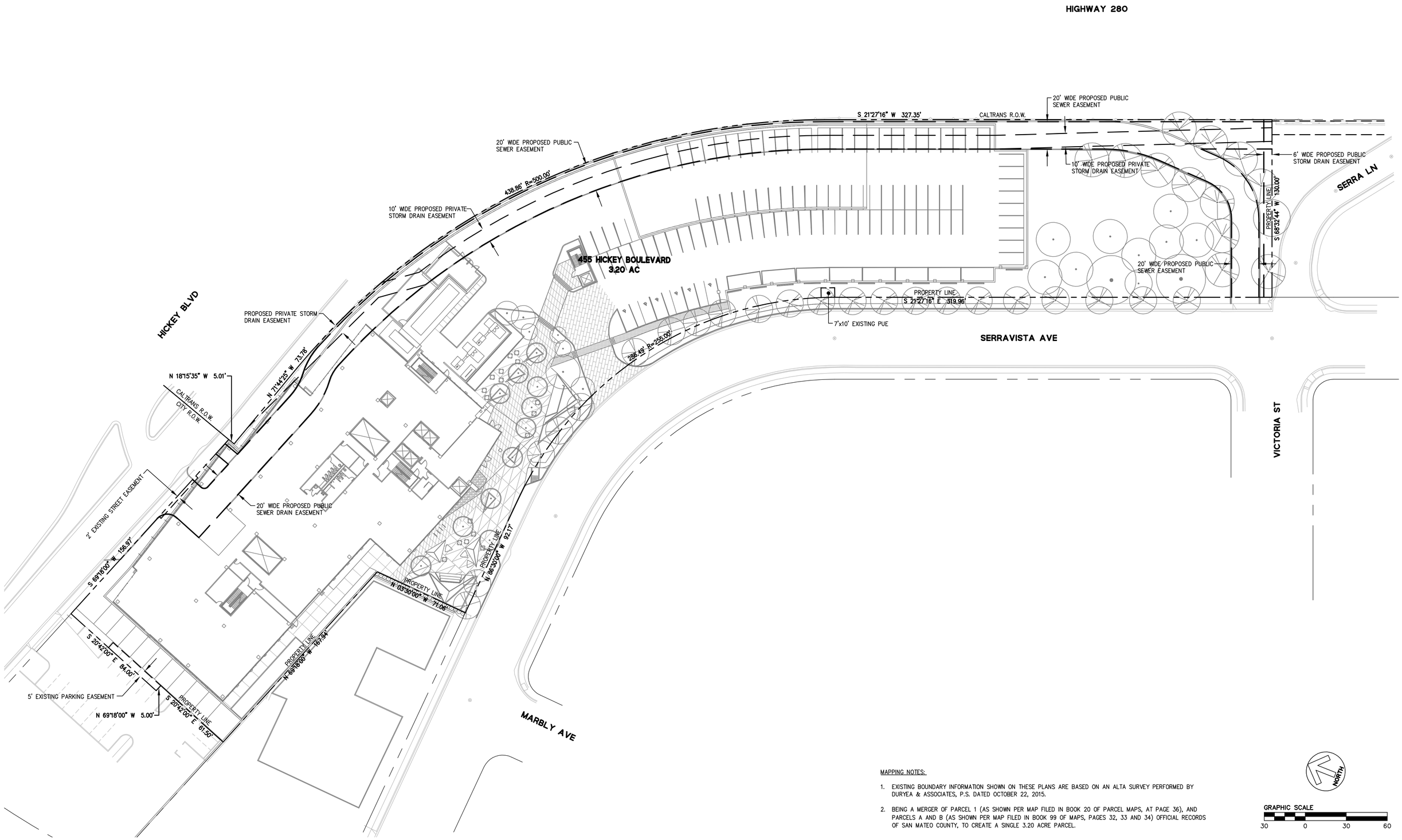

MAPPING NOTES:

1. EXISTING BOUNDARY INFORMATION SHOWN ON THESE PLANS ARE BASED ON AN ALTA SURVEY PERFORMED BY DURYEA & ASSOCIATES, P.S. DATED OCTOBER 22, 2015.
2. BEING A MERGER OF PARCEL 1 (AS SHOWN PER MAP FILED IN BOOK 20 OF PARCEL MAPS, AT PAGE 36), AND PARCELS A AND B (AS SHOWN PER MAP FILED IN BOOK 99 OF MAPS, PAGES 32, 33 AND 34) OFFICIAL RECORDS OF SAN MATEO COUNTY, TO CREATE A SINGLE 3.20 ACRE PARCEL.

NORTH

GRAPHIC SCALE
30 0 30 60

DES ARCHITECTS ENGINEERS
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MAPPING PLAN

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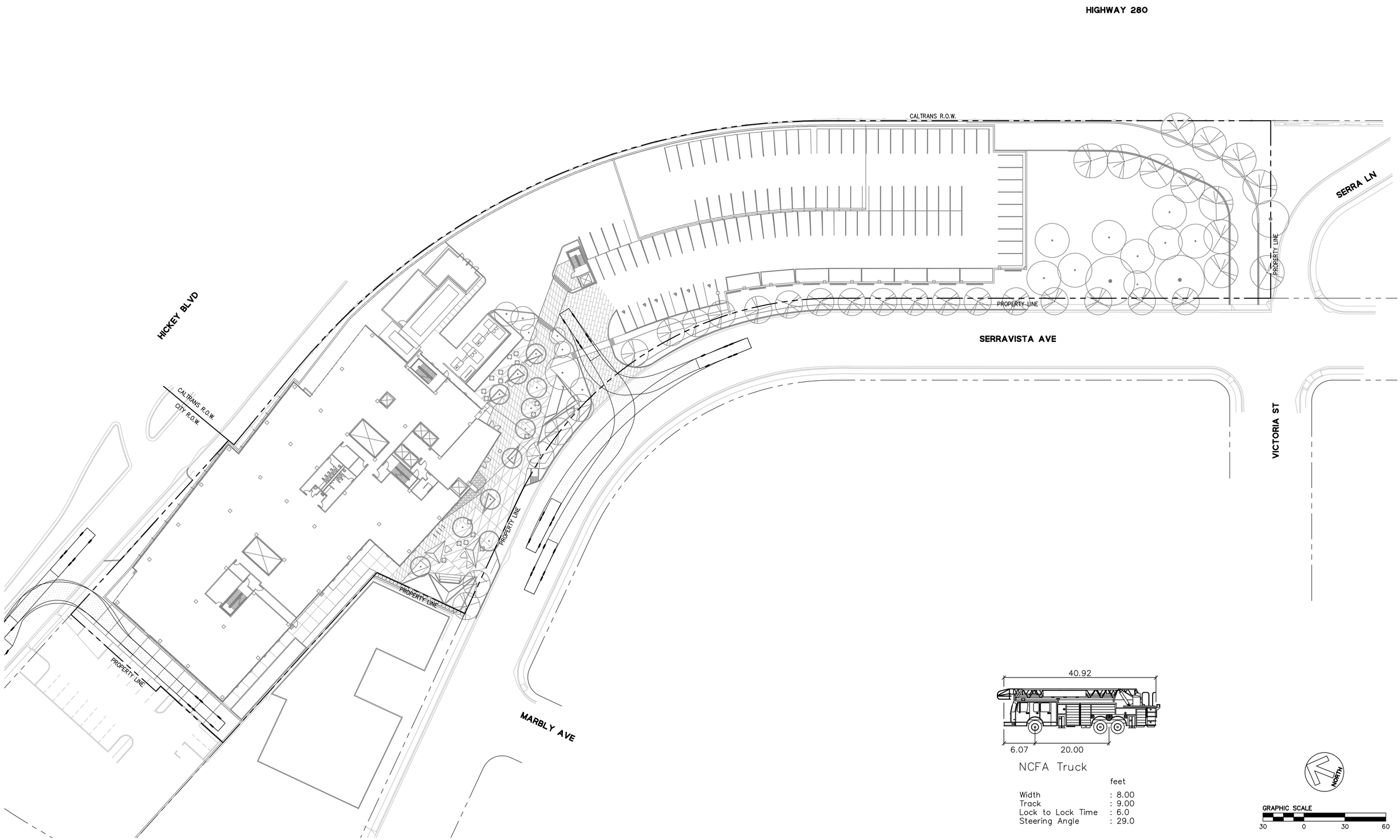

NCFA Truck

	feet
Width	: 8.00
Track	: 9.00
Lock to Lock Time	: 6.0
Steering Angle	: 29.0

NORTH

GRAPHIC SCALE

30 0 30 60

DES ARCHITECTS ENGINEERS

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PRELIMINARY EMERGENCY VEHICLE TURNING PLAN

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C3.0

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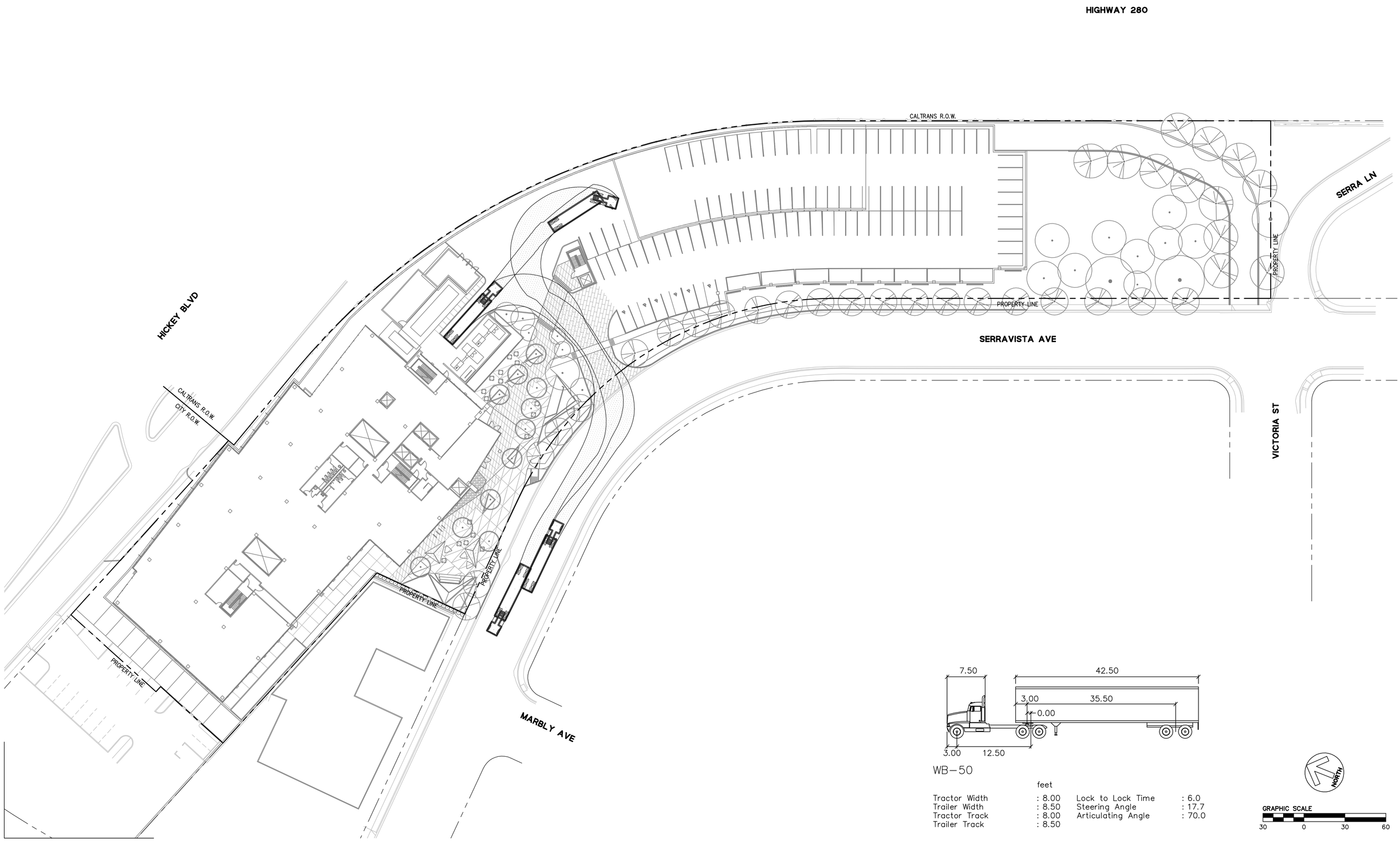

