

CITY OF DALY CITY

Regular Meeting - PLANNING COMMISSION

AGENDA

Tuesday, June 6, 2023 - 7:00 PM

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:

PLEDGE TO THE FLAG:

ROLL CALL:

APPROVAL OF MINUTES:

1. May 2, 2023 Planning Commission 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.

STAFF:

RECOMMENDATION:

PUBLIC HEARINGS:

2. **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** - For 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. (APNs: 005-061-010, -020, -030, -040, -050, -060, -070)

STAFF: Michael Van Lonkhuysen, Planning Manager

RECOMMENDATION:

3. **Use Permit UPR-1-22-015498, Design Review Permit DR-07-22-015775** - To construct a new, 2,480 square feet restaurant with drive through at the northwest corner of the Saint Francis Square Shopping Center parking lot. 79 St Francis Square - (APN 008-481-270)

STAFF: Sam C. Fielding, Associate Planner

RECOMMENDATION:

4. **Use Permit UPR-03-23-016129 (Sign Program)** - To establish the Saint Francis Square Shopping Center Sign Program. 79 St Francis Square (008-481-270)

STAFF: Sam C. Fielding, Associate Planner

RECOMMENDATION:

5. **Parcel Map PM-03-23-016140 and Use Permit UPR-03-23-016142** - For approval for a condominium subdivision of three existing medical offices in the existing office building. 341 Gellert Boulevard - (APN 091-541-220)

STAFF: Michael Van Lonkhuysen, Planning Manager

RECOMMENDATION:

6. **Zone Change ZC-03-23-016151** - To rezone the entire parcel at 1618 Sullivan Avenue to be included within the CC Commercial Cannabis Combining District and provide for an additional Commercial Cannabis eligibility zone as stipulated in Daly City Municipal Code Section 17.56.050 - Eligibility zones. The rezoning would permit the retail sale of cannabis "by-right", without the requirement for additional public hearings. 1618 Sullivan Avenue (APN 006-352-120)

STAFF: Michael Van Lonkhuysen, Planning Manager

RECOMMENDATION:

7. **Use Permit UPR-4-23-016182** - A proposal for temporary classrooms on a vacant property that would be in place for approximately 12 months while construction occurs at Hilddale School. 25 Florence Avenue (APN-003-404-030)

STAFF: Michael Van Lonkhuysen, Planning Manager

RECOMMENDATION:

PUBLIC APPEARANCES, STAFF COMMUNICATIONS:

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

ADJOURNMENT:

**CITY OF DALY CITY
PLANNING COMMISSION
MEETING
Draft
MINUTES**

Tuesday, May 2, 2023 – 7:00 PM

<http://bit.ly/dalycitymay2>

OPENING OF MEETING:

PLEDGE TO THE FLAG:

ADMINISTRATION OF OATH OF OFFICE:

Swearing in of: Theresa Faapuaa as Planning Commissioner

ROLL CALL:

PRESENT: T. Faapuaa, R. Paniza, T. Proaño, R. Satorre

APPROVAL OF MINUTES: Of March 7, 2023 Planning Commission Meeting

PUBLIC HEARING:

1. **General Plan Consistency Finding for Fiscal Year 2024 & Fiscal Year 2025 Capital Improvement Program (CIP)** – Government Code Section 65103© 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 report presented by: Michael Van Lonkhuysen, Planning Division Manager

On May 2, 2023, the Planning Commission voted 4-0 to approve the General Plan Consistency Finding for Fiscal Year 2024 & Fiscal Year 2025 Capital Improvement Program (CIP) – Government Code Section 65103(c).

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

Moved by Commissioner Paniza, seconded by Commissioner Satorre to recommend approval of General Plan Consistency Finding for Fiscal Year 2024 & Fiscal Year 2025 Capital Improvement Program (CIP) – Government Code Section 65103(c). Motion carried 4-0.

2. **Coastal Development Permit CDP-04-23-16189** – Request by the City of Daly City conduct maintenance at 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.

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

On May 2, 2023, the Planning Commission voted 4-0 to recommend the City Council approve the project. The Planning Commission had no substantive comments on the proposal.

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

Moved by Commissioner Paniza, seconded by Commissioner Faapuaa to adopt the findings as outlined in the staff report of May 2, 2023. Motion Carried 4-0.

Moved by Commissioner Satorre seconded by Commissioner Paniza, to recommend approval of the Coastal Development Permit CDP-04-23-16189 subject to the Findings and Conditions outlined in the staff report of May 2, 2023. Motion carried 4-0.

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

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

On May 2, 2023, the Planning Commission voted 4-0 to recommend the City Council approve the sign program. The Planning Commission spoke favorably about the proposal and thought the proposed signs would complement the building well.

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

Moved by Commissioner Faapuaa, seconded by commissioner Satorre to adopt the findings as outlined in the staff report of May 2, 2023. Motion Carried 4-0.

Moved by Commissioner Faapuaa, seconded by Commissioner Satorre to recommend approval of Use Permit UPR-4-23-16182 subject to the Findings and Conditions outlined in the staff report of May 2, 2023. Motion carried by 4-0 (unanimous roll call vote).

4. **Use Permit UPR-2-23-16090** – The 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 XEQA per CEQA Guidelines Section (Existing Facilities).

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

On May 2, 2023, the Planning Commission voted 4-0 to recommend the City Council approve the sign program modification. The Planning Commissioners appreciated the applicant's willingness to work with staff and adjacent residents to address any concerns about nighttime glare from signage along the east side of Lake Merced Boulevard, if this issue arises. Staff and the applicant explained that the sign lighting can be dimmed to address any light glare concerns and that there would be no flashing signage.

Moved by Commissioner Faapuaa, seconded by Commissioner Paniza to recommend approval of Use Permit UPR-2-23-16090 subject to the Findings and Conditions outlined in the staff report of May 2, 2023. Motion carried 4-0 (unanimous roll call vote).

5. **Use Permit UPR-1-22-15498 and Design Review Permit DR-7-22-015775** – 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.

- Continued to June 6, 2023 Planning Commission Meeting -

6. Planned Development PD-10-22-015932 (Preliminary Plan only) – 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 Blvd. 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.

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

On May 2, 2023, the Planning Commission voted 3-0 (Commissioner Satorre abstained) to recommend that the City Council approve the Preliminary Plan. The Commissioners primarily expressed concerns regarding the proposed height, shadows, and wind impacts from the proposed eight-story office building. Staff indicated that light and shadow analyses are under development for the project. Commissioner Proaño expressed concern about the height of the building and the impacts that the building would have on project neighbors. She indicated that the five-story building might be more amenable to neighbors and less obtrusive. The project architect indicated that the project owner needs to be able to fill the eventual building with tenants and it is for this reason that the owner has looked at either an eight- or shorter five-story medical office building. Commissioner Satorre expressed support for the project and indicated that it is important that the City building vertically. He furthermore indicated that several taller buildings have been constructed in the City without traffic and parking issues.

Moved by Commissioner Paniza, seconded by Commissioner Faapuaa to close the public hearing. Motion carried 3-0. Satorre non-vote.

Moved by Faapuaa, seconded by Commissioner Paniza, to recommend approval of Planned Development PD-10-22-015932 (Preliminary Plan only) subject to the Findings and Conditions outlined in the staff report of May 2, 2023. Motion carried by 3-0 (Unanimous roll call vote). 1 non-vote.

7. **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** – Lamar Zhao is proposing construction of a seven-story mixed-use condominium building on currently vacant lots at 2321 Geneva

Avenue. The applicant proposes 267 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.

- Continued to June 6, 2023 Planning Commission Meeting -

PUBLIC APPEARANCES, STAFF COMMUNICATIONS:

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

ADJOURNMENT: Moved by Commissioner Satorre, seconded by Commissioner Paniza to adjourn the meeting at 8:55 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.



Daly City Planning Commission Agenda Report

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

Meeting Date: June 6, 2023

Applications: 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

Project Planner: Michael Van Lonkhuysen, Planning Manager

Project Location: 2321 Geneva Avenue
(APNs 005-061-010, 020, 030, 040, 050, 060, 070)

Project Description: Mixed- Use Condominium Building

Applicant/Owner: 2321 Geneva LLC c/o Lamar Zhao
717 Neuchatel Avenue
Burlingame, CA 94010

Environmental Assessment: Categorical Exemption under CEQA Guidelines 15332:
In-Fill Development Projects

Applicable Daly Municipal Code Sections: Chapter 17.18 – C-1 Light Commercial District
Chapter 17.37 – Condominiums and Condominium Conversions
Chapter 17.44 – Use Permits
Chapter 17.45 – Design Review
Chapter 17.47 – Inclusionary Housing

Site Information

Property Sizes	Existing Use	Proposed Use	General Plan Designation	Current Zoning
20,700 sq. ft.	Vacant	Mixed-use building (condominium/retail)	Commercial Mixed-Use (C-MU)	C-1 Light Commercial

Area Information

Land Use	Zoning
North: Detached housing	RH-1 (Single Family Residential) – S.F.
South: Cow Palace	C-2 Heavy Commercial – D.C.
West: Unknown land use	NC-1 (Neighborhood Commercial) – S.F.
East: Vehicle storage yard and offices	C-1 Light Commercial – D.C.

Background

The applicant, Lamar Zhao, requests approval to construct a seven-story mixed-use building on seven vacant lots at 2321 Geneva Avenue situated between Pasadena and Castillo Streets (see Attachment A – Site Location). The applicant proposes 167 studio units and 18 one-bedroom units (185 units total), including 34 units affordable to low-income residents (see Attachment B – Project Plans). All units would be condominium for-sale units. In addition, the project will include two commercial spaces on the ground floor totaling 3,682 square feet, a garage accommodating 82 parking spaces, and 197 bike parking spaces. The project also includes 2,726 square feet of private open space on balconies and 5,204 square feet of common open space on the roof of the proposed building. The applicant has also applied for a lot merger to create a single lot for the project.

The Planning Commission should be aware that the applicant has proposed deeper levels of affordability than Zoning Ordinance Chapter 17.47 - Inclusionary Housing requires. This proposal therefore qualifies the project for density bonus and concessions under the California Government Code Section 65915 (State Density Bonus Law), which will be referenced as “SDBL” throughout this staff report and discussed at length in the *State Density Bonus Law* section of the report. The applicant’s attorney has provided correspondence to the Planning Division succinctly outlining the applicability of the SDBL to the project, the affordability aspects of the project, and specific reasons that the applicant is seeking concessions under the SDBL (see Attachment C – Letter from Reuben, Junius, and Rose).

Discussion

As indicated in the project plans, the proposed building would be mixed-use, with a 3,682 square foot retail/office component, community space, and parking garage at the first level, with the residential condominium units occupying the remaining six floors of the seven-story building. The primary regulations evaluated by staff to evaluate the project’s compliance with the Zoning Ordinance are lot coverage and setbacks, building height, off-street parking, and open space.

Lot coverage and setbacks. The proposed building is in the C-1 Light Commercial zoning district, which permits new buildings without setbacks or lot coverage limitations. The proposed building, which would cover the entire parcel and provide no setbacks at the ground floor, is therefore consistent with this regulation. Although there is no ground-floor setback proposed, the applicant has proposed that the seven-story building provide a six-foot (west property line) and five-foot (west property line) step back on the second through fourth floors to reduce the mass of the building relative to the adjacent properties, which are two story residential homes.

Building height. The proposed building would be constructed with seven-stories to a total height of 83 feet at its highest point near the Castillo/Geneva Avenue intersection. This height is significantly taller than the 36-foot height limit normally allowed for buildings in the C-1 Light Commercial District, even with building height averaging and building-top tapering the Planning Commission and City Council have customarily allowed. Buildings that have been constructed to similar heights on Mission Street and Geneva Avenue, such as at 88 Hillside (previously “Landmark”) and 2665 Geneva Avenue (“Pacific Place”) have been allowed to do so primarily through Planned Development zoning. This height is however permissible given the project’s qualification for concessions under the SDBL, which will be explained in depth in this report.

Off-street parking. Vehicular access to the proposed parking garage would be provided by a two-way drive aisle accessed from Castillo Street. As currently proposed, the garage would provide 82 spaces in total, 78 in a Klaus-lift parking system. Similar systems have been installed in Daly City, most recently at the JUHSD staff housing development at 699 Serramonte Boulevard, and there have been no issues with their operation. With regard to parking quantity, the Zoning Ordinance requires that each studio unit provide one parking space and that each one-bedroom unit provide one and a half spaces. Given the proposed number of units with their respective bedroom counts, this project would normally require 194 parking spaces (1 X 167 plus 1.5 X 18) for the residential aspect of the project, plus 12 parking spaces for the retail/office aspect of the project. Therefore, 206 combined parking spaces are required. Because the building is mixed-use in nature, the Zoning Ordinance allows for a 20 percent parking reduction, bringing the total requirement to 165 spaces. The applicant has proposed 82 parking spaces and, for reasons discussed in the subsequent SDBL section, this number of parking spaces is permissible.

Open space. The condominiums proposed are subject to the requirements contained within Chapter 17.38.020 - Usable open space, which essentially requires 150 square feet of “usable” open space for each condominium unit. This equates to 27,750 square feet of usable open space for the 185 condominium proposed. The applicant has proposed 2,726 square feet of private open space on balconies and 5,204 square feet of common open space on the roof of the proposed building, resulted in a 19,820 reduction (27,750 minus 7,930) from the open space normally required by the Zoning Ordinance. This reduction is however permissible, like the height and parking reductions, for reasons pertaining to the SDBL.

State Density Bonus Law

The proposed project is eligible for the provisions of State Density Bonus Law (SDBL) due to provision of affordable units within the project. It is inconsequential that the Zoning Ordinance *requires* these affordable units. The project is eligible for the SDBL provisions, nonetheless.

The Daly City Zoning Ordinance Chapter 17.47 - Inclusionary Housing requires that condominium developers sell 20 percent of the units in the condominiums to households earning not greater than 120 percent of the area median income (moderate income units). Because the project is located in a zoning district (C-1 Light Commercial) which does not have an established density limit per lot area, the California Government Code Section 65915(o)(6) clarifies the definition of “maximum allowable residential density” or “base density” by stating that when the zoning ordinance doesn’t provide a “dwelling-units-per-acre standard for density, then the local agency shall calculate the number of units by...[e]stimating the realistic development capacity of the site based on the objective development standards applicable to the project ...”. The law further stipulates that “a developer may provide a base density study and the local agency shall accept it, provided that it includes all applicable objective development standards.”

In the case the subject project, the applicant has provided a base density study that essentially calculates what maximum density (number of units) would have been given the development regulations contained in the Zoning Ordinance, such as the building height limit, parking, and open space requirements. Using these parameters, staff has concurred with the base density study the applicant submitted for the project which concluded that the “maximum allowable base density in a Code-compliant project would be 139 units and 73,137 square feet.”

Based on the 139-unit base-density number, the Planning Division has determined that Chapter 17.47 - Inclusionary Housing requires 28 units (20 percent 139) affordable to households whose income does not exceed 120 percent of the area median income (moderate income units). The applicant proposes to provide 34 affordable housing units affordable to families earning up to 80 percent of area median income (low-income units). This proposal represents 24 percent of the 139-unit base project, which entitles the project to a 50 percent density bonus, allowing up to 209 units and 109,706 square feet. The proposal includes only 185 of these 209 potential units.

Given the provision of 24 percent of the units affordable to low-income households, the project is entitled to three concessions under the SDBL, which can include, among other things, a “modification of zoning code requirements . . . that exceed the minimum building standards approved by the California Building Standards Commission . . . that results in identifiable and actual cost reductions, to provide for affordable housing costs.” The applicant has proposed concessions to increase the floor-to-floor height allowance, reduce the parking requirement, and reduce to the open space requirement. The letter provided in Attachment C – Letter from Reuben, Junius, and Rose outlines the rationale for the concession request and the specific ways that the requested concessions make the project feasible. Planning Commissioners are encouraged to review this letter in detail as the explanations contained within serve largely as the staff rationale for supporting approval of the requested concessions.

With specific regard to the parking reduction sought, according to the SDBL, projects providing at least 20 percent low-income units that are located within one half mile of a major transit stop can reduce their parking requirement to 0.5 spaces per unit. When this parking factor is applied to the subject project, 93 parking spaces are required for the proposed condominium units plus 12 for the retail uses, resulting in a total parking requirement of 105 spaces. When the 20 percent mixed-use reduction is then applied, the total parking requirement is 84. The applicant is therefore requesting a two-space parking concession.

Use Permit

The Zoning Ordinance requires a use permit for the project to establish a residential use in a C-1 Light Commercial zone and because the Zoning Ordinance requires a use permit for condominiums. The Daly City parcels to the east of the proposed project are zoned C-1 Light Commercial. The adjacent parcel to the west, which is in San Francisco, is zoned Neighborhood Commercial. The immediate vicinity is predominately commercial along Geneva Avenue and single family residential (in San Francisco) to the north. The City has also permitted a somewhat similar project at 2665 Geneva Avenue, which was also approved as condominiums, to the east of the project site and that project seems to be physically well suited to the adjacent neighborhood. With street frontages on three sides and adjacency to Cow Palace across Geneva Avenue, staff feels the proposed mixed-use project is compatible with surrounding land uses and consistent with the City’s General Plan in terms of project scale and intensity of use.

General Plan

The General Plan designation of the subject property is Commercial Mixed Use (C-MU). The designation intends to provide, through the Zoning Ordinance, regulatory incentives and/or requirements to facilitate building construction which contain a vertical mix of uses, e.g. retail or restaurant uses at the street level and office or residential uses at levels above the street. The C-

MU designation along Geneva Avenue is intended to allow for residential intensification that is well-served by public transportation, so that it may transform into more a vibrant urban street. In this case the project is served by San Francisco Municipal Transportation Agency (SFMTA) 8AX Bayshore Express and 8BX Bayshore Express, which provide express service to and from downtown San Francisco from the Geneva/Schwerin and Geneva/Carter intersections, respectively. Staff feels the proposed project exemplifies in use and density what the General Plan envisioned for properties designated C-MU, especially given the provision of affordable housing, and has no issue finding the proposed project conforms to the General Plan.

Design Review

The proposed seven-story mixed-use building is a contemporary architectural design that provides visual interest by providing vertical articulation at regular segments around the building. In addition, the project architect has provided massing sensitive to the residential properties that exist to the north by including stepped setbacks of 10 to 20 feet above the ground floor. At the direction of staff, the applicant has provided additional visual interest at the corner of Geneva Avenue and Castillo Street by providing a taller building mass near the intersection.

In terms of materials, the entire building would be clad in cementitious panel and cement plaster finishes, providing smooth, textured, and horizontal panels, in a largely two-tone paint scheme. All windows in the project would be metal framed, as required by Conditions of Approval and the entire first floor would receive an aluminum window and door system typical in retail tenancies. Although satisfied with the project architecture, staff is recommending a Condition of Approval that would require the addition of cantilevering architectural projections at the first and top floors of the building, and metal window awnings at the elevation facing Pasadena Street, similar to the architectural embellishments on the building at 6800 Mission Street. The addition of these elements will enhance the building's aesthetic and continue to provide a strong visual streetscape on Geneva Avenue.

Lastly, staff has communicated to the project architect that that the two commercial spaces, both of which are proposed adjacent to street intersections, must be constructed to a "tenantable" condition, meaning that their size, shape, and finishes are such that they can be easily leased. Staff has added a Condition of Approval requiring that both spaces have restroom facilities (currently only "Commercial A" provides restrooms) and receive wall, ceiling, and flooring finishes that render them in a leasable condition prior to final occupancy of the building. This includes provided overhead lighting to a commercial standard and outfitting the space with electrical outlets that can easily be used by new tenants without the need for costly improvements.

Subdivision Requirements

Pursuant to Section 66474 of the Subdivision Map Act, a legislative body of a city or county may approve a subdivision map, including a condominium map, if it makes the following findings:

1. The proposed subdivision and/or design or improvement must be consistent with applicable general and specific plans.
 - The General Plan designation is Commercial Mixed Use (C-MU). The designation intends to provide, through the Zoning Ordinance, regulatory incentives and/or

- requirements to facilitate building construction which contain a vertical mix of uses, e.g. retail or restaurant uses at the street level and office or residential uses at levels above the street. The C-MU designation along Geneva Avenue is intended to allow for residential intensification that is well-served by public transportation, so that it may transform into more a vibrant urban street. The proposed project exemplifies in use and density what the General Plan envisioned for properties designated C-MU, especially given the provision of affordable housing.
2. The site must be physically suitable for the type and density of the proposed subdivision.
 - With street frontages on three sides and adjacency to Cow Palace across Geneva Avenue, the proposed mixed-use project is compatible with surrounding land uses and consistent with the City's General Plan in terms of project scale and intensity of use.
 3. The design of the proposed subdivision or improvements must not cause substantial environmental damage or injure fish or wildlife or their habitat.
 - The proposed condominium building will not cause significant environmental damage or injure fish, wildlife, or their habitat. The proposed project would be constructed in a fully urbanized area.
 4. The design of the proposed subdivision must not cause serious public health problems.
 - There are no foreseeable public health problems that could arise from construction of the subject building.
 5. The design of the proposed subdivision or improvements must not conflict with any easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
 - There are no known easements that would be impacted by the proposed condominium subdivision. The proposed subdivision will be subject to a thorough plan check by the Public Works Department prior to recordation.

The Planning Commission should be aware that the proposed project is situated over several lots that must be merged prior to building permit issuance. The applicant has applied up-front for the lot merger and staff is recommending its approval together with all the other entitlements sought by the application.

Affordable Housing Plan

Staff has reviewed this Affordable Housing Plan (AHP) submitted by the applicant and found the AHP to be in conformance with the provisions of Chapter 17.47 - Inclusionary Housing and the SDBL. Based on the 139-unit base-density number, the Planning Division has determined that the project requires 28 units (20 percent 139) affordable to households whose income does not exceed 120 percent of the area median income (moderate income units). The applicant proposes to provide 34 affordable housing units affordable to families earning up to 80 percent of area median income (low-income units), exceeding the requirements of Chapter 17.47.

Utility Providers

The subject property is located within a fully urbanized area and is already connected to all public services capable of serving the proposed building.

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

Environmental Assessment

The proposed project is categorically exempt pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332: In-Fill Development Projects.

Findings

Staff finds that, as conditioned, the proposed 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 comply with Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed project would not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood, nor be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the city. Approval of the proposed 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, as conditioned herein, is in the best interest of the public health, safety, and general welfare of the community, and that the general site aesthetics have been incorporated to ensure compatibility with adjacent buildings and to provide an attractive environment. Staff recommends that the Planning Commission adopt the following findings, should it decide to forward the airspace subdivision to the City Council with a recommendation for approval:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing to consider the project on June 6, 2023; notice of said hearing was by newspaper publication on May 25, 2023, posting and first class mailing to property owners within 300 feet;
2. The proposed mixed-use building is consistent with the Daly City General Plan, which designates the project site as Commercial — Mixed Use (C-MU), pertaining to areas along Geneva Avenue intended for mixed-use development and where the City intends to provide regulatory incentives and/or requirements for developers to construct buildings which contain a vertical mix of uses, e.g. retail or restaurant uses at the street level and office or residential uses at levels above the street. The proposed project exemplifies in use and density what the General Plan envisioned for properties designated C-MU, especially given the provision of affordable housing;
3. With street frontages on three sides and adjacency to Cow Palace across Geneva Avenue, the proposed mixed-use project is compatible with surrounding land uses and consistent with the

- City's General Plan in terms of project scale and intensity of use. Issuance of a use permit for a mixed-use condominium building is therefore appropriate at this location;
4. The Planning Commission has determined that the proposed condominium building will not cause significant environmental damage or injure fish, wildlife, or their habitat. The proposed project would be constructed in a fully urbanized area. A Categorical Exemption per CEQA will be prepared;
 5. There are no foreseeable public health problems that could arise from construction of the subject building;
 6. There are no known easements that would be impacted by the proposed condominium subdivision. The proposed subdivision will be subject to a thorough plan check by the Public Works Department prior to recordation;
 7. The proposed project qualifies for a density bonus and concessions under the California Government Code Section 65915 (State Density Bonus Law). The applicant has prepared a base-density study with which the Planning Commission concurs that establishes the maximum allowable base density in a Code-compliant project as 139 units and 73,137 square feet;
 8. Based on the 139-unit base-density number, the Planning Commission has determined that Chapter 17.47 - Inclusionary Housing requires 28 units (20 percent 139) affordable to households whose income does not exceed 120 percent of the area median income (moderate income units). The applicant proposed 34 affordable housing units affordable to families earning up to 80 percent of area median income (low-income units), representing 24 percent of the 139-unit base project. This entitled the project to a 50 percent density bonus pursuant State the California Government Code Section 65915 (State Density Bonus Law), allowing up to 209 units and 109,706 square feet. The proposal includes only 185 of the 209 potential units, and is therefore consistent with allowable density for the parcel;
 9. In accordance with State the California Government Code Section 65915 (State Density Bonus Law), the proposed project is allowed concessions to increase the floor-to-floor height, reductions to the parking requirement, and reduction to the open space requirement, as demonstrated by the applicant and outlined in the staff report for the project. The applicant has adequately demonstrated to the satisfaction of the City how the concessions are necessary to render the project feasible and how without the concessions the project could not be constructed;
 10. The proposed mixed-use building 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. Furthermore, the provision of parking is substantial and in accordance with State the California Government Code Section 65915 (State Density Bonus Law), as designed, would not have a detrimental impact to the adjacent neighborhood;
 11. General architectural considerations have been incorporated in order 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;
12. The Planning Commission has conditioned the project to include the addition of cantilevering architectural projections at the first and top floors of the building, and metal window awnings at the elevation facing Pasadena Street. The Commission feels the addition of these elements will enhance the building's aesthetic and continue to provide a strong visual streetscape on Geneva Avenue;
 13. The Planning Commission has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and determined the proposed project is categorically exempt pursuant to CEQA Guidelines Section 15332; and
 14. 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 approval of 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, based on the following conditions as specified by each Department and Division. These conditions need to be complied with prior to, or as part of, any building permit for the proposed improvements.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval, and minor changes to the plan, must be reviewed and approved by the Planning Division prior to the change. Major site or architectural modifications shall be treated as an amendment and shall be subject to review by the Planning Commission and City Council.
2. The applicant shall be aware that subdivision permitting for the project may be necessary inside the City of San Francisco and that the approvals granted herein have no applicability in the City of San Francisco.
3. The tentative subdivision map approval granted herein shall be valid for a period of two years. If a final map has not been approved within this timeframe, the applicant shall apply for a time extension.
4. The use permit and design review approval granted herein shall be valid for a period of one year. If building permits have not been issued within this timeframe, the applicant shall apply for a time extension.

5. The applicant will be required to pay park-in-lieu fees, in compliance with DCMC Chapter 16.30 Parkland Dedications. Per DCMC Section 16.30.040. Per DCMC Section 16.30.090, in-lieu fees are required to be paid to the City of Daly City, prior to approval of the Final Map. The project is subject to full compliance with DCMC Chapter 16.30 Parkland Dedications.

Building Design

6. The applicant shall amend the building design to add cantilevering architectural projections at the first and top floors of the building, and window awning at the elevation facing Pasadena Street. Any such projections should comply with Section 3202 of the California Building Code.
7. All retail/office areas shall be constructed to a “tenantable” condition and shall provide restroom facilities and receive wall, ceiling, and flooring finishes that render them in a leasable condition prior to final occupancy of the building. This includes commercial-grade wall and floor plugs, overhead lighting, and any other systems the Planning Division staff identifies at the time of plan check.
8. All ground floor windows shall be dark-colored aluminum and all upper-floor windows shall be metal framed or high-quality PVC with color to match the adjacent wall.
9. Any metal materials shall be galvanized.
10. The applicant shall, prior to building permit submittal, provide a sign program for Planning Division review and approval. The final building elevation design shall consider sign placement and plans submitted for building permit approval shall reflect such placement.
11. All rooftop mechanical equipment shall be screened from the view of all adjacent public rights-of-way by screenwalls, painting, and similar treatments acceptable to the Planning Division. The Division may require screenwalls for equipment located within 20 feet of the rooftop parapet wall.
12. Backflow preventers, check devices, and other visible mechanical equipment shall be painted black, dark green, red (if required by the Fire Department), or other color complimentary to the building design.
13. The proposed common open space areas shall receive additional features to promote their use by the building’s residents, e.g., additional outdoor fitness equipment or seating/gathering areas, and shall incorporate a noise screen or become entirely enclosed, as approved by the Planning Division.
14. The applicant shall have all trash storage capacity and pick-up locations approved by Republic Services.

Site Design

15. The applicant shall fully improve and landscape the public right-of-way, including the right-of-way inside the City of San Francisco, subject to permitting from the City of San Francisco. This shall include installing decorative pedestrian-oriented street-lights and providing street trees along the entirety of the Geneva Avenue, Castillo Street, and Pasadena Street. The street tree placement and sidewalk design shall reflect the right-of-way improvements which the City approved for the parcel at 2665 Geneva Avenue, unless otherwise permitted or required by the Planning Division.
16. Street trees shall be installed twenty feet on center, sized as 24-inch box, receive triple staking at installation, and receive establishment irrigation. The tree staking and establishment irrigation shall be identified in building plans submitted for a building permit. All irrigation shall be tie to the building's water system and maintenance of the street trees shall be the owner's responsibility.
17. All street trees shall receive decorative tree grates of the same design or closely similar to those located in the sidewalk at 2665 Geneva Avenue, as approved by the Planning and Engineering Divisions.
18. The applicant shall replace, at the applicant's expense, the fences that adjoin the properties to the north. Construction drawings for the project shall provide a detail for this fencing, which shall incorporate six-by-six nominal heavy-timber and overlapping fence panels, and stained dark brown.
19. The material of retaining walls visible from the public right-of-way shall be approved by the Planning Division in building permit plan check.

Affordable Housing/SDBL

20. The applicant shall comply with all the provisions of Daly City Municipal Code Chapter 17.47 – Inclusionary Housing. The 185 condominium ("for sale") units herein approved shall contain 34 condominium ("for sale") units affordable to households earning up to 80% of area median income. The size, location, and qualities of the units shall be as specified by an Affordable Housing Agreement, which the applicant shall secure from the City prior to issuance of any building or grading permit necessary to implement the project. Any reduction to the number, location, or qualities of the approved units or any proposal to amend the approved project to be a rental apartment building shall require the applicant to submit a new Affordable Housing Agreement to the City and the applicant shall comply with the provisions of Chapter 17.47 that are in place on the date of the amended Affordable Housing Agreement submittal.
- ~~20.~~ The applicant shall comply with all the provisions of Compliance with California Government Code Section 65915 (State Density Bonus Law). The 185 condominium ("for sale") units herein approved shall contain 34 condominium ("for sale") units affordable to households earning up to 80% of area median income. The term of such affordability is 55 years from the date of close of escrow. Because the applicant has secured concessions to increase the floor-to-floor height, reduce the parking requirement, and reduce the open

space requirement, any reduction to the number of affordable units in a quantity that renders the project inconsistent with the provisions of Chapter 17.47 that are in place on the date of building permit issuance or Government Code Section 65915 shall not be permitted.

Homeowners Association and CC&R Requirements

21. The applicant shall establish a Homeowners' Association (HOA) for the purpose of the condominium building and retaining wall maintenance, permanently installed stormwater treatment systems, park lift system, and any infrastructure related to the respective systems. The HOA membership shall consist of all condominium and retail/office space owners. The HOA shall be professionally managed and the HOA bylaws and initial annual operating budget shall be reviewed and approved by the Planning Division/City Attorney's Office prior to submittal to the California Department of Real Estate.
22. Prior to the recordation of a Final Map, the developer shall submit a maintenance plan, which clearly specifies methods and standards for performance of common responsibilities and maintenance for all common areas (including park lift) and equipment and fees to be assessed for such purposes. The maintenance plan shall include a budget acceptable to the City for major repairs and extraordinary expenses, and shall be incorporated into HOA bylaws.
23. The applicant shall submit to the City Attorney, for review and approval, a copy of the covenants, conditions, and restrictions (CC&Rs) that will apply to the development prior to recordation of the Final Map. The CC&Rs shall clearly indicate that parking spaces within the parking garage shall not be used for storage of any kind and must remain a parking area in perpetuity.
24. The HOA shall enter into a Maintenance Agreement with the City of Daly City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according the approved Maintenance Plan.

Stormwater Treatment

25. The applicant shall develop and submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2-2009-0074 NPDES Permit No. CAS612008. The project must comply with Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.
26. The applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit submittal. The applicant shall pay the entire cost of the third-party reviewer, beginning with a \$10,000 deposit from which the Planning Division may draw to pay for the costs from the third-party review and associated inspections.

27. All stormwater treatment facilities shall be inspected during construction to ensure eventual compliance with the stormwater management plan. The applicant shall pay the entire cost of these inspections.
28. The applicant shall enter into a Operation and Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according the approved Operation and Maintenance Plan.
29. The applicant shall arrange and pay for final inspection of installed treatment measure by the City's Special Inspector within 45 days of installation or project construction completion, whichever comes first.

B. BUILDING DIVISION

30. The applicant shall provide code analysis page in construction drawings for general heights and areas based on use.
31. The applicant shall be aware that CBC Section 503.1.4 allows assembly spaces on the roof if it is permitted on the floor below (Table 504.4). Assembly Occupancy is not permitted.
32. The proposed building shall be all electric. Any requested exceptions shall be sited on project drawings.
33. Fifteen percent of the roof area shall have solar PV.
34. The applicant install one Level 2 EV Ready Space in the first 20 dwelling unit parking spaces. For each additional dwelling unit over 20, 25% of the dwelling units with parking space(s) shall be provided with at least one Level 2 EV Ready Space. Calculations for the required minimum number of Level 2 EV Ready spaces shall be rounded up to the nearest whole number. In addition, each remaining dwelling unit with parking space(s) shall be provided with at least a Level 1 EV Ready Space.
35. Project drawings drawings shall include any infrastructure required to support EVCs I.E. Switchgear and etc.
36. All commercial space parking 6% requires Level 2 EVCS
37. Construction hours will be limited to 8:00 a.m. to 5:00 p.m. Mondays through Fridays and construction on weekends and holidays shall be prohibited.

C. ENGINEERING DIVISION

GENERAL

38. 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.
39. 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.
40. The project's electrical transformer shall not be installed within the public right-of-way.
41. Provide Pacific Gas and Electric Company (PG&E) will serve letters for gas and electric services.
42. Concurrent with each 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.
43. 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.
44. Provide erosion control and stormwater pollution prevention 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.
45. 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.
46. All utility services shall be provided through underground connections. There shall be no overhead drops.