WB—50

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

NORTH

GRAPHIC SCALE

30 0 30 60

DES ARCHITECTS ENGINEERS

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PRELIMINARY DELIVERY TRUCK TURNING PLAN

PLANNING SUBMITTAL 10.17.2022

C3.1

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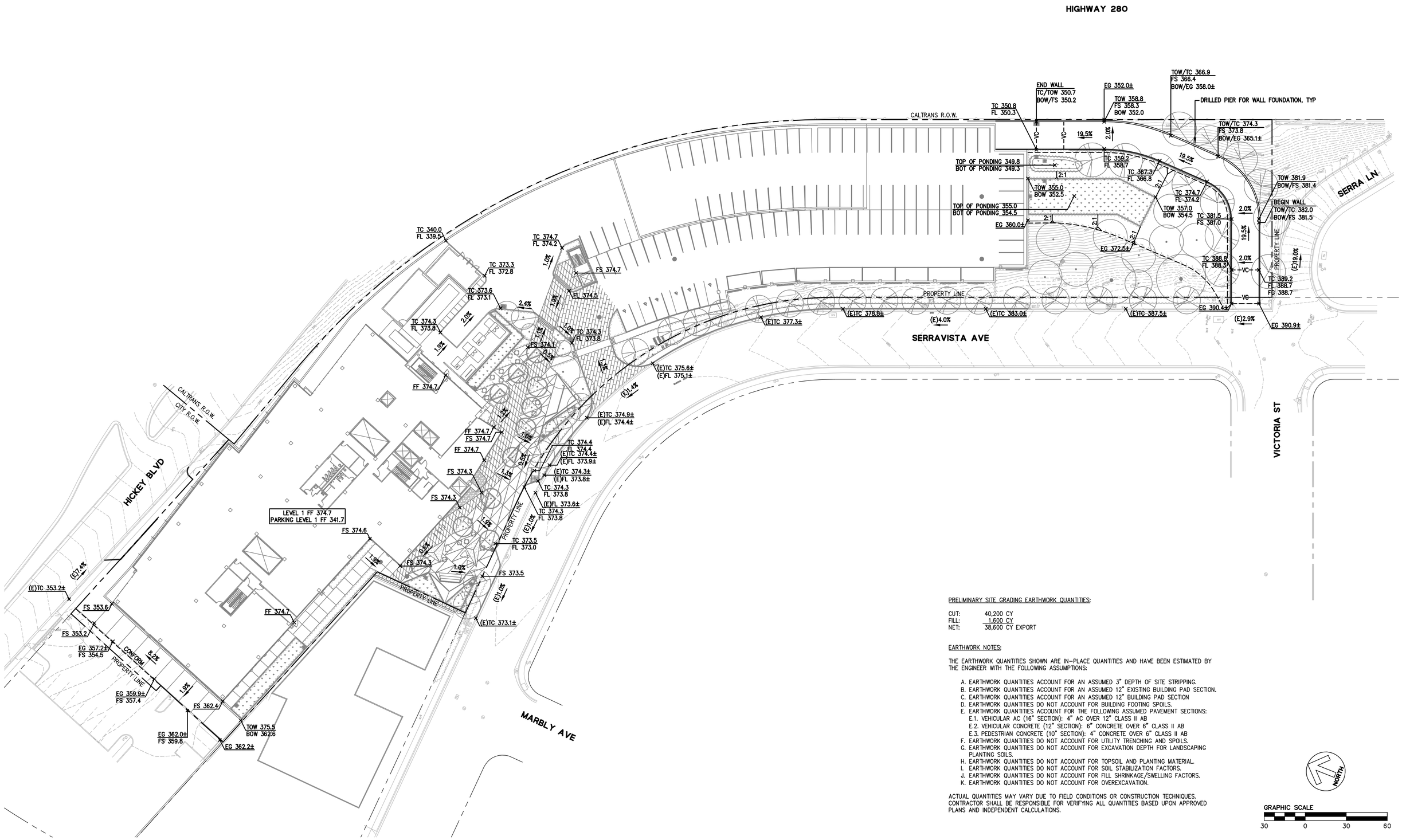

PRELIMINARY SITE GRADING EARTHWORK QUANTITIES:

CUT:	40,200 CY
FILL:	1,600 CY
NET:	38,600 CY EXPORT

EARTHWORK NOTES:

THE EARTHWORK QUANTITIES SHOWN ARE IN-PLACE QUANTITIES AND HAVE BEEN ESTIMATED BY THE ENGINEER WITH THE FOLLOWING ASSUMPTIONS:

A. EARTHWORK QUANTITIES ACCOUNT FOR AN ASSUMED 3" DEPTH OF SITE STRIPPING.
B. EARTHWORK QUANTITIES ACCOUNT FOR AN ASSUMED 12" EXISTING BUILDING PAD SECTION.
C. EARTHWORK QUANTITIES ACCOUNT FOR AN ASSUMED 12" BUILDING PAD SECTION
D. EARTHWORK QUANTITIES DO NOT ACCOUNT FOR BUILDING FOOTING SPOILS.
E. EARTHWORK QUANTITIES ACCOUNT FOR THE FOLLOWING ASSUMED PAVEMENT SECTIONS:
   E.1. VEHICULAR AC (16" SECTION): 4" AC OVER 12" CLASS II AB
   E.2. VEHICULAR CONCRETE (12" SECTION): 6" CONCRETE OVER 6" CLASS II AB
   E.3. PEDESTRIAN CONCRETE (10" SECTION): 4" CONCRETE OVER 6" CLASS II AB
F. EARTHWORK QUANTITIES DO NOT ACCOUNT FOR UTILITY TRENCHING AND SPOILS.
G. EARTHWORK QUANTITIES DO NOT ACCOUNT FOR EXCAVATION DEPTH FOR LANDSCAPING PLANTING SOILS.
H. EARTHWORK QUANTITIES DO NOT ACCOUNT FOR TOPSOIL AND PLANTING MATERIAL.
I. EARTHWORK QUANTITIES DO NOT ACCOUNT FOR SOIL STABILIZATION FACTORS.
J. EARTHWORK QUANTITIES DO NOT ACCOUNT FOR FILL SHRINKAGE/SWELLING FACTORS.
K. EARTHWORK QUANTITIES DO NOT ACCOUNT FOR OVEREXCAVATION.

ACTUAL QUANTITIES MAY VARY DUE TO FIELD CONDITIONS OR CONSTRUCTION TECHNIQUES. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES BASED UPON APPROVED PLANS AND INDEPENDENT CALCULATIONS.

NORTH

GRAPHIC SCALE
30 0 30 60

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GRADING PLAN - SERRAVISTA AVENUE

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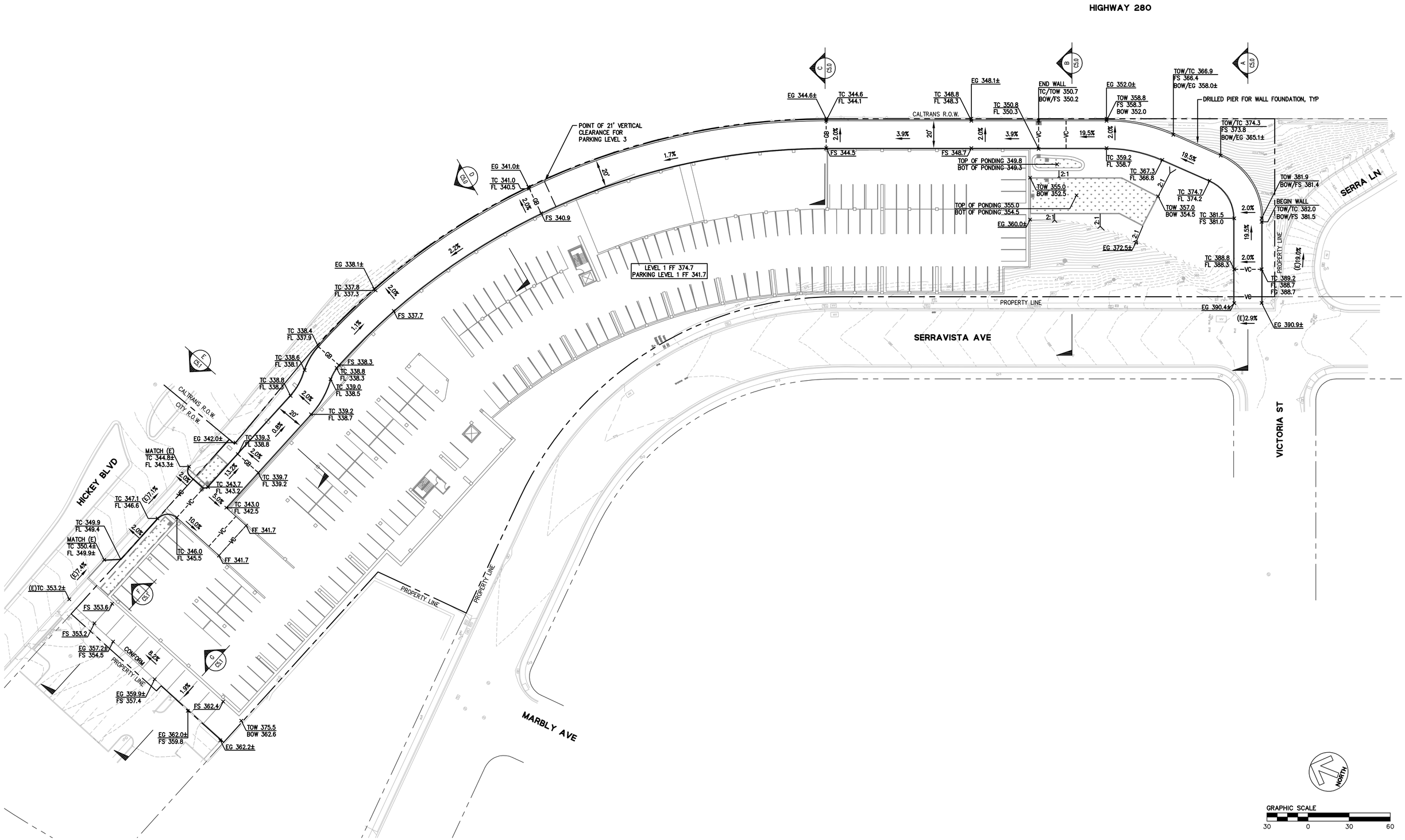

DES ARCHITECTS ENGINEERS

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GRADING PLAN - HICKEY BOUELVARD