47. 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.
48. 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.
49. Securities for all improvements (on-site and off-site), and applicable fees and charges, shall be submitted with any building permits. The application shall obtain all required permits before commencing work.
50. Comply with the applicable requirements of the City's General Condition of Approval: Variances, Design Reviews, Planned Developments and Subdivisions, dated December 8, 1999.
51. Prior to final map 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, pedestrian scale street lights, bicycle racks, landscaping, and irrigation 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.
52. The applicant shall provide an existing condition plan sheet and additional documents showing existing lot improvements information related to existing and proposed developments impacting public right-of-way in conformance with City Standards.
53. No permanent building encroachment including but not limited to: awnings, canopies, marquees, signs, windows, balconies, architectural features and mechanical equipment shall be allowed in the Right-of-Way without the written authorization of the City Engineer. Provide the profile for each building encroachment that encroaches into the public right-of-way. The profile should identify the encroachment and show the elevation to the sidewalk. A long-term encroachment permit is needed for any deck/window/architectural feature extending into the public right-of-way. Approval of any building encroachment into the public right-of-way will be at the sole discretion of the City Engineer.
54. All parking built for the project shall meet the latest City Standards.
55. No tie-backs or shoring will be allowed in the public right-of-way.
56. The applicant shall obtain authorization from the neighboring property owners for any tie-backs that extend outside of the property.
57. The City and County of San Francisco shall approve the Final Map.

58. The applicant shall submit to the City Attorney, for review and approval, a copy of the Covenants, Conditions and Restrictions (CC&Rs) that will apply to the development prior to recordation of the Final Map.

SITE

59. The applicant shall repair and/or replace additional areas of street pavement, streetlights, manholes, 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.
60. The applicant shall replace the sidewalk, curb and gutter over the entire frontage of the development to the nearest expansion joints or score lines.
61. The applicant shall construct bulb-outs at the northeast corner of Geneva Avenue/Pasadena Street and northwest corner of Geneva Avenue/Castillo Street. Curb ramps shall meet current ADA standards.
62. Any modifications to the development plan that affects Republic Services' ability to access the property shall be reviewed and approved by Republic Services.
63. Bike storage shall be accessible from the street and ground level.
64. The applicant shall install pedestrian-scale street lights in the sidewalk along the project frontage. The pedestrian-scale street lights shall be maintained by the building owner in perpetuity, with power maintained by the property owner.
65. Install tree grates with knockouts for all new street trees.
66. For any ground cover or landscaping installed in the sidewalk, provide a raised curb to make it a raised planter box. Provide at least 18" clearance between any raised curb for a planter box on the sidewalk and the existing face of curb.
67. The applicant shall install a minimum of 11 pedestrian-scale street lights, 16 street trees and six (6) bike racks along the frontage of the development. Final locations of pedestrian-scale street lights, street trees and bike racks shall be approved by the City Engineer.

GRADING

68. Grading exceeding 50 cubic yards shall require approval of grading 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.
69. 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 the City's Engineering

Division prior to issuance of any permit. The Engineer and/or Geologist, or 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 prior to issuance of occupancy permits.

70. 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 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.

STORMWATER/UTILITY

71. Drainage from the site to a public storm drain system or street shall not flow over any sidewalk. On-site stormwater/drainage retention shall be provided to reduce the stormwater runoff rate and volume entering the storm drain system by 25 percent relative to the pre-development conditions. The retention facility shall accommodate the excess runoff from a storm of 2h-year frequency and 24-hour duration.
72. All stormwater retention, stormwater treatment, or other stormwater BMP improvements shall be located outside of the public right-of-way and maintained by the property owner. All privately owned and maintained improvements shall be located outside of the public right-of-way. There shall be no private improvements within the public right-of-way.
73. The applicant shall be financially responsible for all project-related storm drainage improvements on- and off-site, as required and approved by San Francisco Public Utilities Commission.
74. All storm water connections and extensions shall be connected to the existing underground public system and approved by the applicable agency. Coordinate with Bayshore Sanitary District and/or San Francisco depending on which system it will be connected to.
75. All project drainage shall be directed to underground connections subject to the approval of SFPUC for connections to SFPUC-owned storm drain systems. No curb drains will be allowed unless approved by the City Engineer.
76. Approval from DWR will be required for water service to the property.

ENGINEERING

77. The property owner shall be required to conduct biennial self-certification for the first six years of project occupancy per the C/CAG TDM Program.
78. Submit an approved traffic study analyzing potential impacts of the proposed development on the existing transportation system and providing recommendations for mitigating traffic impacts.

79. Evaluate the safety impacts of vehicles making either a southbound left-turn or eastbound left-turn movements across four lanes of traffic at the intersection of Geneva Avenue/Castillo Street. The applicant shall be responsible for implementing recommendations identified in the analysis.

D. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

80. All water services shall connect to the existing 12 inch ductile iron water main in Geneva Avenue. The cost for the water services shall be borne by the applicant.
- a. One domestic water service will be permitted.
 - i. The domestic master meter shall be located within the public right of way. A traffic rated box is required.
 - ii. Submetering for all units shall be within private property.
 - iii. A reduced pressure principle back flow device (RP) is required and shall be placed within private property and outside of the building footprint.
 - b. One fire suppression service will be permitted.
 - i. A reduced pressure principle back flow detector assembly (RPDA) is required and shall be placed on private property and outside of the building footprint.
 - ii. The fire suppression detector meter shall be located on the back flow device.
 - c. One irrigation service will be permitted.
 - i. The irrigation meter shall be located within the public right of way. A traffic rated box is required.
 - ii. A reduced pressure principle back flow device (RP) is required and shall be placed within private property and outside of the building footprint.
81. Any existing water services shall be abandoned at the main. All costs associated with abandonment shall be borne by the applicant.
82. Any commercial space with potential food service use shall require a grease interceptor.
- a. Any grease interceptor shall be placed outside of the food service unit, but within the private property.
 - b. The grease interceptor shall be properly sized.
 - c. The grease interceptor may be shared by multiple food service units.
 - d. A grease waste line shall be run through any commercial unit that may have food service use and run to the grease interceptor.
 - e. Any commercial space without a grease waste line shall not be used for food service.

E. BAYSHORE SANITARY DISTRICT

83. The C&CRs for this project need to reflect that BSD will bill for sewer service directly to the property owner through the county property tax system. Therefore, the C&CRs need to be revised to reflect this.

84. The storm drain and sanitary sewer lines cannot discharge into the same 4-foot diameter manhole. Either use two separate manholes or a single larger structure.

F. FIRE DEPARTMENT

85. Construction shall comply with most recent adopted version of the California Fire & Building Codes.
86. A fire sprinkler system is required. Submit plans to NCFA under separate fire permit.
87. The applicant shall provide fire flow information per CFC, Appendix B.
88. Car stackers shall comply with Daly City Municipal Code (Extra Hazard, Group 2).
89. Fire extinguishing/hood system may be required. Submit plans to NCFA under separate fire permit.
90. Monitored fire alarm system is required. Submit plans to NCFA under separate fire permit.
91. Key Box is required. Apply for approved hardware at NCFA Administration.
92. Elevators shall be sized to accommodate EMS gurney.
93. Portable fire extinguishers(s) are required. Mount fire extinguishers 3-5 feet above floor.
94. Illuminated address identification is required.
95. Utility identification is required.
96. Illuminated exit signs and emergency egress illumination is required.
97. Hazardous material use, storage, or operations permit may be required.
98. Ensure Emergency Responder Radio Coverage is provided as required by Fire Code Section 510.

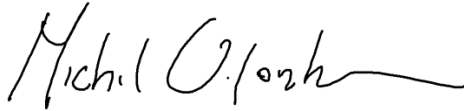
Recommendations

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. Approve 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, subject to the Conditions of Approved outlined herein.

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

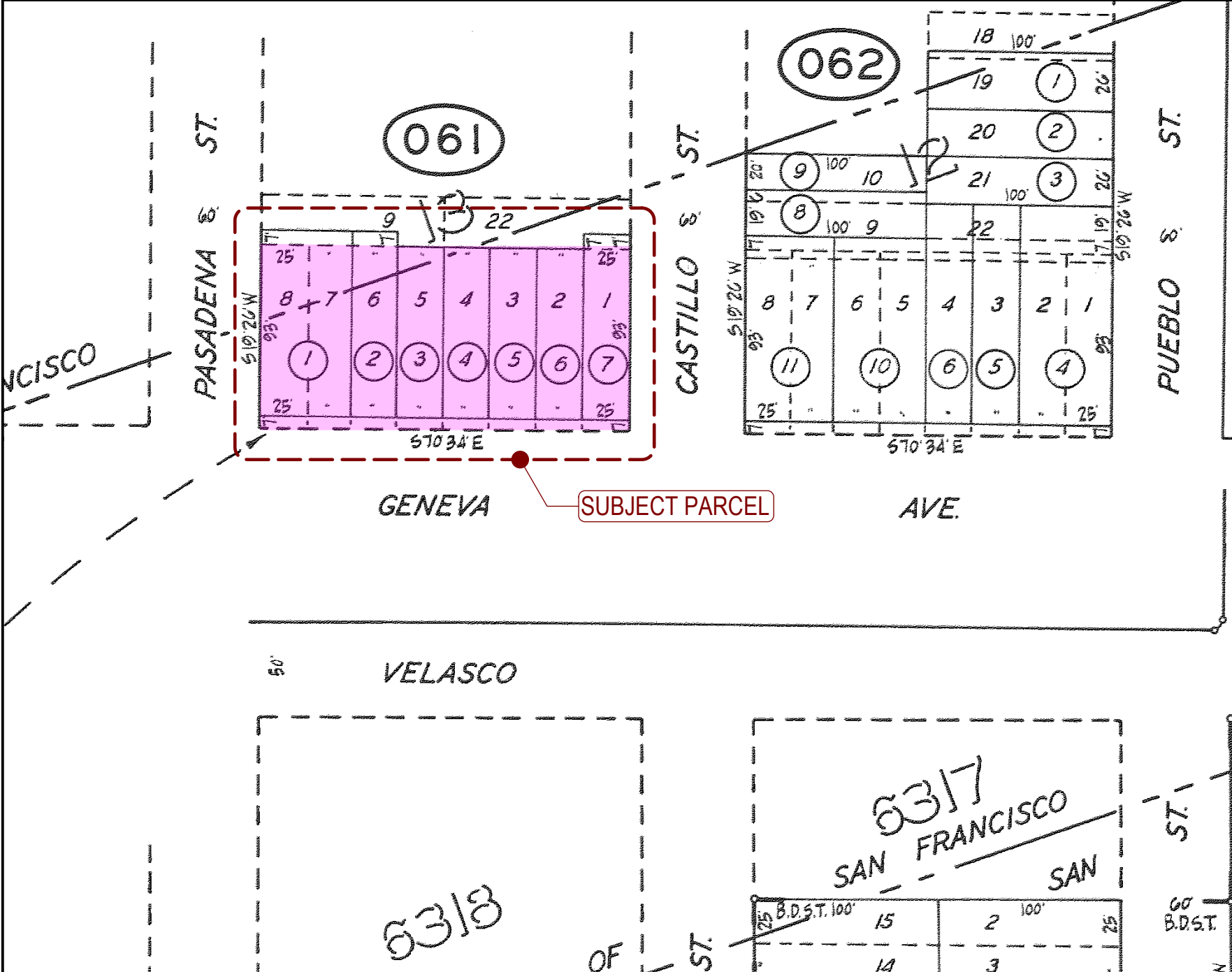
Attachment A – Site Location

Attachment B – Project Plans

Attachment C – Letter from Reuben, Junius, and Rose

SITE LOCATION



1	2	3	4	5	6	7	8	9	10
GENERAL NOTES 1. ALL WORK SHALL BE PERFORMED IN COMPLETE COMPLIANCE WITH ALL APPLICABLE CODES, LAWS, ORDINANCES AND REGULATIONS OF ALL AUTHORITIES HAVING JURISDICTION OVER THE WORK. ALL CONTRACTORS SHALL HOLD HARMLESS THE ARCHITECT/ENGINEER AND THE OWNER FROM ALL DAMAGES AND/OR PENALTY ARISING OUT OF VIOLATION THEREOF. 2. ALL ATTACHMENTS, CONNECTIONS OR FASTENING OF ANY NATURE ARE TO BE PROPERLY AND PERMANENTLY SECURED IN CONFORMANCE WITH THE BEST PRACTICE OF THE BUILDING INDUSTRY. DRAWINGS SHOWS ONLY SPECIAL REQUIREMENTS TO ASSIST THE CONTRACTOR AND DO NOT ILLUSTRATE EVERY DETAIL. 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL CONDITIONS DIMENSIONS, AND MEASUREMENTS IN THE FIELD BEFORE BEGINNING WORK. ANY AND ALL DISCREPANCIES, UNUSUAL CIRCUMSTANCES, ERRORS OMISSIONS AND/OR CONFLICTS FUNDS SHALL BE REPORTED TO THE ARCHITECT/ENGINEER'S AND THE OWNER ATTENTION IMMEDIATELY BEFORE PROCEEDING WITH THE WORK. 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION BETWEEN ARCHITECTURAL, STRUCTURAL, FIRE PROTECTION, MECHANICAL, PLUMBING, AND ELECTRICAL. THIS INCLUDES REVIEWING REQUIREMENTS OF INDIVIDUAL SYSTEMS BEFORE ORDERING AND INSTALLATION OF ANY WORK. VERIFY ALL ARCHITECTURAL DETAILS AND ALL FINISH CONDITIONS (WHETHER DEPICTED IN DRAWINGS OR NOT) WITH THE SAME DISCIPLINES. 5. UNLESS OTHERWISE NOTED, ALL ANGLES SHALL BE RIGHT ANGLES, ALL LINES WHICH APPEAR PARALLEL SHALL BE PARALLEL, AND ALL ITEMS WHICH APPEAR CENTERED SHALL BE CENTERED. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL LINES TRUE LEVEL, PLUMB AND SQUARE. 6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SHORING AND PROTECTION DURING CONSTRUCTION. ALL EXISTING IMPROVEMENTS TO REMAIN SHALL BE PROTECTED. ALL MATERIALS DELIVERED TO THE SITE SHALL BE PROPERLY STORED AND PROTECTED UNTIL INSTALLATION. ALL LUMBER SHALL BE PROTECTED FROM MOISTURE AND STORED ABOVE GROUND. 7. DETAILED AND/OR LARGER SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER GENERAL AND SMALLER SCALE DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. ALL SCALED DIMENSIONS SHALL BE VERIFIED. 8. ALL WORK SHALL BE DONE UNDER PERMIT. PLANS AND CALCULATIONS, IF REQUIRED, SHALL BE SUBMITTED TO AND APPROVED BY THE BUILDING DEPARTMENT. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS. 9. NOTE THAT MECHANICAL, ELECTRICAL, FIRE PROTECTION, PLUMBING AND COMMUNICATIONS ARE DESIGN BUILD ITEMS. ARCHITECTURAL DRAWINGS SHOW DESIGN INTENT, CONTRACTOR TO CONFIRM ALL SYSTEM REQUIREMENTS WITH BUILDING OWNER AND ARCHITECT PRIOR TO INSTALLATION. CONTRACTOR/SUBCONTRACTOR SHALL SUBMIT PLANS FOR THEIR RESPECTIVE WORK TO THE BUILDING DEPARTMENT AS REQUIRED FOR PLAN CHECK AND PERMIT ISSUANCE, INCLUDING PAYING FOR ALL PLAN CHECK AND PERMIT FEES. 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR APPLYING AND OBTAINING ALL REQUIRED INSPECTIONS TO CONFORM WITH LOCAL BUILDING AND FIRE CODES. 11. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. 12. DETAILS SHOWN ARE TYPICAL, SIMILAR DETAILS APPLY IN SIMILAR CONDITIONS. 13. VERIFY CLEARANCES FOR VENTS, CHASES, SOFFITS, FIXTURES BEFORE ANY CONSTRUCTION, ORDERING OF , OR INSTALLATION OF ANY ITEM OF WORK. 14. UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL PROVIDE SOLID BLOCKING AND BACKING AS REQ'D FOR ALL NAILING OF INTERIOR TRIM AND FINISHES, AND SHALL COORDINATE AND PROVIDE ALL FRAMING, BACKING AND BRACING AS NECESSARY FOR INSTALLATION OF EQUIPMENT INDICATED ON THE DRAWINGS. PROVIDE BACKING PLATES AT ALL BATH ACCESSORIES, HANDRAILS, CABINETS, TOWEL BARS, WALL MOUNTED FIXTURES AND ANY OTHER ITEMS ATTACHED TO WALLS. 15. INSTALL ALL FIXTURES, EQUIPMENT, AND MATERIALS PER MANUFACTURER'S RECOMMENDATIONS AND CODE REQUIREMENTS. ALL APPLIANCES, FIXTURES, AND EQUIPMENT ASSOCIATED WITH PLUMBING, ELECTRICAL, MECHANICAL SYSTEMS SHALL BE LISTED BY A NATIONALLY RECOGNIZED AND APPROVED AGENCY. 16. THERMAL AND SOUND INSULATING INSULATION SHALL COMPLY WITH CBC SEC. 719. 17. ALL WALL AND CEILING FINISHES SHALL COMPLY WITH CBC CHAPTER 8. 18. ALL NEW SMOKE DETECTORS TO E HARD WIRED. NOTES: - BLDG. TO BE FULLY SPRINKLERED THROUGHOUT PER NFPA 13 - MANUAL FIRE ALARM SYSTEM IS REQUIRED PER 2019 CBC AND NFPA 72. - FIRE ALARM TO BE CONNECTED TO A CENTRAL STATION AND UL CERTIFIED - FIRE ALARM TO HAVE A LOW FREQUENCY ALARM IN SLEEPING AREAS PER NFPA 72 - FIRE EXTINGUISHERS ARE REQUIRED PER 2019 CBC - SPRINKLER MONITORING IS REQUIRED PER 2019 CBC - CLASS 1 STANDPIPE SYSTEM IS REQUIRED PER 2019 CBC AND NFPA 14. OUTLETS ARE TO BE IN THE VESTIBULES OF EACH FLOOR AND ROOF - STANDPIPE SYSTEM DESIGN TO MEET SFFD ADMINISTRATIVE BULLETIN 4.13 SPRINKLER & STANDPIPE FLOW RATE AND REQUIRED PRESSURES. - FLOOR CONTROL VALVES AND FLOW SWITCH FOR THE SPRINKLER SYSTEM ARE REQUIRED AT EACH LEVEL PER CBC 903.4.3 - STAIRWELL IDENTIFICATION SIGNS TO BE PROVIDED PER 2019 CBC 1023.9 AND TACTILE SIGNS. - 2019 EDITIONS OF NFPA 13 FOR SPRINKLERS, NFPA 24 FOR SPRINKLER UNDERGROUND, NFPA 14 FOR STANDPIPES, NFPA 72 FIRE ALARM, NFPA 20 FIRE PUMPS, NFPA 110 FOR EMERGENCY STANDBY POWER SYSTEM, ETC. - PROVIDE SMOKE ALARMS IN UNITS PER 2019 CBC 907.2.11.2 - PROVIDE CARBON MONOXIDE ALARMS PER 2019 CBC 420.6 - EMERGENCY RESPONDER RADIO COVERAGE (SYSTEM) PER CFC 510 & CBC 916 - ON FUTURE CONSTRUCTION PLANS, SHOW COMPLIANCE WITH CFC, SECTION 404 FOR FUTURE SAFETY AND EVACUATION PLANS - EXTERIOR EMERGENCY LIGHTING AND FIRE ALARM DEVICES REQUIRED IN EXTERIOR ASSEMBLY AREAS WITH MAXIMUM OCCUPANT LOAD SIGNAGE POSTED. - ELEVATOR RECALL, DOORS AT ELEVATOR AND FIRE SMOKE DAMPERS ARE REQUIRED TO BE CONNECTED TO FIRE ALARM SYSTEM. **FIRE ALARM CONTRACTOR SHALL COMPLY NFPA 72, PARTICULARLY LOW-FREQUENCY REQUIREMENTS FOR SLEEPING AREAS. A LIVING ROOM AREA IS CONSIDERED A POTENTIAL SLEEPING AREA.		RENDERING 					SCOPE OF WORK PROPOSED NEW CONSTRUCTION OF SEVEN-STORY MIX-USE BUILDING WITH A GARAGE AT GROUND FLOOR UNDER STATE DENSITY BONUS PROGRAM.		PROJECT NAME 2321-2359 Geneva Avenue Daly City, CA 94014
		DRAWING INDEX: ARCHITECTURAL A-0.1 COVER SHEET A-0.2 BUILDING CODE DATA A-0.3 GENERAL NOTES A-0.4 SITE PICTURES A-0.5 ISOMETRIC VIEWS A-0.6 FIRE FLOW INFO A-1.1 SURVEY/EXISTING SITE PLAN A-1.2 PROPOSED SITE PLAN A-1.3 PROPOSED STREETScape PLAN A-2.1 FLOOR PLAN: LEVEL 1 A-2.2 FLOOR PLAN: LEVEL 2 A-2.3 FLOOR PLAN: LEVEL 3, 5 A-2.4 FLOOR PLAN: LEVEL 4, 6 A-2.5 FLOOR PLAN: LEVEL 7 A-2.6 FLOOR PLAN: ROOF A-2.7 FLOOR PLAN: ROOF DRAINAGE A-3.1 BUILDING ELEVATION (SOUTH) A-3.2 BUILDING ELEVATION (NORTH) A-3.3 BUILDING ELEVATIONS (EAST, WEST) A-4.1 BUILDING SECTION A A-4.2 BUILDING SECTION B A-4.3 BUILDING SECTION C A-5.1 EXITING DIAGRAM: LEVEL 1 A-5.2 EXITING DIAGRAM: LEVEL 2 A-5.3 EXITING DIAGRAM: LEVEL 3, 5 A-5.4 EXITING DIAGRAM: LEVEL 4, 6 A-5.5 EXITING DIAGRAM: LEVEL 7 A-5.6 EXITING DIAGRAM: LEVEL ROOF A-6.1 BIKE RACK DETAILS A-6.2 CAR STACKER DETAILS A-6.3 TYPICAL DETAILS A-6.4 TYPICAL DETAILS A-6.5 TYPICAL DETAILS A-6.6 TYPICAL DETAILS A-6.7 TYPICAL WATERPROOFING DET. A-6.8 TYPICAL ELEVATOR DETAILS A-6.9 ELEVATOR UPS BATTERY BACKUP A-6.10 ELEVATOR UPS BATTERY BACKUP A-6.11 ELEVATOR UPS BATTERY BACKUP A-6.12 STAIRS #1 DETAILS A-6.13 STAIRS #2 DETAILS CIVIL: C-1.1 TOPOGRAPHIC SURVEY PLAN C-1.2 TOPOGRAPHIC SURVEY PLAN C-1.3 TOPOGRAPHIC SURVEY PLAN C-2.1 SIDEWALK IMPROVEMENT PLAN C-2.2 SIDEWALK IMPROVEMENT PLAN C-2.3 SIDEWALK IMPROVEMENT PLAN C-2.4 SIDEWALK IMPROVEMENT PLAN C-2.5 SIDEWALK IMPROVEMENT PLAN C-2.6 SIDEWALK IMPROVEMENT PLAN C-3.1 GRADING PLAN TM 1 TENTATIVE MAP TM 2 TENTATIVE MAP SMP-1 STORMWATER MANAGEMENT PLAN: PLAN VIEW SMP-2 STORMWATER MANAGEMENT PLAN: DETAILS LANDSCAPE L-1.01 CONSTRUCTION PLAN: STREETScape L-1.02 CONSTRUCTION PLAN: 2ND FLOOR L-1.03 CONSTRUCTION PLAN: 3RD & 5TH FLOOR L-1.04 CONSTRUCTION PLAN: 4TH & 6TH FLOOR L-1.05 CONSTRUCTION PLAN: 7TH FLOOR L-1.06 CONSTRUCTION PLAN: ROOF L-1.07 LANDSCAPE DETAILS L-4.00 PLANTING LEGEND L-4.01 PLANTING PLAN: STREETScape L-4.02 PLANTING PLAN: 2ND FLOOR L-4.03 PLANTING PLAN: 3RD & 5TH FLOOR L-4.04 PLANTING PLAN: 4TH & 6TH FLOOR L-4.05 PLANTING PLAN: 7TH FLOOR L-4.06 PLANTING PLAN: ROOF		SHEET TITLE Cover Sheet					
		ASSESSOR MAP 			SYMBOL LEGEND GRID LINE NORTH ARROW DATUM POINT PROPERTY LINE ELEVATION # SHEET # SECTION # SHEET # INT. ELEVATION # SHEET # SHEET NOTES DOOR NUMBER WINDOW NUMBER REVISION BUBBLE REVISION CLOUD				
		APPLICABLE CODES 2019 CALIFORNIA BUILDING CODE, ELECTRICAL CODE, MECHANICAL CODE, PLUMBING CODE, FIRE CODE, ENERGY CODE, & GREEN BUILDING			NOTE: AREA CALCULATION AS SHOWN IS INTENDED FOR PERMIT APPLICATION PURPOSES ONLY & SHALL NOT BE USED FOR SELLING OR LEASING PURPOSES. FINAL SQ. FT. & FINISHED DIMENSIONS MAY VARY FROM THESE PLANS DUE TO CONSTRUCTION VARIABLES. NOTE: WATERPROOFING OF BUILDING ENVELOPE IS NOT UNDER THE SCOPE OF THIS PERMIT. OWNER IS TO HIRE A WATERPROOFING EXPERT TO PROVIDE WATERPROOFING DETAILS				
DESIGN BY CHECK BY DATE 2021/02/21 JOB NO. 20-1877 SHEET NO. A-0.1									



SUBJECT LOTS ON GENEVA AVENUE



PROPERTIES OPPOSITE OF SUBJECT LOT ON GENEVA AVENUE



PROPERTIES ON THE SAME BLOCK AS SUBJECT LOT ON PASADENA STREET



PROPERTIES OPPOSITE OF SUBJECT LOT ON PASADENA STREET



PROPERTIES ON THE SAME BLOCK AS SUBJECT LOT ON CASTILLO STREET



PROPERTIES OPPOSITE OF SUBJECT LOT ON CASTILLO STREET

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SIA CONSULTING CORP.
4653 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 741.1292

SHEET TITLE

Site Pictures

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JOB NO. 20-1877
SHEET NO.

A-0.4



RIGHT ISOMETRIC VIEW



STREET VIEW @ GENEVA AVENUE & PASADENA STREET



REAR RIGHT ISOMETRIC VIEW



REAR LEFT ISOMETRIC VIEW

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SIA CONSULTING CORP.
4653 MISSION STREET
SAN FRANCISCO CA 94112
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Isometric Views

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JOB NO.	20-1877
SHEET NO.	

A-0.5

BY ENGINEERING INC.

1485 Bayshore Blvd. #110
San Francisco, CA 94621

415-425-3360 : T
(510) 580-7233 : M

FIRE FLOW CALCULATION

Date: January 20, 2021

1. Project Address: 2321-2359 Geneva Avenue
Daly City, CA

2. Building Information:
of Stories: 7
Construction Type: Type "III-A" over Type "I-A"
Building Type: Residential Building, Commercial and Garage
Occupancy Group: R-2, M, S-2
Fire Sprinkler: Fully Sprinklered Building per NFPA 13

3. Total Fire area: 117,169 SF

4. Fire flow requirement:

a. Per 2019 CFC, Section B105.2 Table B105.1(2) and Table B105.2
5000 gpm x 0.25 (25%) = 1250 gpm
Minimum Fire Flow: 1250 GPM @ 20 PSI
(Per 2019 CFC Table B105.2, the reduced min. fire flow shall not be less than 1,000 gpm for the prescribed duration)

b. Estimated Fire Sprinkler System Demand:
0.4 gpm/sq.ft. x 2500 sq.ft. = 1000 gpm
Fire Sprinkler Demand: 1000 gpm @ 20 PSI

c. **Total Hose Stream Allowance:500 GPM @ 20 PSI**

d. **Total Required Flow: 2750 GPM @ 20 PSI** (Sum of a, b, and c)

5. Available water flow at this site:
Static Pressure: 97 psi, Residual Pressure: 84 psi and Flow: 1127 gpm
Available Water Flow = $1127[(97 - 20)^{0.54} / (97 - 84)^{0.54}]$
Total Available Flow: 2946 GPM @ 20 PSI

The total available water flow at the site exceeds the required water flow at the hydrant.

Daly City Water and Wastewater Resources
Water Operations
Fire Hydrant Flow Data

Test date: 11/12/20
Test time: 08:45AM
Test conducted by: TP
Test witnessed by: JG

Supply Zone
Reservoir #: 8
Lower pump station: Martin St.
Pumps on during test: HQ
Maximum storage level: 15
Minimum storage level: 15
Storage level during test: 15.48

Test Location
Permit Number
Grid Map Series: 1999
Grid Map #: 103
Hydrant #: 21
Water Main Diameter (in.): 12"
Address: 2501 Geneva Ave.

Static psi: 80
Pilot psi: 65
Orifice Size: 2.5"

Static/Residual Location
Grid Map Series: 1999
Grid Map #: 103
Hydrant #: 22
Water Main Diameter (in.): 12"
Address: 2579 Geneva Ave.

Static psi: 97
Residual psi: 84

Observed Flow
At Hydrant Tested: 1127

Observed GPM Flow
Flow @ 20 PSI: 2946

$Q = C \sqrt{h} \times (H + 0.54 \sqrt{H} \times 0.54)$
 $Q =$ Flow available at desired residual pressure (20 PSI).
 $Q =$ Observed Flow $29.83 \text{ cfs} \times \pi$ Where $C =$ coefficient of 0.75, $d^2 =$ orifice diameter in inches squared, and $\sqrt{P} =$ square root of the pilot pressure.
(Calculated observed flow during test uses a pilot diffuser conversion for back pressure equal to a 0.75 coefficient.) *See note below.
 $H =$ Difference between static and desired residual pressure (20 PSI).
 $H_R =$ Difference between static and actual residual pressure.

STATIC	RESIDUAL	PITOT	OBSERVED Q	Q AT 20 PSI	Hr	HF
97	84	65	1127	2946	10.44	4.00

Note: Fire systems are to be designed based on a public water main supply pressure not greater than sixty five (65) psi, regardless of the static pressures found to be greater. In cases where a fire flow is performed and the static pressures are found to be lower than sixty five (65) psi then the lower pressure shall be used in the design of the fire system. DWWWR, in consultation with the Fire Department, shall review designs not in keeping with this section.

Methods and formulas used in determining fire flow data conform to NFPA291 Recommended Practice for Fire Flow Testing and Marking of Hydrants, 1995 Edition.

Note: Observed flows were measured with a pitot diffuser and calculated to real flow based on the formula presented in the Journal of the AWWA, July, 1990, which calculates the internal diffuser pressure into flow.

Regardless of the result of the test, the City of Daly City Water/Wastewater Division assumes no liability beyond that stated in the following:

"The information was taken at a specific time and date and the utility water system varies in it's capability to meet the above criteria as a result of it's normal operation."

Greg Krauss, Chief of Operations

DWWWR (12-8-2000 AGG) Updated (1-18-2017 AGG)

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014

SIA CONSULTING CORP.
4653 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 741.1292

SHEET TITLE

Fire Flow Info

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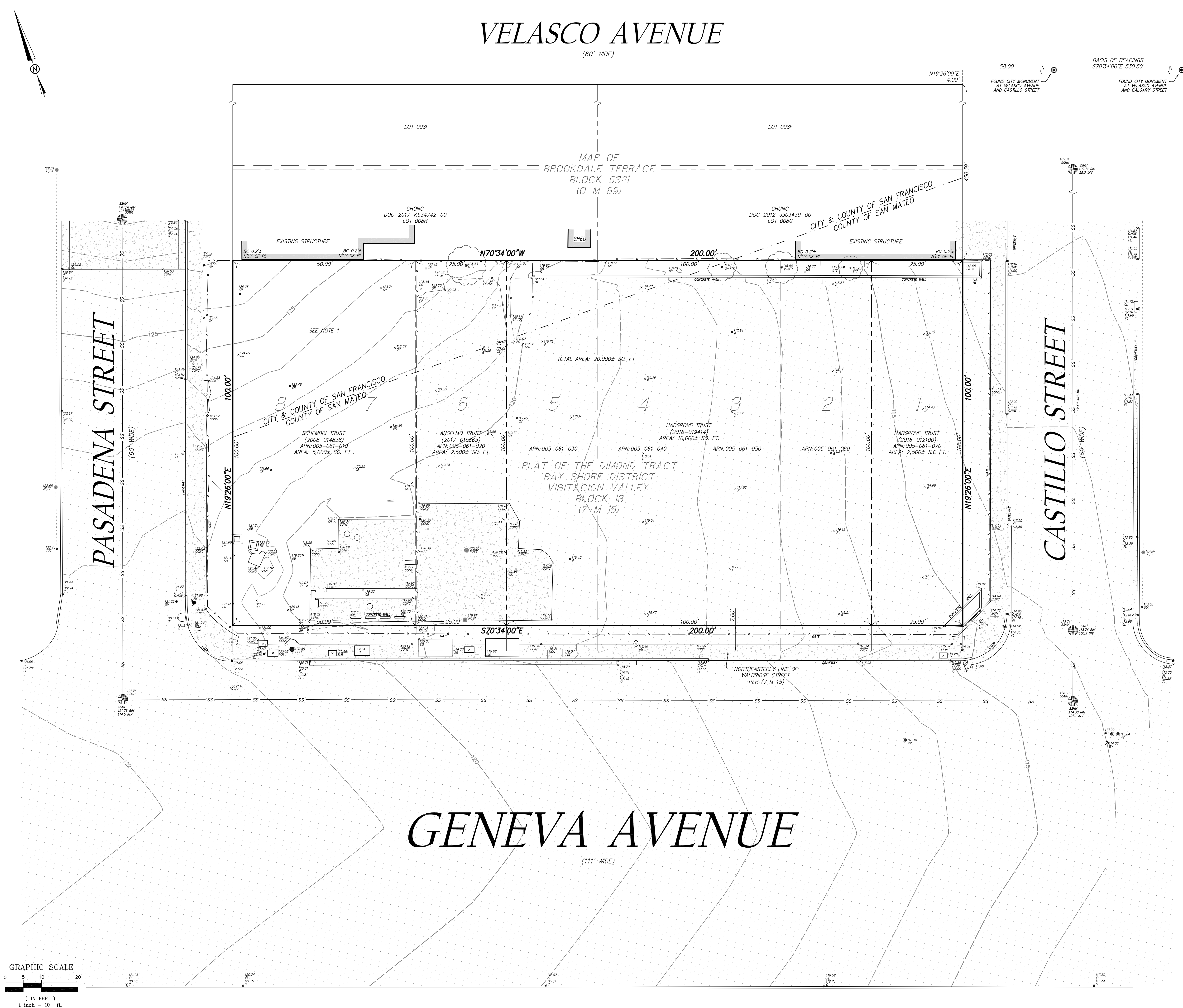
DATE02/21/2023

JOB NO.20-1877

SHEET NO.

A-0.6

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LEGEND	
○	FOUND CITY MONUMENT
○	RECORD DATA
—	BUILDING EDGE
—	ASPHALT
—	CONCRETE
—	DIAMETER OF STUMP (INCHES)
—	DIAMETER OF TREE (INCHES)
—	BUILDING CORNER
—	TOP OF CURB
—	CONCRETE
—	DRIVEWAY
—	DROP INLET
—	ELECTRIC BOX
—	EDGE OF PAVEMENT
—	FIRE HYDRANT
—	LOW LINE
—	GRADE BREAK
—	GUTTER
—	GROUND SHOT
—	GUY WIRE
—	GAS VALVE
—	OVERHEAD WIRE
—	PROPERTY CORNER
—	PROPERTY LINE
—	JOINT POLE W/CONDUIT
—	JOINT POLE W/STREET LAMP
—	PAVEMENT
—	STREET LAMP
—	STREET LAMP BOX
—	SANITARY SEWER MANHOLE
—	TELEPHONE BOX
—	TOP OF CONCRETE
—	TRAFFIC SIGNAL BOX
—	TELEVISION UTILITY BOX
—	TOP OF WALL
—	WATER METER
—	WATER VALVE

SUBJECT PROPERTY
ADJACENT PARCEL/LOT LINE
RIGHT OF WAY LINE
MONUMENT LINE
HISTORIC PARCEL/LOT LINE
COUNTY LINE
TIE LINE
CHAINLINK FENCE
WOOD FENCE

OWNER(S):

FRANK J. SCHEMBRI AND MARY SCHEMBRI
TRUSTEES OF THE SCHEMBRI FAMILY TRUST
AS TO APN: 005-061-010

GERALD ANSELMO REVOCABLE LIVING TRUST
AS TO APN: 005-061-020

ROSE A. HARGROVE
TRUSTEE OF THE ROSE A. HARGROVE TRUST
AS TO APN: 005-061-040, 050, 060 AND 070

BASIS OF BEARINGS:

MONUMENT LINE WITHIN VELASCO AVENUE
AS SHOWN ON PARCEL MAP "LANDS OF PASAIN AND BALDINI VOL.75 PG.91
BEARING: S70°34'00"E

BENCHMARK:

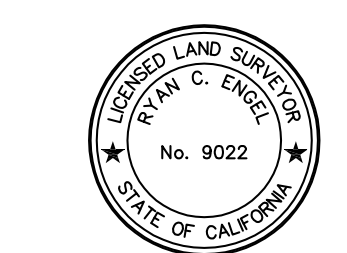
NGS BENCHMARK
DESIGNATION: HPGN D CA 04 GF
PID: A67679
NAVD 88 ELEV: 12.00 FEET

SURVEY NOTE(S):

- APN: 005-061-010 BOUNDARY SHOWN PER PRELIMINARY TITLE REPORT PREPARED BY FIRST AMERICAN TITLE COMPANY (NO.3802-6124075) LEGAL DESCRIPTION - "PARCEL TWO". GRANT DEED 2008-014838 EXCEPTS THE PORTION OF BLOCK 13 LYING WITHIN THE COUNTY OF SAN FRANCISCO.
- PARCEL SUBJECT TO CONDITIONS IN DECLARATION OF RESTRICTIONS, CONDITIONS, COVENANTS AND AGREEMENTS IMPOSED UPON BROOKDALE TERRACE (3877 OR 122) AND AMENDED AND SUPPLEMENTAL DECLARATION (3881 OR 167).

SURVEYOR'S STATEMENT:

THIS MAP CORRECTLY REPRESENTS A FIELD SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE CALIFORNIA LAND SURVEYORS ACT AT THE REQUEST OF LAMAR ZHAO IN JUNE, 2020.



RYAN C. ENGEL, PLS 9022
DATE: 7/17/20

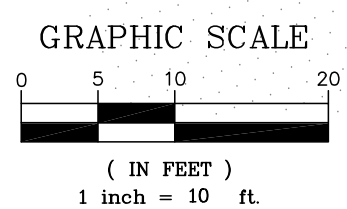
BOUNDARY & TOPOGRAPHIC SURVEY

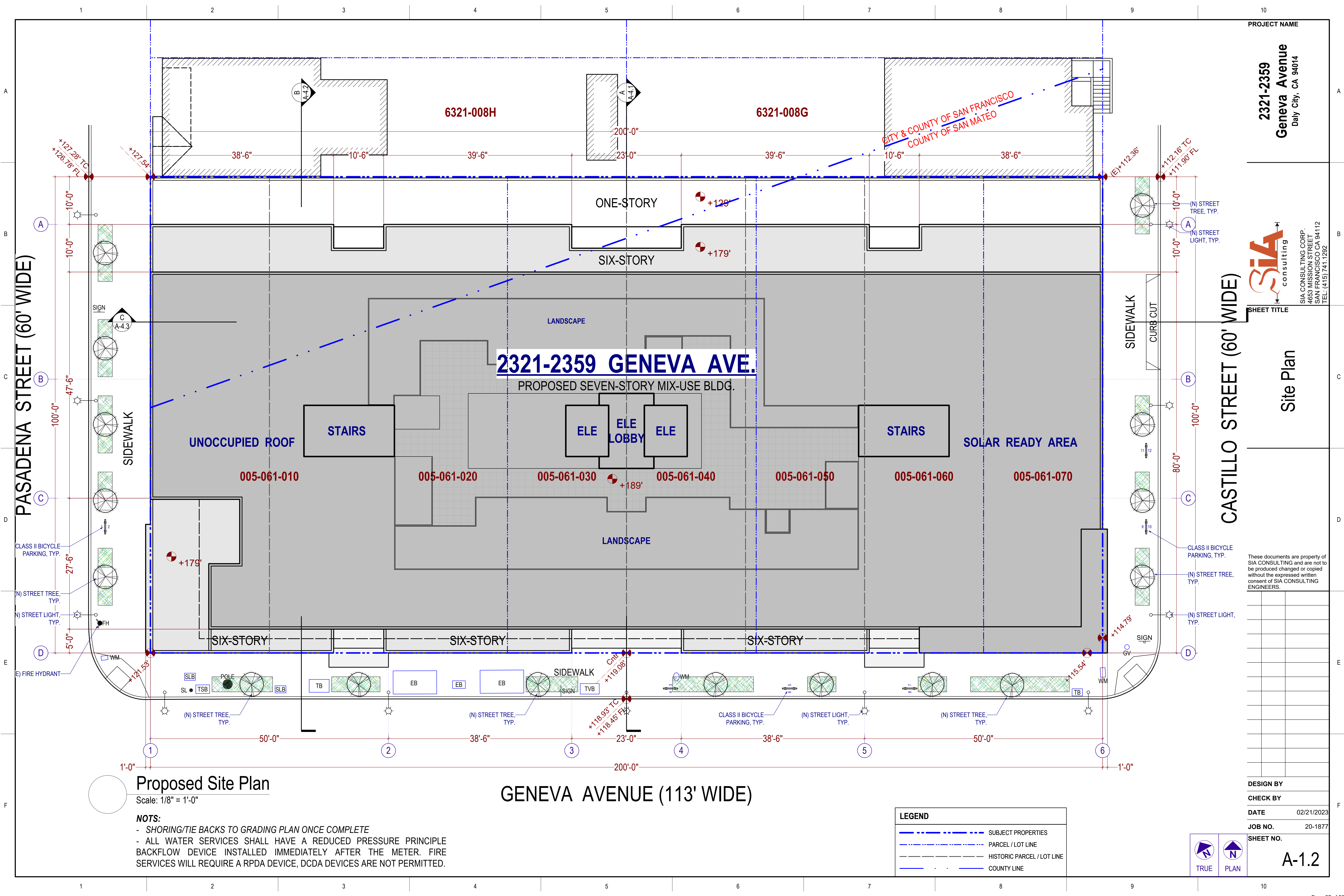
THAT REAL PROPERTY DESCRIBED IN THOSE CERTAIN DEEDS, DOCUMENT NO. 2008-014838, DOCUMENT NO. 2016-012100, DOCUMENT NO. 2016-019414 AND DOCUMENT NO. 2017-015665
OFFICIAL RECORDS COUNTY OF SAN MATEO CALIFORNIA

JULY, 2020 SCALE 1" = 10'

BAY AREA LAND SURVEYING INC.

3065 RICHMOND PARKWAY, SUITE 101
RICHMOND, CA 94806
(510) 223-5167





#S	DIAMETER OF STUMP (INCHES)
#T	DIAMETER OF TREE (INCHES)
BC	BUILDING CORNER
C	TOP OF CURB
CONC	CONCRETE
DW	DRIVEWAY
DI	DROP INLET
EB	ELECTRIC BOX
EP	EDGE OF PAVEMENT
FH	FIRE HYDRANT
FL	FLOW LINE
GB	GRADE BREAK
GL	CUTTER LIP
GR	GROUND SHOT
GUY	GUY WIRE
GV	GAS VALVE
OHW	OVERHEAD WIRE
PC	PROPERTY CORNER
PL	PROPERTY LINE
JP/C	JOINT POLE W/CONDUIT
JP/SL	JOINT POLE W/STREET LAMP
P	PAVEMENT
SL	STREET LAMP
SLB	STREET LAMP BOX
SSMH	SANITARY SEWER MANHOLE
TB	TELEPHONE BOX
TOC	TOP OF CONCRETE
TSP	TRAFFIC SIGNAL BOX
TVB	TELEVISION UTILITY BOX
TW	TOP OF WALL
WM	WATER METER
WV	WATER VALVE

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SIA CONSULTING CORP.
4653 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 741.1292

SHEET TITLE

Proposed
Streetscape Plan

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SHEET NO.

A-1.3

PASADENA SREET (60' WIDE)

CASTILLO SREET (60' WIDE)

GENEVA AVENUE (113' WIDE)

Streetscape Plan

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

EV SPACES SHALL COMPLY WITH SEC.
4.106.4.2, TO FACILITATE FUTURE
INSTALLATION AND USE OF EV
CHARGERS. ELECTRIC VEHICLE SUPPLY
EQUIPMENT (EVSE) SHALL BE INSTALLED
IN ACCORDANCE WITH THE CALIFORNIA
ELECTRICAL CODE, ARTICLE 625.

KLAUS TREND VARIO 4300
(23 PARKING COMPACT STALLS)

(LEASABLE CONDITION TO BE SHOWN
IN CONSTRUCTION DOCUMENTS)

(LEASABLE CONDITION TO BE SHOWN
IN CONSTRUCTION DOCUMENTS)

WALL RATING LEGEND:

STRUCTURAL CONCRETE WALL OR COLUMN.
3-HOUR MINIMUM FIRE-RATING.

2-HR FIRE-RATED NONCOMBUSTIBLE
SEPARATION WALL, DETAILS W-1, W-3

1-HR FIRE-RATED NONCOMBUSTIBLE
SEPARATION WALL, DETAILS W-2, W-4

1-HR FIRE-RATED NONCOMBUSTIBLE WALL,
DETAIL W-5

2-HR FIRE-RATED FIRE-RETARDANT-TREATED
WD FRAME SEPARATION WALL, DETAIL W-3.1

1-HR FIRE-RATED FIRE-RETARDANT-TREATED
WD FRAME SEPARATION WALL, DETAIL W-4.1

1-HR FIRE-RATED FIRE-RETARDANT-TREATED
WD FRAME WALL, DET. W-5.1

NOTE: DRAWING(S) SHOWN ON THIS SHEET MAY NOT USE ALL WALL
RATING LINES SHOWN IN LEGEND.

NOTE: ALL PERMANENT PARTITIONS ARE MINIMUM 1-HOUR FIRE
RESISTIVE CONSTRUCTION UNLESS NOTED OTHERWISE.

NOTE: PENETRATIONS THROUGH FIRE-RATED WALLS SHALL BE
FIRESSTOPPED AS REQUIRED TO MAINTAIN RATING OF WALL.

PLAN KEY NOTES:

- 01 11" MIN. RUN, 7" MAX. RISE, PROV. CONT. STAIR
HANDRAIL BOTH SIDES @ 34"-36" ABV. STAIR
NOSINGS, TYP.
- 02 PROV. CLASS 1 WET STANDPIPE PER NFPA 14
& SFFD AB 4.06, SEE SPRINKLER PLAN FOR
DETAILS & EXACT LOCATION
- 03 PROV. STAIR IDENTIFICATION PER CBC
- 04 PROV. ILLUMINATED EXIT SIGN W/ BACKUP
BATTERY POWER
- 05 PROV. OPEN METAL GUARDRAIL W/ OPENINGS
LESS THAN 4", OR SAFETY GLASS GUARDRAIL,
42" HIGH MIN., TYP.
- 06 ELEVATOR TO COMPLY W/ CBC SEC. 1124A.1, &
SEC 3002.4 TO ACCOMMODATE 24" X 84"
GURNEY IN HORIZONTAL POSITION;
COORDINATE ELEVATOR SHAFT AND PIT REQ'S
W/ MFR/SUPPLIER; UNDER SEPARATE PERMIT
- 07 PROV. 2-WAY COMMUNICATION W/ 90 MIN.
BACK UP POWER
- 08 ELEVATOR RECALL COMPLY W/ CBC SEC.
3002.4.4a
- 09 ALL INTERIOR RAMPS SHALL COMPLY W/ SEC.
1122A, SEE SHEET A5.2
- 10 PROV. MIN. 5'X5' CLR LEVEL LANDING, MAX 2%
SLOPE ON BOTH SIDES OF THE ENTRY, TYP.
- 11 MIN. 8'-2" VERTICAL CLR. FROM THE FLOOR TO
THE LOWEST CEILING PROJECTION PER VAN
ACCESSIBLE
- 12 ALL KITCHENS IN RESIDENTIAL UNITS SHALL
COMPLY WITH SEC. 1133A
- 13 THE COOKING RANGE W/ STUDIO UNITS SHALL
BE ELECTRIC. GAS APPLIANCE SHALL NOT BE
INSTALLED IN SLEEPING AREAS.
- 14 BATHROOMS IN RESIDENTIAL UNITS SHALL
COMPLY WITH SEC. 1134A
- 15 1-HR. FIRE RATED FLOOR-CEILING / 1-HR. FIRE
RATED ROOF
- 16 1-HR FIRE RATED PARAPET, 42" HIGH MIN.
- 17 SOUND WALL WITH LANDSCAPING (GREEN
WALL) AT PROPERTY LINE
- 18 2-HR. SHAFT FOR GARAGE, TRASH ROOM, ETC.
- 19 2-HR. SHAFTS FOR CORR. VENT, TYP.

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014

SIA
consulting

SIA CONSULTING CORP.
4653 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 741.1292

SHEET TITLE

Floor Plan: Level 1

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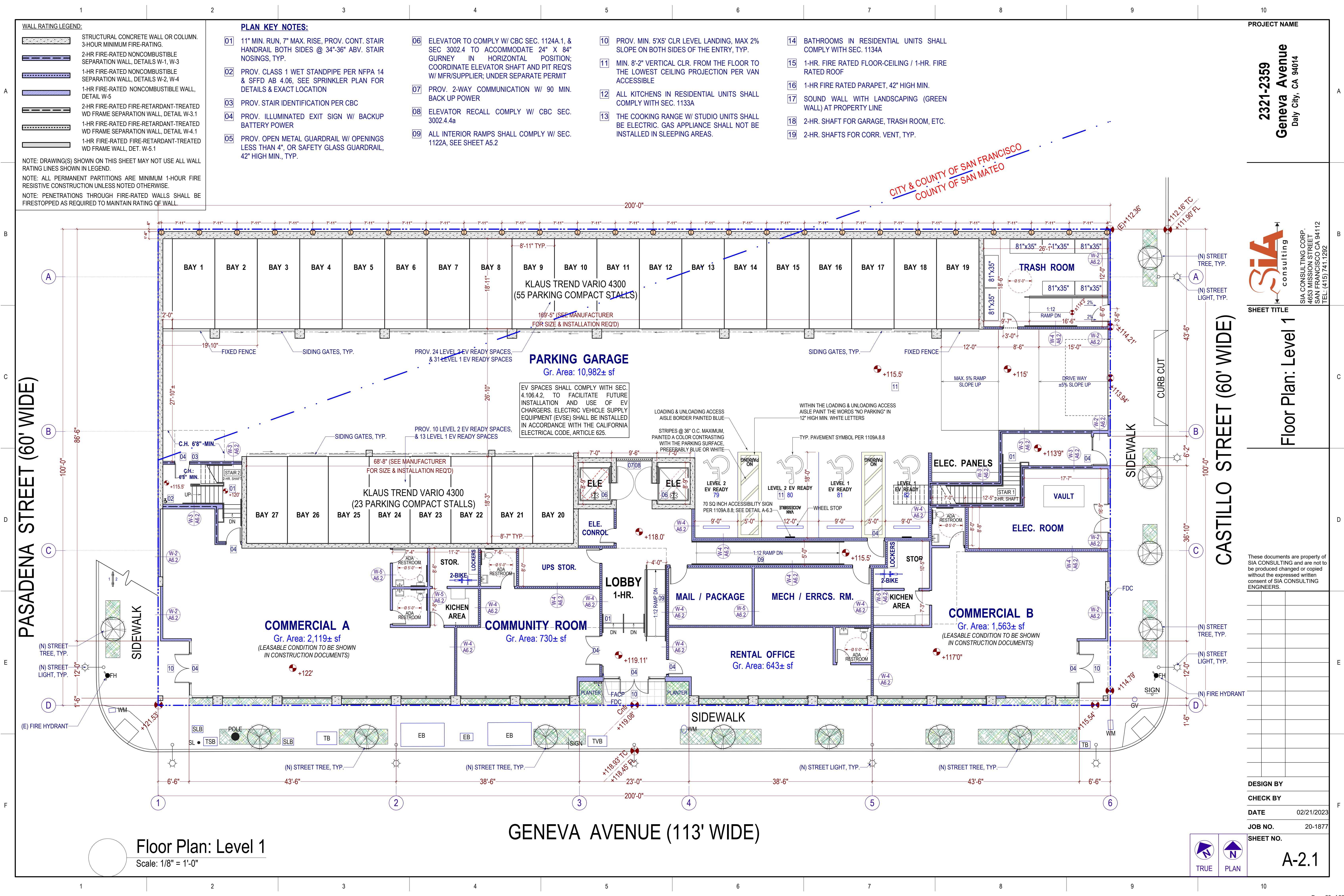
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DATE 02/21/2023

JOB NO. 20-1877

SHEET NO.

A-2.1



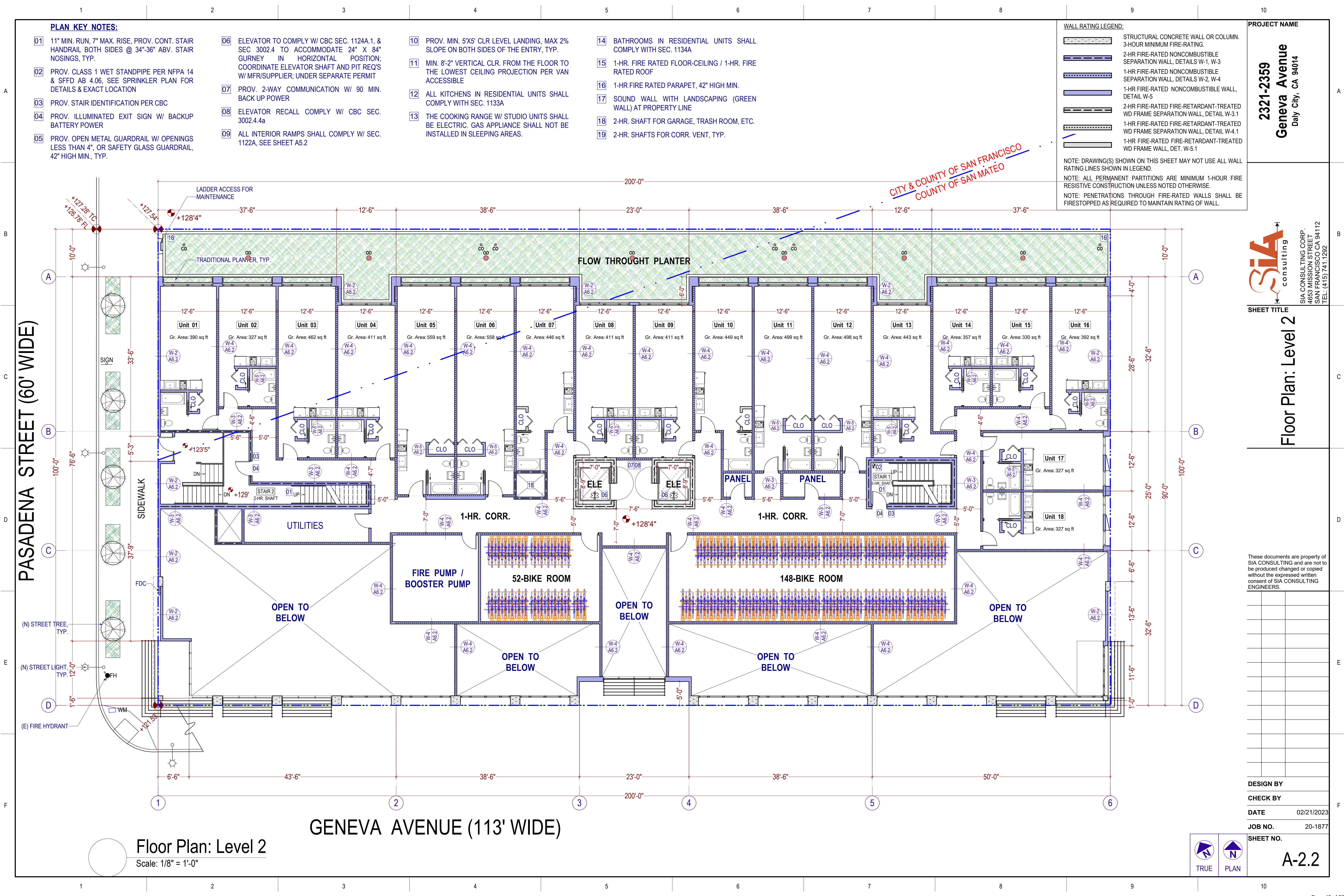
Floor Plan: Level 1

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

GENEVA AVENUE (113' WIDE)

CASTILLO STREET (60' WIDE)

PASADENA STREET (60' WIDE)



PLAN KEY NOTES:

- 01 11" MIN. RUN, 7" MAX. RISE, PROV. CONT. STAIR HANDRAIL BOTH SIDES @ 34"-36" ABV. STAIR NOSINGS, TYP.
- 02 PROV. CLASS 1 WET STANDPIPE PER NFPA 14 & SFFD AB 4.06. SEE SPRINKLER PLAN FOR DETAILS & EXACT LOCATION
- 03 PROV. STAIR IDENTIFICATION PER CBC
- 04 PROV. ILLUMINATED EXIT SIGN W/ BACKUP BATTERY POWER
- 05 PROV. OPEN METAL GUARDRAIL W/ OPENINGS LESS THAN 4", OR SAFETY GLASS GUARDRAIL, 42" HIGH MIN., TYP.
- 06 ELEVATOR TO COMPLY W/ CBC SEC. 1124A.1, & SEC 3002.4 TO ACCOMMODATE 24" X 84" GURNEY IN HORIZONTAL POSITION; COORDINATE ELEVATOR SHAFT AND PIT REQ'S W/ MFR/SUPPLIER; UNDER SEPARATE PERMIT
- 07 PROV. 2-WAY COMMUNICATION W/ 90 MIN. BACK UP POWER
- 08 ELEVATOR RECALL COMPLY W/ CBC SEC. 3002.4.4a
- 09 ALL INTERIOR RAMPS SHALL COMPLY W/ SEC. 1122A, SEE SHEET A5.2
- 10 PROV. MIN. 5'X5' CLR LEVEL LANDING, MAX 2% SLOPE ON BOTH SIDES OF THE ENTRY, TYP.
- 11 MIN. 8'-2" VERTICAL CLR. FROM THE FLOOR TO THE LOWEST CEILING PROJECTION PER VAN ACCESSIBLE
- 12 ALL KITCHENS IN RESIDENTIAL UNITS SHALL COMPLY WITH SEC. 1133A
- 13 THE COOKING RANGE W/ STUDIO UNITS SHALL BE ELECTRIC. GAS APPLIANCE SHALL NOT BE INSTALLED IN SLEEPING AREAS.

- 14 BATHROOMS IN RESIDENTIAL UNITS SHALL COMPLY WITH SEC. 1134A
- 15 1-HR. FIRE RATED FLOOR-CEILING / 1-HR. FIRE RATED ROOF
- 16 1-HR FIRE RATED PARAPET, 42" HIGH MIN.
- 17 SOUND WALL WITH LANDSCAPING (GREEN WALL) AT PROPERTY LINE
- 18 2-HR. SHAFT FOR GARAGE, TRASH ROOM, ETC.
- 19 2-HR. SHAFTS FOR CORR. VENT, TYP.

WALL RATING LEGEND:

- STRUCTURAL CONCRETE WALL OR COLUMN. 3-HOUR MINIMUM FIRE-RATING.
- 2-HR FIRE-RATED NONCOMBUSTIBLE SEPARATION WALL, DETAILS W-1, W-3
- 1-HR FIRE-RATED NONCOMBUSTIBLE SEPARATION WALL, DETAILS W-2, W-4
- 1-HR FIRE-RATED NONCOMBUSTIBLE WALL, DETAIL W-5
- 2-HR FIRE-RATED FIRE-RETARDANT-TREATED WD FRAME SEPARATION WALL, DETAIL W-3.1
- 1-HR FIRE-RATED FIRE-RETARDANT-TREATED WD FRAME SEPARATION WALL, DETAIL W-4.1
- 1-HR FIRE-RATED FIRE-RETARDANT-TREATED WD FRAME WALL, DET. W-5.1

NOTE: DRAWING(S) SHOWN ON THIS SHEET MAY NOT USE ALL WALL RATING LINES SHOWN IN LEGEND.

NOTE: ALL PERMANENT PARTITIONS ARE MINIMUM 1-HOUR FIRE RESISTIVE CONSTRUCTION UNLESS NOTED OTHERWISE.

NOTE: PENETRATIONS THROUGH FIRE-RATED WALLS SHALL BE FIRESTOPPED AS REQUIRED TO MAINTAIN RATING OF WALL.

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014

SHEET TITLE

Floor Plan: Level 2

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JOB NO. 20-1877

SHEET NO.

A-2.2

- WALL RATING LEGEND:
- STRUCTURAL CONCRETE WALL OR COLUMN. 3-HOUR MINIMUM FIRE-RATING.
 - 2-HR FIRE-RATED NONCOMBUSTIBLE SEPARATION WALL, DETAILS W-1, W-3
 - 1-HR FIRE-RATED NONCOMBUSTIBLE SEPARATION WALL, DETAILS W-2, W-4
 - 1-HR FIRE-RATED NONCOMBUSTIBLE WALL, DETAIL W-5
 - 2-HR FIRE-RATED FIRE-RETARDANT-TREATED WD FRAME SEPARATION WALL, DETAIL W-3.1
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- PROV. ILLUMINATED EXIT SIGN W/ BACKUP BATTERY POWER
- PROV. OPEN METAL GUARDRAIL W/ OPENINGS LESS THAN 4", OR SAFETY GLASS GUARDRAIL, 42" HIGH MIN., TYP.
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- PROV. MIN. 5'X5' CLR LEVEL LANDING, MAX 2% SLOPE ON BOTH SIDES OF THE ENTRY, TYP.
- MIN. 8'-2" VERTICAL CLR. FROM THE FLOOR TO THE LOWEST CEILING PROJECTION PER VAN ACCESSIBLE
- ALL KITCHENS IN RESIDENTIAL UNITS SHALL COMPLY WITH SEC. 1133A
- THE COOKING RANGE W/ STUDIO UNITS SHALL BE ELECTRIC. GAS APPLIANCE SHALL NOT BE INSTALLED IN SLEEPING AREAS.
- BATHROOMS IN RESIDENTIAL UNITS SHALL COMPLY WITH SEC. 1134A
- 1-HR. FIRE RATED FLOOR-CEILING / 1-HR. FIRE RATED ROOF
- 1-HR FIRE RATED PARAPET, 42" HIGH MIN.
- SOUND WALL WITH LANDSCAPING (GREEN WALL) AT PROPERTY LINE
- 2-HR. SHAFT FOR GARAGE, TRASH ROOM, ETC.
- 2-HR. SHAFTS FOR CORR. VENT, TYP.

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SHEET TITLE

Floor Plan: Level
3, 5

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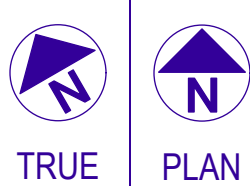
JOB NO. 20-1877

SHEET NO.

A-2.3

Floor Plan: Level 3, 5

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



WALL RATING LEGEND:

STRUCTURAL CONCRETE WALL OR COLUMN.
3-HOUR MINIMUM FIRE-RATING.

2-HR FIRE-RATED NONCOMBUSTIBLE
SEPARATION WALL, DETAILS W-1, W-3

1-HR FIRE-RATED NONCOMBUSTIBLE
SEPARATION WALL, DETAILS W-2, W-4

1-HR FIRE-RATED NONCOMBUSTIBLE WALL,
DETAIL W-5

2-HR FIRE-RATED FIRE-RETARDANT-TREATED
WD FRAME SEPARATION WALL, DETAIL W-3.1

1-HR FIRE-RATED FIRE-RETARDANT-TREATED
WD FRAME SEPARATION WALL, DETAIL W-4.1

1-HR FIRE-RATED FIRE-RETARDANT-TREATED
WD FRAME WALL, DET. W-5.1

NOTE: DRAWING(S) SHOWN ON THIS SHEET MAY NOT USE ALL WALL
RATING LINES SHOWN IN LEGEND.

NOTE: ALL PERMANENT PARTITIONS ARE MINIMUM 1-HOUR FIRE
RESISTIVE CONSTRUCTION UNLESS NOTED OTHERWISE.

NOTE: PENETRATIONS THROUGH FIRE-RATED WALLS SHALL BE
FIRESSTOPPED AS REQUIRED TO MAINTAIN RATING OF WALL.

PLAN KEY NOTES:

- 01

11" MIN. RUN, 7" MAX. RISE, PROV. CONT. STAIR
HANDRAIL BOTH SIDES @ 34"-36" ABV. STAIR
NOSINGS, TYP.
- 02

PROV. CLASS 1 WET STANDPIPE PER NFPA 14
& SFFD AB 4.06, SEE SPRINKLER PLAN FOR
DETAILS & EXACT LOCATION
- 03

PROV. STAIR IDENTIFICATION PER CBC
- 04

PROV. ILLUMINATED EXIT SIGN W/ BACKUP
BATTERY POWER
- 05

PROV. OPEN METAL GUARDRAIL W/ OPENINGS
LESS THAN 4", OR SAFETY GLASS GUARDRAIL,
42" HIGH MIN., TYP.
- 06

ELEVATOR TO COMPLY W/ CBC SEC. 1124A.1, &
SEC 3002.4 TO ACCOMMODATE 24" X 84"
GURNEY IN HORIZONTAL POSITION;
COORDINATE ELEVATOR SHAFT AND PIT REQ'S
W/ MFR/SUPPLIER; UNDER SEPARATE PERMIT
- 07

PROV. 2-WAY COMMUNICATION W/ 90 MIN.
BACK UP POWER
- 08

ELEVATOR RECALL COMPLY W/ CBC SEC.
3002.4.4a
- 09

ALL INTERIOR RAMPS SHALL COMPLY W/ SEC.
1122A, SEE SHEET A5.2
- 10

PROV. MIN. 5'X5' CLR LEVEL LANDING, MAX 2%
SLOPE ON BOTH SIDES OF THE ENTRY, TYP.
- 11

MIN. 8'-2" VERTICAL CLR. FROM THE FLOOR TO
THE LOWEST CEILING PROJECTION PER VAN
ACCESSIBLE
- 12

ALL KITCHENS IN RESIDENTIAL UNITS SHALL
COMPLY WITH SEC. 1133A
- 13

THE COOKING RANGE W/ STUDIO UNITS SHALL
BE ELECTRIC. GAS APPLIANCE SHALL NOT BE
INSTALLED IN SLEEPING AREAS.
- 14

BATHROOMS IN RESIDENTIAL UNITS SHALL
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- 15

1-HR. FIRE RATED FLOOR-CEILING / 1-HR. FIRE
RATED ROOF
- 16

1-HR FIRE RATED PARAPET, 42" HIGH MIN.
- 17

SOUND WALL WITH LANDSCAPING (GREEN
WALL) AT PROPERTY LINE
- 18

2-HR. SHAFT FOR GARAGE, TRASH ROOM, ETC.
- 19

2-HR. SHAFTS FOR CORR. VENT, TYP.

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SHEET TITLE

Floor Plan: Level
4, 6

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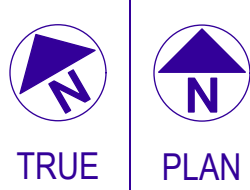
JOB NO. 20-1877

SHEET NO.

A-2.4

Floor Plan: Level 4, 6

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



WALL RATING LEGEND:	
	STRUCTURAL CONCRETE WALL OR COLUMN, 3-HOUR MINIMUM FIRE-RATING.
	2-HR FIRE-RATED NONCOMBUSTIBLE SEPARATION WALL, DETAILS W-1, W-3
	1-HR FIRE-RATED NONCOMBUSTIBLE SEPARATION WALL, DETAILS W-2, W-4
	1-HR FIRE-RATED NONCOMBUSTIBLE WALL, DETAIL W-5
	2-HR FIRE-RATED FIRE-RETARDANT-TREATED WD FRAME SEPARATION WALL, DETAIL W-3.1
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NOTE: DRAWING(S) SHOWN ON THIS SHEET MAY NOT USE ALL WALL RATING LINES SHOWN IN LEGEND.

NOTE: ALL PERMANENT PARTITIONS ARE MINIMUM 1-HOUR FIRE RESISTIVE CONSTRUCTION UNLESS NOTED OTHERWISE.

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07 PROV. 2-WAY COMMUNICATION W/ 90 MIN. BACK UP POWER

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18 2-HR. SHAFT FOR GARAGE, TRASH ROOM, ETC.

19 2-HR. SHAFTS FOR CORR. VENT, TYP.