PLANNING SUBMITTAL 10.17.2022

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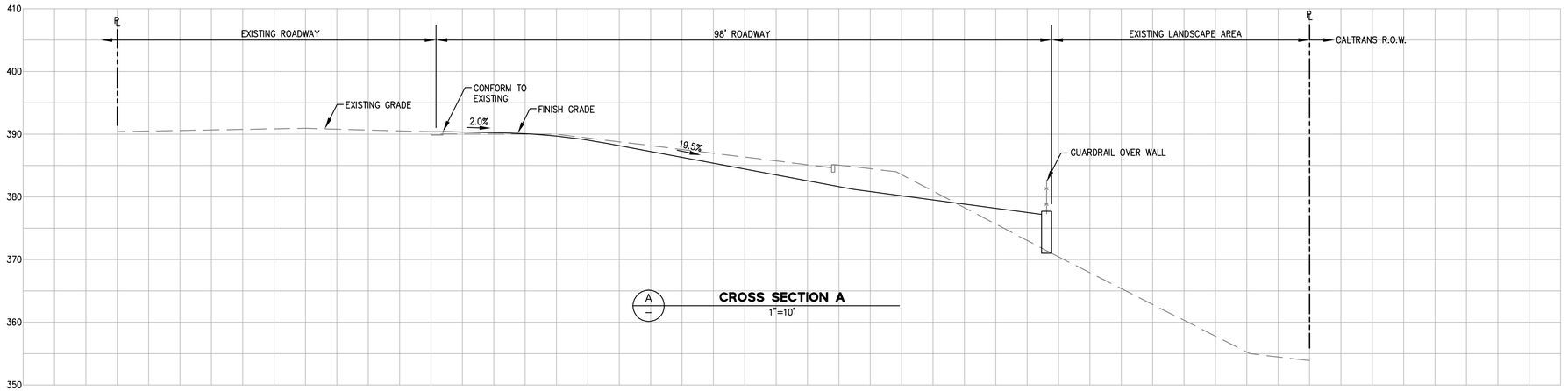
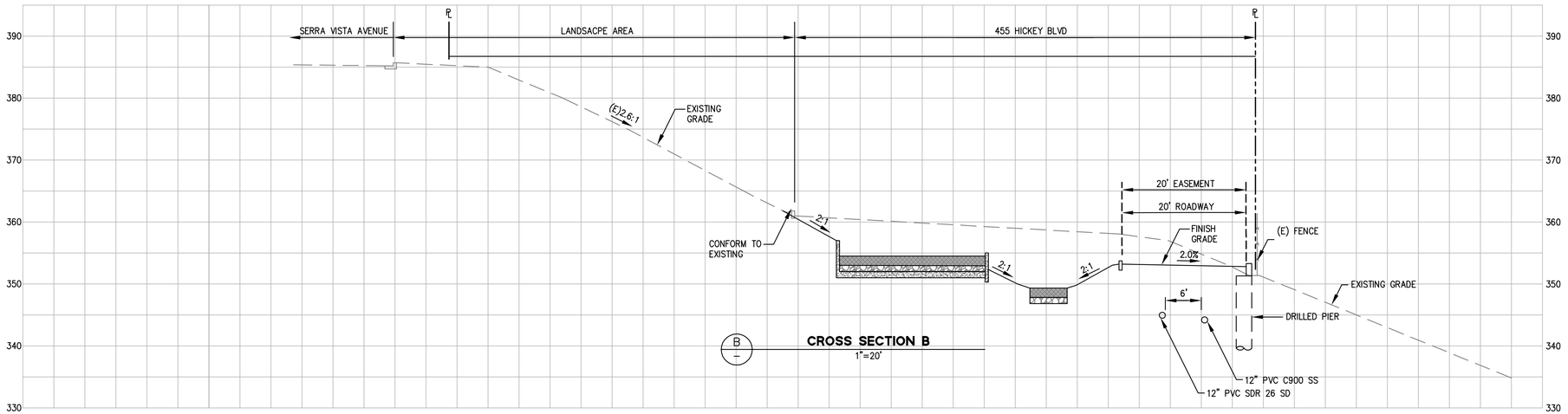
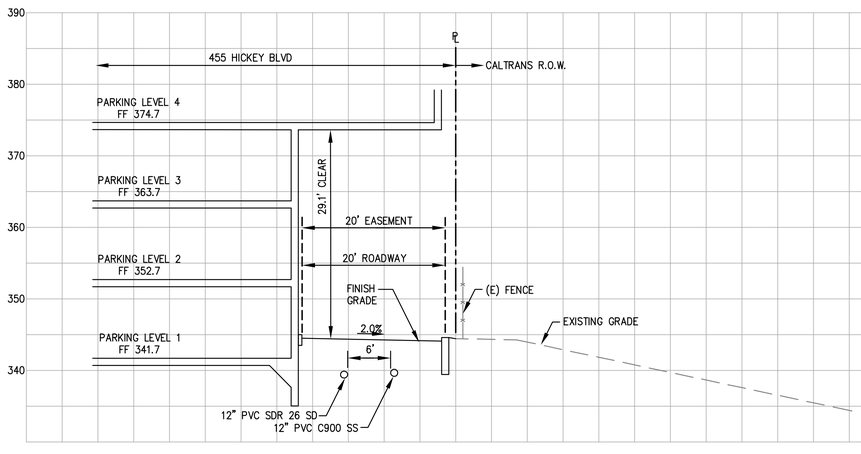


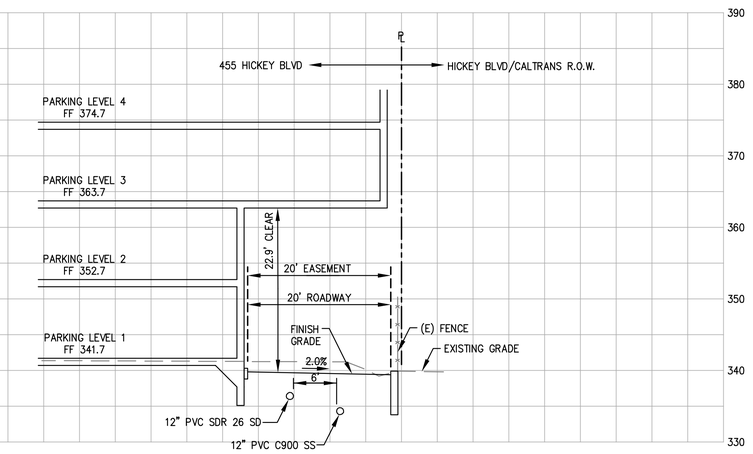
A — CROSS SECTION A
1"=10'



B — CROSS SECTION B
1"=20'



C — CROSS SECTION C
1"=20'



D — CROSS SECTION D
1"=20'

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CROSS SECTIONS

PLANNING SUBMITTAL 10.17.2022

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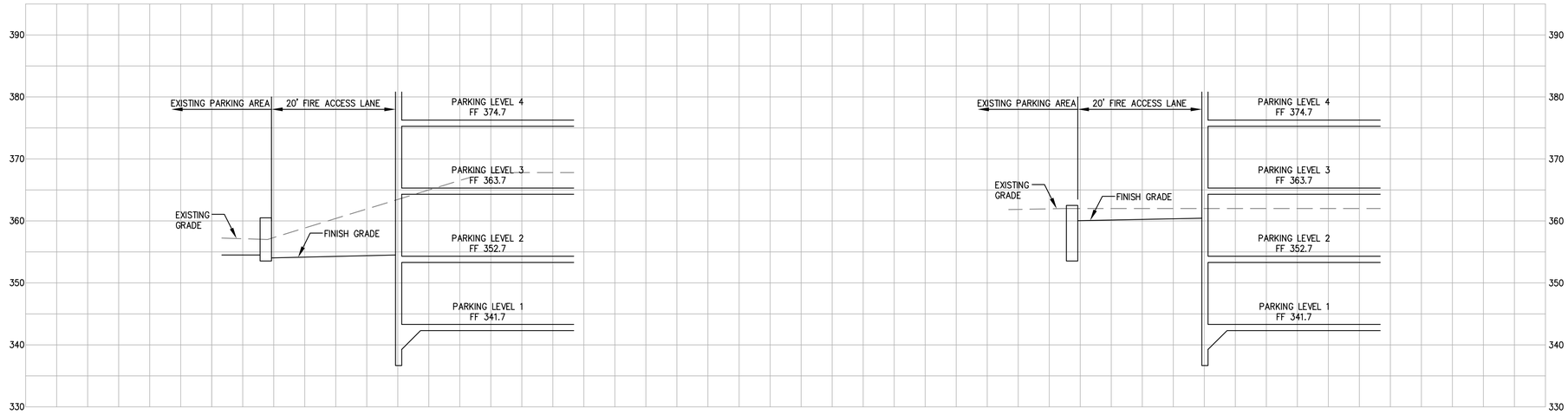
E
–

CROSS SECTION E

1"=20'



F
–

CROSS SECTION C

1"=20'

G
–

CROSS SECTION D

1"=20'

DES ARCHITECTS ENGINEERS

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CROSS SECTIONS

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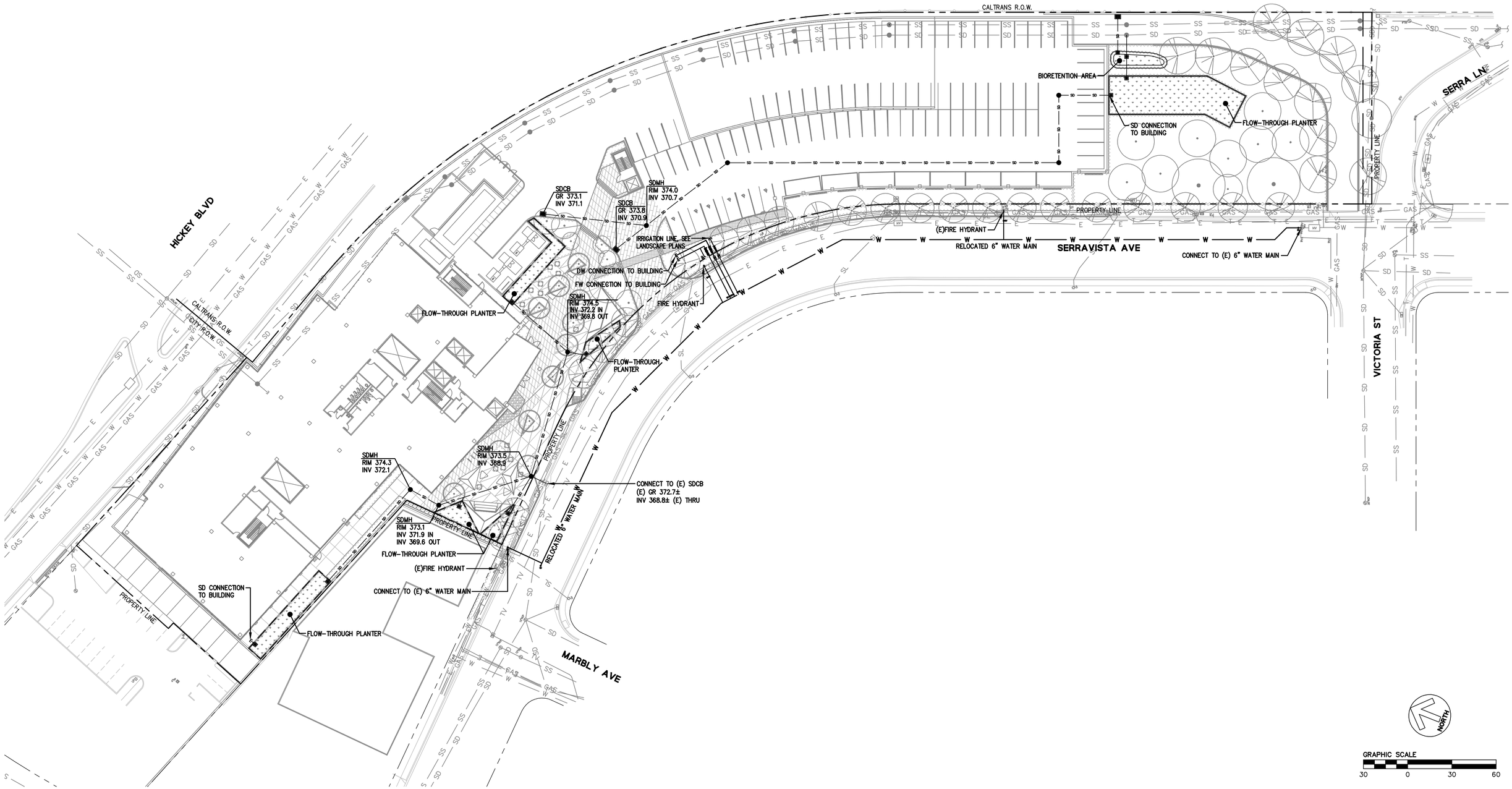
HIGHWAY 280



NORTH

GRAPHIC SCALE

30 0 30 60

DES ARCHITECTS ENGINEERS

KING ASSET MANAGEMENT

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UTILITY PLAN - SERRAVISTA AVENUE

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HIGHWAY 280

HICKEY BLVD

SERRA LN

SERRAVISTA AVE

VICTORIA ST

MARBLY AVE

PROPERTY LINE

20' PROPOSED P.U.E.