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SHEET TITLE

Floor Plan: Level 7

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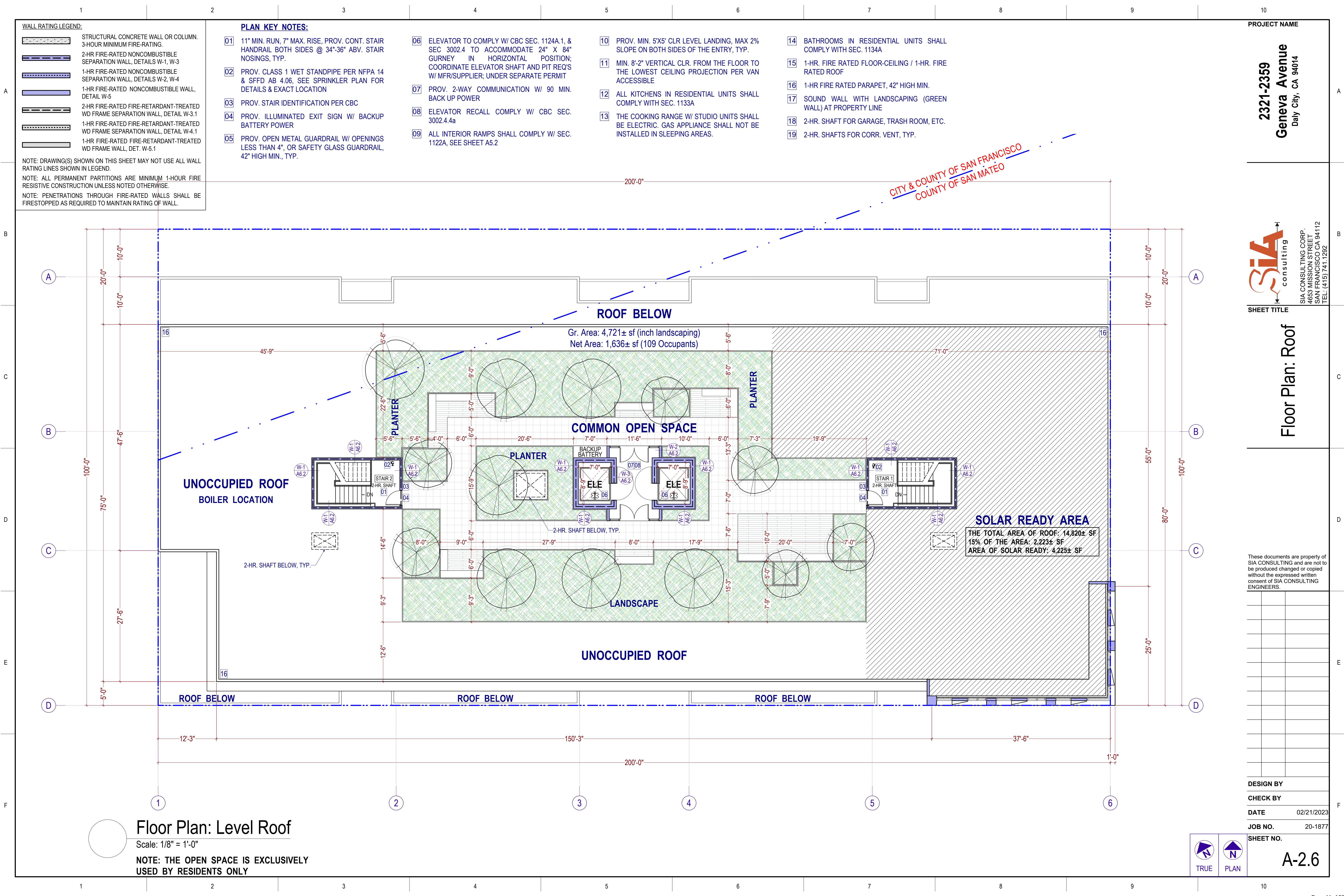
JOB NO. 20-1877

SHEET NO.

A-2.5

Floor Plan: Level 7

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



WALL RATING LEGEND:

- STRUCTURAL CONCRETE WALL OR COLUMN. 3-HOUR MINIMUM FIRE-RATING.
- 2-HR FIRE-RATED NONCOMBUSTIBLE SEPARATION WALL, DETAILS W-1, W-3
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- 1-HR FIRE-RATED FIRE-RETARDANT-TREATED WD FRAME WALL, DET. W-5.1

NOTE: DRAWING(S) SHOWN ON THIS SHEET MAY NOT USE ALL WALL RATING LINES SHOWN IN LEGEND.
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- 2-HR. SHAFT FOR GARAGE, TRASH ROOM, ETC.
- 2-HR. SHAFTS FOR CORR. VENT, TYP.

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SHEET TITLE

Floor Plan: Roof

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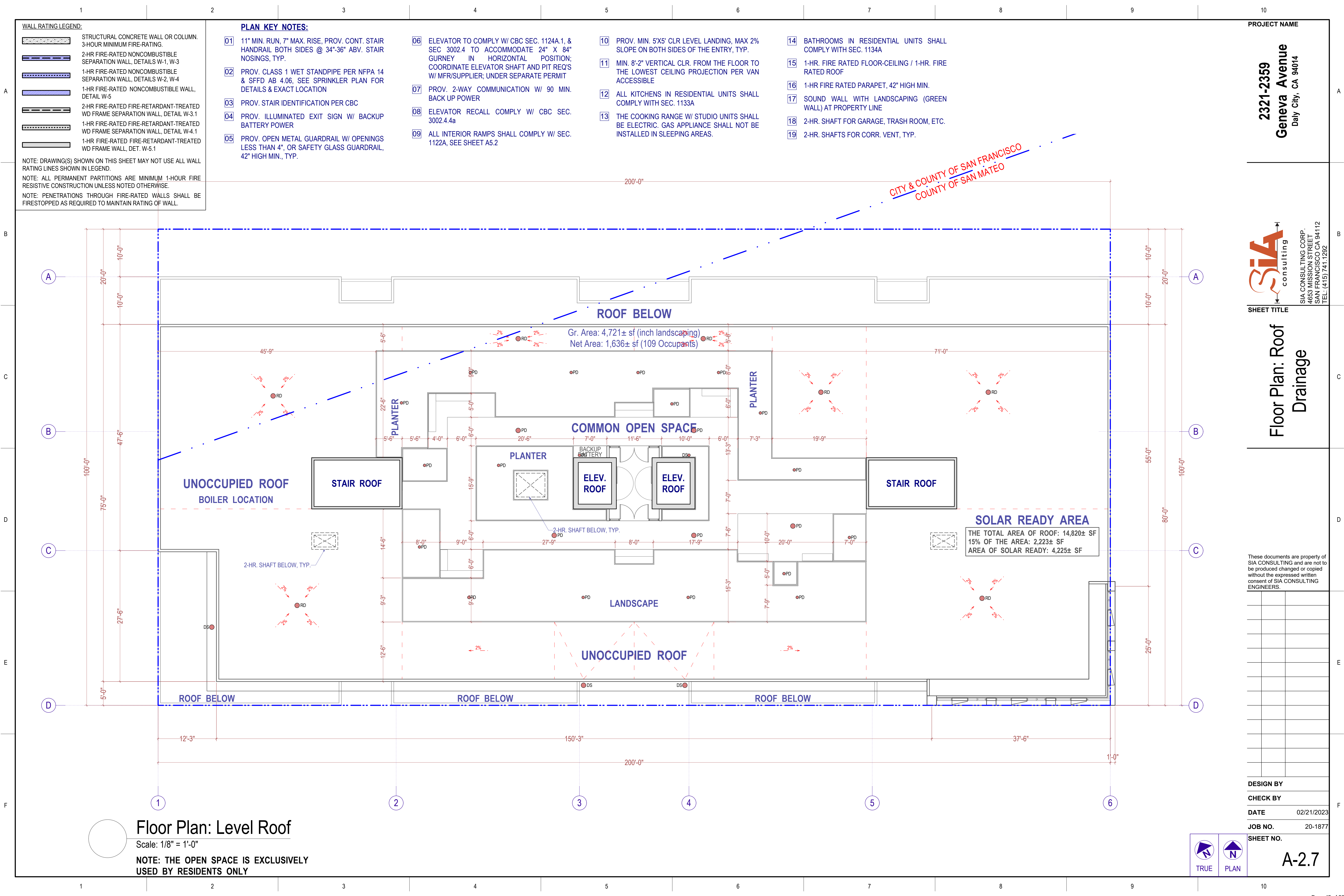
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DATE 02/21/2023
JOB NO. 20-1877
SHEET NO.

A-2.6

Floor Plan: Level Roof

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

NOTE: THE OPEN SPACE IS EXCLUSIVELY USED BY RESIDENTS ONLY



WALL RATING LEGEND:

- STRUCTURAL CONCRETE WALL OR COLUMN. 3-HOUR MINIMUM FIRE-RATING.
- 2-HR FIRE-RATED NONCOMBUSTIBLE SEPARATION WALL, DETAILS W-1, W-3
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- 1-HR FIRE RATED PARAPET, 42" HIGH MIN.
- SOUND WALL WITH LANDSCAPING (GREEN WALL) AT PROPERTY LINE
- 2-HR. SHAFT FOR GARAGE, TRASH ROOM, ETC.
- 2-HR. SHAFTS FOR CORR. VENT, TYP.

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SHEET TITLE

Floor Plan: Roof
Drainage

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DATE	02/21/2023
JOB NO.	20-1877
SHEET NO.	

A-2.7



Proposed Front Elevation (South)

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

FACADE MATERIALS KEY NOTES:	
01	SMOOTH FIBER CEMENT BOARD
02	EXT. CEMENT PLASTER FINISH
03	HORIZONTAL SIDING, TYP.
04	FLAT METAL PANEL, TYP.
05	CONTROL JOINTS, TYP.
06	BLACK ANODIZED ALUMINUM WINDOW, W/ LOW E CLR. GLASS, TYP.
07	BLACK ANODIZED ALUMINUM PATIO DOOR W/ CLR. GLASS, TYP.
08	ALUMINUM STORE FRONT
09	ALUMINUM ENTRY DOOR
10	CONCRETE BLINDWALL, TYP.
11	42" HIGH PARAPET WALL AT PROPERTY LINE
12	SAFETY GLASS RAIL / PAINTED METAL GUARDRAILS, 42" HIGH MIN. AFF., TYP.
13	METAL AWINING, TYP.

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SIA CONSULTING CORP.
4653 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 741.1292

SHEET TITLE

Building Elevation
(South)

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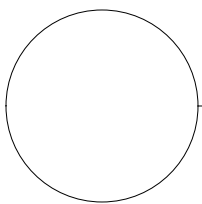
CHECK BY

DATE 02/21/2023

JOB NO. 20-1877

SHEET NO.

A-3.1



Proposed Rear Elevation (North)

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

FACADE MATERIALS KEY NOTES:	
01	SMOOTH FIBER CEMENT BOARD
02	EXT. CEMENT PLASTER FINISH
03	HORIZONTAL SIDING, TYP.
04	FLAT METAL PANEL, TYP.
05	CONTROL JOINTS, TYP.
06	BLACK ANODIZED ALUMINUM WINDOW, W/ LOW E CLR. GLASS, TYP.
07	BLACK ANODIZED ALUMINUM PATIO DOOR W/ CLR. GLASS, TYP.
08	ALUMINUM STORE FRONT
09	ALUMINUM ENTRY DOOR
10	CONCRETE BLINDWALL, TYP.
11	42" HIGH PARAPET WALL AT PROPERTY LINE
12	SAFETY GLASS RAIL / PAINTED METAL GUARDRAILS, 42" HIGH MIN. AFF., TYP.
13	METAL AWINING, TYP.

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SHEET TITLE

Building Elevation
(North)

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SHEET NO.

A-3.2



PROJECT NAME
2321-2359
Geneva Avenue
Daly City, CA 94014

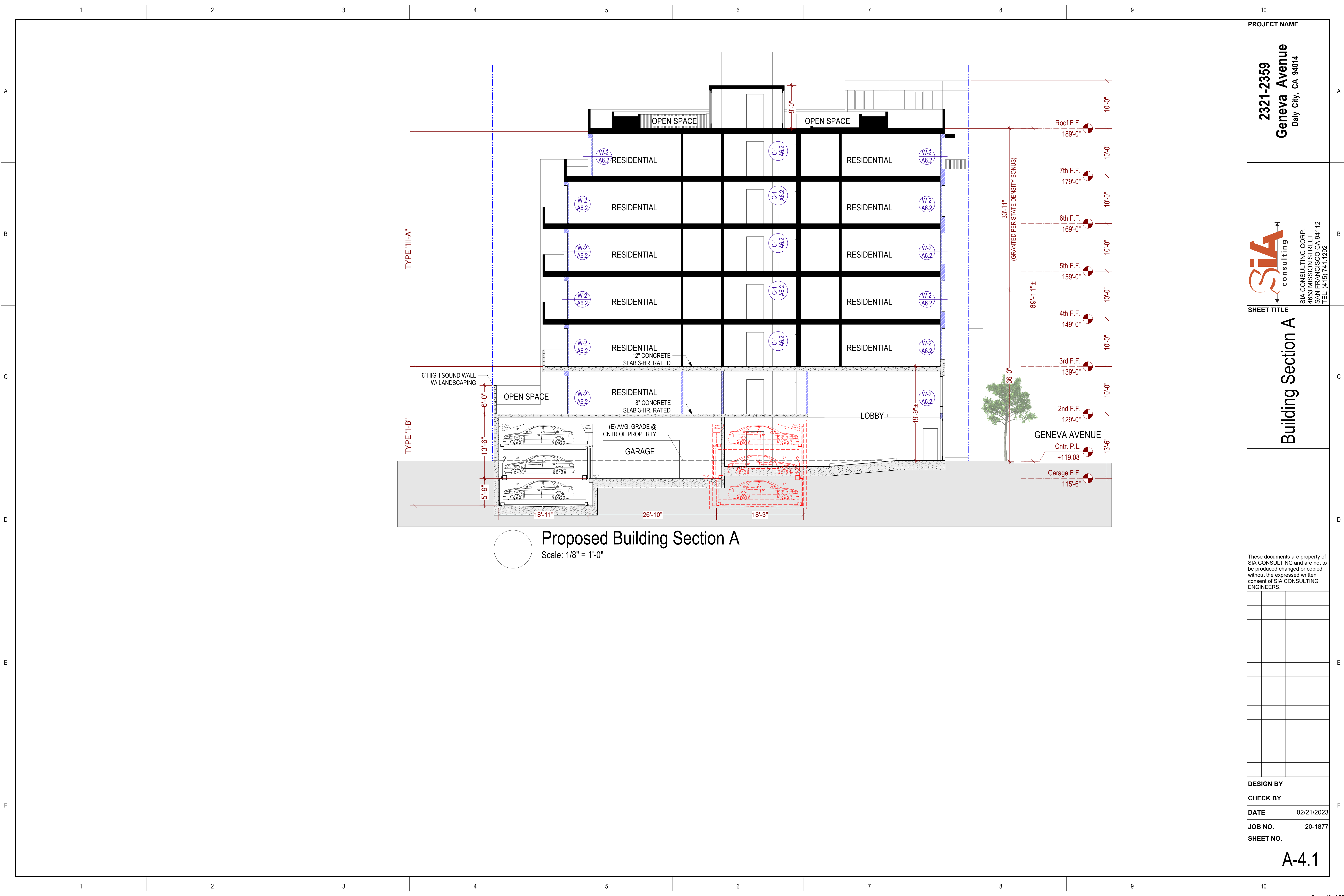
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TEL: (415) 741.1292

SHEET TITLE
Building Elevations
(East, West)

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Building Section A

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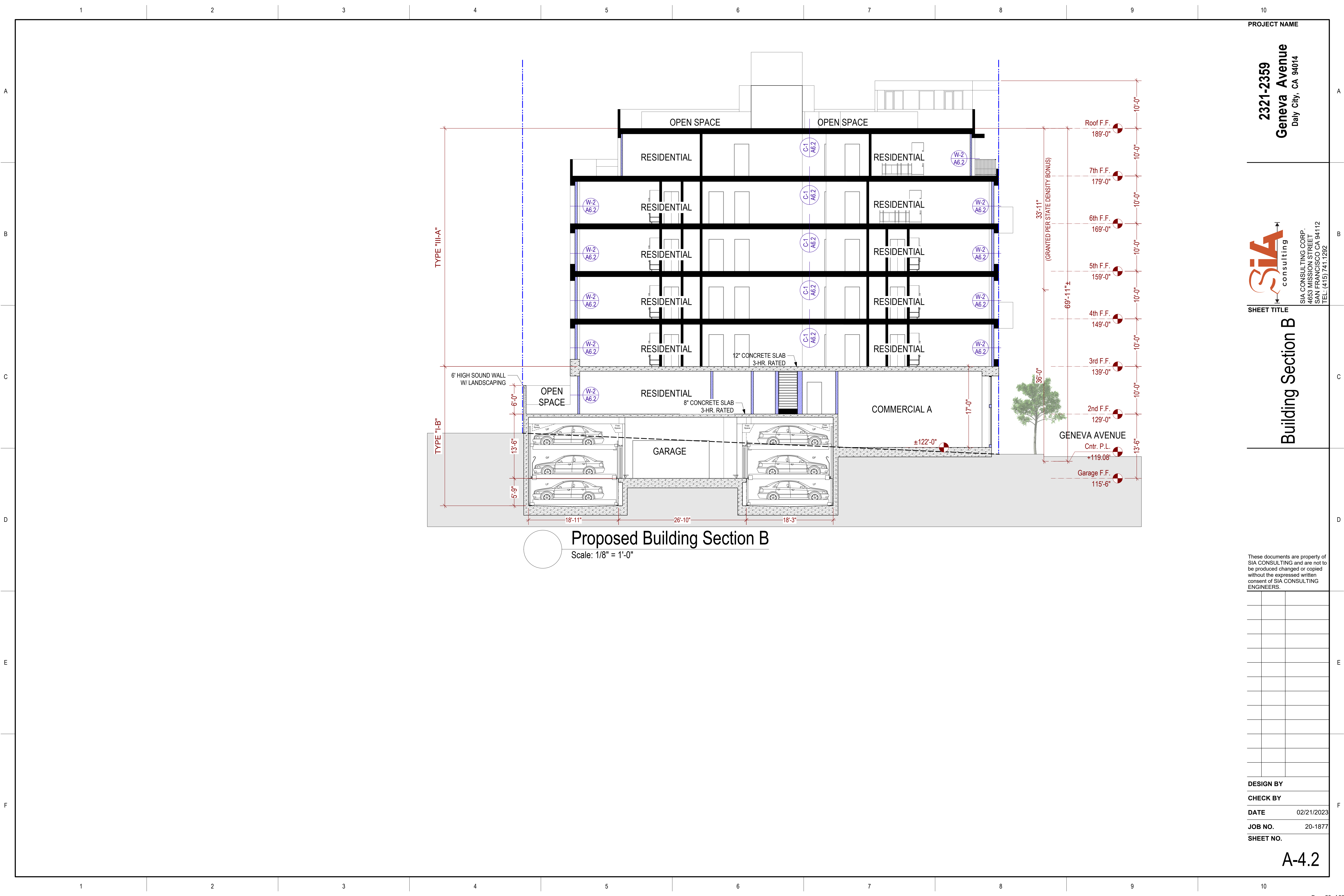
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A-4.1



PROJECT NAME

2321-2359
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SHEET TITLE

Building Section B

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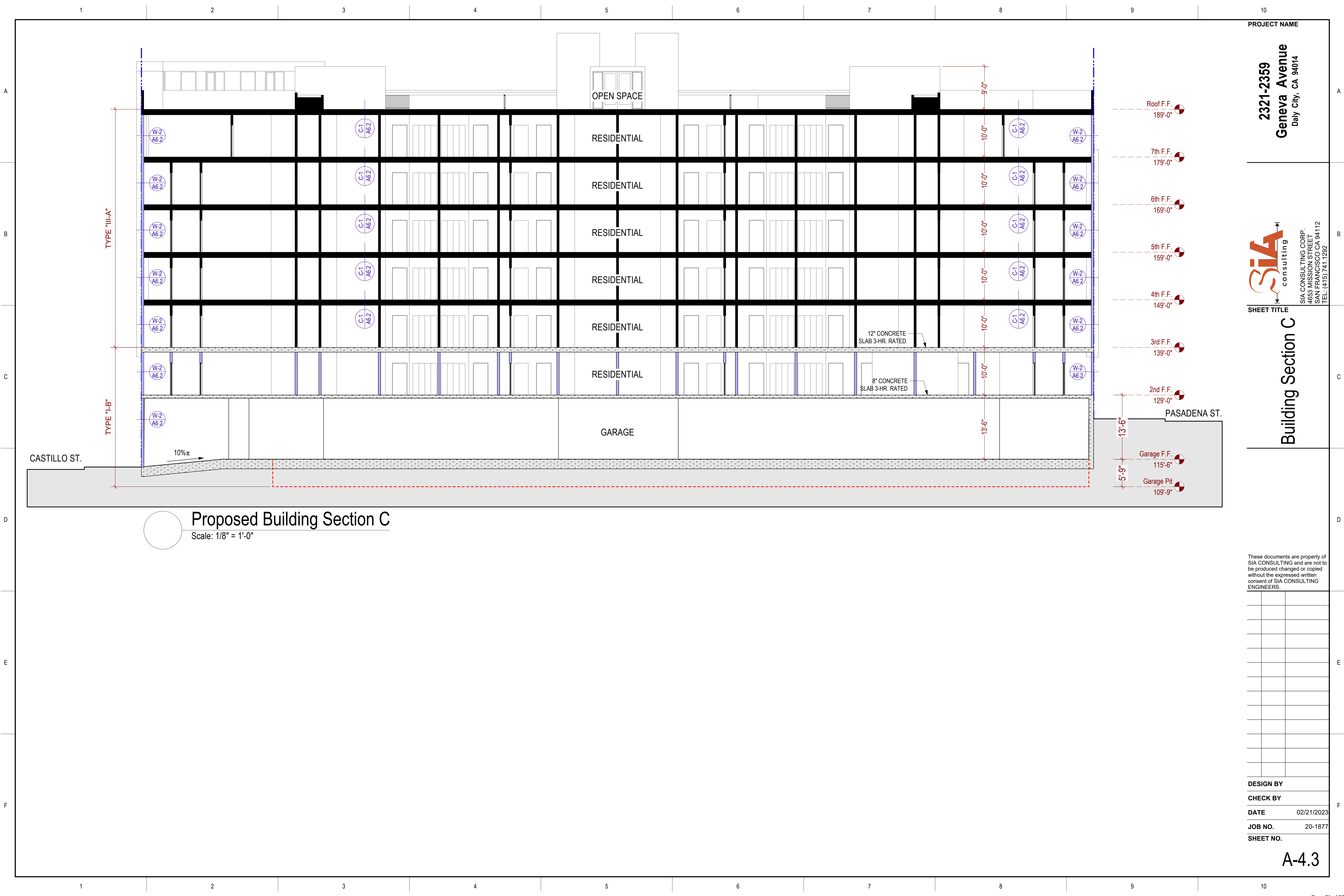
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A-4.2



PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



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SHEET TITLE

Building Section C

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A-4.3

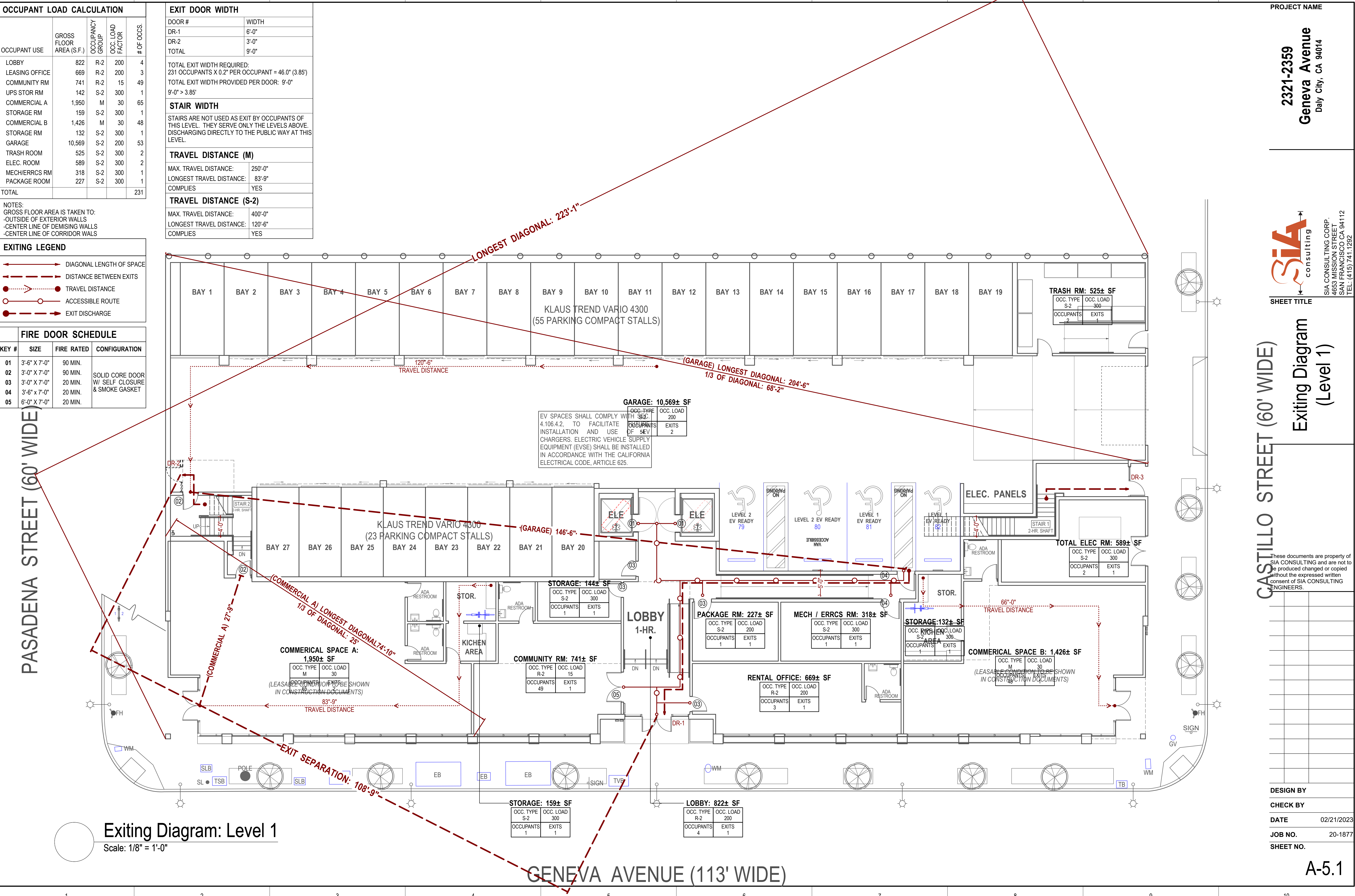
OCCUPANT LOAD CALCULATION				
OCCUPANT USE	GROSS FLOOR AREA (S.F.)	OCCUPANCY GROUP	OCC. LOAD FACTOR	# OF OCCS.
LOBBY	822	R-2	200	4
LEASING OFFICE	669	R-2	200	3
COMMUNITY RM	741	R-2	15	49
UPS STOR RM	142	S-2	300	1
COMMERCIAL A	1,950	M	30	65
STORAGE RM	159	S-2	300	1
COMMERCIAL B	1,426	M	30	48
STORAGE RM	132	S-2	300	1
GARAGE	10,569	S-2	200	53
TRASH ROOM	525	S-2	300	2
ELEC. ROOM	589	S-2	300	2
MECH/ERRCS RM	318	S-2	300	1
PACKAGE ROOM	227	S-2	300	1
TOTAL				231

NOTES:
GROSS FLOOR AREA IS TAKEN TO:
-OUTSIDE OF EXTERIOR WALLS
-CENTER LINE OF DEMISING WALLS
-CENTER LINE OF CORRIDOR WALLS

EXITING LEGEND	
	DIAGONAL LENGTH OF SPACE
	DISTANCE BETWEEN EXITS
	TRAVEL DISTANCE
	ACCESSIBLE ROUTE
	EXIT DISCHARGE

FIRE DOOR SCHEDULE			
KEY #	SIZE	FIRE RATED	CONFIGURATION
01	3'-6" X 7'-0"	90 MIN.	SOLID CORE DOOR W/ SELF CLOSURE & SMOKE GASKET
02	3'-0" X 7'-0"	90 MIN.	
03	3'-0" X 7'-0"	20 MIN.	
04	3'-6" X 7'-0"	20 MIN.	
05	6'-0" X 7'-0"	20 MIN.	

EXIT DOOR WIDTH	
DOOR #	WIDTH
DR-1	6'-0"
DR-2	3'-0"
TOTAL	9'-0"
TOTAL EXIT WIDTH REQUIRED: 231 OCCUPANTS X 0.2" PER OCCUPANT = 46.0" (3.85')	
TOTAL EXIT WIDTH PROVIDED PER DOOR: 9'-0"	
9'-0" > 3.85'	
STAIR WIDTH	
STAIRS ARE NOT USED AS EXIT BY OCCUPANTS OF THIS LEVEL. THEY SERVE ONLY THE LEVELS ABOVE. DISCHARGING DIRECTLY TO THE PUBLIC WAY AT THIS LEVEL.	
TRAVEL DISTANCE (M)	
MAX. TRAVEL DISTANCE:	250'-0"
LONGEST TRAVEL DISTANCE:	83'-9"
COMPLIES	YES
TRAVEL DISTANCE (S-2)	
MAX. TRAVEL DISTANCE:	400'-0"
LONGEST TRAVEL DISTANCE:	120'-6"
COMPLIES	YES



PROJECT NAME
2321-2359
Geneva Avenue
Daly City, CA 94014

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SHEET TITLE
Exiting Diagram
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A-5.1

OCCUPANT LOAD CALCULATION				
OCCUPANT USE	FLOOR AREA S.F. *	OCCUPANCY GROUP	OCC. LOAD FACTOR	# OF OCCS.
RESIDENTIAL: 18 STUDIOS	10,424	R-2	200	52
BIKE ROOM	1,630	S-2	300	5
FIRE PUMP / UTILITIES RM	645	S-2	300	2
TOTAL				59

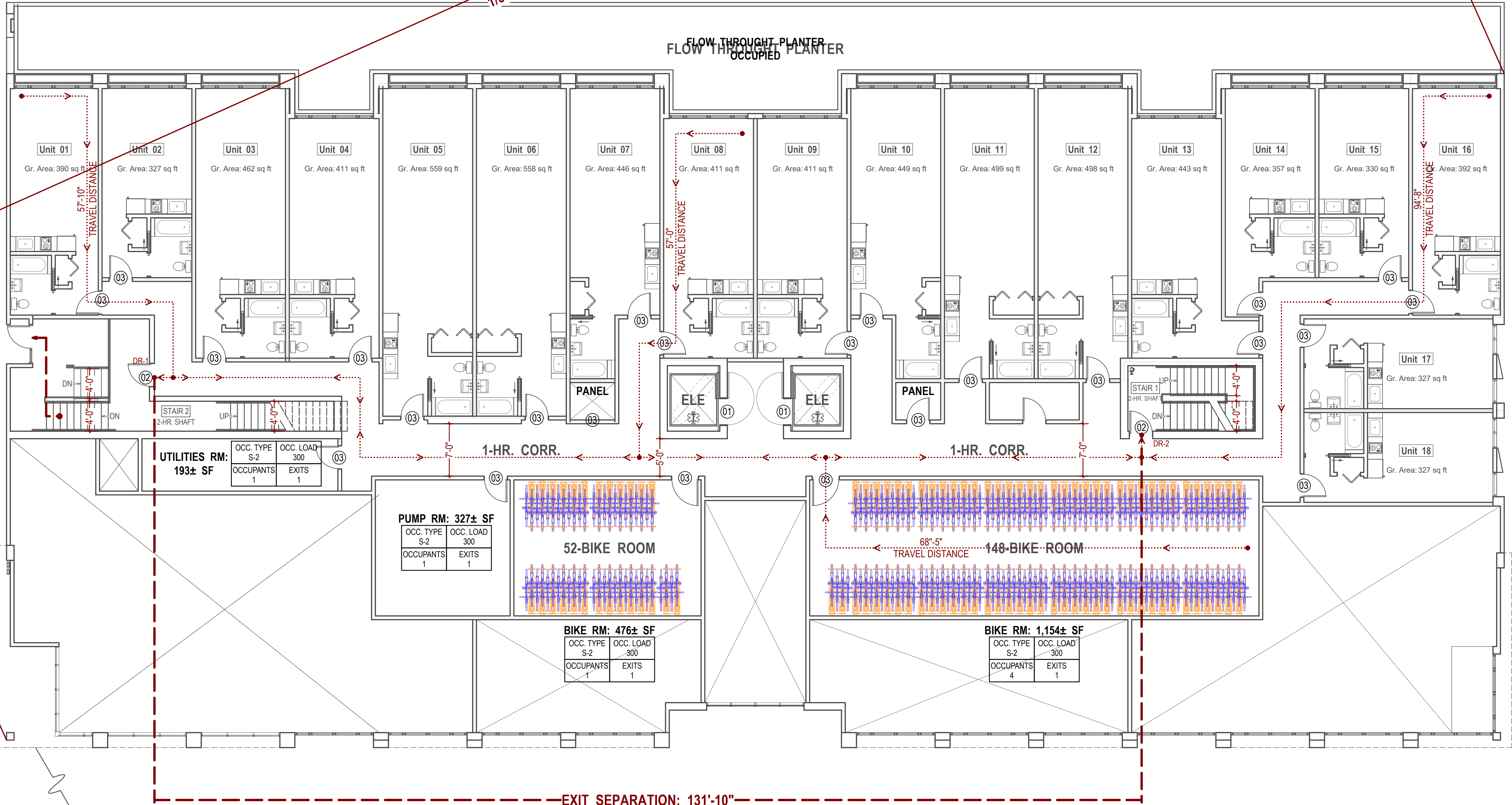
NOTES:
GROSS FLOOR AREA IS TAKEN TO:
-OUTSIDE OF EXTERIOR WALLS
-CENTER LINE OF DEMISING WALLS
-CENTER LINE OF CORRIDOR WALLS

EXIT DOOR WIDTH	
DOOR #	WIDTH
DR-1	3'-0"
DR-2	3'-0"
TOTAL	6'-0"
TOTAL EXIT WIDTH REQUIRED: 59 OCCUPANTS X 0.2" PER OCCUPANT = 11.8" TOTAL EXIT WIDTH PROVIDED PER DOOR: 6'-0" 6'-0" > 11.8"	
STAIR WIDTH	
STAIR #	WIDTH
1	4'-0"
2	4'-0"
TOTAL	8'-0"
TOTAL EXIT WIDTH REQUIRED: 59 OCCUPANTS X 0.3" PER OCCUPANT = 17.7" TOTAL EXIT WIDTH PROVIDED: 8'-0" 8'-0" > 17.7"	
TRAVEL DISTANCE	
MAX. TRAVEL DISTANCE:	250'-0"
LONGEST TRAVEL DISTANCE:	94'-4"
COMPLIES	YES

EXITING LEGEND			
	DIAGONAL LENGTH OF SPACE		
	DISTANCE BETWEEN EXITS		
	TRAVEL DISTANCE		
	ACCESSIBLE ROUTE		
	EXIT DISCHARGE		

FIRE DOOR SCHEDULE			
KEY #	SIZE	FIRE RATED	CONFIGURATION
01	3'-6" X 7'-0"	90 MIN.	SOLID CORE DOOR W/ SELF CLOSURE & SMOKE GASKET
02	3'-0" X 7'-0"	90 MIN.	
03	3'-0" X 7'-0"	20 MIN.	
04	3'-6" x 7'-0"	20 MIN.	
05	6'-0" X 7'-0"	20 MIN.	