CALTRANS R.O.W.

CITY R.O.W.

SSMH
RIM 343.2
INV 338.7

65 LF, 12" PVC
C900 SS, S=0.021

SSMH
RIM 344.3
INV 340.1

161 LF, 12" PVC
C900 SS, S=0.021

SDCB
GR 350.2
INV 346.2

SSMH
RIM 350.6
INV 343.4

30 LF, 24"ø STEEL CASING

158 LF, 12" PVC C900 SS, S=0.015

SSMH
RIM 351.0
INV 345.8

(E)6" SS, S=0.015

(E)SSMH
RIM 351.0
INV 346.3

(E)6" SS, S=0.027

SDMH
RIM 356.1±
INV 348.2± (E)12" IN
INV 348.1 12" OUT

30 LF, 24"ø
STEEL CASING

(E)12" SD

SSMH
RIM 342.1
INV 337.4

65 LF, 12"
PVC C900
SS, S=0.021

65 LF, 12" PVC
C900 SS,
S=0.021

SSMH
RIM 341.1
INV 336.0

SDMH
RIM 339.9
INV 336.8

SSMH
RIM 339.7
INV 334.7

SSMH
RIM 338.2
INV 333.3

SDMH
RIM 338.3
INV 336.0

SDMH
RIM 343.3
INV 339.0

SDMH
RIM 342.3
INV 338.3

SDMH
RIM 341.2
INV 337.5

64 LF, 12" PVC SDR 26 SD, S=0.012

64 LF, 12" PVC SDR 26 SD, S=0.012

64 LF, 12" PVC SDR 26 SD, S=0.012

64 LF, 12" PVC SDR 26 SD, S=0.012

65 LF, 12" PVC C900 SS, S=0.021

65 LF, 12" PVC C900 SS, S=0.021

64 LF, 12" PVC SDR 26 SD, S=0.012

SDMH
RIM 344.4
INV 339.8

161 LF, 12" PVC SDR
26 SD, S=0.026

BIORETENTION AREA

SDMH
RIM 350.7
INV 344.5 IN, SW
INV 344.0 THRU

158 LF, 12"
PVC SDR 26
SD, S=0.026

FLOW-THROUGH PLANTER

20' PROPOSED P.U.E.

PROPERTY LINE

UTILITY CROSSING
INV 335.2 12" SD
INV 333.1 12" SS

CONNECT 12" SD LINE TO SDCB
RIM 338.4±
INV 334.0 12" IN
INV 333.2± (E) 36" OUT

33 LF, 12" PVC SDR
26 SD, S=0.060

(E)36" SD TO REMAIN

189 LF, 12" PVC C900
SS, S=0.017

11 LF, 12" PVC C900 SS, S=0.017

CONNECT TO (E)SSMH
RIM 342.3±
INV 329.9 12" IN
INV 329.6± (E) 8" OUT

CONNECT TO (E) SDCB
INV 339.7±

SSMH
RIM 343.8
INV 330.1

SS CONNECTION
TO BUILDING

FLOW-THROUGH PLANTER

SDMH
RIM 343.6
INV 339.9

FLOW-THROUGH PLANTER

IRRIGATION LINE, SEE
LANDSCAPE PLANS

DW CONNECTION TO BUILDING

FW CONNECTION TO BUILDING

FIRE HYDRANT

(E)FIRE HYDRANT

RELOCATED 6" WATER MAIN

CONNECT TO (E) 6" WATER MAIN

RELOCATED 6" WATER MAIN

(E)FIRE HYDRANT

CONNECT TO (E) 6" WATER MAIN

PROPERTY LINE

PROPERTY LINE

NORTH

GRAPHIC SCALE

30 0 30 60

DES ARCHITECTS ENGINEERS

KING ASSET MANAGEMENT

BKF

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UTILITY PLAN - HICKEY BOULEVARD

PLANNING SUBMITTAL 10.17.2022

C6.1

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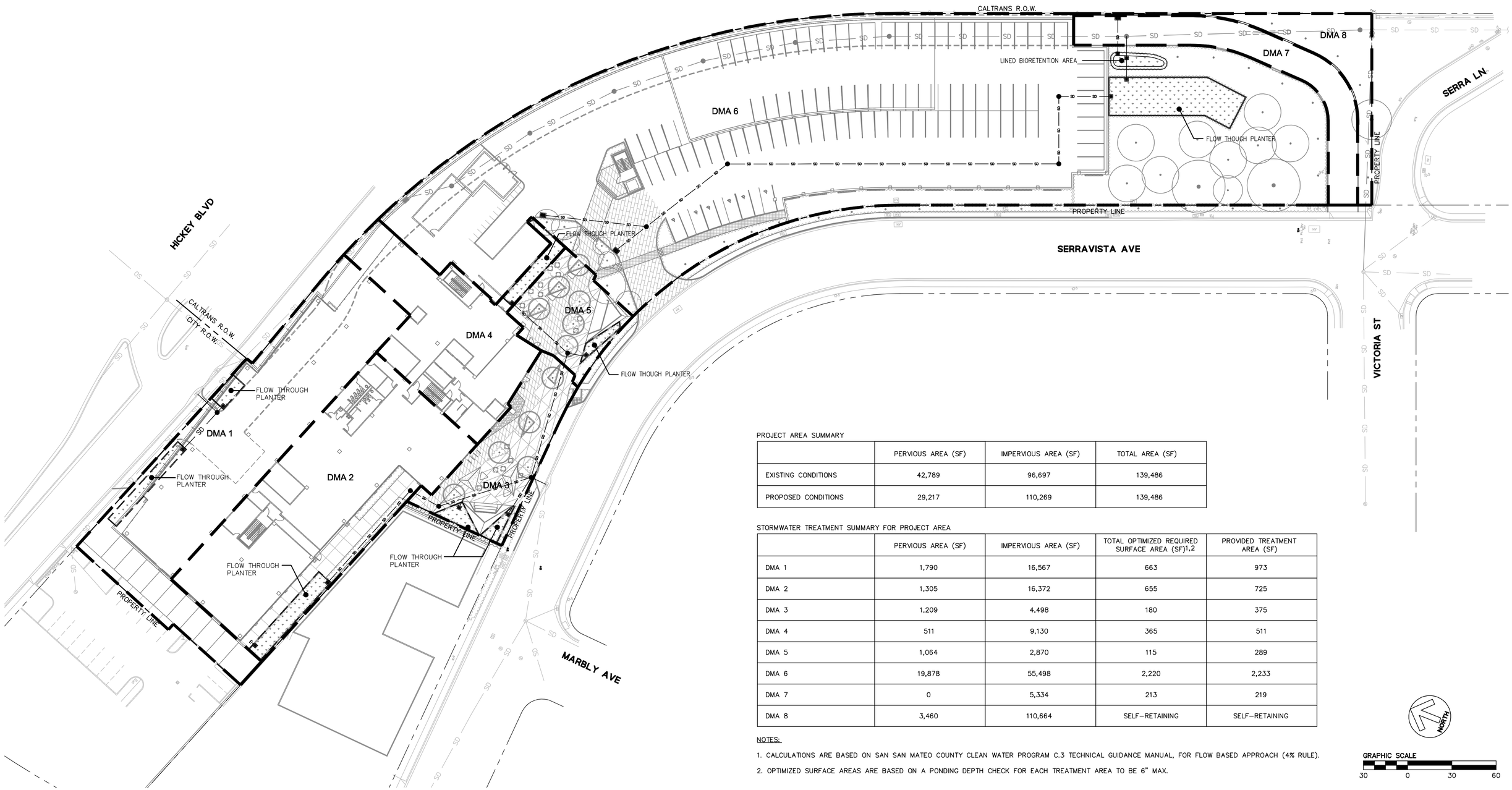

PROJECT AREA SUMMARY

	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	TOTAL AREA (SF)
EXISTING CONDITIONS	42,789	96,697	139,486
PROPOSED CONDITIONS	29,217	110,269	139,486

STORMWATER TREATMENT SUMMARY FOR PROJECT AREA

	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	TOTAL OPTIMIZED REQUIRED SURFACE AREA (SF)[1,2]	PROVIDED TREATMENT AREA (SF)
DMA 1	1,790	16,567	663	973
DMA 2	1,305	16,372	655	725
DMA 3	1,209	4,498	180	375
DMA 4	511	9,130	365	511
DMA 5	1,064	2,870	115	289
DMA 6	19,878	55,498	2,220	2,233
DMA 7	0	5,334	213	219
DMA 8	3,460	110,664	SELF-RETAINING	SELF-RETAINING

NOTES:

1. CALCULATIONS ARE BASED ON SAN SAN MATEO COUNTY CLEAN WATER PROGRAM C.3 TECHNICAL GUIDANCE MANUAL, FOR FLOW BASED APPROACH (4% RULE).
2. OPTIMIZED SURFACE AREAS ARE BASED ON A PONDING DEPTH CHECK FOR EACH TREATMENT AREA TO BE 6" MAX.

NORTH

GRAPHIC SCALE
30 0 30 60

DES ARCHITECTS ENGINEERS
KING ASSET MANAGEMENT
BKF
255 SHORELINE DRIVE
SUITE 200
REDWOOD CITY, CA 94065
(650) 482-6300
www.bkf.com

PRELIMINARY STORMWATER CONTROL PLAN

PLANNING SUBMITTAL 10.17.2022

C7.0

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HIGHWAY 280

4/C7.1 INLET PROTECTION, TYP

CALTRANS R.O.W.

SERRA LN

PROPERTY LINE

4/C7.1 INLET PROTECTION, TYP

HICKEY BLVD

1/C7.1 FIBER ROLL, TYP

PROPERTY LINE

TEMPORARY CONSTRUCTION FENCE WITH SILT CAPTURE WOVEN GEOTEXTILE FABRIC ON BOTTOM OF FENCE, TYP. CONTRACTOR TO MAINTAIN AND ADJUST AS NEEDED.

SERRAVISTA AVE

TIRE/TRUCK TEMPORARY WASHOUT PIT, TYP 3/C7.1

CALTRANS R.O.W.

CITY R.O.W.

STABILIZED CONSTRUCTION ENTRACE/EXIT 2/C7.1

VICTORIA ST

SD

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

MARBLY AVE

TEMPORARY CONSTRUCTION FENCE WITH SILT CAPTURE WOVEN GEOTEXTILE FABRIC ON BOTTOM OF FENCE. CONTRACTOR TO DURING DURATION OF CONSTRUCTION.

FIBER ROLL

STABILIZED CONSTRUCTION ENTRACE/EXIT WITH WASHOUT AREA

TIRE/TRUCK TEMPORARY WASHOUT PIT, TYP

INLET PROTECTION

NORTH

GRAPHIC SCALE

30 0 30 60

DES ARCHITECTS ENGINEERS

KING ASSET MANAGEMENT

BKF
255 SHORELINE DRIVE
SUITE 200
REDWOOD CITY, CA 94065
(650) 482-6300
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EROSION CONTROL PLAN

PLANNING SUBMITTAL 10.17.2022

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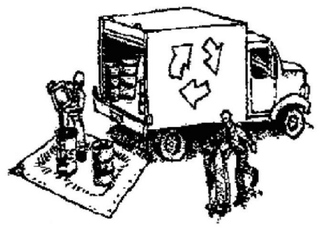
SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- ❑ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- ❑ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ❑ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ❑ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ❑ Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



Maintenance and Parking

- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving



- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, or trash.

Paving/Asphalt Work



- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

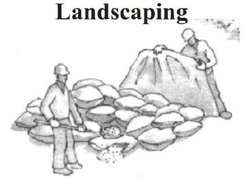
- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, abosorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



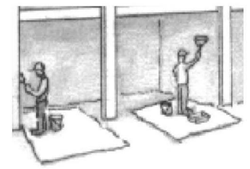
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

Painting & Paint Removal



Painting Cleanup and Removal

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to $10,000 per day!

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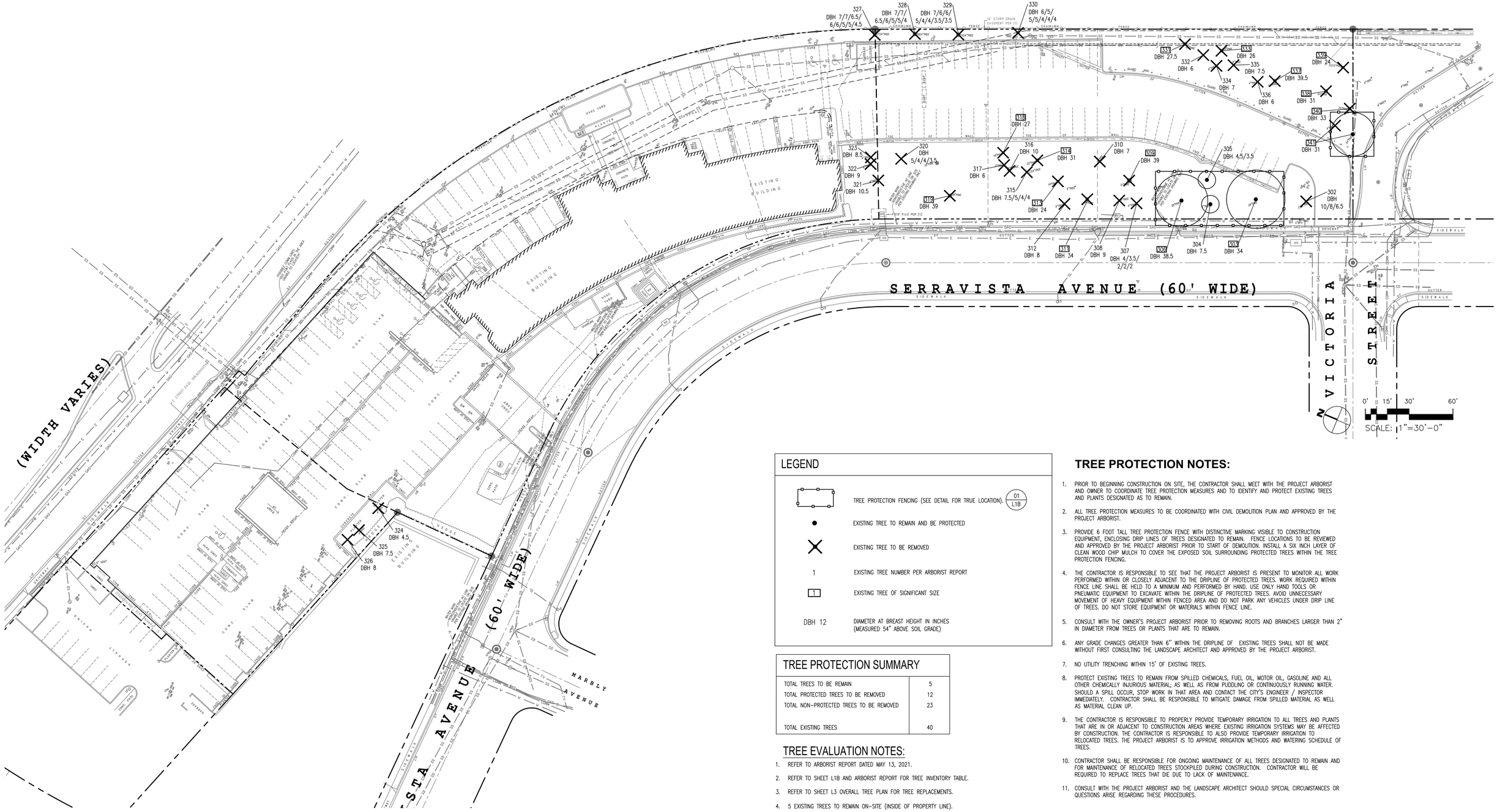

LEGEND

	TREE PROTECTION FENCING (SEE DETAIL FOR TRUE LOCATION). 01 / L1B
●	EXISTING TREE TO REMAIN AND BE PROTECTED
X	EXISTING TREE TO BE REMOVED
1	EXISTING TREE NUMBER PER ARBORIST REPORT
[1]	EXISTING TREE OF SIGNIFICANT SIZE
DBH 12	DIAMETER AT BREAST HEIGHT IN INCHES (MEASURED 54" ABOVE SOIL GRADE)

TREE PROTECTION SUMMARY

TOTAL TREES TO BE REMAIN	5
TOTAL PROTECTED TREES TO BE REMOVED	12
TOTAL NON-PROTECTED TREES TO BE REMOVED	23
TOTAL EXISTING TREES	40

TREE EVALUATION NOTES:

1. REFER TO ARBORIST REPORT DATED MAY 13, 2021.
2. REFER TO SHEET L1B AND ARBORIST REPORT FOR TREE INVENTORY TABLE.
3. REFER TO SHEET L3 OVERALL TREE PLAN FOR TREE REPLACEMENTS.
4. 5 EXISTING TREES TO REMAIN ON-SITE (INSIDE OF PROPERTY LINE).

TREE PROTECTION NOTES:

1. PRIOR TO BEGINNING CONSTRUCTION ON SITE, THE CONTRACTOR SHALL MEET WITH THE PROJECT ARBORIST AND OWNER TO COORDINATE TREE PROTECTION MEASURES AND TO IDENTIFY AND PROTECT EXISTING TREES AND PLANTS DESIGNATED AS TO REMAIN.
2. ALL TREE PROTECTION MEASURES TO BE COORDINATED WITH CIVIL DEMOLITION PLAN AND APPROVED BY THE PROJECT ARBORIST.
3. PROVIDE 6 FOOT TALL TREE PROTECTION FENCE WITH DISTINCTIVE MARKING VISIBLE TO CONSTRUCTION EQUIPMENT, ENCLOSING DRIP LINES OF TREES DESIGNATED TO REMAIN. FENCE LOCATIONS TO BE REVIEWED AND APPROVED BY THE PROJECT ARBORIST PRIOR TO START OF DEMOLITION. INSTALL A SIX INCH LAYER OF CLEAN WOOD CHIP MULCH TO COVER THE EXPOSED SOIL SURROUNDING PROTECTED TREES WITHIN THE TREE PROTECTION FENCING.
4. THE CONTRACTOR IS RESPONSIBLE TO SEE THAT THE PROJECT ARBORIST IS PRESENT TO MONITOR ALL WORK PERFORMED WITHIN OR CLOSELY ADJACENT TO THE DRIPLINE OF PROTECTED TREES. WORK REQUIRED WITHIN FENCE LINE SHALL BE HELD TO A MINIMUM AND PERFORMED BY HAND. USE ONLY HAND TOOLS OR PNEUMATIC EQUIPMENT TO EXCAVATE WITHIN THE DRIPLINE OF PROTECTED TREES. AVOID UNNECESSARY MOVEMENT OF HEAVY EQUIPMENT WITHIN FENCED AREA AND DO NOT PARK ANY VEHICLES UNDER DRIP LINE OF TREES. DO NOT STORE EQUIPMENT OR MATERIALS WITHIN FENCE LINE.
5. CONSULT WITH THE OWNER'S PROJECT ARBORIST PRIOR TO REMOVING ROOTS AND BRANCHES LARGER THAN 2" IN DIAMETER FROM TREES OR PLANTS THAT ARE TO REMAIN.
6. ANY GRADE CHANGES GREATER THAN 6" WITHIN THE DRIPLINE OF EXISTING TREES SHALL NOT BE MADE WITHOUT FIRST CONSULTING THE LANDSCAPE ARCHITECT AND APPROVED BY THE PROJECT ARBORIST.
7. NO UTILITY TRENCHING WITHIN 15' OF EXISTING TREES.
8. PROTECT EXISTING TREES TO REMAIN FROM SPILLED CHEMICALS, FUEL OIL, MOTOR OIL, GASOLINE AND ALL OTHER CHEMICALLY INJURIOUS MATERIAL; AS WELL AS FROM PUDDLING OR CONTINUOUSLY RUNNING WATER. SHOULD A SPILL OCCUR, STOP WORK IN THAT AREA AND CONTACT THE CITY'S ENGINEER / INSPECTOR IMMEDIATELY. CONTRACTOR SHALL BE RESPONSIBLE TO MITIGATE DAMAGE FROM SPILLED MATERIAL AS WELL AS MATERIAL CLEAN UP.
9. THE CONTRACTOR IS RESPONSIBLE TO PROPERLY PROVIDE TEMPORARY IRRIGATION TO ALL TREES AND PLANTS THAT ARE IN OR ADJACENT TO CONSTRUCTION AREAS WHERE EXISTING IRRIGATION SYSTEMS MAY BE AFFECTED BY CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO ALSO PROVIDE TEMPORARY IRRIGATION TO RELOCATED TREES. THE PROJECT ARBORIST IS TO APPROVE IRRIGATION METHODS AND WATERING SCHEDULE OF TREES.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR ONGOING MAINTENANCE OF ALL TREES DESIGNATED TO REMAIN AND FOR MAINTENANCE OF RELOCATED TREES STOCKPILED DURING CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REPLACE TREES THAT DIE DUE TO LACK OF MAINTENANCE.
11. CONSULT WITH THE PROJECT ARBORIST AND THE LANDSCAPE ARCHITECT SHOULD SPECIAL CIRCUMSTANCES OR QUESTIONS ARISE REGARDING THESE PROCEDURES.

DES ARCHITECTS ENGINEERS

KING ASSET MANAGEMENT

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Tree Protection Plan

455 Hickey Blvd

PLANNING SUBMITTAL 10.17.2022

L1A

urbantreemanagement inc.

TREE SURVEY DATA

Address: 455 Hickey BLVD Daly City, CA 94015
Inspection Date: 5/13/2021

Ratings for health and structure are given separately for each tree according to the table below. IE, a tree may be rated "Good" under the health column For excellent, vigorous appearance and growth, while the same tree may be rated "Fair, Poor" in the structure column if structural mitigation is needed.

KEY	Health	Structure
Good	excellent, vigorous	flawless
Fair - Good	no significant health concerns	very stable
Fair	declining; measures should be taken to improve health and appearance	routine maintenance needed
Fair - Poor	in decline: significant health issues	mitigation needed, it may or may not preserve this tree
Poor	dead or near dead	hazard