LONGEST DIAGONAL: 218'-11"
1/3 OF DIAGONAL: 73'-5"



PASADENA STREET (60' WIDE)

Exiting Diagram: Level 2
Scale: 1/8" = 1'-0"

GENEVA AVENUE (113' WIDE)

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014

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Exiting Diagram
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A-5.2

OCCUPANT LOAD CALCULATION				
OCCUPANT USE	FLOOR AREA S.F. *	OCCUPANCY GROUP	OCC. LOAD FACTOR	# OF OCCS.
RESIDENTIAL: 36 STUDIOS	17,697	R-2	200	88
TOTAL				88

NOTES:
GROSS FLOOR AREA IS TAKEN TO:
-OUTSIDE OF EXTERIOR WALLS
-CENTER LINE OF DEMISING WALLS
-CENTER LINE OF CORRIDOR WALLS

EXIT DOOR WIDTH	
DOOR #	WIDTH
DR-1	3'-0"
DR-2	3'-0"
TOTAL	6'-0"
TOTAL EXIT WIDTH REQUIRED: 88 OCCUPANTS X 0.2" PER OCCUPANT = 17.6"	
TOTAL EXIT WIDTH PROVIDED PER DOOR: 6'-0"	
6'-0" > 17.6"	
STAIR WIDTH	
STAIR #	WIDTH
1	4'-0"
2	4'-0"
TOTAL	8'-0"
TOTAL EXIT WIDTH REQUIRED: 88 OCCUPANTS X 0.3" PER OCCUPANT = 26.4"	
TOTAL EXIT WIDTH PROVIDED: 8'-0"	
8'-0" > 26.4"	
TRAVEL DISTANCE	
MAX. TRAVEL DISTANCE:	250'-0"
LONGEST TRAVEL DISTANCE:	94'-9"
COMPLIES	YES

EXITING LEGEND			
	DIAGONAL LENGTH OF SPACE		
	DISTANCE BETWEEN EXITS		
	TRAVEL DISTANCE		
	ACCESSIBLE ROUTE		
	EXIT DISCHARGE		

FIRE DOOR SCHEDULE			
KEY #	SIZE	FIRE RATED	CONFIGURATION
01	3'-6" X 7'-0"	90 MIN.	SOLID CORE DOOR W/ SELF CLOSURE & SMOKE GASKET
02	3'-0" X 7'-0"	90 MIN.	
03	3'-0" X 7'-0"	20 MIN.	
04	3'-6" x 7'-0"	20 MIN.	
05	6'-0" X 7'-0"	20 MIN.	

PROJECT NAME
2321-2359
Geneva Avenue
Daly City, CA 94014

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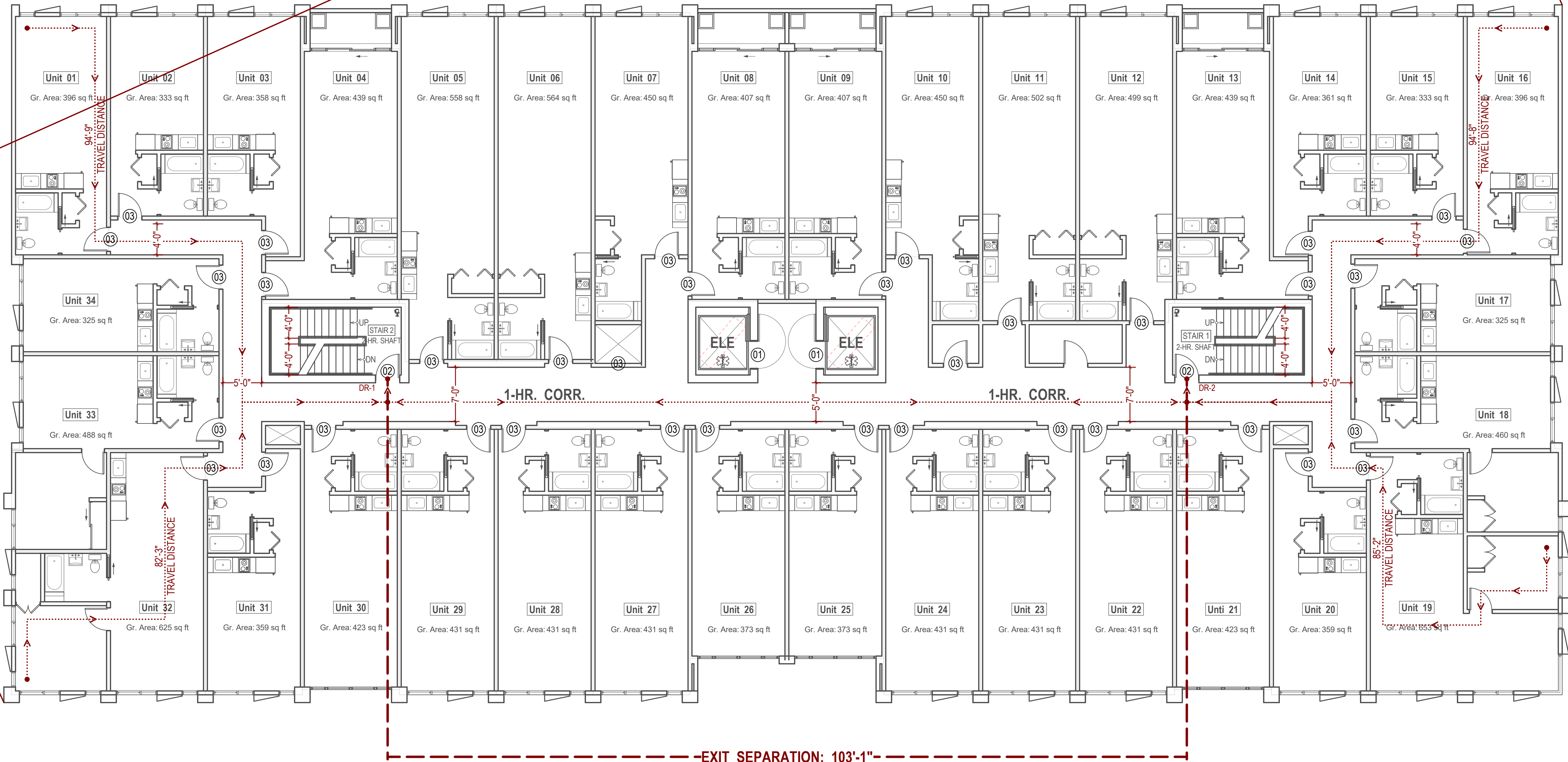
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Exiting Diagram
(Level 3, 5)

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A-5.3



Exiting Diagram: Level 3, 5

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

OCCUPANT LOAD CALCULATION				
OCCUPANT USE	FLOOR AREA S.F. *	OCCUPANCY GROUP	OCC. LOAD FACTOR	# OF OCCS.
RESIDENTIAL: 36 STUDIOS	17,613	R-2	200	88
TOTAL				88

NOTES:
GROSS FLOOR AREA IS TAKEN TO:
-OUTSIDE OF EXTERIOR WALLS
-CENTER LINE OF DEMISING WALLS
-CENTER LINE OF CORRIDOR WALLS

EXIT DOOR WIDTH	
DOOR #	WIDTH
DR-1	3'-0"
DR-2	3'-0"
TOTAL	6'-0"
TOTAL EXIT WIDTH REQUIRED: 88 OCCUPANTS X 0.2" PER OCCUPANT = 17.6"	
TOTAL EXIT WIDTH PROVIDED PER DOOR: 6'-0"	
6'-0" > 17.6"	
STAIR WIDTH	
STAIR #	WIDTH
1	4'-0"
2	4'-0"
TOTAL	8'-0"
TOTAL EXIT WIDTH REQUIRED: 88 OCCUPANTS X 0.3" PER OCCUPANT = 26.4"	
TOTAL EXIT WIDTH PROVIDED: 8'-0"	
8'-0" > 26.4"	
TRAVEL DISTANCE	
MAX. TRAVEL DISTANCE:	250'-0"
LONGEST TRAVEL DISTANCE:	94'-8"
COMPLIES	YES

EXITING LEGEND			
	DIAGONAL LENGTH OF SPACE		
	DISTANCE BETWEEN EXITS		
	TRAVEL DISTANCE		
	ACCESSIBLE ROUTE		
	EXIT DISCHARGE		

FIRE DOOR SCHEDULE			
KEY #	SIZE	FIRE RATED	CONFIGURATION
01	3'-6" X 7'-0"	90 MIN.	SOLID CORE DOOR W/ SELF CLOSURE & SMOKE GASKET
02	3'-0" X 7'-0"	90 MIN.	
03	3'-0" X 7'-0"	20 MIN.	
04	3'-6" x 7'-0"	20 MIN.	
05	6'-0" X 7'-0"	20 MIN.	

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014

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SHEET TITLE

Exiting Diagram
(Level 4, 6)

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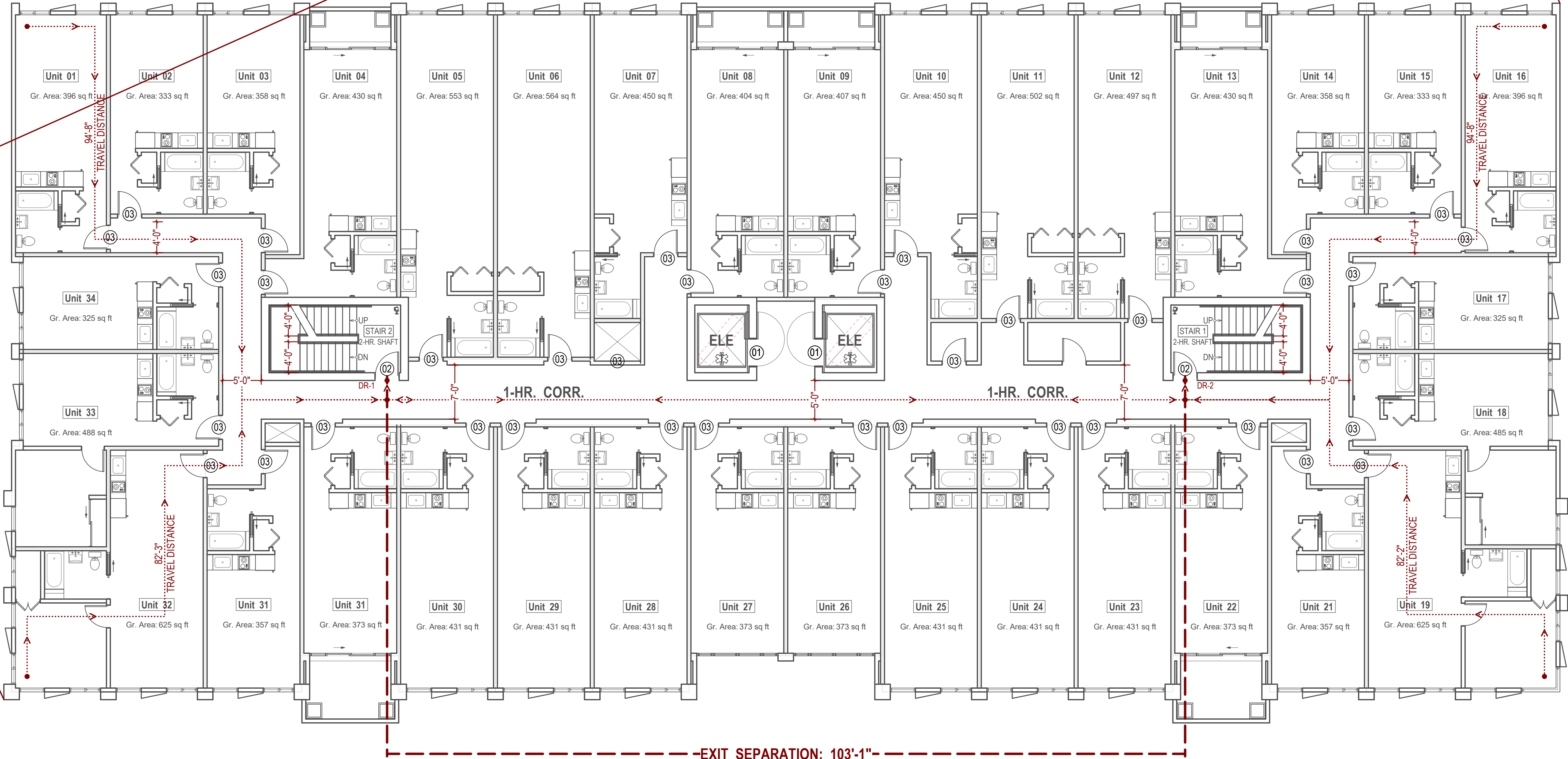
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A-5.4



Exiting Diagram: Level 4, 6
Scale: 1/8" = 1'-0"

OCCUPANT LOAD CALCULATION				
OCCUPANT USE	FLOOR AREA S.F. *	OCCUPANCY GROUP	OCC. LOAD FACTOR	# OF OCCS.
RESIDENTIAL: 30 STUDIOS	14,797	R-2	200	74
COMMON OPEN SPACE	483	R-2	15	32
TOTAL				106

NOTES:
GROSS FLOOR AREA IS TAKEN TO:
-OUTSIDE OF EXTERIOR WALLS
-CENTER LINE OF DEMISING WALLS
-CENTER LINE OF CORRIDOR WALLS

EXIT DOOR WIDTH	
DOOR #	WIDTH
DR-1	3'-0"
DR-2	3'-0"
TOTAL	6'-0"
TOTAL EXIT WIDTH REQUIRED: 106 OCCUPANTS X 0.2" PER OCCUPANT = 21.2" TOTAL EXIT WIDTH PROVIDED PER DOOR: 6'-0" 6'-0" > 21.2"	
STAIR WIDTH	
STAIR #	WIDTH
1	4'-0"
2	4'-0"
TOTAL	8'-0"
TOTAL EXIT WIDTH REQUIRED: 106 OCCUPANTS X 0.3" PER OCCUPANT = 31.8" TOTAL EXIT WIDTH PROVIDED: 8'-0" 8'-0" > 31.8"	
TRAVEL DISTANCE	
MAX. TRAVEL DISTANCE:	250'-0"
LONGEST TRAVEL DISTANCE:	95'-3"
COMPLIES	YES

EXITING LEGEND			
	DIAGONAL LENGTH OF SPACE		
	DISTANCE BETWEEN EXITS		
	TRAVEL DISTANCE		
	ACCESSIBLE ROUTE		
	EXIT DISCHARGE		

FIRE DOOR SCHEDULE			
KEY #	SIZE	FIRE RATED	CONFIGURATION
01	3'-6" X 7'-0"	90 MIN.	SOLID CORE DOOR W/ SELF CLOSURE & SMOKE GASKET
02	3'-0" X 7'-0"	90 MIN.	
03	3'-0" X 7'-0"	20 MIN.	
04	3'-6" X 7'-0"	20 MIN.	
05	6'-0" X 7'-0"	20 MIN.	

PROJECT NAME
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Geneva Avenue
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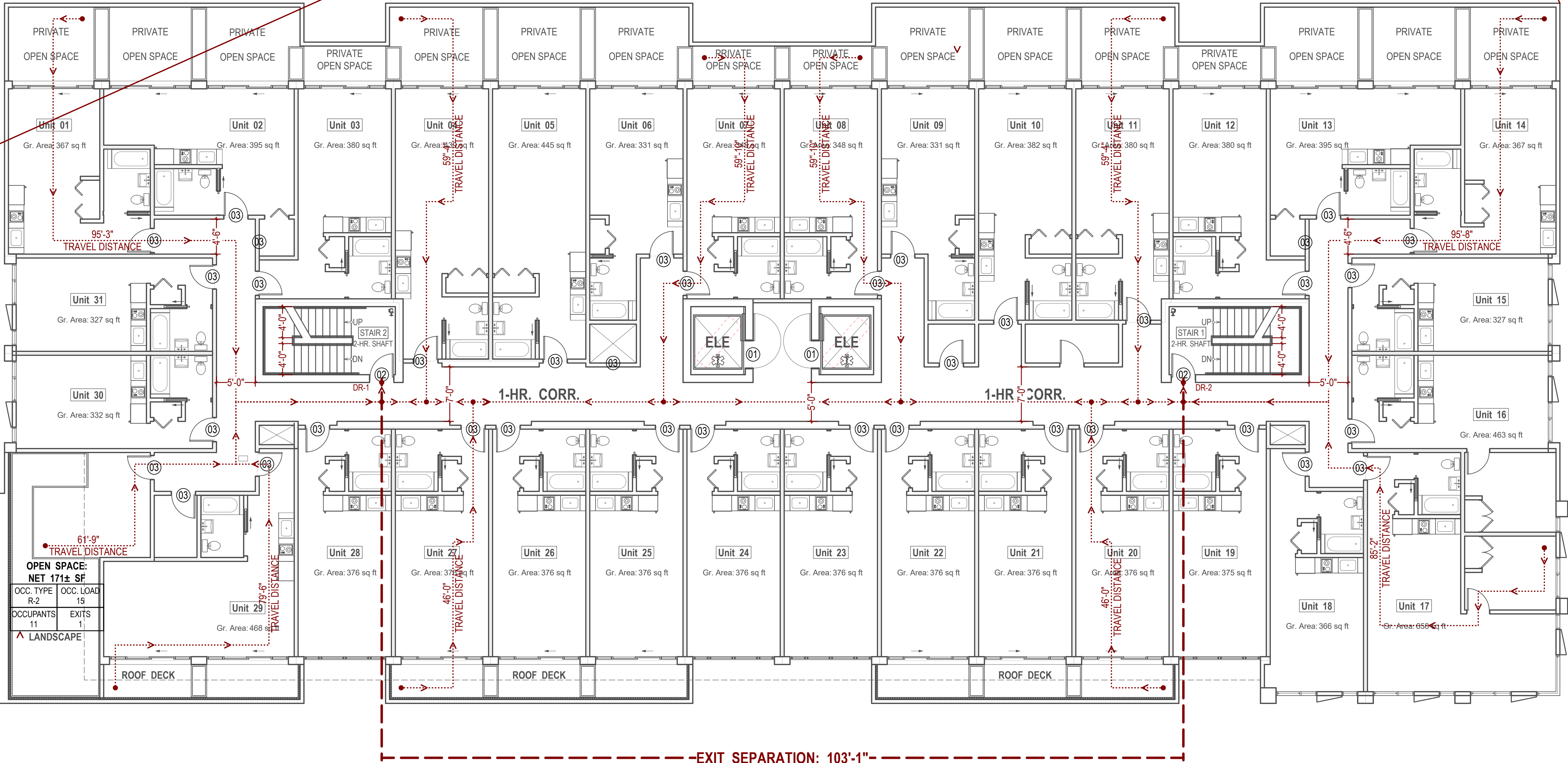
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Exiting Diagram
(Level 7)

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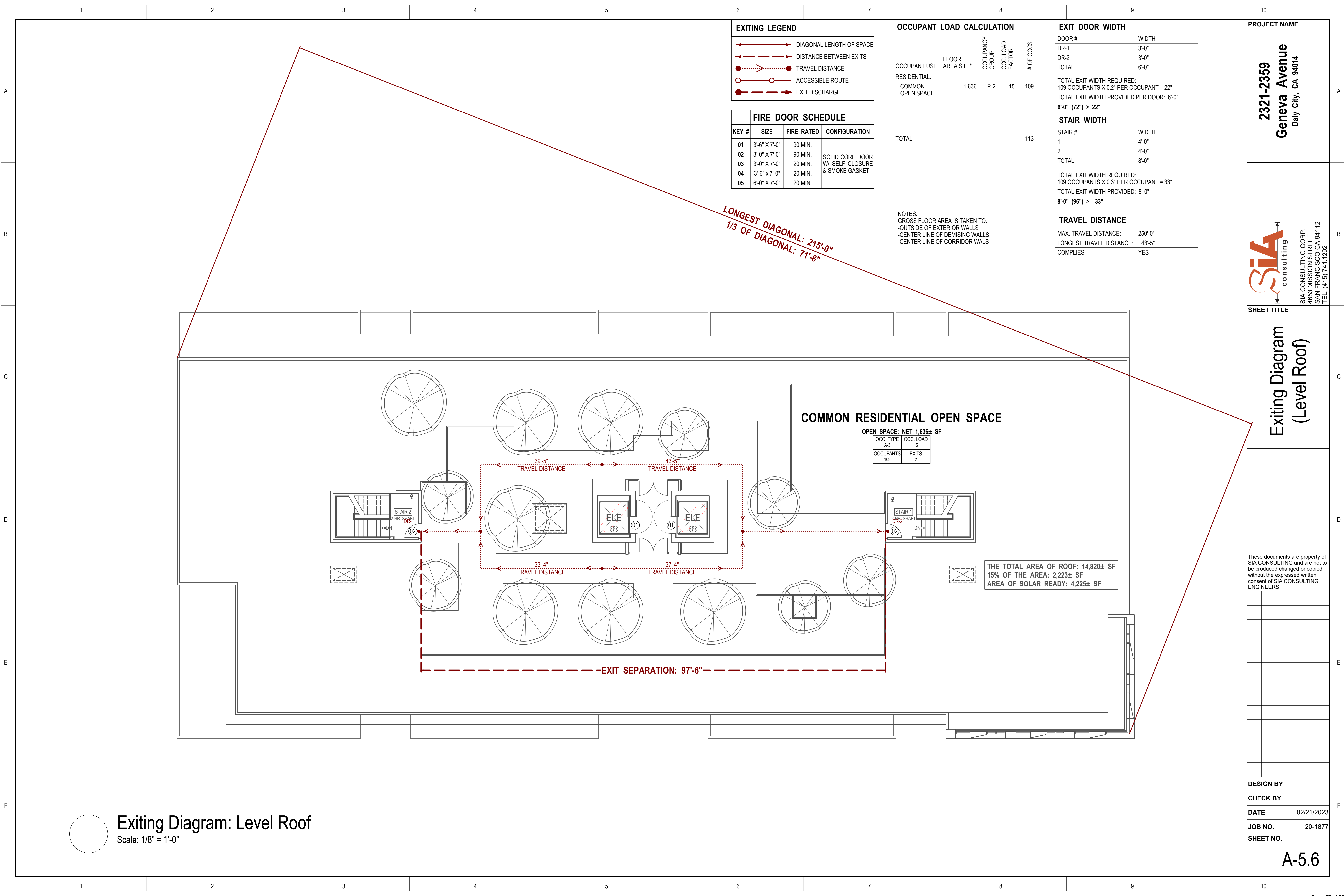
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A-5.5



Exiting Diagram: Level 7

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



EXITING LEGEND	
	DIAGONAL LENGTH OF SPACE
	DISTANCE BETWEEN EXITS
	TRAVEL DISTANCE
	ACCESSIBLE ROUTE
	EXIT DISCHARGE

FIRE DOOR SCHEDULE			
KEY #	SIZE	FIRE RATED	CONFIGURATION
01	3'-6" X 7'-0"	90 MIN.	SOLID CORE DOOR W/ SELF CLOSURE & SMOKE GASKET
02	3'-0" X 7'-0"	90 MIN.	
03	3'-0" X 7'-0"	20 MIN.	
04	3'-6" X 7'-0"	20 MIN.	
05	6'-0" X 7'-0"	20 MIN.	

OCCUPANT LOAD CALCULATION				
OCCUPANT USE	FLOOR AREA S.F. *	OCCUPANCY GROUP	OCC. LOAD FACTOR	# OF OCCS.
RESIDENTIAL: COMMON OPEN SPACE	1,636	R-2	15	109
TOTAL				113

NOTES:
GROSS FLOOR AREA IS TAKEN TO:
-OUTSIDE OF EXTERIOR WALLS
-CENTER LINE OF DEMISING WALLS
-CENTER LINE OF CORRIDOR WALLS

EXIT DOOR WIDTH	
DOOR #	WIDTH
DR-1	3'-0"
DR-2	3'-0"
TOTAL	6'-0"
TOTAL EXIT WIDTH REQUIRED: 109 OCCUPANTS X 0.2" PER OCCUPANT = 22" TOTAL EXIT WIDTH PROVIDED PER DOOR: 6'-0" 6'-0" (72") > 22"	
STAIR WIDTH	
STAIR #	WIDTH
1	4'-0"
2	4'-0"
TOTAL	8'-0"
TOTAL EXIT WIDTH REQUIRED: 109 OCCUPANTS X 0.3" PER OCCUPANT = 33" TOTAL EXIT WIDTH PROVIDED: 8'-0" 8'-0" (96") > 33"	
TRAVEL DISTANCE	
MAX. TRAVEL DISTANCE:	250'-0"
LONGEST TRAVEL DISTANCE:	43'-5"
COMPLIES	YES

PROJECT NAME
2321-2359
Geneva Avenue
Daly City, CA 94014

SIA CONSULTING CORP.
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SHEET TITLE

Exiting Diagram
(Level Roof)

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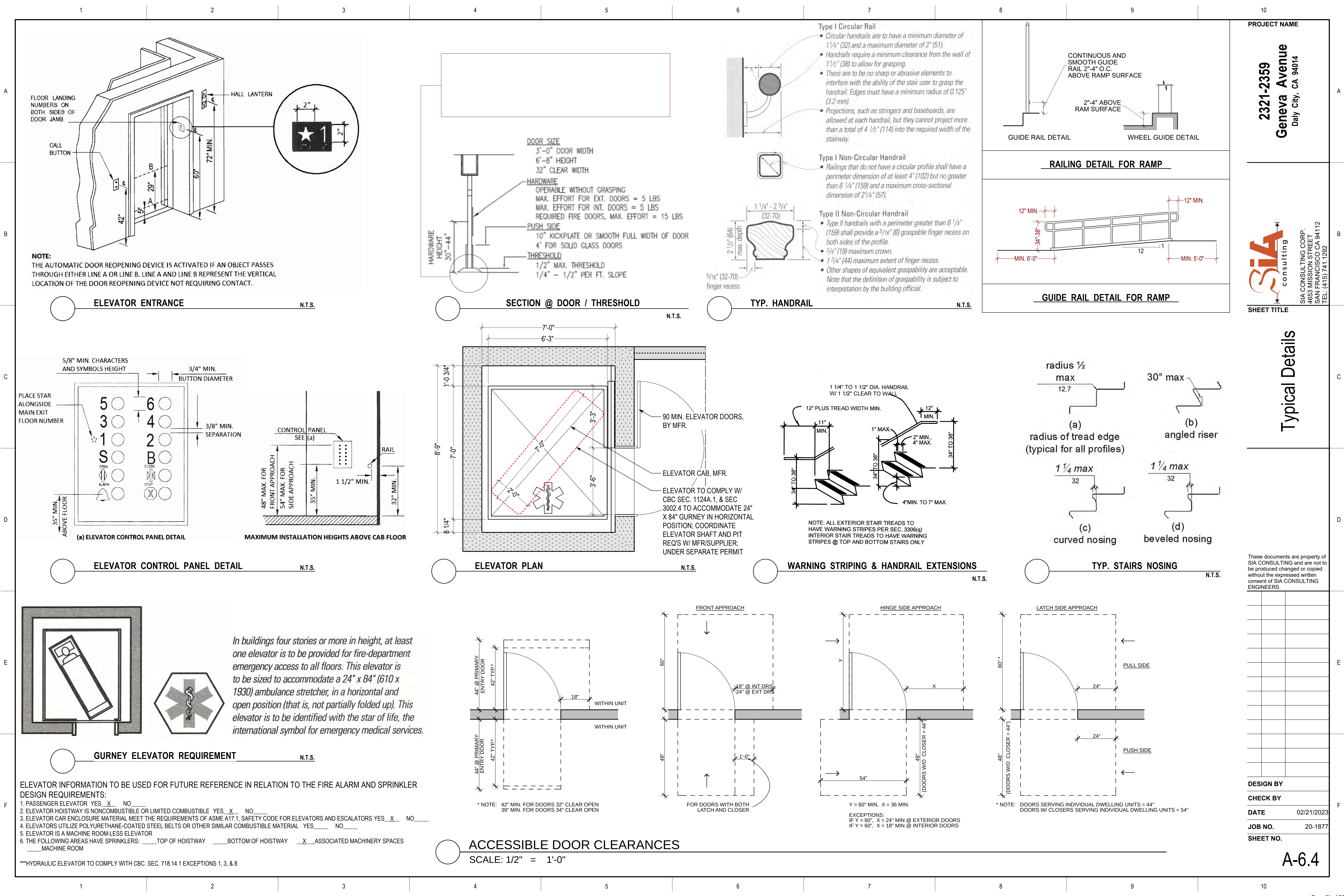
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SHEET NO.

A-5.6

Exiting Diagram: Level Roof

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

[illegible]



PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014

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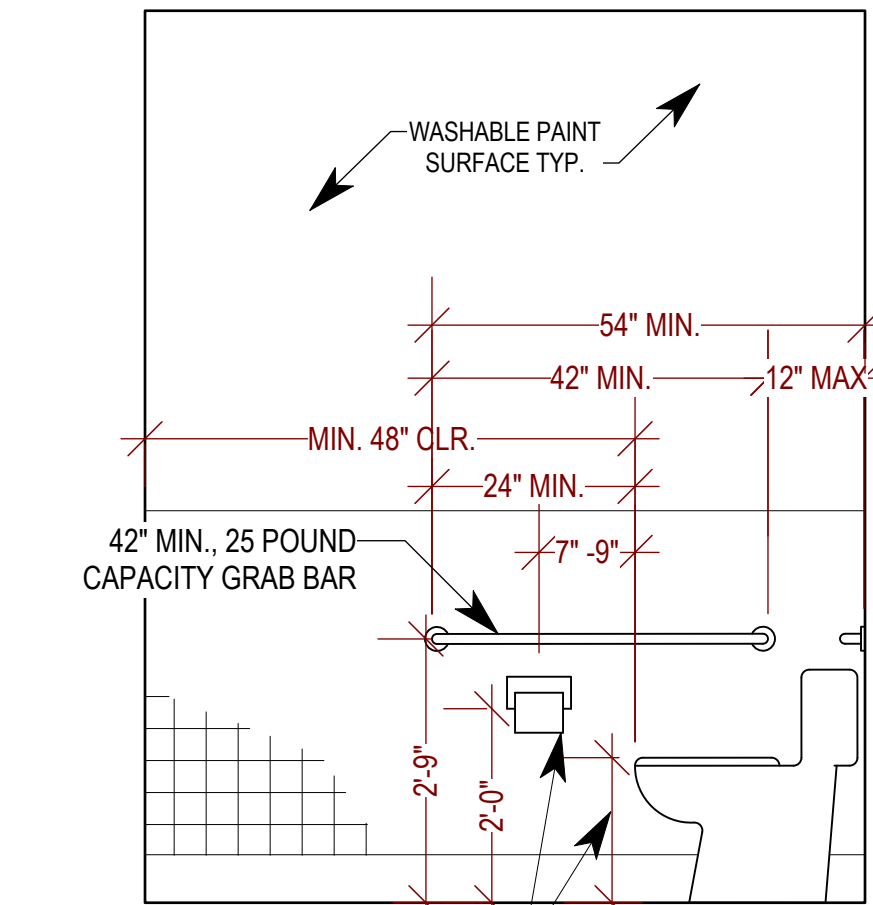
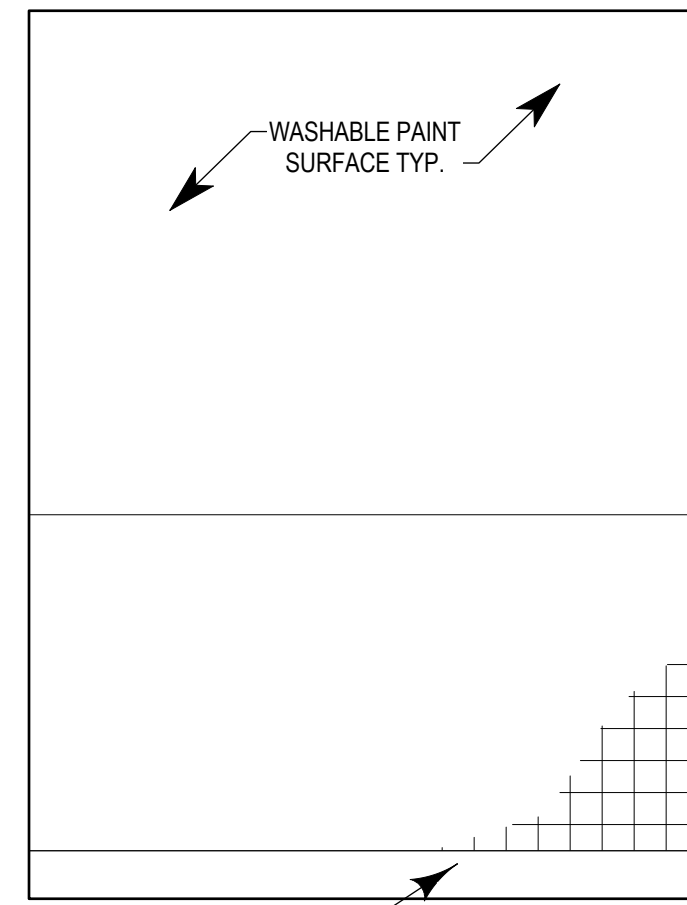
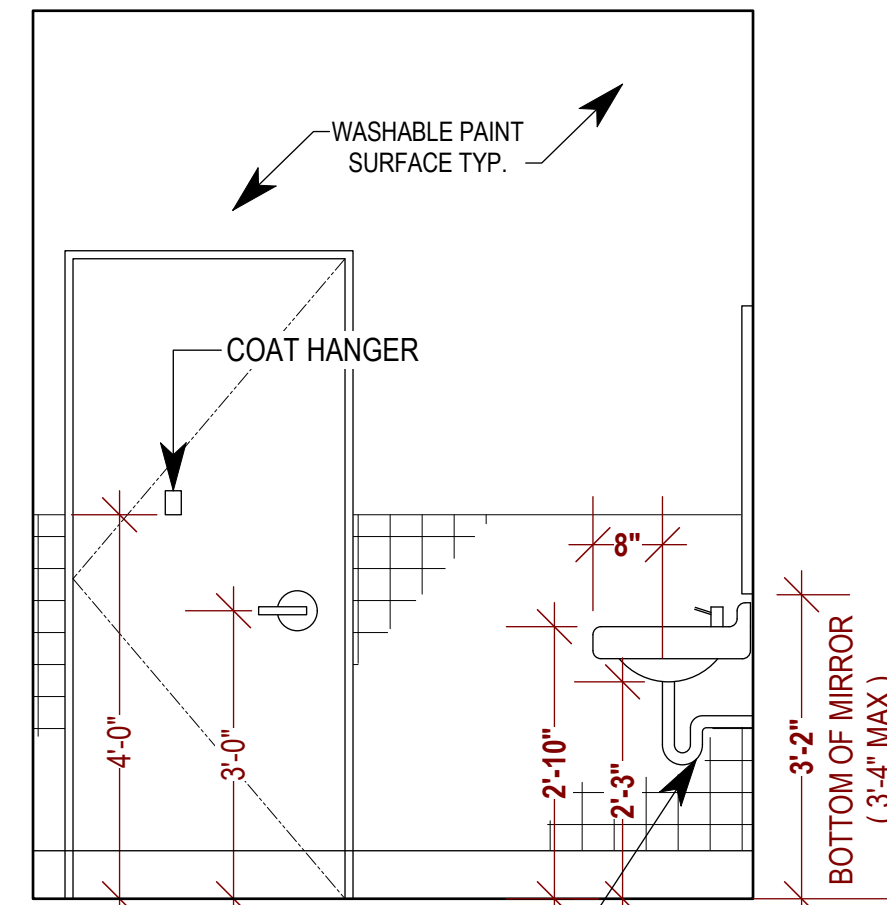
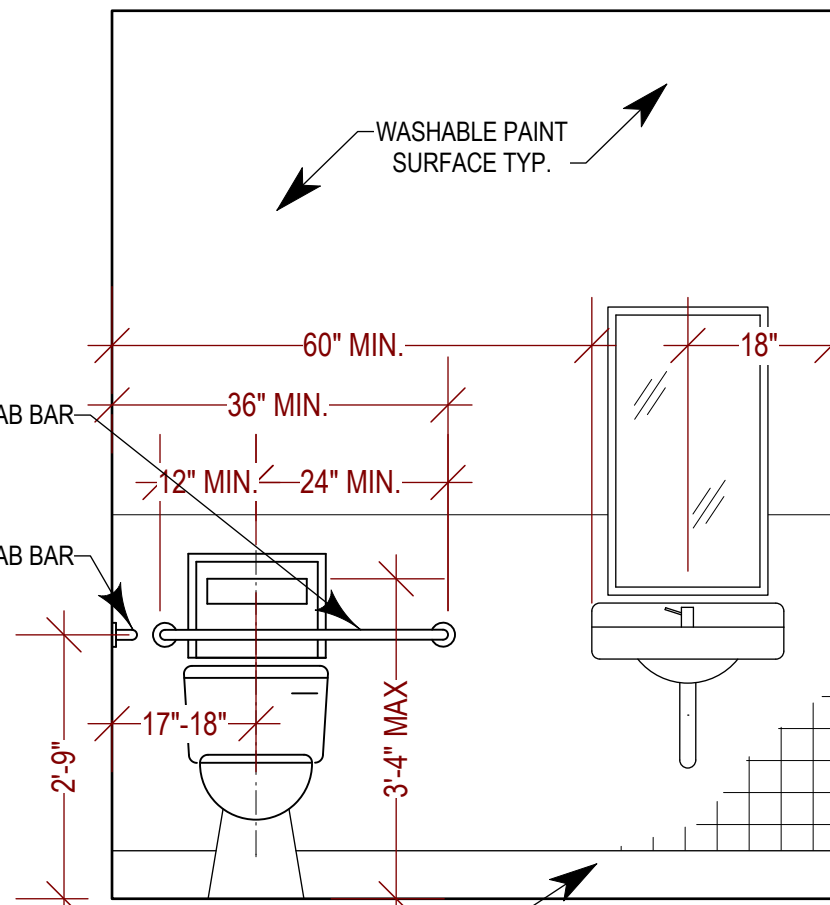
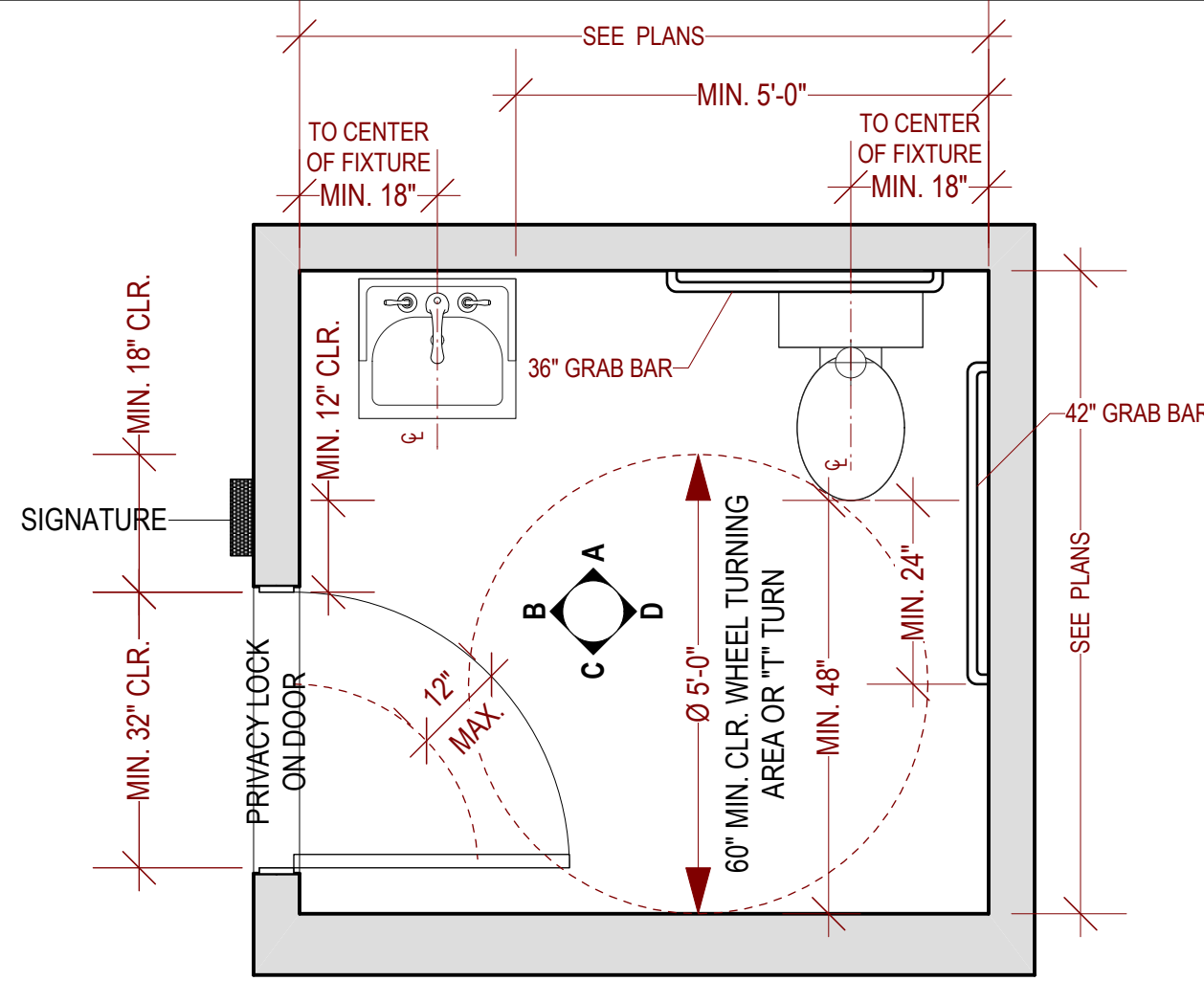
Typical Details

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A-6.4

1. ALL DOORS SHALL HAVE CLEAR OPENING OF MIN. 32"
2. ALL AREAS ACCESSIBLE BY OTHERS SHALL BE ACCESSIBLE BY THE HANDICAPPED PERSON.
3. DOOR HARDWARE SHALL COMPLY WITH TITLE 24, SECTION 3304 (i.2), HARDWARE
4. PROVIDE 10" MIN. SMOOTH "KICK PANEL' AT THE ENTRY DOOR TO COMPLY WITH THE DISABLED ACCESS REQUIREMENTS.
5. PROVIDE REST ROOM IDENTIFICATION WITH GEOMETRIC SYMBOLS PER T-24, 3105 (b) 1D AND BRAILLE LETTERS PER 3105A (e) 7 & 10.
6. REST ROOMS TO COMPLY WITH THE FOLLOWING:
 - A. LAVATORIES: (T-24 1504)
 1. DISTANCE TO WALL 18" MIN. FROM CL OF FIXTURE.
 2. COUNTER SURFACE 34" MAX. FROM FINISHED FLOOR.
 3. APRON CLEARANCE 23" MIN. FROM FINISHED FLOOR.
 4. KNEE CLEARANCE 30" WIDE, 8" DEEP (MIN.) AT TOP.
 5. TOO CLEARANCE 30" WIDE, 17" DEEP 9" HIGH (MIN.).
 6. INSULATE ACCESSIBLE HOT WATER AND DRAIN PIPES.
 7. FAUCET CONTROL FORCE 5 LB. MAX. LEVER-OPERATED, PUSH TYPE AND ELECTRONICALLY CONTROLLED MECHANISMS ARE ACCEPTABLE.
 8. SELF CONTROL VALVES TO REMAIN OPEN 10 SEC. MIN.
 - B. WATER CLOSETS: (T-24 1502 & 511-A 7&8)
 1. TOILET SEAT TOP AT 17" MIN. & 19" MAX.
 2. FLUSH CONTROL 44" MAX. ABOVE FLOOR AT WIDE SIDE.
 3. FLUSH CONTROL FORCE 5 LB. MAX.
 4. MIN. 32" CLEARANCE OF ALL DOORS
 5. MIN. 5'-0" CLEAR AT FRONT OF WATER CLOSET FOR SIDE ENTRY



TYPICAL RESTROOM ELEVATIONS

$$1/2'' = 1'-0''$$

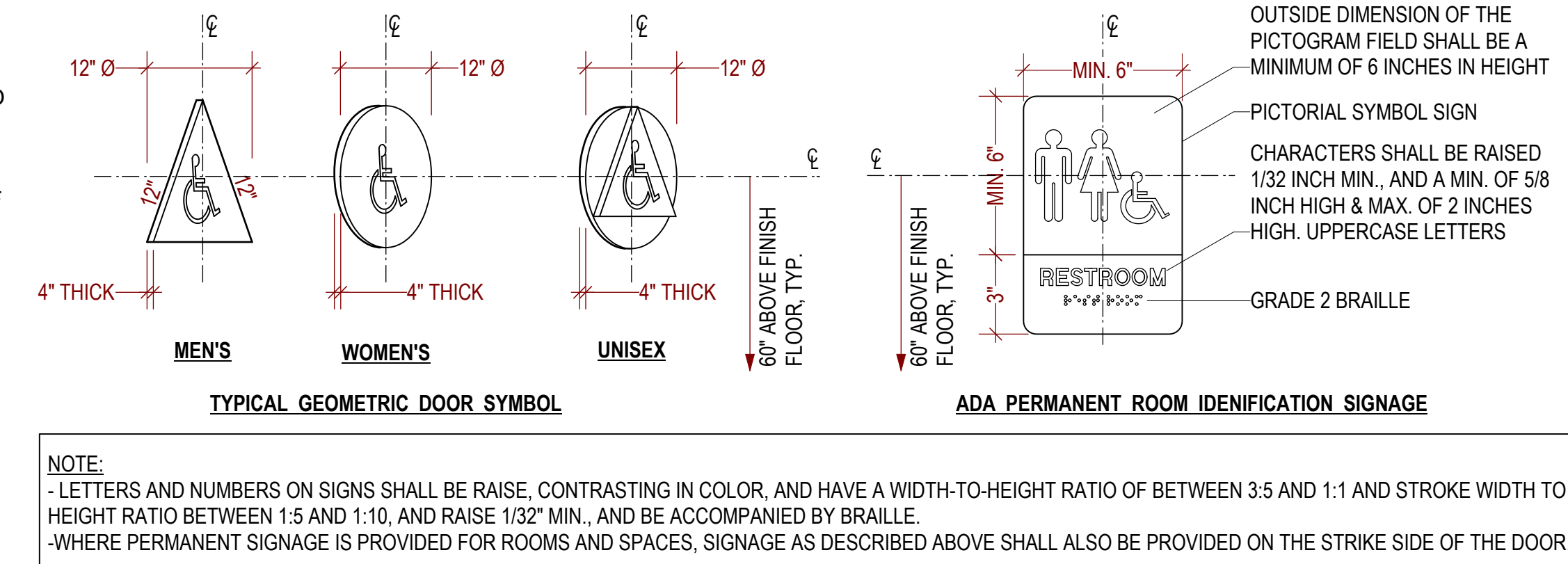
GRAB BAR:
LOCATE GRAB BARS ON EACH SIDE OF WATER CLOSETS OR ONE ON SIDE AND ONE BEHIND WATER CLOSET. SIDE GRAB BARS TO BE 3'-6" LONG WITH FRONT END 2'-0" IN FRONT OF WATER CLOSET. GRAB BARS AT THE BACK CAN NOT BE LESS THAN 3'-0". GRAB BARS ARE NOT TO ROTATE AND ARE TO BE NO SHARP OR ABRASIVE ELEMENTS ON OR ADJACENT TO THEM. EDGES TO HAVE A MINIMUM 1/8" RADIUS.

SIGNAGE:
IDENTIFICATION SYMBOLS. DOORS LEADING TO THE MENS SANITARY ARE TO BE IDENTIFIED BY AN EQUILATERAL TRIANGLE 1/4" THICK WITH EDGES 12" LONG AND A VERTEX POINTING UPWARD. WOMENS SANITARY FACILITIES SHALL BE IDENTIFIED BY A CIRCLE, 1/4" THICK AND 12" DIAMETER THESE GEOMETRIC SYMBOLS SHALL BE CENTRED ON THE DOOR AT THE HEIGHT OF 60" AND THEIR COLOR AND CONTRAST SHALL BE DISTINCTLY DIFFERENT FROM THE COLOR OF THE DOOR.

ALSO PROVIDE PERMANENT SIGN ON RAISED (1/32" MIN.) LETTERS OF
SANS-SERIF UPPER CASE CHARACTERS ACCOMPANIED BY GRADE 2 BRAILLE.
SIGNS SHALL BE INSTALLED ON THE WALL ADJACENT TO THE LATCH
OUTSIDE OF THE DOOR. WHERE THERE IS NP WALL SPACE ON THE LATCH
SIDE, INCLUDING DOUBLE LEAF DOORS, SIGNS SHALL BE PLACED ON THE
NEAREST ADJACENT WALL. MOUNTING HEIGHT SHALL BE 60" A.F.F. TO THE
CENTRE LINE OF SIGN. MOUNTING LOCATION SHALL BE DETERMINED SO
THAT A PERSON MAY APPROACH WITHIN 3" OF SIGNAGE WITHOUT
ENCOUNTERING PROTRUDING OBJECTS OR STANDING WITHIN THE SWING
OF THE DOOR.

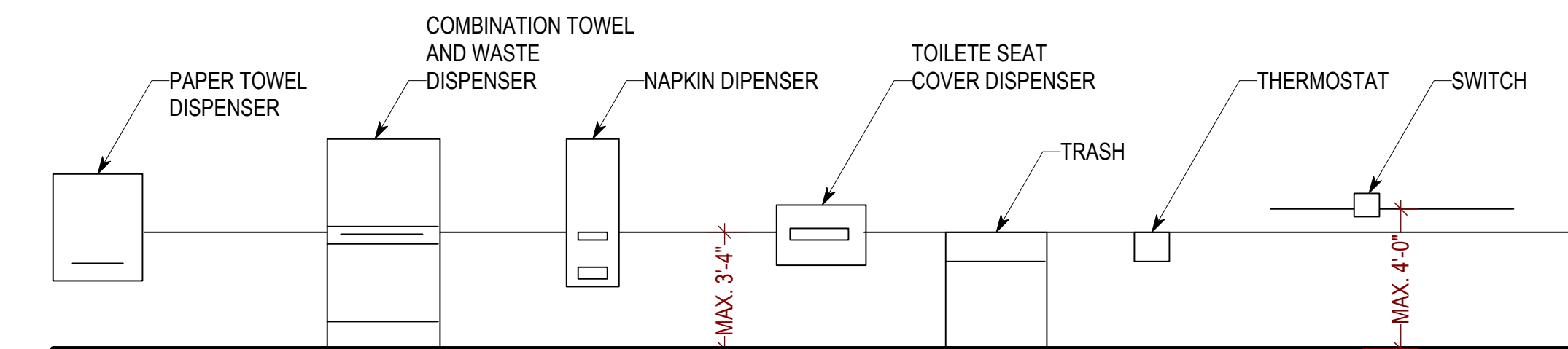
LAVATORIES:
2'-10" IS THE RECOMMENDED HEIGHT FROM THE FLOOR TO THE TOP OF THE LAVATORY.
INSULATE OR COVER ALL HOT WATER AND DRAIN PIPES UNDER LAVATORY.
NO SHARP OR ABRASIVE EDGES UNDER LAVATORY.

GENERAL:
FAUCET CONTROLS AND OPERATING MECHANISMS MUST BE EASILY OPERATED WITH ONE HAND AND MUST NOT REQUIRE GRASPING, PINCHING OR TWISTING OF THE WRIST.THE FORCE NEEDED TO ACTIVATE CONTROLS SHALL NOT EXCEED 5 LBS. FOR LEVER OPERATED OR 15LBS. FOR PUSH TYPE.



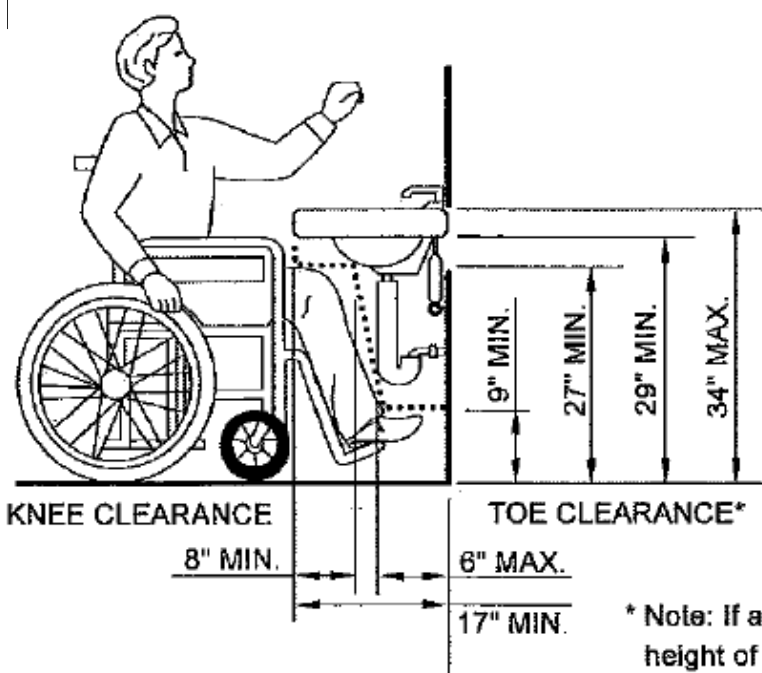
TYP. ACCESSIBLE RESTROOM SYMBOL & SIGN

N.T.S.

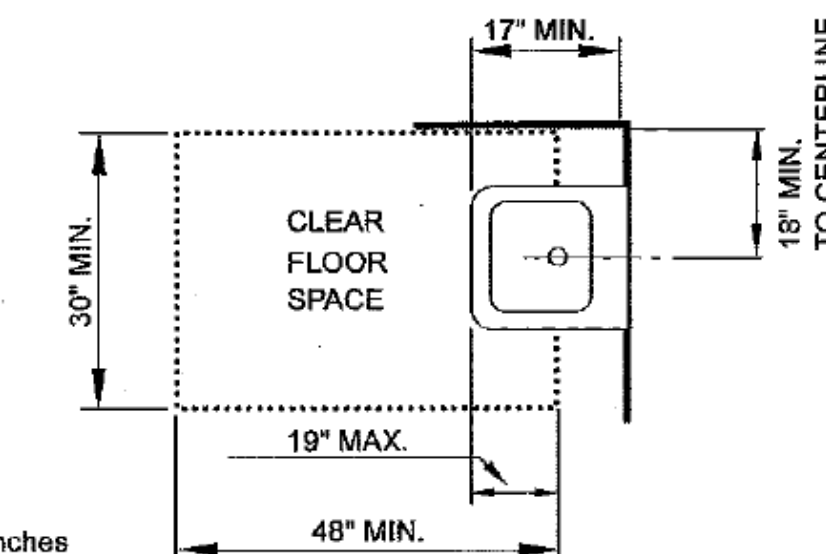


H.C. ACCESSORY NOTES AND DETAILS

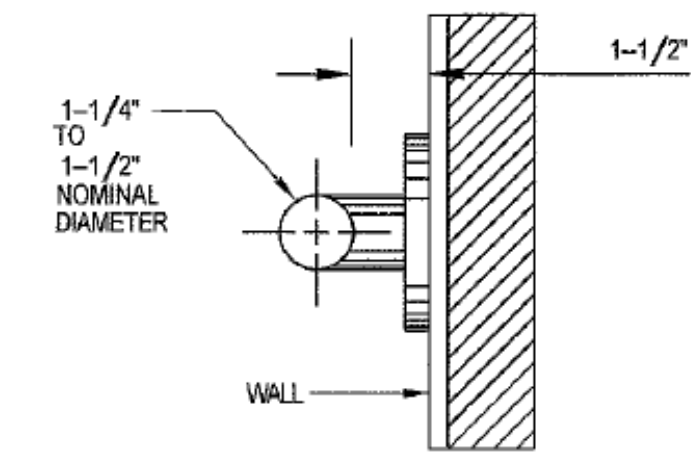
N.T.S.



SIDE ELEVATION



PLAN VIEW



TYP. GRAB BAR SECTION

N.T.S.

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SIA CONSULTING CORP.
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DATE 02/21/2023

JOB NO. 20-1877

SHEET NO.

A-6.5

BATHING AND TOILET FACILITIES ADA REQUIREMENTS

- (ONLY ONE COMPLYING BATHROOM IS PROVIDED):
1. TOILET, BATHING AND SHOWER FACILITIES SHALL COMPLY WITH SEC. 1134A.4
 2. BATHTUBS SHALL COMPLY WITH SEC. 1134A.5
 3. SHOWERS SHALL COMPLY WITH SEC. 1134A.6
 4. WATER CLOSETS SHALL COMPLY WITH SEC. 1134.7
 5. LAVATORIES, VANITIES, MIRRORS AND TOWEL FIXTURES SHALL COMPLY WITH SEC. 1134A.8
 6. WHERE BOTH A TUB AND SHOWER ARE PROVIDED IN THE BATHROOM, AT LEAST ONE SHALL BE MADE ACCESSIBLE. ADDITIONAL REQUIREMENTS APPLY TO DWELLING UNITS CONTAINING TWO OR MORE BATHROOMS WHEN A BATHTUB IS PROVIDED AS THE ACCESSIBLE BATHING FIXTURE.
 7. WHEN TWO OR MORE LAVATORIES ARE PROVIDED, AT LEAST ONE SHALL BE MADE ACCESSIBLE AND COMPLY WITH SEC. 1134A.8
 8. BATHROOMS SHALL BE PROVIDED WITH AN ACCESSIBLE ROUTE INTO AND THROUGH THE BATHROOM.
 9. IF A DOOR IS PROVIDED, IT SHALL COMPLY WITH THE REQUIREMENTS OF SEC. 1132A.5
 10. A MINIMUM 18-INCH CLEAR MANEUVERING SPACE SHALL BE PROVIDED ON THE SWING SIDE OF THE DOOR AT THE STRIKE EDGE OF THE DOOR.
 11. SWITCHES, OUTLETS AND CONTROLS SHALL COMPLY WITH SEC. 1142A
 12. REINFORCED WALLS TO ALLOW FOR THE FUTURE INSTALLATION OF GRAB BARS AROUND THE TOILET, TUB AND SHOWER SHALL COMPLY WITH SEC. 1134A.5 FOR BATHTUBS, 1134A.6 FOR SHOWER AND 1134A.7 FOR WATER CLOSETS. GRAB BARS SHALL COMPLY WITH SEC 1127A.4
 13. ALL OTHER ADDITIONAL BATHROOMS MUST COMPLY WITH ITEMS 8 THROUGH 12 ABOVE.
 14. ALL POWDER ROOMS SHALL BE DESIGNED TO COMPLY WITH SEC. 1134A.2, AND ITEMS 8 THROUGH 12 ABOVE. WHEN THE POWDER ROOM IS THE ONLY TOILET FACILITY LOCATED ON AN ACCESSIBLE LEVEL, IT SHALL COMPLY WITH ITEMS 1 THROUGH 12 ABOVE, PLUS ALL ADDITIONAL REQUIREMENTS LOCATED IN SEC. 1134A.4, 1134A.7 AND 1134A.8.

SECTION 1133A
KITCHENS

1133A.1 General. Kitchens shall be on an accessible route and shall comply with this section. (See Figure 11A-10A.)

1133A.2 Clear floor space. Clear floor space at kitchens shall comply with the following:

1. A clear floor space at least 30 inches (762 mm) by 48 inches (1219 mm) that allows a parallel approach by a person in a wheelchair shall be provided at the range or cooktop.
2. A clear floor space at least 30 inches (762 mm) by 48 inches (1219 mm) that allows either a parallel or forward approach shall be provided at the kitchen sink and all other fixtures or appliances including the oven, dishwasher, refrigerator/freezer and trash compactor.
3. A clear floor space at least 30 inches (762 mm) by 48 inches (1219 mm) that allows either a parallel or a forward approach shall be provided at the work surface required by Section 1133A.4.
4. The centerline of the 30-inch (762 mm) by 48-inch (1219 mm) clear floor space provided for parallel or forward approach shall be aligned with the centerline of the work space, appliance or fixture.

1133A.2.1 Clear width. Kitchens shall have a minimum clear width measured between any cabinet, countertop or the face of any appliance (excluding handles and controls) that projects into the kitchen and the opposing cabinet, countertop, appliance or wall as follows:

1. U-shaped kitchens, designed with parallel approach at a range or cooktop located at the base of the U, shall have a minimum clear width of at least 60 inches (1524 mm). (See Figure 11A-10A.)
2. U-shaped kitchens, designed with a cooktop or sink located at the base of the U, which provides a knee and toe space in accordance with Section 1133A.7 to allow for a forward approach, shall have a clear width of at least 48 inches (1219 mm). (See Figure 11A-10A.)
3. All other kitchen designs shall provide a minimum clear width of at least 48 inches (1219 mm). (See Figure 11A-10A.)

1133A.3 Removable base cabinets. Sinks and work surfaces required by Section 1133A.4 (see Item 1 and Item 2) shall be provided with knee and toe space complying with Section 1133A.7. Base cabinets (including toeboard and shelving) directly under kitchen sinks and work surfaces shall be removable without the use of specialized tools or specialized knowledge in order to provide knee and toe space. The finish floor beneath kitchen sinks and work surfaces shall be extended to the wall.

1133A.4 Countertops. Kitchen countertops shall comply with this section and shall be provided with the following:

1. A minimum linear length of 30 inches (762 mm) of countertop shall be provided for the kitchen sink installation.
2. A minimum linear length of 30 inches (762 mm) of countertop shall be provided for a work surface.
3. Sinks and work surfaces may be a single integral unit a minimum of 60 inches (1524 mm) in length, or be separate components.

Exception: Two 15-inch (381 mm) wide minimum breadboards may be provided in lieu of the required 30 inches (762 mm) of countertop work surface.

1133A.4.1 Repositionable countertops. Repositionable countertops shall be provided in a minimum of 5 percent of the covered multifamily dwelling units. Repositionable countertops shall comply with the following:

1. Sinks and work surfaces required by Section 1133A.4 shall be designed to enable repositioning to a minimum height of 28 inches (711 mm).
2. Base cabinets directly under sinks and work surfaces shall be removable as required in Section 1133A.3.
3. The sides of adjacent cabinets and the back wall, which may become exposed to moisture or food handling when a countertop is lowered, shall be constructed of durable, nonabsorbent materials appropriate for such uses.
4. Finished flooring shall be extended to the wall beneath the sink and work surface.

Exceptions:

1. Stone, cultured stone and tiled countertops may be used without meeting the repositioning requirements.
2. Two 15-inch (381 mm) wide minimum breadboards may be provided in lieu of the required 30 inches (762 mm) of countertop work surface, and used without meeting the repositioning requirements.

1133A.5 Lower shelving. Lower shelving and/or drawer space shall be provided in the kitchen at a height of no more than 48 inches (1219 mm) above the floor.

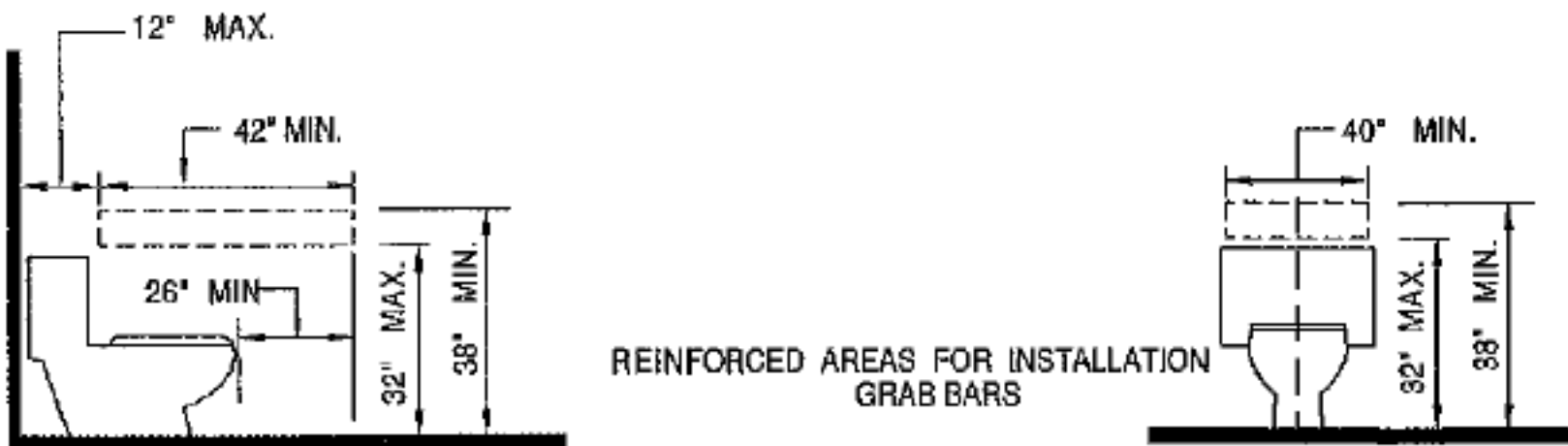
1133A.6 Kitchen sink faucet controls. Faucet controls and operating mechanisms shall be operable with one hand and shall not require tight grasping, pinching or twisting of the wrist.

The force required to activate controls shall be no greater than 5 pounds (22.2N). Lever-operated, push-type and electronically controlled mechanisms are examples of acceptable designs. Self-closing valves are allowed if the faucet remains open for at least 10 seconds.

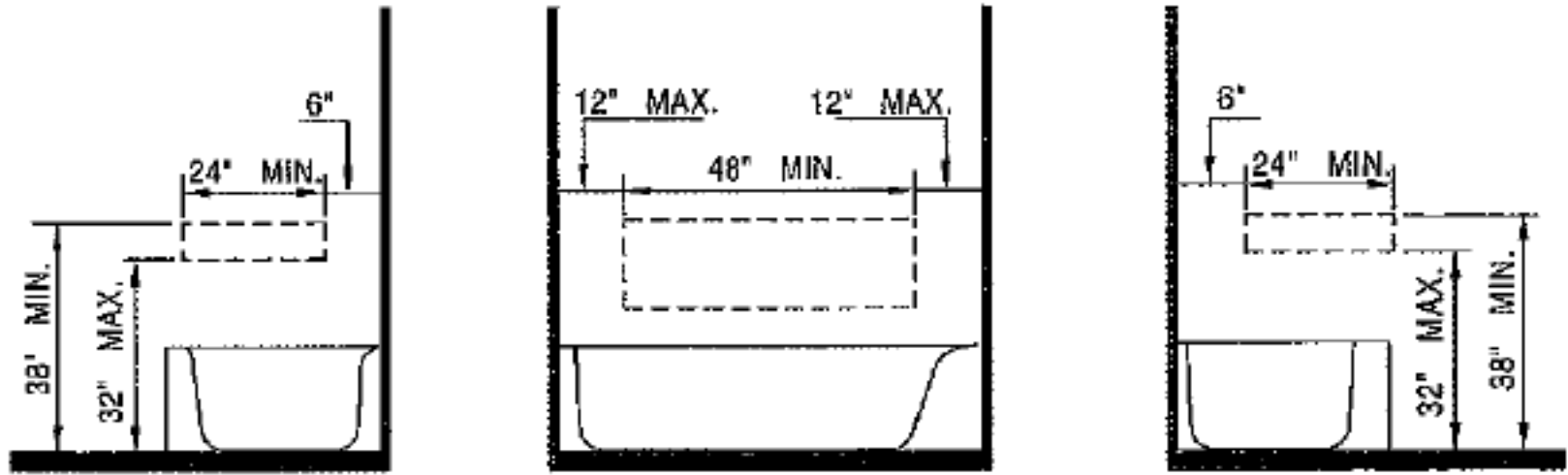
1133A.7 Knee and toe space. Knee and toe space, when required by Section 1133A, shall comply with Section 1138A.2 and the following:

1. The knee and toe space shall be clear and unobstructed, or removable base cabinets in compliance with Section 1133A.3 shall be provided.
2. The knee and toe space shall be 30 inches (762 mm) wide minimum, centered on the sink, countertop or appliance.
3. A clear floor space shall not extend into the knee and toe space more than 19 inches (483 mm).

1133A.7.1 Plumbing protection. Water supply and drain pipes under kitchen sinks shall be insulated or otherwise covered to protect against contact. There shall be no sharp or abrasive surfaces under kitchen sinks.