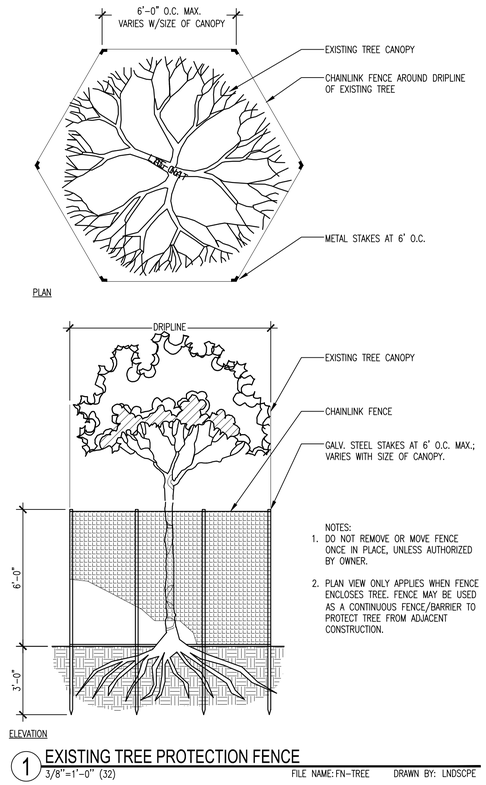
Tag no	Common Name	Diameter at Breast Height"	H'/W'	HEALTH	STRUCTURE	SIGNIFICANT (X)	RECOMMENDED REMOVAL (X)	RECOMMENDED SIGNIFICANT REMOVAL (XX)	NOTES, RECOMMENDATIONS
302	Mangrove	10/8/6.5	18'/30'	f	fp				Recommend EWR, DWR, SP, multiple leaders at base
303	Monterey pine	34	65'/40'	f	f	x			Recommend EWR, DWR, thin canopy
304	Black acacia	7.5	15'/12'	fp	p				Recommend EWR, DWR, leaning
305	Black acacia	4.5/573.5	12'/12'	f	fp				Recommend EWR, DWR, SP, multiple leaders at base
306	Monterey pine	38.5	50'/55'	f	f	x			Recommend EWR, DWR, thin canopy
307	Black acacia	4/3.5/2/2/2	12'/10'	f	fp				Recommend EWR, DWR, SP, multiple leaders at base
308	Black acacia	9	12'/10'	f	f				Recommend EWR, DWR, SP
309	Monterey pine	39	70'/50'	f	f	x			Recommend EWR, DWR, thin canopy
310	Monterey pine	7	20'/15'	f	fp				Recommend EWR, DWR, thin canopy
311	Monterey pine	34	50'/40'	f	f	x			Recommend EWR, DWR, thin canopy
312	Black acacia	8	8'/12'	f	p		x		Recommend removal, heavy lean, no hope for recovery
313	Monterey pine	24	48'/35'	f	f	x			Recommend EWR, DWR, thin canopy
314	Monterey pine	31	55'/40'	f	fp	x			Recommend EWR, DWR, codominant leaders at 12'
315	Black acacia	7.5/5/4/4	14'/15'	f	fp				Recommend EWR, DWR, SP, multiple leaders at base
316	Black acacia	10	15'/18'	f	f				Recommend EWR, DWR, SP
317	Black acacia	6	12'/15'	fg	fp				Recommend EWR, DWR, SP, leaning into tree 318
318	Monterey pine	27	45'/30'	f	f	x			Recommend EWR, DWR, thin canopy
319	Monterey pine	39	55'/35'	f	fp	x			Recommend EWR, DWR, codominant leaders at 7'
320	Laurel	5/4/4/3.5	15'/18'	fg	fp				Recommend EWR, DWR, SP, multiple leaders at base
321	Black acacia	10.5	20'/20'	f	fp				Recommend EWR, DWR, SP, leaning
322	Black acacia	9	16'/15'	f	fp				Recommend EWR, DWR, SP, leaning
323	Black acacia	8.5 @ 2.5'	10'/6'	fp	p		x		Recommend removal, heavy lean, thin canopy, no hope for recovery
324	Paperbark tree	4.5	12'/7'	f	fp				Recommend EWR, DWR, SP, leaning
325	Purple leaf plum	7.5 @ 2.5'	15'/20'	fg	f				Recommend EWR, DWR, SP, multiple leaders at 2.5'
326	Paperbark tree	8	20'/18'	fg	f				Recommend EWR, DWR, SP
327	Pohutukawa	7/7/6.5/6/6/5/5/4.5	25'/25'	fg	fp				Recommend EWR, DWR, SP, multiple leaders at base
328	Pohutukawa	7/7/6.5/6/5/5/4	25'/20'	fg	fp				Recommend EWR, DWR, SP, multiple leaders at base
329	Pohutukawa	7/6/6/5/4/4/3.5/3.5	25'/20'	fg	fp				Recommend EWR, DWR, SP, multiple leaders at base
330	Black acacia	6/5/5/5/4/4/4	20'/18'	fp	fp		x		Recommend removal, multiple leaders from base, thin canopy, no new foliage
331	Monterey pine	27.5_	55'/35'	fg	f	x			Recommend EWR, DWR, SP
332	Black acacia	6	9'/6'	f	fp				Recommend EWR, DWR, SP, stub cuts
333	Monterey pine	26 @ 3.5'	50'/25'	f	fp	x			Recommend EWR, DWR, thin canopy, codominant leaders at 3.5'
334	Black acacia	7	16'/6'	f	fp				Recommend EWR, DWR, SP, stub cuts
335	Black acacia	7.5	18'/12'	f	fp				Recommend EWR, DWR, SP, leaning
336	Black acacia	6	12'/8'	f	f				Recommend EWR, DWR, SP
337	Monterey pine	39.5	65'/50'	f	f	x			Recommend EWR, DWR, thin canopy
338	Monterey pine	31	50'/35	f	fp	x			Recommend EWR, DWR, thin canopy, codominant leaders at 8'
339	Monterey pine	24 @ 2'	38'/15'	p	p	x		xx	Recommend removal, tree is dead
340	Monterey pine	33	45'/30'	p	p	x		xx	Recommend removal, tree is dead
341	Monterey pine	31	48'/30'	f	f	x			Recommend EWR, DWR, thin canopy

TOTAL TREES	**40**
PROTECTED TOTAL	
RECOMMENDED REMOVAL TOTAL	**3**
RECOMMENDED SIGNIFICANT REMOVALS TOTAL	**2**

KEY TO ACRONYMS
DWR - Dead Wood Removal pruning recommended
EWR - End Weight Reduction: pruning to remove weight from limb ends, thus reducing the potential for limb failure(s).
RCE - Root Collar Excavation: excavating a small area around a tree that is currently buried by soil or refuse above buttress roots, usually done with a hand shovel.
SP - Structural pruning - removal of selected non-dominant leaders in order to balance the tree
CD - Codominant Leader, two leaders with a narrow angle of attachement and prone to failure
LCR-Live Crown Ratio
RR - Recommend Tree Removal based upon Health or Structure of tree.
Prop - Steel prop in concrete footing recommended to help support a tree/limb.
Cable - Recommend a steel cable(s) be installed to help support a weakly attached limb(s).

TREE ORDINANCE
The City of Daly city does not have any tree protection ordinances as of the date of this tree survey.

Common Name	*Latin Name*
Mangrove	*Rhizophora sp.*
Monterey pine	*Pinus radiata*
Black acacia	*Acacia melanoxylon*
Laurel	*Laurus nobilis*
Paper bark	*Melaleuca quinquenervia*
Purple leaf plum	*Prunus cerasifera*
Pohutukawa	*Metrosideros excelsa*
Vinegar tree	*Rhus glabra*



1 EXISTING TREE PROTECTION FENCE
3/8"=1'-0" (32) FILE NAME: FN-TREE DRAWN BY: LNDSCPE

DES ARCHITECTS ENGINEERS | KING ASSET MANAGEMENT

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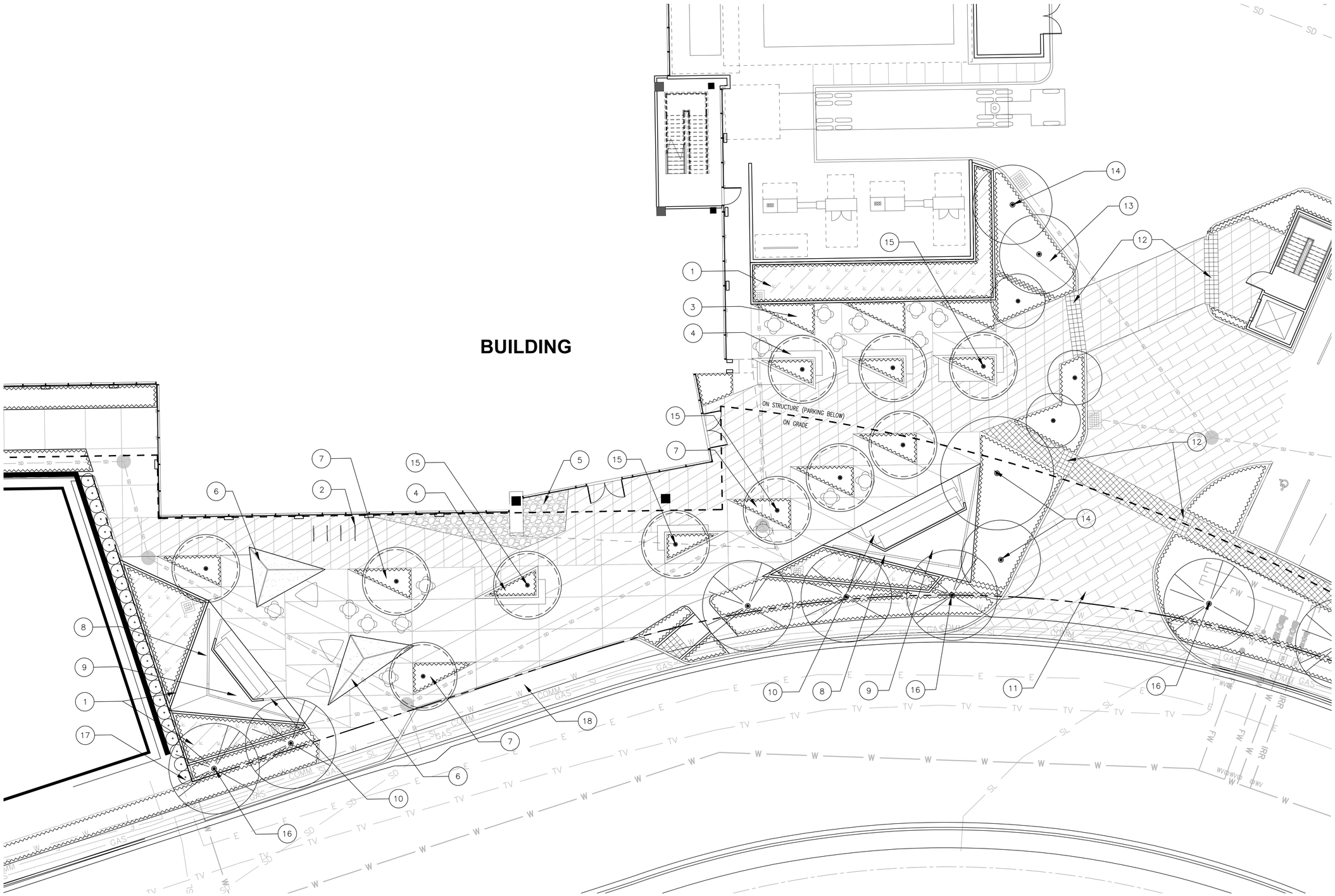
Tree Data / Tree Protection Detail

455 Hickey Blvd
PLANNING SUBMITTAL 10.17.2022

L1B



KEY NOTES:

1. FLOW THRU PLANTER
2. BIKE RACKS
3. SMALL SLOPED PLANTING
4. RAISED PLANTER & WOOD BENCH
5. COBBLESTONE AREA
6. PLANTING PYRAMID
7. PLANTING AREA (FLUSH TO ADJACENT PAVING)
8. SLOPED METAL WALL
9. LARGE SLOPED PLANTING
10. GRAND STAIRS
11. ENTRY DRIVE TO GARAGE
12. DETECTABLE WARNING SURFACE
13. LANDSCAPE MOUND
14. CANOPY TREE
15. ACCENT TREE
16. STREET TREE
17. SCREEN HEDGES
18. DROP--OFF

MATERIAL KEY:

- CONCRETE PAVING
- PRECAST PAVERS
- COBBLESTONE PAVING
- BIORETENTION

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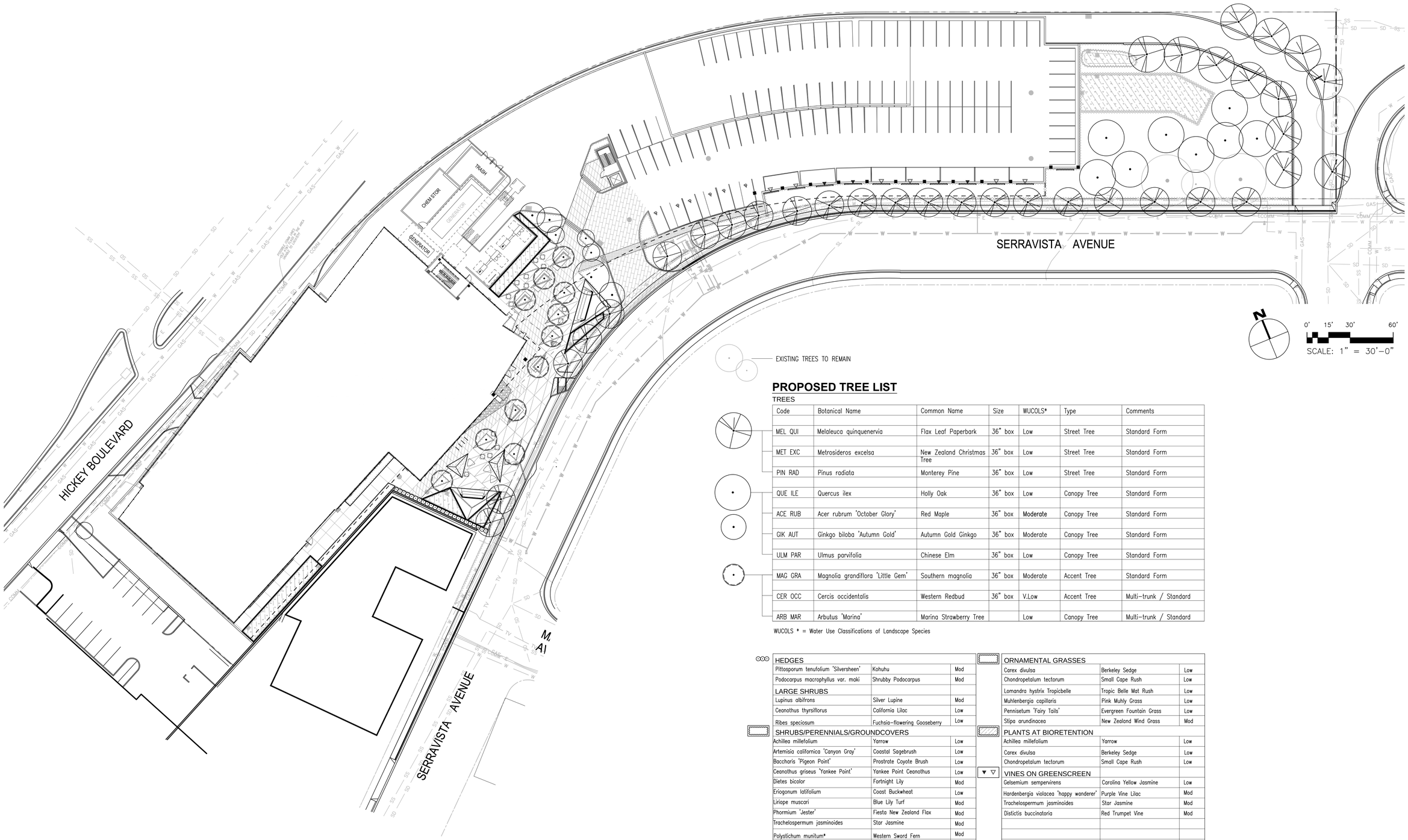
ENTRY PLAZA PLAN

455 Hickey Blvd

PLANNING SUBMITTAL 10.17.2022

L2



EXISTING TREES TO REMAIN

PROPOSED TREE LIST

TREES

Code	Botanical Name	Common Name	Size	WUCOLS*	Type	Comments
MEL QUI	Melaleuca quinquenervia	Flax Leaf Paperbark	36" box	Low	Street Tree	Standard Form
MET EXC	Metrosideros excelsa	New Zealand Christmas Tree	36" box	Low	Street Tree	Standard Form
PIN RAD	Pinus radiata	Monterey Pine	36" box	Low	Street Tree	Standard Form
QUE ILE	Quercus ilex	Holly Oak	36" box	Low	Canopy Tree	Standard Form
ACE RUB	Acer rubrum 'October Glory'	Red Maple	36" box	Moderate	Canopy Tree	Standard Form
GIK AUT	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo	36" box	Moderate	Canopy Tree	Standard Form
ULM PAR	Ulmus parvifolia	Chinese Elm	36" box	Low	Canopy Tree	Standard Form
MAG GRA	Magnolia grandiflora 'Little Gem'	Southern magnolia	36" box	Moderate	Accent Tree	Standard Form
CER OCC	Cercis occidentalis	Western Redbud	36" box	V.Low	Accent Tree	Multi-trunk / Standard
ARB MAR	Arbutus 'Marina'	Marina Strawberry Tree		Low	Canopy Tree	Multi-trunk / Standard

WUCOLS * = Water Use Classifications of Landscape Species

HEDGES		
Pittosporum tenufolium 'Silversheen'	Kohuhu	Mod
Podocarpus macrophyllus var. maki	Shrubby Podocarpus	Mod
LARGE SHRUBS		
Lupinus albifrons	Silver Lupine	Mod
Ceanothus thyrsiflorus	California Lilac	Low
Ribes speciosum	Fuchsia-flowering Gooseberry	Low
SHRUBS/PERENNIALS/GROUNDCOVERS		
Achillea millefolium	Yarrow	Low
Artemisia californica 'Canyon Gray'	Coastal Sagebrush	Low
Baccharis 'Pigeon Point'	Prostrate Coyote Brush	Low
Ceanothus griseus 'Yankee Point'	Yankee Point Ceanothus	Low
Dietes bicolor	Fortnight Lily	Mod
Eriogonum latifolium	Coast Buckwheat	Low
Liriope muscari	Blue Lily Turf	Mod
Phormium 'Jester'	Fiesta New Zealand Flax	Mod
Trachelospermum jasminoides	Star Jasmine	Mod
Polystichum munitum*	Western Sword Fern	Mod

ORNAMENTAL GRASSES		
Carex divulsa	Berkeley Sedge	Low
Chondropetalum tectorum	Small Cape Rush	Low
Lomandra hystrix 'Tropicbelle'	Tropic Belle Mat Rush	Low
Muhlenbergia capillaris	Pink Muhly Grass	Low
Pennisetum 'Fairy Tails'	Evergreen Fountain Grass	Low
Stipa arundinacea	New Zealand Wind Grass	Mod
PLANTS AT BIORETENTION		
Achillea millefolium	Yarrow	Low
Carex divulsa	Berkeley Sedge	Low
Chondropetalum tectorum	Small Cape Rush	Low
VINES ON GREENSCREEN		
Gelsemium sempervirens	Carolina Yellow Jasmine	Low
Hardenbergia violacea 'happy wanderer'	Purple Vine Lilac	Mod
Trachelospermum jasminoides	Star Jasmine	Mod
Distictis buccinatoria	Red Trumpet Vine	Mod

DES ARCHITECTS ENGINEERS

KING ASSET MANAGEMENT

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Overall Planting Plan

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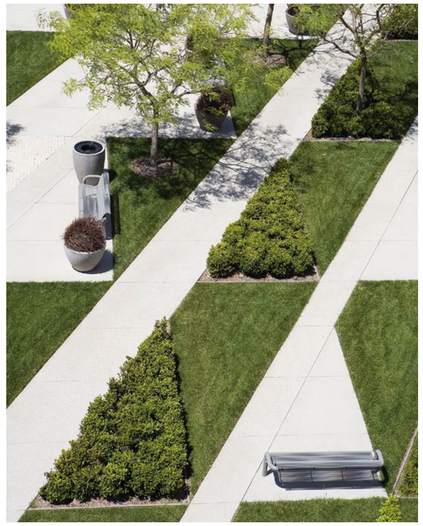
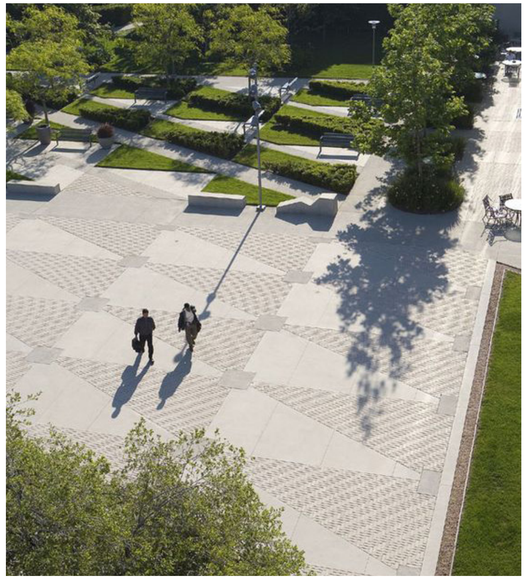
L3










DES ARCHITECTS ENGINEERS

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L4

TREES



ACER RUBRUM ‘OCTOBER GLORY’
RED MAPLE



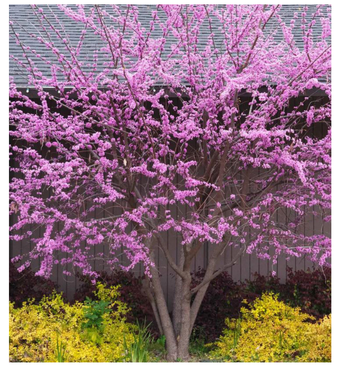
METROSIDEROS EXCELSA
NEW ZEALAND CHRISTMAS TREE