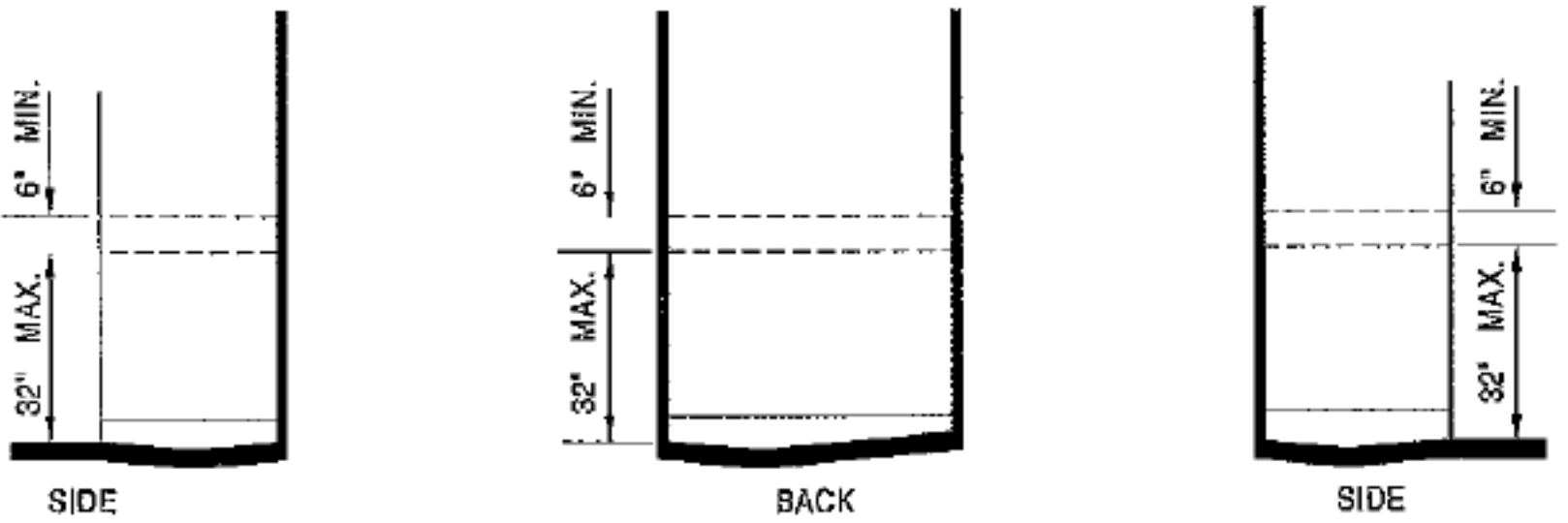


(a) WATER CLOSET IN ADAPTABLE BATHROOMS



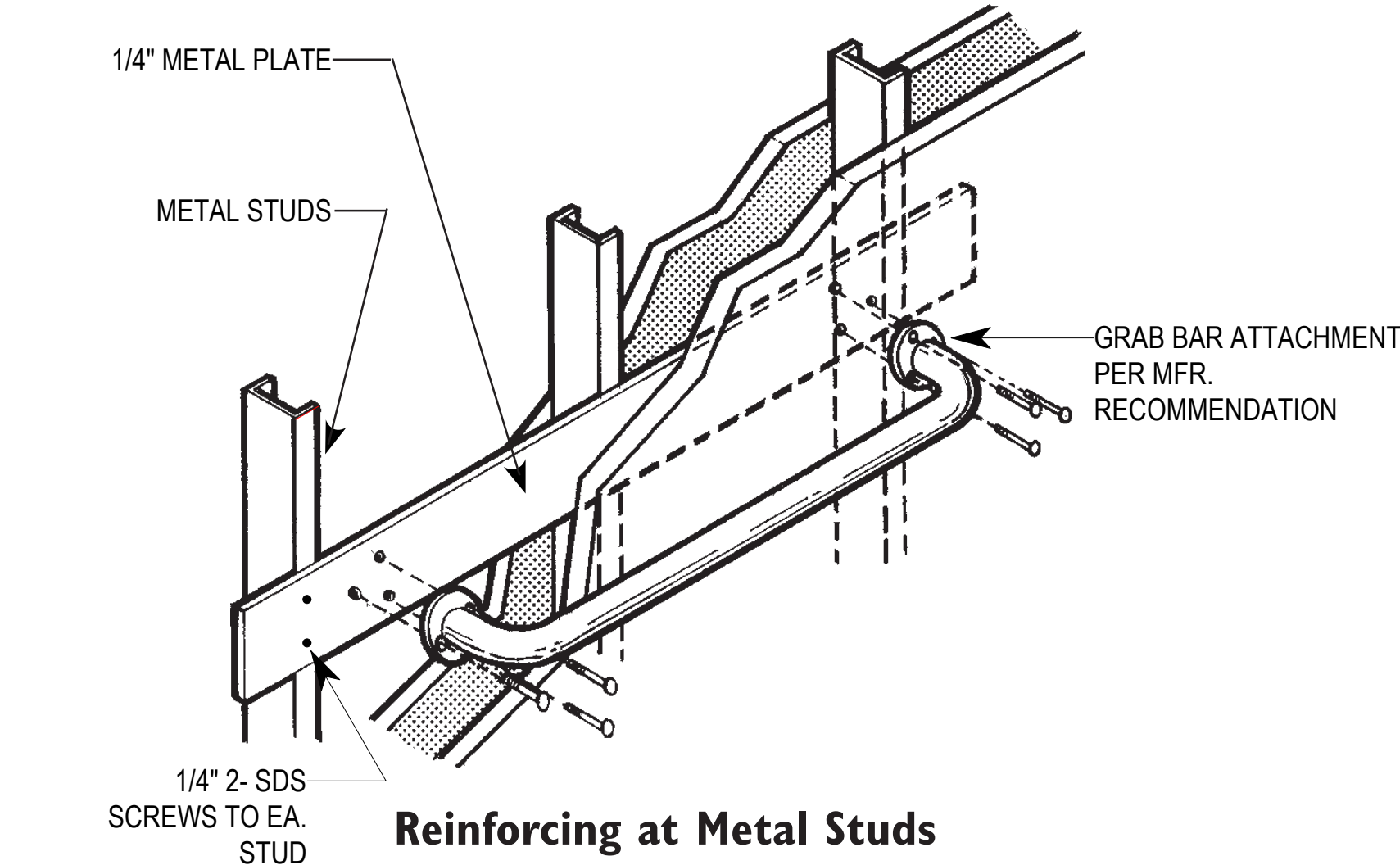
NOTE: THE AREA OUTLINED IN DASHED LINES REPRESENT LOCATIONS FOR FUTURE INSTALLATION OF GRAB BARS FOR TYP. FIXTURE CONFIGURATIONS

(b) LOCATION OF GRAB BAR REINFORCEMENTS FOR ADAPTABLE BATHTUBS

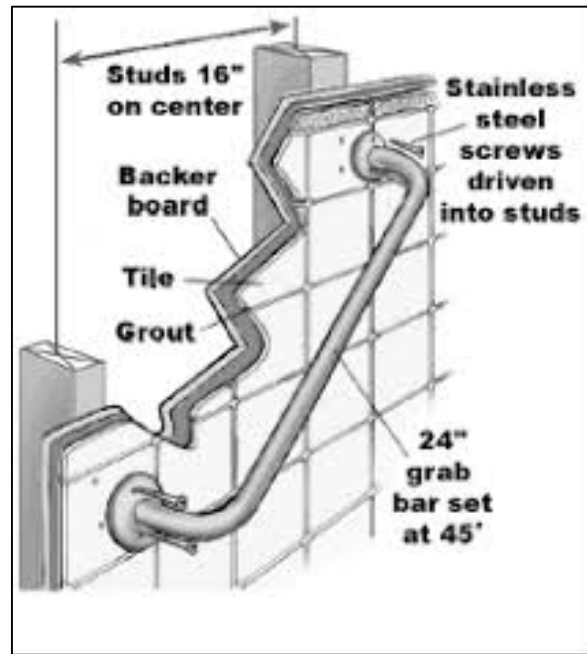


NOTE: THE AREA OUTLINED IN DASHED LINES REPRESENT LOCATION FOR FUTURE INSTALLATION OF GRAB BARS

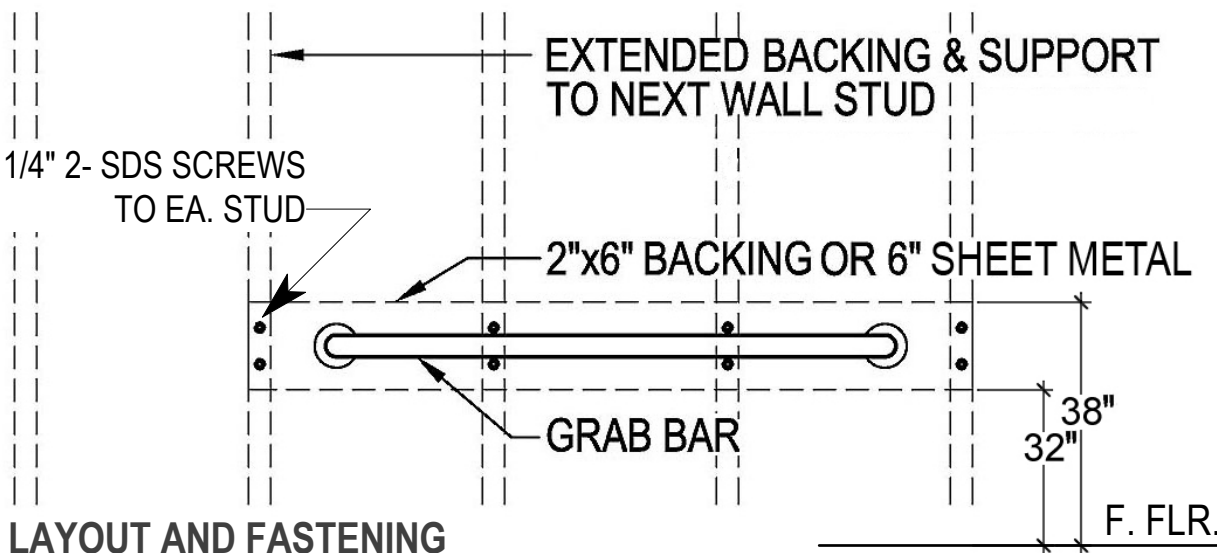
(a) LOCATION OF GRAB BAR REINFORCEMENTS FOR ADAPTABLE SHOWERS



Reinforcing at Metal Studs

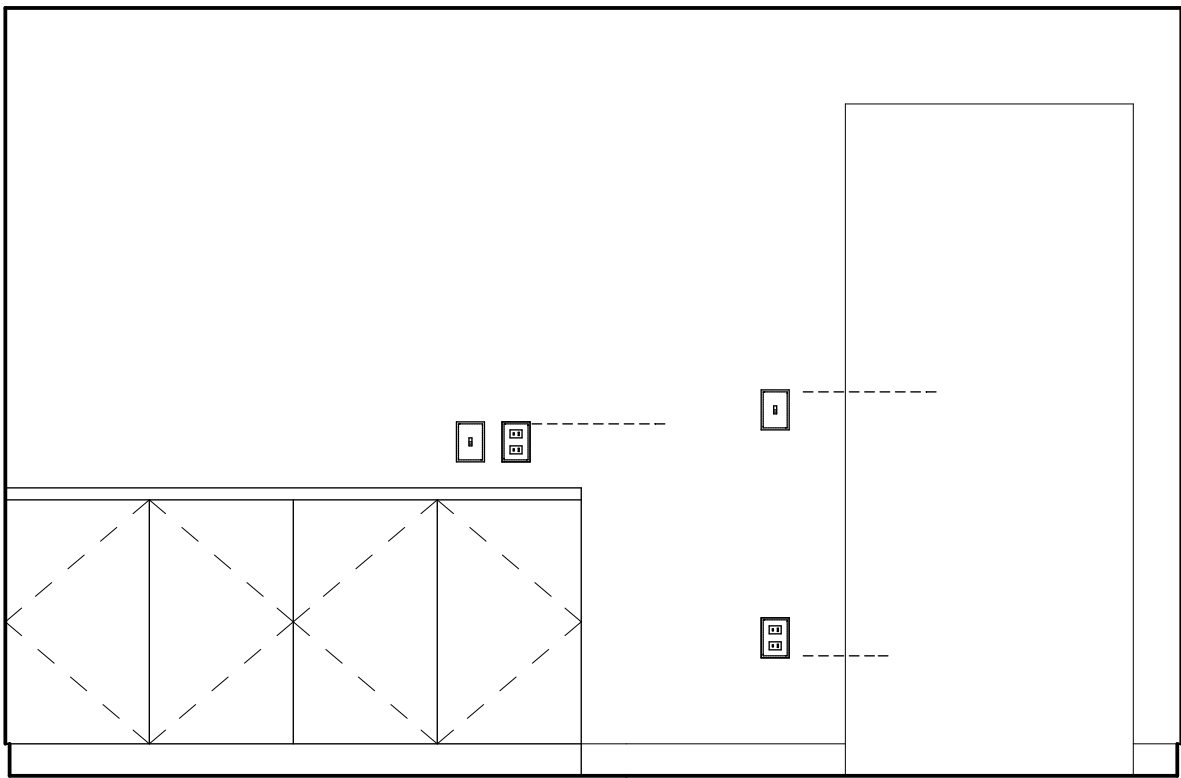


Reinforcing at WD Studs



LAYOUT AND FASTENING

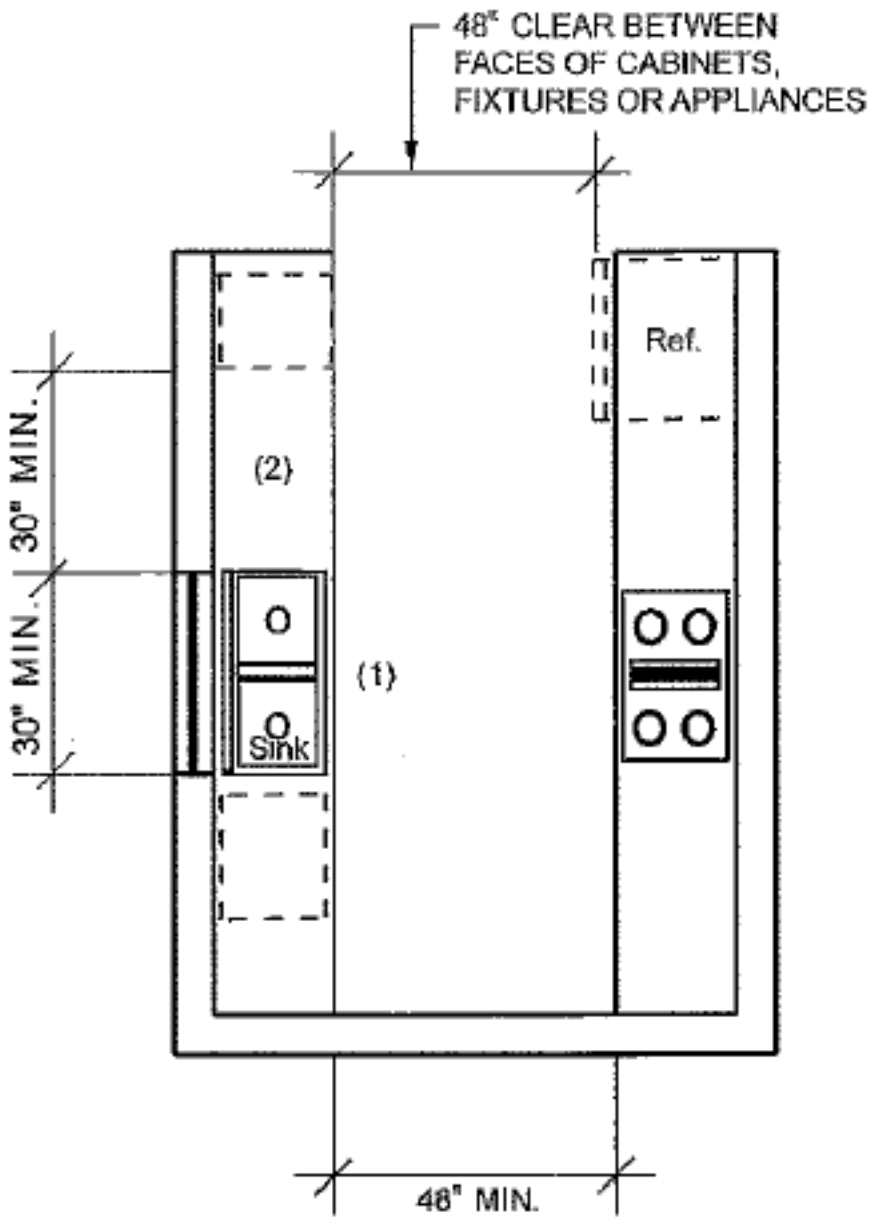
TYP. GRAB BAR REINFORCEMENT
N.T.S.



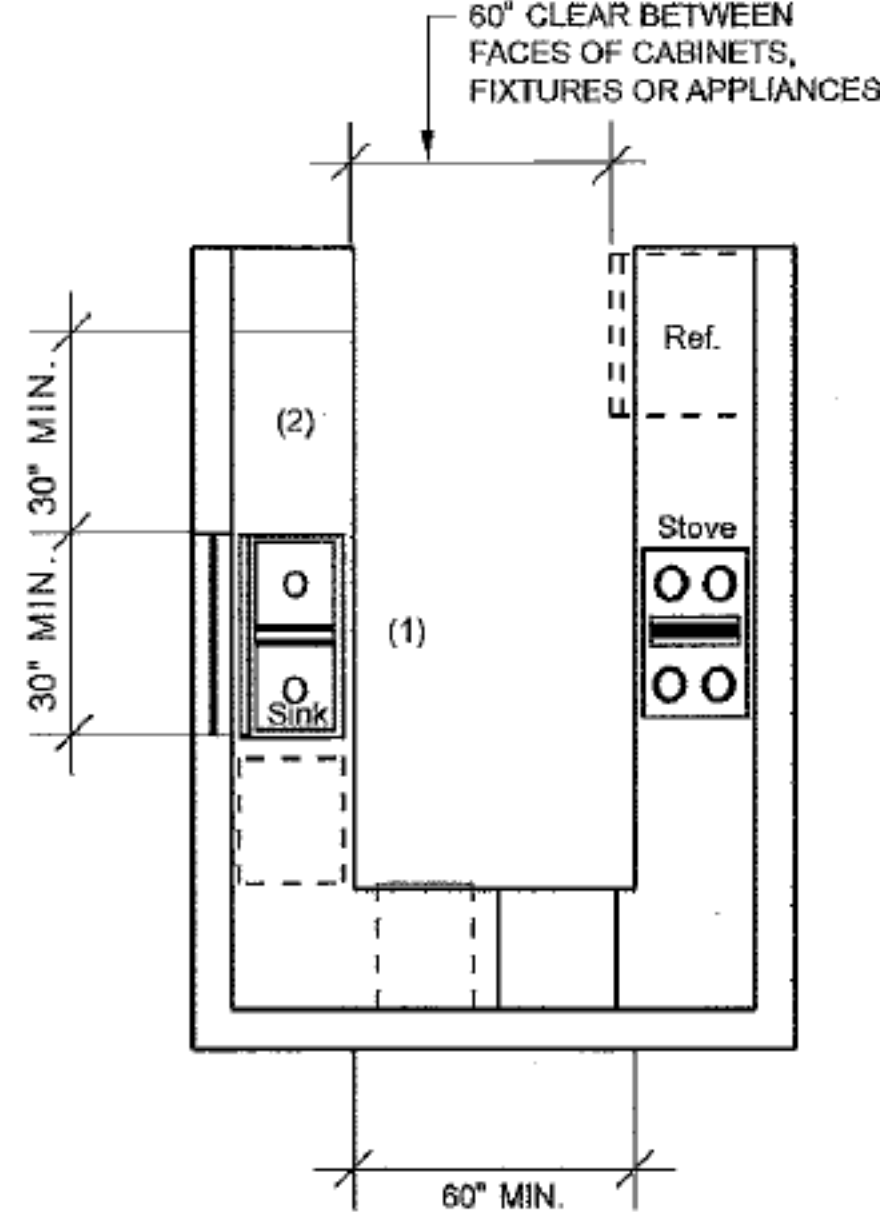
NOTE:
(PER CBC S 1136A)
1) ELECTRICAL RECEPTACLE AND SWITCH/CONTROL OUTLETS SHALL BE LOCATED NO MORE THAN 48" A.F.F. MEASURED TO TOP OF OUTLET BOX, AND NO LESS THAN 15" A.F.F. MEASURED FROM BOTTOM OF OUTLET BOX.
2) WHERE RECEPTACLE OR SWITCH/CONTROL OCCUR AT BASE CABINETS, OUTLET BOX TO BE LOCATED NO MORE THAN 44" A.F.F.

5 ACCESSIBLE OUTLET/SWITCH HEIGHTS

SCALE: 1/2" = 1'-0"



TYPICAL KITCHEN

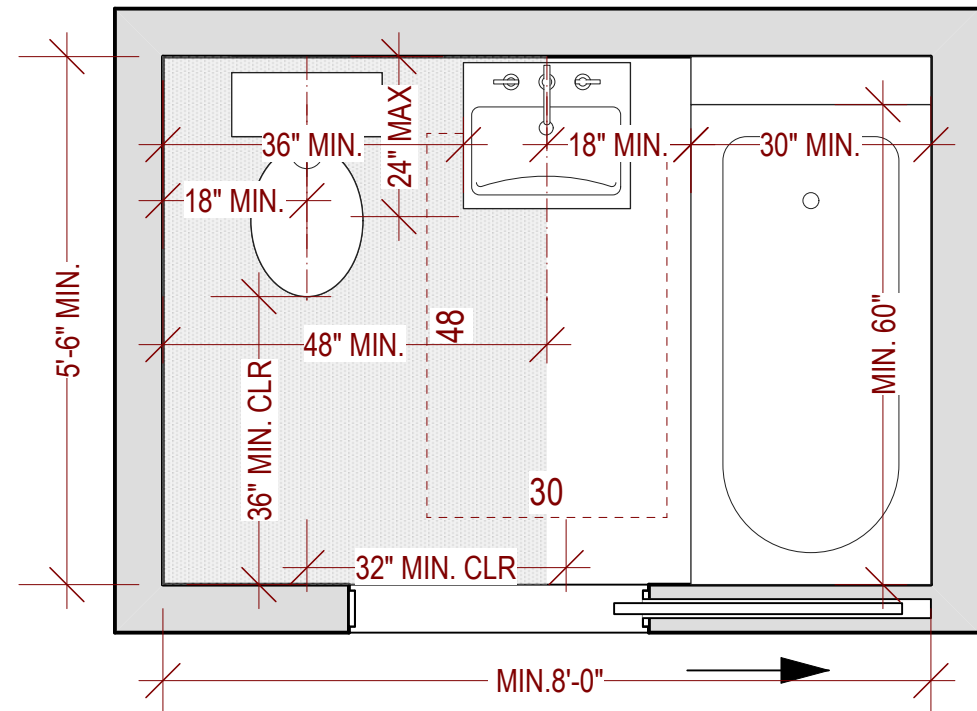


"U" SHAPED KITCHEN

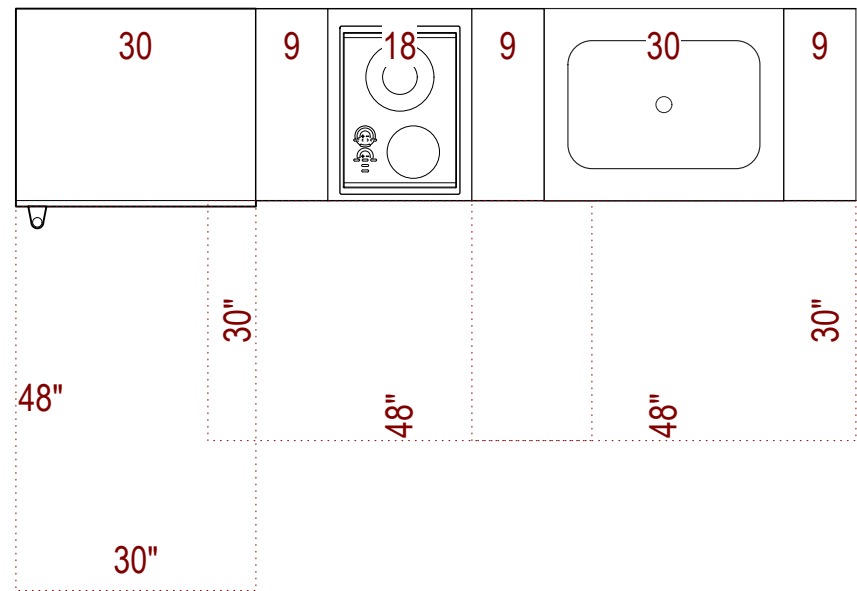
NOTE: ALL KITCHENS SHALL COMPLY WITH SEC. 1133A

- (1) 30-inch wide counter top space for sink installation with removable base cabinet and finish flooring beneath sink
- (2) 30-inch wide counter top workspace
- (3) 30-inch by 48-inch clear space adjacent to range or cooktop to allow parallel approach
- (4) 30-inch by 48-inch either parallel approach at oven, dishwasher, trash compactor or refrigerator

KITCHEN ADA REQUIREMENT NOTES



TYP. BATHROOM



TYP. KITCHEN

PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



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SHEET NO.

A-6.6

A

B

C

D

E

F

A

B

C

D

E

F

PROJECT NAME

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Geneva Avenue
Daly City, CA 94014

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SHEET TITLE

Elevator UPS
Battery Backup

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SHEET NO.

A-6.9



Project: UPS System To Backup Elevator System In San Francisco, CA

Client: Universal Electric

Subject: UPS and External Battery Pack Sizing Calculations

Section 1. UPS Sizing Calculation

According to the elevator submittal package, the upper left corner shows the power consumption data. The UPS is to only supply power to the elevator and the exhaust fan.

ELEVATOR DESIGNATION	DRIVE HP	DRIVE AMPS	CONTROLLER AMPS	TOTAL AMPS	MAX. UP. ACC AMPS (FULL LOAD)	SHORT CIRCUIT CURRENT RATING AMPS (AT 600V OR LESS)
1	15	27	5	32	58	5000

Elevator's Starting Inrush Power: 58A * 208V * 1.732 = 20,894.85 VA

Exhaust Fan Typical Specifications: 1P 120V 1/2HP

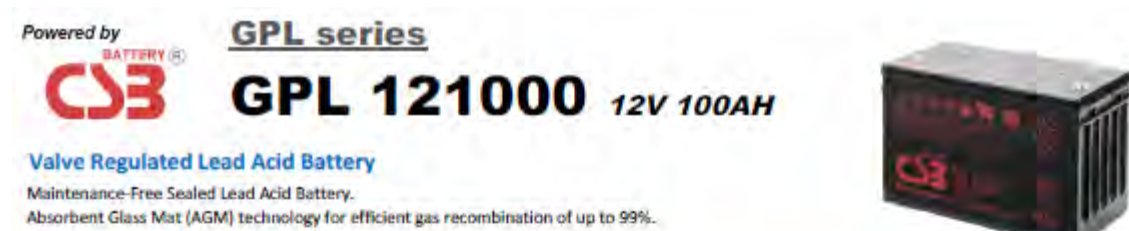
Exhaust Fan Estimated Load:

Full Load Current: 120V 10A
Starting Inrush Current: 120V 65A

Exhaust Fan Starting Power requirement: 65A * 120V = 7.8 KVA

Elevator And Exhaust Fan Combined Startup Load: 20 KVA + 8 KVA = 28 KVA
Minimum Recommended UPS: 40 KVA 3 Phase 208/120V 60Hz On-Line Double Conversion UPS

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[Design Life]		[Float Charging Voltage]	
Up to 10 Years in Standby Service at 25°C		13.5 ~ 13.8 VDC/Unit at 25°C (77°F)	
Combined (25°C): 10-12 years, Using Life		[Equalization Charging Voltage]	
[Operating Temperature Range]		14.4 ~ 15.0 VDC/Unit at 25°C (77°F)	
Nominal Operating Temperature : 25°C (77°F)		[Self Discharge]	
Discharge : -15°C ~ -50°C (10°F ~ -22°F)		Less than 20% after 90 days, can be stored up to 6 months at 25°C (77°F);	
Charge : -15°C ~ 40°C (5°F ~ 104°F)		Fully recharging is required before usage, and charged sooner if stored	
Storage: -15°C ~ 40°C (5°F ~ 104°F)		at higher temperature than 25°C (77°F).	

Specification		Design according with IEC 60896-21/22-2004	
Nominal Voltage		12V (6 cells per unit)	
Nominal Capacity		100 Ah (20hr-rate to 1.75V per cell @25°C (77°F))	
Weight		Approx. 33.50 Kg (73.83 lbs)	
Maximum Discharge Current		800A (5sec)	
Internal Resistance		Approx. 3.2mΩ	
Short Circuit Current		2600A	
Maximum Charge Current		30.00A	
Terminal Type		12 thread lead alloy terminal to accept M6 bolt	
Terminal Torque/Torque		138.6 N·cm (120.3 lbf·in) / 13.58 N·m	
Container Material		PP (UL 94-HB) & Flame Retardant (94-V0) available upon request.	
Length (L)		343.0±2.5 mm 13.50±0.10 inch	
Width (W)		170.0±2.0 mm 6.69±0.08 inch	
Container Height (H)		213.9±2.5 mm 8.42±0.10 inch	
Overall Height (H)		235.9±2.5 mm 9.34±0.10 inch	

Constant Current Diode Characteristics (Unif. A 15°C/72°F)																						
F.V./Time	5MIN	10MIN	15MIN	30MIN	60MIN	90MIN	2HR	3HR	6HR	10HR	20HR											
1.0V	425	277	212	127	73.0	52.1	41.1	26.1	18.9	12.2	10.0	5.37										
1.2V	375	266	207	125	72.4	51.7	40.7	26.0	18.8	12.1	9.85	5.32										
1.3V	355	258	203	124	71.8	51.4	40.6	25.7	18.6	12.0	9.80	5.30										
1.35V	337	240	194	120	71.1	50.9	40.2	25.6	18.5	11.9	9.81	5.29										
1.40V	283	219	183	115	68.5	49.6	39.3	27.9	18.2	11.8	9.60	5.08										
1.85V	245	186	164	106	66.2	47.2	37.6	26.8	17.4	11.4	9.45	4.92										
Constant Power Diode Characteristics (Unif. W 15°C/72°F)																						
F.V./Time	5MIN	10MIN	15MIN	30MIN	60MIN	90MIN	2HR	3HR	6HR	10HR	20HR											
1.0V	4150	2950	2311	1436	849	610	483	342	233	153	125	63.5										
1.2V	3650	2650	2050	1300	760	540	430	300	200	130	105	55.0										
1.3V	3400	2500	1950	1250	710	500	400	270	180	120	100	52.0										
1.35V	3572	2623	2113	1372	770	560	445	307	210	150	122	62.4										
1.40V	2842	2080	1620	1020	600	420	330	230	150	100	80	46.0										
1.85V	2769	2027	1856	1234	767	567	441	320	210	147	117	60.0										

F.V./Time		5MIN		10MIN		15MIN		30MIN		60MIN		90MIN		2HR		3HR		6HR		10HR		20HR	
1.0V	4150	2950	2331	1436	849	610	482	342	233	153	125	63.5											
1.2V	4008	2837	2273	1417	843	607	480	340	232	152	124	63.3											
1.3V	3863	2772	2252	1404	840	604	478	339	231	151	123	63.2											
1.35V	3772	2633	2185	1372	830	600	475	337	229	150	122	62.8											
1.40V	3184	2442	2043	1316	809	585	465	331	225	148	121	61.4											
1.85V	2769	2227	1856	1234	767	587	444	330	210	142	117	60.0											

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Section 2. Battery Sizing Calculation (Backup Time Calculation)

-The UPS Battery Bus Voltage Is: 240 Volts DC (12 Volts X 40 Batteries)
-Each Battery String Consists Of 20 Individual 12 Volt DC Batteries Connected In Series
-The Elevator's Normal (Average) Operating Current Is 32 Amps
-The Operating Power Capacity Requirement Is: 32A * 208V * 1.732 = 11.5 KVA
-The Operating Power Capacity Requirement For The Machine Room Exhaust Fan Is: 1 Phase, 120 Volts AC, 60Hz, ½ HP, Estimated At: 1.2KVA
-Total Load is 11.5KVA + 1.2KVA = 12.7 KVA
-The UPS Output Power Factory is: 1.0
-The Battery Mode Inverter Efficiency Of The 40KVA UPS When Supplying A Continuous 13 KVA Load Is Approximately 72%

*This Project Will Use 40 Individual 12 Volt DC 100 Amp Hour Hitachi Chemical Energy Technology CSB Batteries (CSB Model# GPL121000)

-Battery Cut Off Voltage: 10.5 Volts DC
-Cells Per Battery: 6
-Cell Cut Off Voltage: 1.75 Volts DC

Using The Cut Off Voltage Of 1.75 Volts Per Cell, The Constant Wattage Discharge Is 599W for 90 Minutes (See CSB Model# GPL121000 For Verification)

Each external battery cabinet has 40 CSB GPL121000 batteries (please see below spec sheet).

Since this system will have 1 external battery cabinet, it will have a total of 40 CSB GPL121000 batteries.

Each battery has 1.15 gallons of electrolyte (see below electrolyte and weight list), so each battery cabinet will have 46 gallons of electrolyte, and the system will have 46 gallons of electrolyte.

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12,700 VA (Elevator Plus Exhaust Fan) x PF 1.0 / Efficiency 72% / 40 pcs per string / 599W = 0.74 (74%) Of The Currently Configured String Power Is Required To Meet The 90 Minute Backup Time Requirement

Based On The Above Calculation, Only 74% (0.74) Of The Existing String Of 40 Individual 12 Volt DC 100 Amp Hour Batteries Is Required To Meet The 90 Minute Requirement.

Using This Battery Configuration, The Normal 12 KVA/10.16 KW Load Will Have Approximately 121 Minutes Of Backup Power (90 Minutes / 0.74).

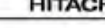
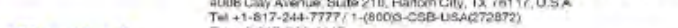
In Conclusion, Based On The Above Calculations, The 40KVA UPS With 40 Individual 12 Volt DC, 100 Amp Hour (CSB Model# GPL121000) Batteries Can Provide Backup Power To A Continuous 12.7 KVA / 10.16 KW Load For 111 Minutes.

Actual Backup Time Will Likely Exceed 121 Minutes Based On The Operating Characteristics Of A Typical Elevator.