GINKGO BILOBA ‘AUTUMN GOLD’
AUTUMN GOLD GINKGO



ARBUTUS MARINA
MARINA STRAWBERRY TREE



CERCIS OCCIDENTALIS
WESTERN REDBUD



QUERCUS ILEX
HOLLY OAK



MAGNOLIA GRANDIFLORA ‘LITTLE GEM’
SOUTHERN MAGNOLIA

HEDGES



PODOCARPUS MACROPHYLLUS VAR. MAKI
SHRUBBY PODOCARPUS

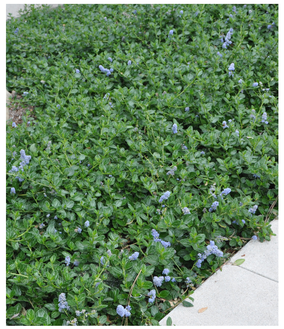


PITTOSPORUM TENUIFOLIUM ‘SILVERSHEEN’
SILVER SHEEN KOHUHU

SHRUBS/PERENNIALS/GROUNDCOVERS



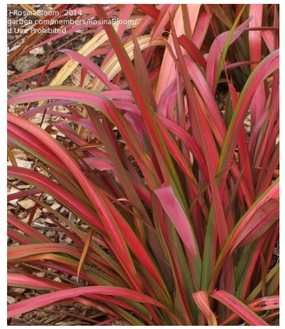
DIETES BICOLOR
FORTNIGHT LILY



CEANOTHUS GRISEUS ‘YANKEE POINT’
YANKEE POINT CEANOTHUS



LIRIOPE MUSCARI
BLUE LILY TURF



PHORMIUM JESTER
NEW ZEALAND FLAX



TRACHELOSPERMUM JASMINOIDES
STAR JASMINE



POLYSTICHUM MUNITUM
WESTERN SWORD FERN

ORNAMENTAL GRASSES



LOMANDRA HYSTRIX ‘TROPICBELLE’
TROPIC BELLE MAT RUSH



PENNISETUM ‘FAIRY TALES’
EVERGREEN FOUNTAIN GRASS



MUHLENBERGIA CAPILLARIS
PINK MUHLY GRASS

BIORETENTION PLANTS



ACHILLEA MILLEFOLIUM
YARROW

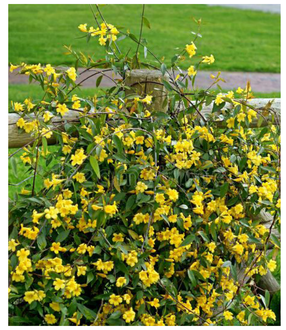


CAREX DIVULSA
BERKELEY SEDGE

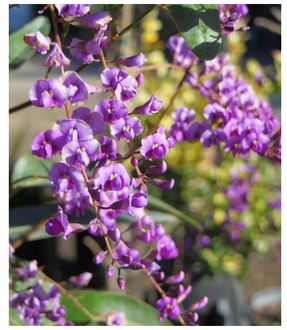


CHONDROPETALUM TECTORUM
SMALL CAPE RUSH

VINES



GELSEMIUM SEMPERVIRENS
CAROLINA JESSAMINE



HARDENBERGIA VIOLACEA ‘HAPPY WANDERER’
PURPLE VINE LILAC

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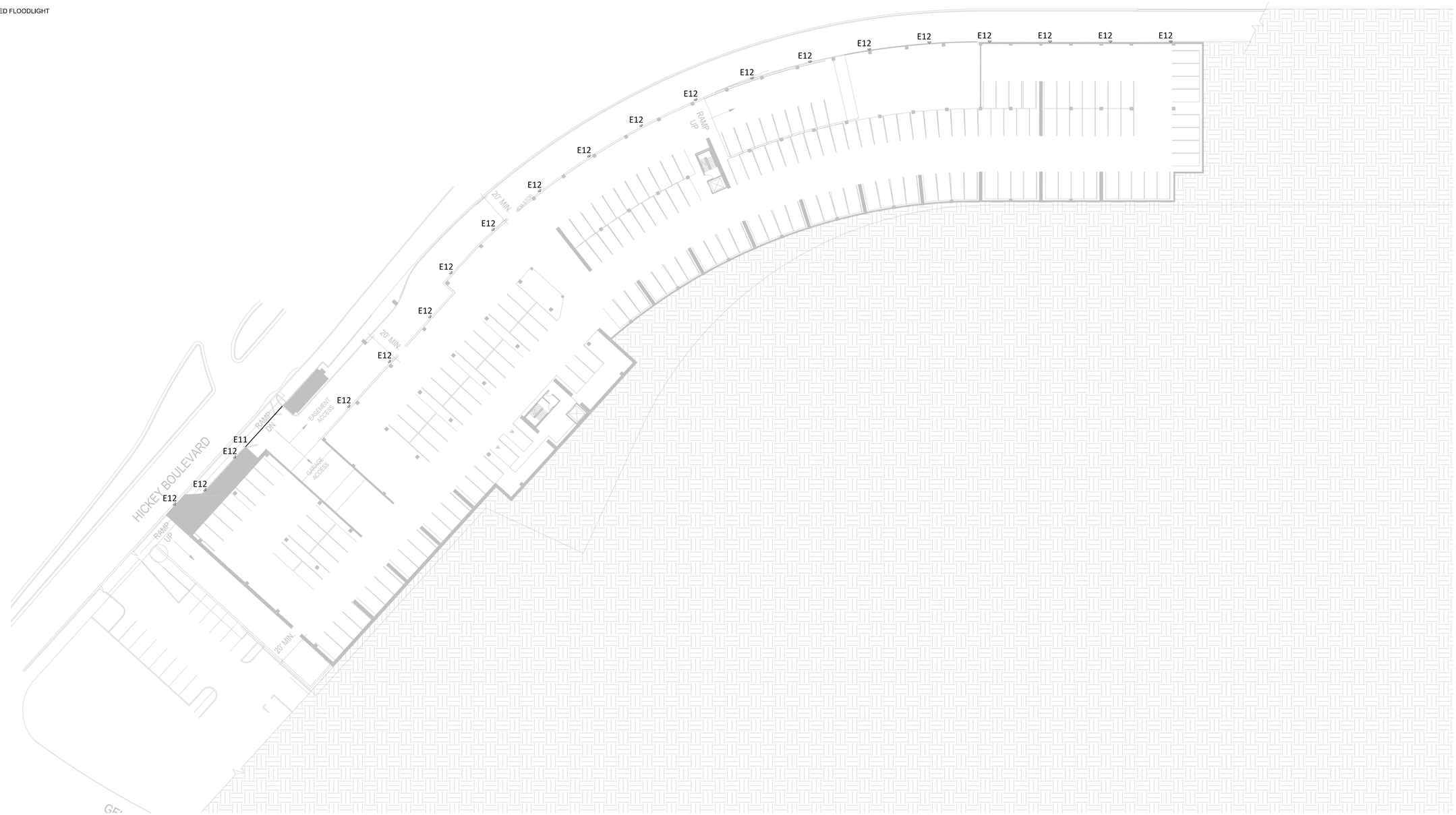
LIGHTING FIXTURE SCHEDULE



TYPE E11
A LIGHT
RECESSED WET LOCATION LENSED LINEAR
ACL5
9.5W/FT LED



TYPE E12
ELLIPTIPAR
12" SURFACE-MOUNTED FLOODLIGHT
S172-M112
54W LED



1 Site Lighting Plan - Level 1
1/32" = 1'-0"

DES ARCHITECTS ENGINEERS
KING ASSET MANAGEMENT
HLB
785 Market Street, #800
San Francisco, CA 94103
415.348.8273
HLBlighting.com
new york | **san francisco** | los angeles | boston | miami | denver | austin

SITE LIGHTING PLAN - LEVEL 1

455 HICKEY, DALY CITY, CA
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LT-1
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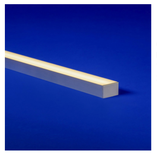
LIGHTING FIXTURE SCHEDULE



TYPE E1
BEGA
AREA LIGHT ON 14' POLE
88 263
30W LED
TYPE V DISTRIBUTION



TYPE E2
BEGA
IN-WALL LIGHT
24 060
12.2W LED



TYPE E3:
QTRAN
UNDERBENCH LIGHT
VERS-ENCAPSULATED (06)
3W/FT LED



TYPE E4:
BK LIGHTING
IN-GRADE UPLIGHT
HP2 LED
34W LED



TYPE E5:
BK LIGHTING
TREE UPLIGHT
DENALI LED
20W LED



TYPE E6:
USAI
RECESSED MULTI-CELL DOWNLIGHT
20W LED



TYPE E7:
BEGA
BOLLARD WITH ASYMMETRIC OPTICS
84 238
15W LED

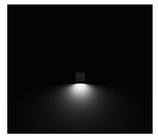


TYPE E8:
GARDCO P26
E8 - TWIN HEAD AREA LIGHT ON 17' POLE
114W LED; TYPE III DISTRIBUTION

E8A - TRIPLE HEAD AREA LIGHT ON 17' POLE
114W LED; TYPE III DISTRIBUTION

E8B - SINGLE HEAD AREA LIGHT ON 20' POLE
60W LED; TYPE IV DISTRIBUTION

E8C - SINGLE HEAD AREA LIGHT ON 20' POLE
60W LED; TYPE III DISTRIBUTION



TYPE E9
PERFORMANCE IN LIGHTING
WALL SCONCE
MIMIK 20 M
15W LED
TYPE IV DISTRIBUTION



TYPE E10:
BEGA
IN-WALL LIGHT
24 212
15W LED



TYPE E11
A LIGHT
RECESSED WET LOCATION LENSED LINEAR
ACL5
9.5W/FT LED

1 Site Lighting Plan - Level 4
1/32" = 1'-0"

DES ARCHITECTS ENGINEERS
KING ASSET MANAGEMENT
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SITE LIGHTING PLAN - LEVEL 4

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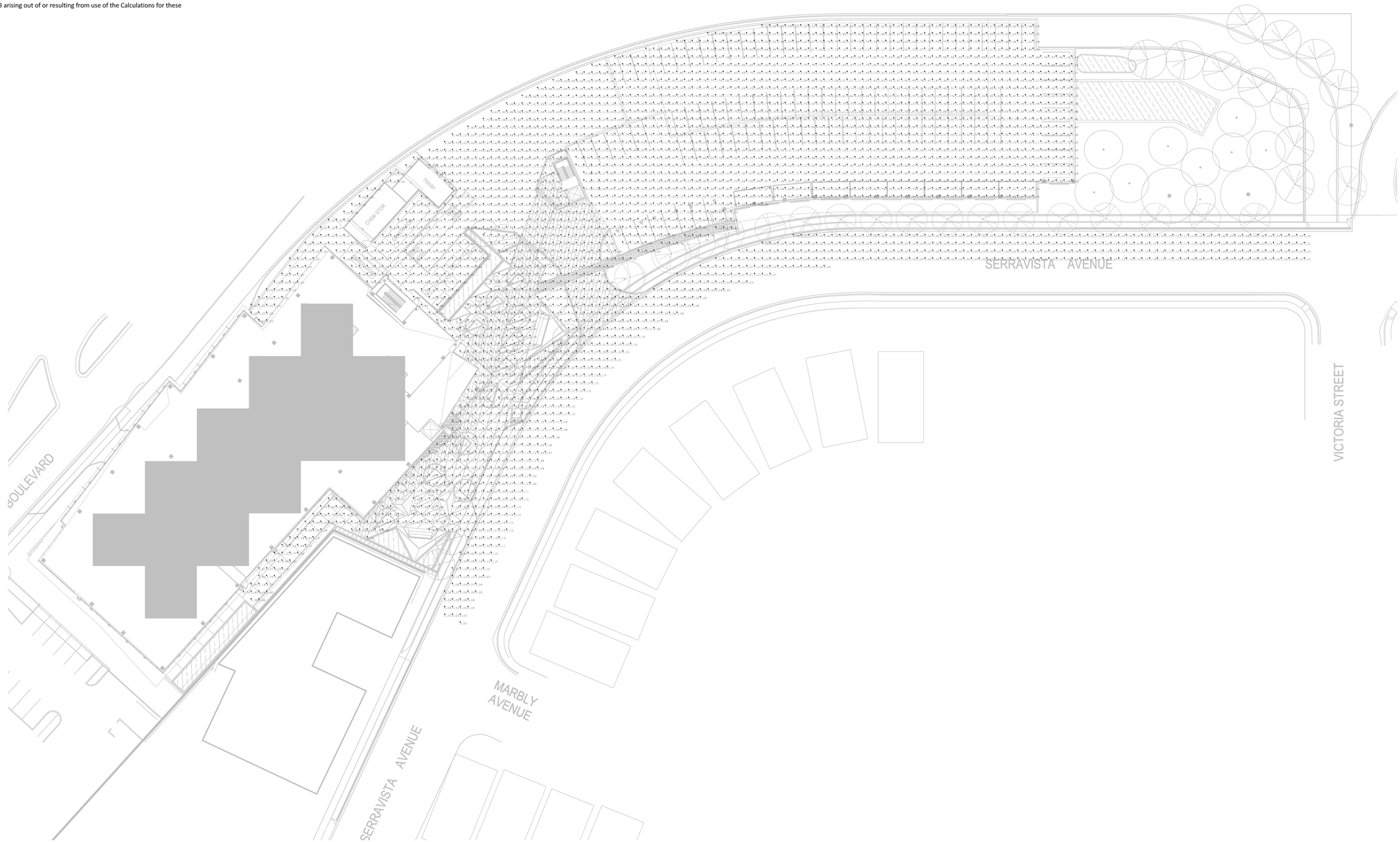
Illuminance calculations are for lighting design aid purposes only. All calculations performed by Horton Lees Brogden Lighting Design Inc (HLB) are based on published methods and recommendations of the Illuminating Engineering Society of North America (IESNA).Calculation accuracy is highly dependent upon the input data utilized in the calculations and variances greater than 20% may occur if there are variations in the input data or if equipment does not perform as published in IES Photometric files. Some input data is provided by others (e.g. manufacturer's photometric reports, lamp lumen ratings, ballast factors, room surface materials and or reflectances) and not all report data is available for the exact luminaire characteristics specified. Some information is derived by HLB from industry standard methods (e.g. luminaire and room surface dirt depreciation factors). Some information is not available for conditions outside of the norm, like variations in temperature, humidity, snow cover, vibration or non-standard mounting conditions. HLB has made every effort to endure the reliability of all data, but is not responsible for errors in data that is received from others, is unavailable, or for equipment that does not perform as published. Field measurements may vary as much as 10%-20% from calculation results due to the limitations associated with the calculation procedures utilized and referenced by the IESNA. High amounts of variation can occur from the use of non-professional grade illuminance meters or meters that are not in perfect calibration. HLB includes a listing of all input values as part of the calculation submission. Please review these input values and notify HLB immediately if any inconsistencies or inaccuracies are noted. Further, the Calculation results provided herein are without warranty of any kind as related to compliance with any local or state emergency or egress code requirements. Use of the Calculations for these purposes is at sole risk of the user and without liability of legal exposure to HLB. User agrees that they shall waive any and all claims against HLB arising out of or resulting from use of the Calculations for these purposes.



1 Site Lighting Photometric Plan - Level 4
1/32" = 1'-0"

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SITE LIGHTING PHOTOMETRIC PLAN - LEVEL 4

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