-When The Elevator Starts, It Will Briefly Consume 58 Amps
-When The Elevator Is Running, It Will Consume 32 Amps (27A+5A)
-When The Elevator Stops (Not Moving), It Will Only Consume 5 Amps

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		Hitachi Chemical Energy Technology (America) Co., Ltd. 10000 W. 14th Street, Suite 100, Houston, TX 77047-1401 Tel: 281-347-7777 / Fax: 281-347-0000 / Email: info@hceusa.com									
		http://www.usb-battery.com									
CSB Battery Type		Battery Weight		Electrolyte Weight		Electrolyte Volume		N2504 Weight		Load Weight	
	(kg)	(lbs)	(kg)	(lbs)	(kg)	(lbs)	(kg)	(lbs)	(kg)	(lbs)	(kg)
EVH12150	1.60	3.51	0.82	1.80	1.90	4.19	0.16	0.35	0.92	2.05	7.61
EVH12240	7.55	16.65	1.44	3.18	1068.00	0.29	0.65	1.43	3.66	12.49	
EVH12360	13.50	25.35	2.26	4.06	1674.00	0.45	1.02	2.24	8.61	19.02	
EVH1272	2.55	5.62	0.48	1.06	366.00	0.10	0.19	0.43	1.91	4.22	
EVH12120	1.83	8.45	0.75	1.66	576.00	0.15	0.31	0.67	2.87	6.33	
EVH12170	5.67	12.50	1.20	2.65	918.00	0.25	0.49	1.08	4.25	9.38	
EVH12200	6.70	14.77	1.16	2.55	882.00	0.24	0.47	1.03	5.03	11.08	
EVH12260	8.65	19.07	1.87	4.12	1428.00	0.38	0.76	1.67	6.49	16.30	
EVH12300	10.40	22.93	1.82	4.02	1392.00	0.37	0.74	1.63	7.80	17.20	
EVH12340	10.77	23.75	2.17	4.78	1656.00	0.44	0.88	1.94	8.69	19.81	
EVH12400	13.20	29.11	2.78	6.14	2124.00	0.57	1.13	2.49	9.90	21.83	
EVH12520	18.30	40.35	3.51	7.73	2676.00	0.72	1.42	3.14	13.73	30.26	
EVH12650	23.20	50.95	4.40	9.71	3360.00	0.90	1.79	3.94	16.65	36.71	
EVH12750	25.40	56.45	4.72	10.40	3600.00	0.97	1.91	4.22	18.90	42.34	
GP645	0.84	1.85	0.15	0.34	116.10	0.03	0.07	0.15	0.63	1.39	
GP672	1.22	2.68	0.24	0.54	183.00	0.05	0.11	0.23	0.91	2.01	
GP6120	1.85	4.08	0.38	0.85	288.00	0.08	0.17	0.37	1.39	3.06	
GP1245	1.66	3.68	0.31	0.68	232.20	0.06	0.13	0.30	1.25	2.75	
GP1272	2.40	5.29	0.50	1.11	378.00	0.10	0.22	0.48	1.80	3.97	
GP1245(12V 160H)	1.14	2.55	0.22	0.48	162.00	0.04	0.08	0.21	1.01	2.22	
GP1272(12V 280H)	2.10	4.63	0.37	0.82	279.00	0.07	0.16	0.36	1.58	3.47	
GP1272-F2	2.40	5.29	0.53	1.18	399.60	0.11	0.23	0.51	1.80	3.97	
GP12120	1.67	3.69	0.19	1.13	548.40	0.16	0.34	0.75	2.75	6.07	
GP12170	5.50	12.13	1.23	2.70	918.00	0.25	0.53	1.17	4.13	9.10	
GP12200	6.40	14.11	1.16	2.60	882.00	0.24	0.51	1.13	4.80	10.58	
GP12360	8.45	18.63	1.51	4.20	1428.00	0.38	0.83	1.82	6.34	13.97	
GP12340	10.48	23.11	2.21	4.87	1656.00	0.44	0.96	2.11	7.86	17.33	
GP12400	12.63	27.85	2.76	6.08	2064.00	0.55	1.19	2.63	9.47	20.89	
GP12650	20.00	44.10	3.92	8.65	3111.48	0.84	1.80	3.75	14.00	30.88	
GP121000	30.40	67.47	5.01	11.06	3979.11	1.07	2.30	4.79	22.95	50.60	
GP672-F2	1.37	3.02	0.22	0.49	168.00	0.05	0.09	0.20	1.03	2.27	
GP1272	2.40	5.73	0.44	0.97	336.00	0.09	0.18	0.39	1.55	3.40	
GP12120	1.67	3.68	0.18	1.51	522.00	0.14	0.28	0.63	1.98	4.38	
GP12160	8.30	18.30	1.87	4.12	1428.00	0.38	0.76	1.67	6.21	13.73	
GP12400-4TP	14.50	31.97	2.53	5.58	1932.00	0.52	1.03	2.26	10.88	23.98	
GP12520	12.20	17.89	2.65	7.41	2634.00	0.71	1.40	3.09	12.90	28.44	
GP12750	25.40	56.45	4.24	9.35	3363.96	0.90	1.79	3.79	18.20	42.34	
GP12880	29.70	65.49	5.09	11.21	4036.75	1.08	2.14	4.55	22.28	49.12	
HR12100W	1.50	3.30	0.28	0.61	429.14	0.18	0.37	0.84	2.91	6.40	
HR12180W	1.53	3.37	0.25	0.54	184.20	0.05	0.11	0.24	1.15	2.53	
HR1221W	1.80	3.97	0.31	0.69	234.00	0.06	0.14	0.30	1.35	2.98	
HR1224W	1.95	4.30	0.36	0.75	254.40	0.07	0.15	0.32	1.46	3.22	
HR1227W	1.97	4.34	0.36	0.78	266.40	0.07	0.15	0.34	1.48	3.26	
HR1234W	2.50	5.51	0.44	0.98	333.00	0.09	0.19	0.43	1.78	4.13	
HR1251W	3.85	8.49	0.77	1.70	576.00	0.15	0.33	0.74	2.89	6.37	
HR1260W	6.40	14.09	1.25	2.76	618.00	0.25	0.54	1.19	5.10	11.25	
HR12120W	10.20	22.49	1.86	4.10	1392.00	0.37	0.81	1.78	7.65	16.87	

A

B

C

D

E

F

A

B

C

D

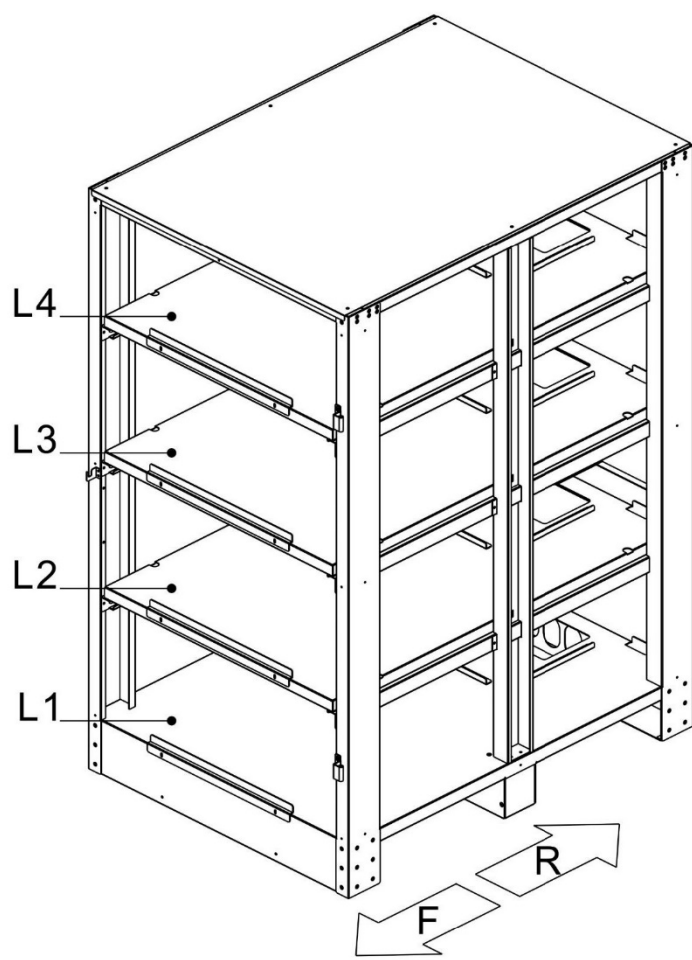
E

F

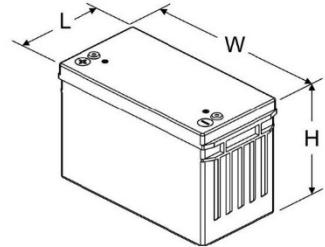


MODEL	BBP-AR-33-12K	BBP-AR-33-12K	BBP-AR-33-12K	BBP-AR-33-12K	BBP-AR-33-12K
DESCRIPTION	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah
INPUT	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah
OUTPUT	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah
FEATURES	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah
ENVIRONMENTAL	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah
MANAGEMENT	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah	12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah 12V 100Ah

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(855) 330-7799 | engineering@batterybackuppower.com



- 2-2. Battery Requirement**
- Lead-Acid cell type and quantity : 12V 100Ah x 40 pieces
 - Maximum size for lead-acid battery (L x W x H) : 170 x 343 x 217 mm.



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Section 4. External Battery Cabinet Configuration

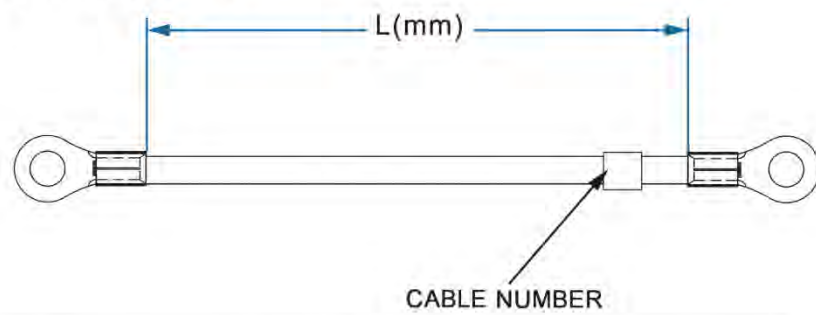
Description: External Battery Cabinet
Model: BBP-AR-33-EBP-LARGE
Input/Output: DC Connections To Controlling UPS
Battery Type: CSB Model# GPL121000
Battery Voltage: 12 Volts DC
Battery Amp: 100 Amp Hours
Hour Rating: 40 Batteries
Quantity: 40 Individual 12 Volt DC Batteries Wired In Series Creating
Configuration: Dual 240 Volt DC Bus
Operating: 0C ~ +40C
Temperature: 1135 D * 826 W * 1500 H (mm)
Dimensions: 158 Kgs Empty / 1,518 Kgs With Batteries
Weight:

THIS SECTION INENTIONALLY LEFT BLANK

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2-3. Cable Specification



ITEM	DESCRIPTION	CABLE LENGTH (mm)	QUANTITY (PCS)	CABLE NUMBER
1	#4/0 AWG cable (black)	200	30	1
2	#4/0 AWG cable (black)	300	6	2
3	#4/0 AWG cable (black)	650	2	3
4	#4/0 AWG cable (black)	800	1	BAT +
5	#4/0 AWG cable (black)	450	1	N1
6	#4/0 AWG cable (black)	800	1	N2
7	#4/0 AWG cable (black)	500	1	BAT -

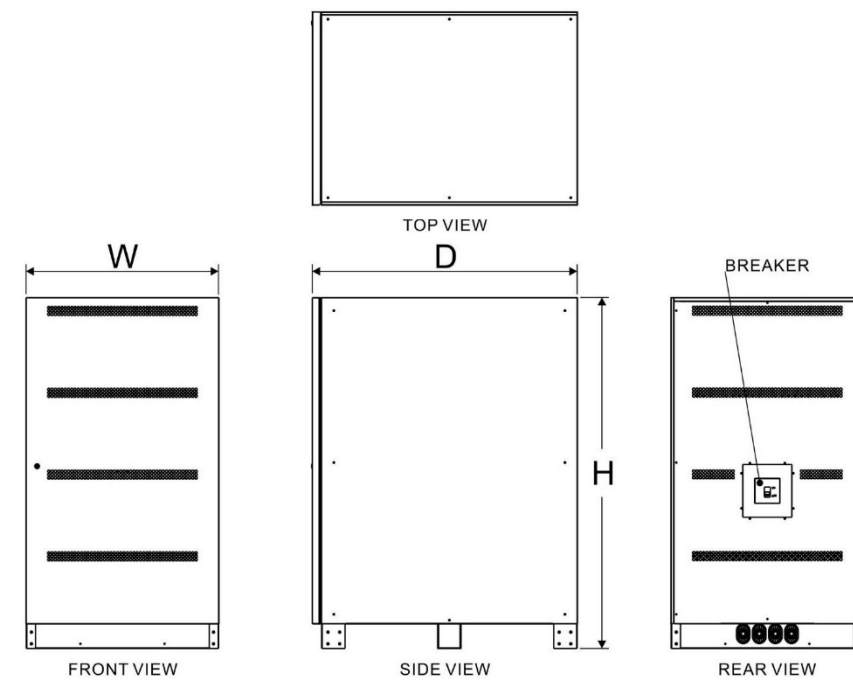
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100Ah-12V Battery Cabinet

1. Cabinet Overview

- Dimension (D x W x H): 1135 mm x 826 mm x 1500 mm
- Net weight for empty cabinet: 157.6kg



2. Preparation

2-1. Mechanical Overview

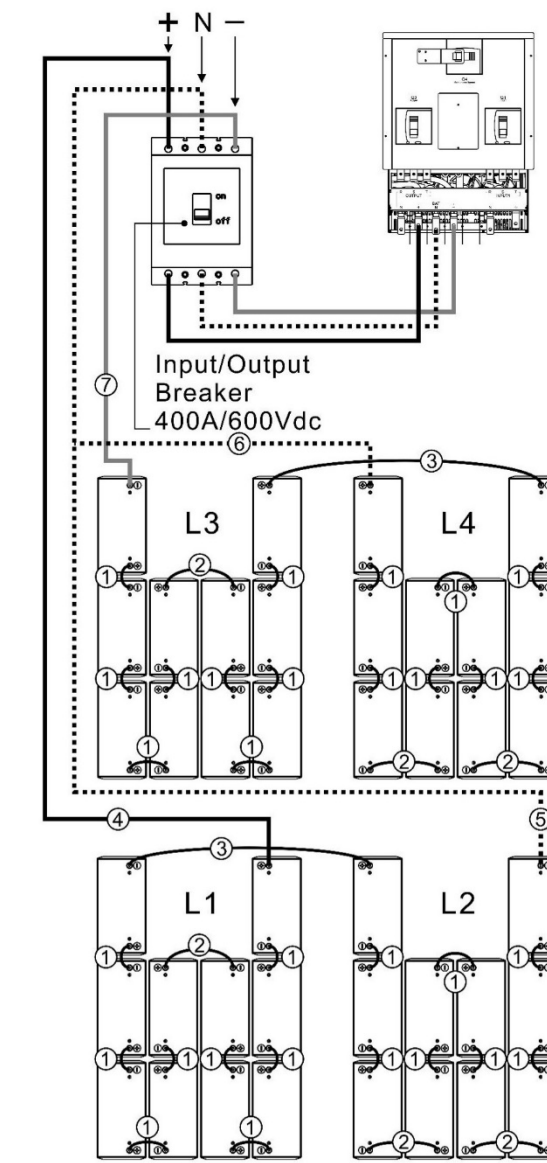
- Battery cabinet
The "F" marks the front side of the battery cabinet.
The "R" marks the rear side of the battery cabinet.
- Battery shelf
The cabinet includes four trays, from L1 (bottom) to L4 (top).

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2-4. Battery Wiring



15

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PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SHEET TITLE

Elevator UPS
Battery Backup

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DESIGN BY

CHECK BY

DATE 02/21/2023

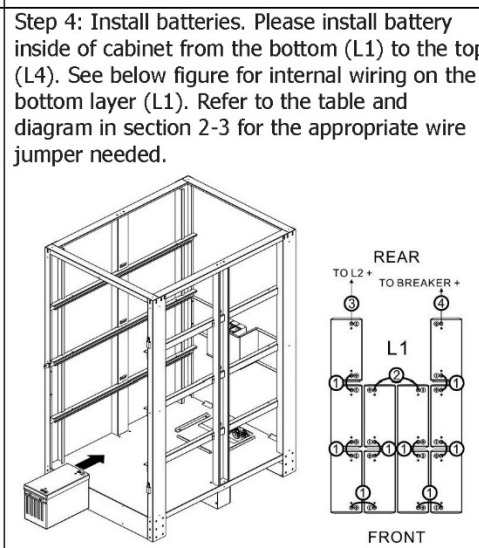
JOB NO. 20-1877

SHEET NO.

A-6.10

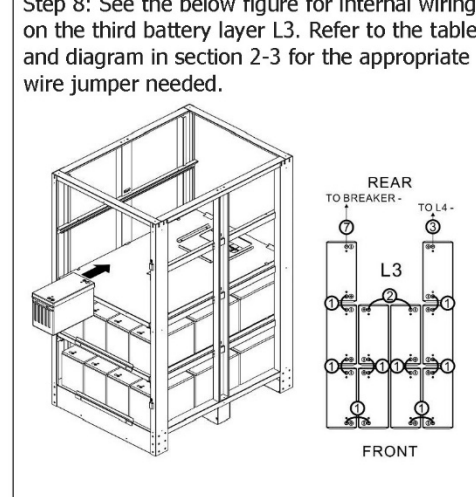


Step 6: See the below figure for internal wiring on the second battery layer L2. Refer to the table and diagram in section 2-3 for the appropriate wire jumper needed.



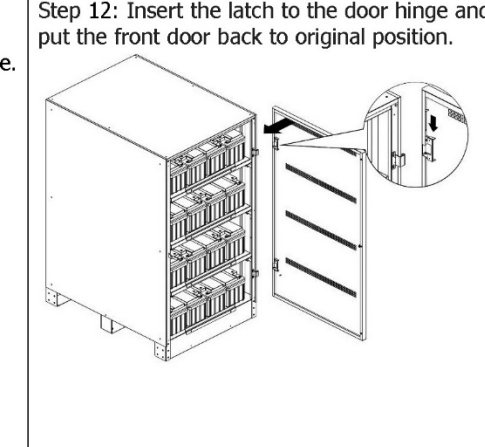
19

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20

Step 10: See the below figure for internal wiring on the top battery layer L4. Refer to the table and diagram in section 2-3 for the appropriate wire jumper needed.



2

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SIA
consulting

SIA CONSULTING CORP.
4653 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 741.1292

SHEET TITLE

Elevator UPS Battery Backup

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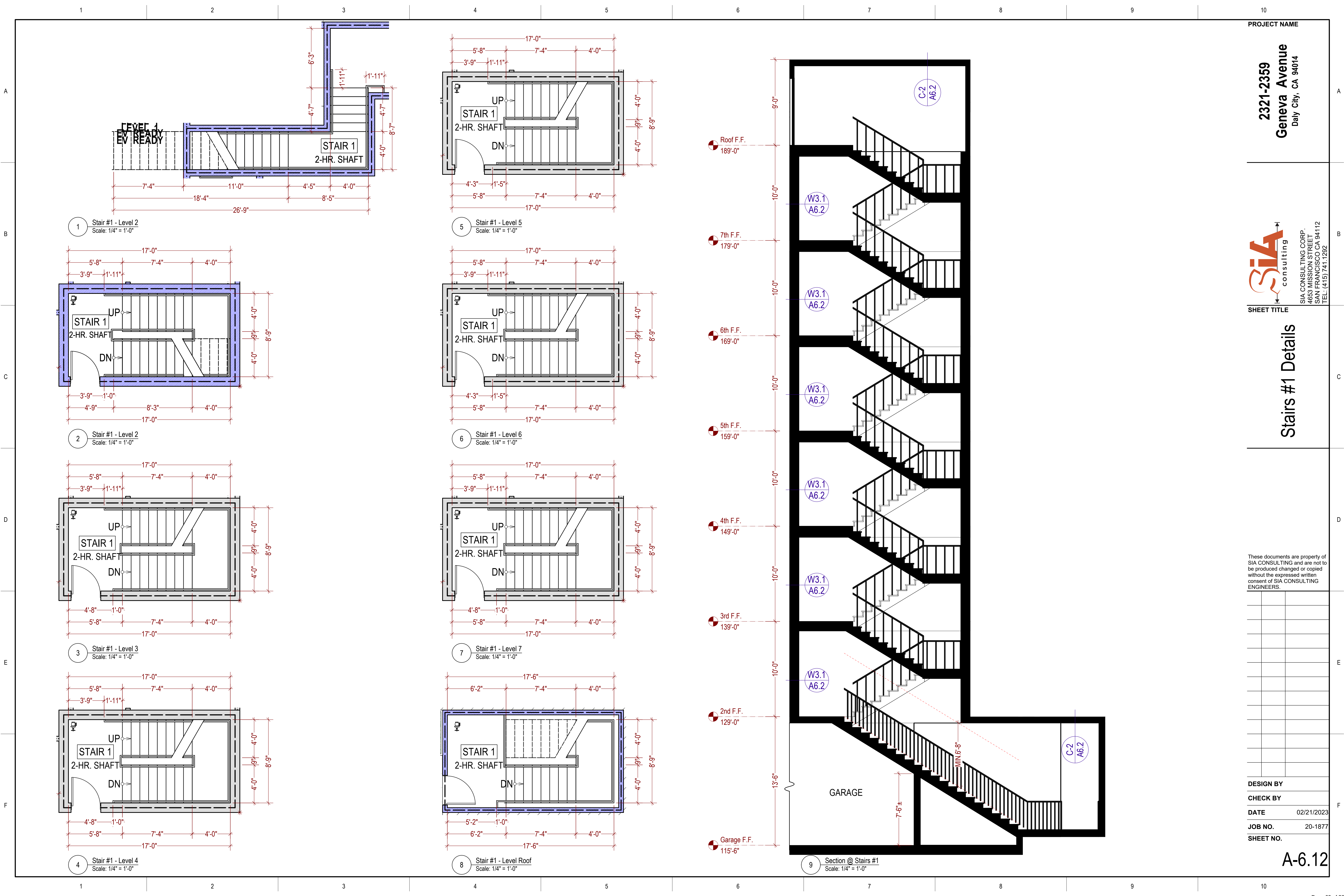
CHECK BY

DATE 02/21/2023

JOB NO. 20-1877

SHEET NO.

A-6.11



PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



SHEET TITLE

Stairs #1 Details

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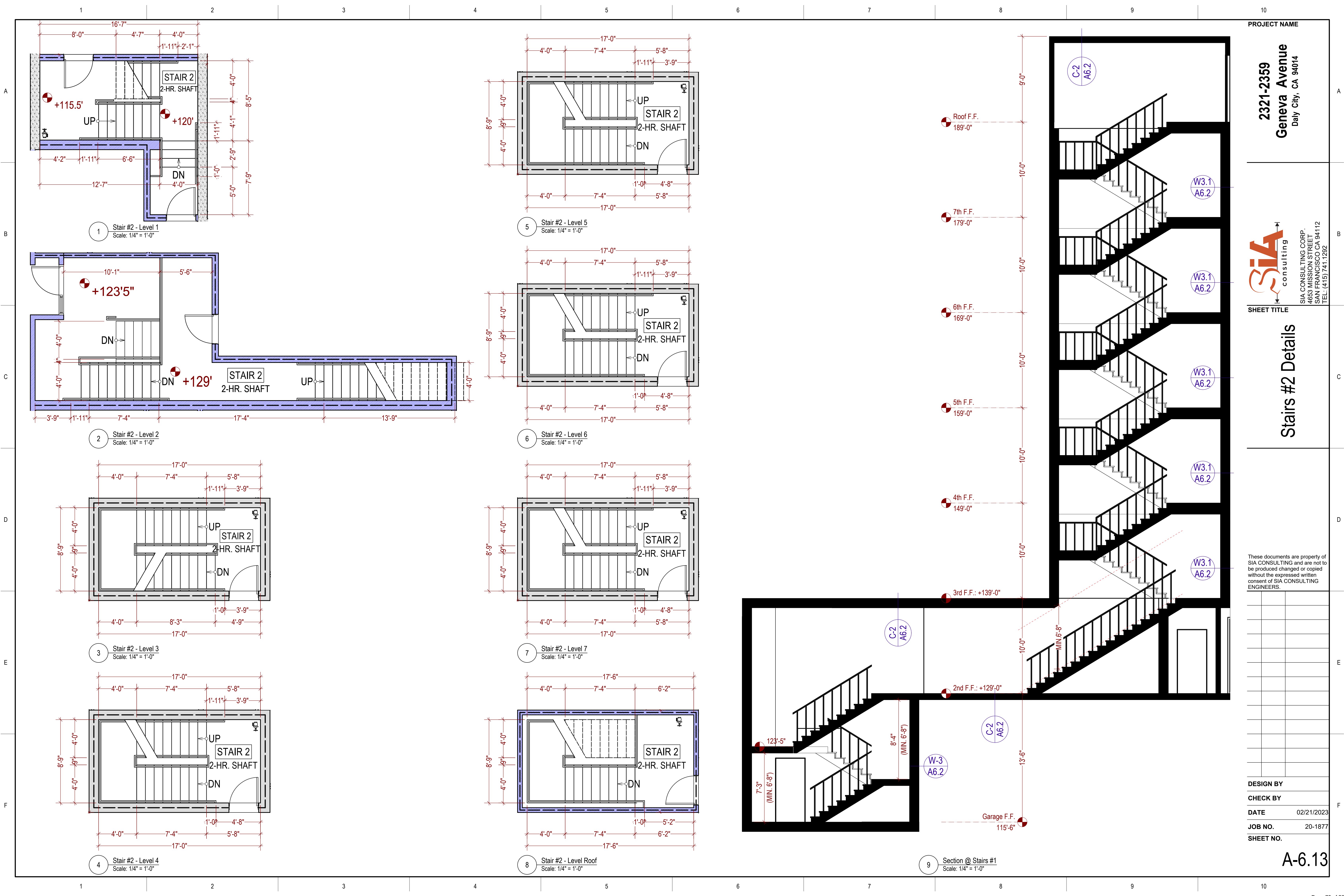
CHECK BY

DATE 02/21/2023

JOB NO. 20-1877

SHEET NO.

A-6.12



PROJECT NAME

2321-2359
Geneva Avenue
Daly City, CA 94014



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4653 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 741.1292

SHEET TITLE

Stairs #2 Details

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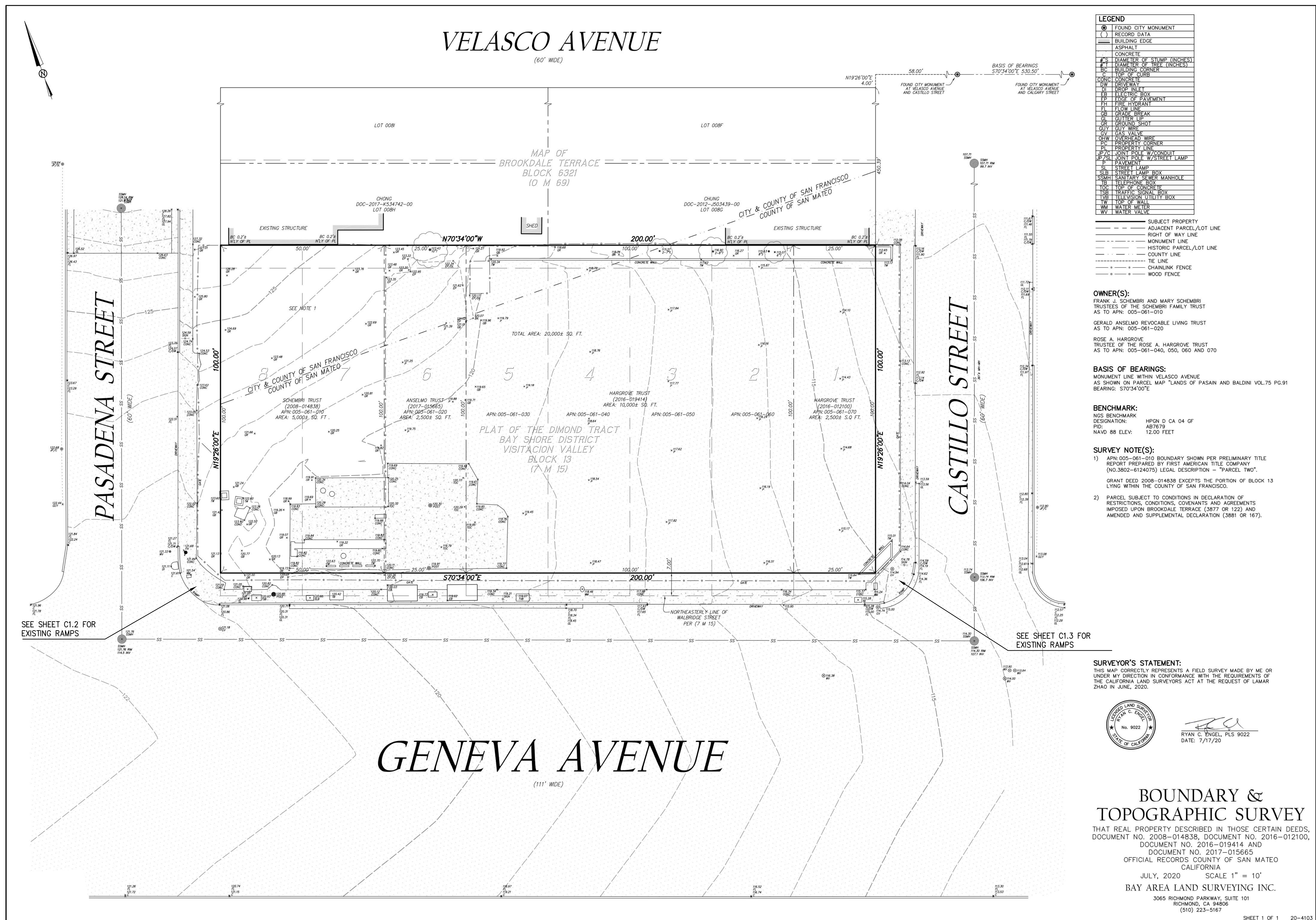
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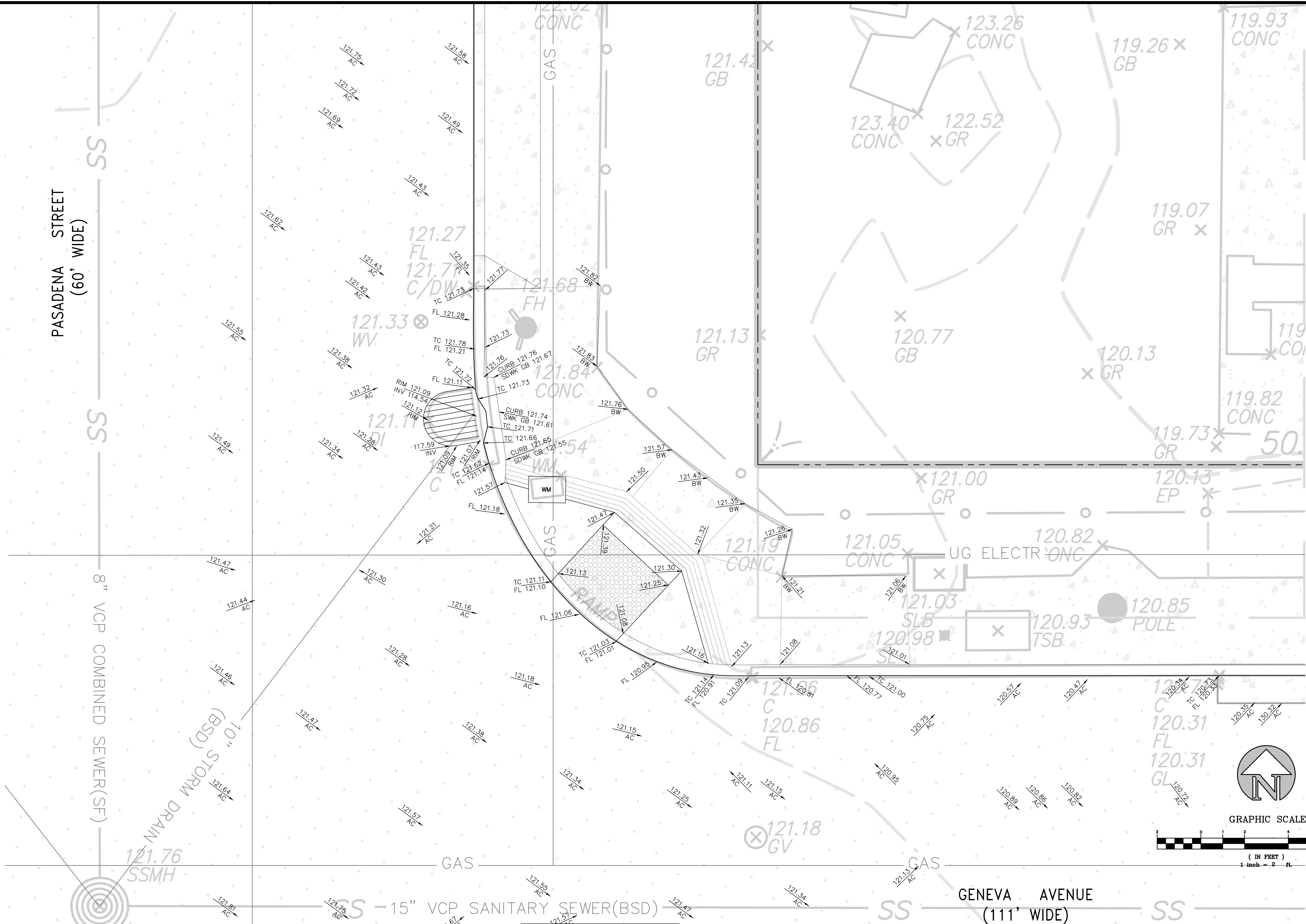
DATE 02/21/2023

JOB NO. 20-1877

SHEET NO.

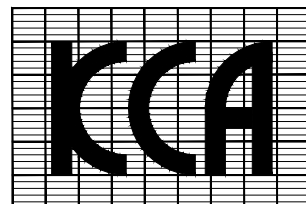
A-6.13





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CONSULTING ENGINEERS • SURVEYORS • PLANNERS

318 BRANNAN ST. • SAN FRANCISCO, CA 94107 • (415) 546-7111 • FAX: (415) 546-9472



APPROVED: _____
APPROVED: _____

PROJECT NO. _____

DES. PB DRW. RL
CKD. YL REV. PJB
DATE APRIL 2021
JOB NO. 6802

NO.	DATE	DESCRIPTION
01.05.23		BULB OUT
11.16.22		ADDED TOPO
12.15.21		WET UTILITIES
06.08.21		WET UTILITIES
04.14.21		PRELIMINARY

DALY CITY

TOPOGRAPHIC SURVEY PLAN
2321-2359 GENEVA AVENUE
APN: 005-061-010 ~ 070

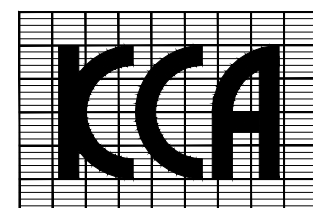
CALIFORNIA

SCALE:
HORIZ. 1" = 2'
VERT. _____
C1.2

COMPUTER STATION: SERVER
C:\PROJECTS\2321-2359\2321-2359.DWG

KCA ENGINEERS, INC.
CONSULTING ENGINEERS • SURVEYORS • PLANNERS

318 BRANNAN ST. • SAN FRANCISCO, CA 94107 • (415) 546-7111 • FAX: (415) 546-9472



APPROVED: _____
APPROVED: _____

PROJECT NO. _____

DES. PB DRW. RL
CKD. YL REV. PJB
DATE APRIL 2021
JOB NO. 6802

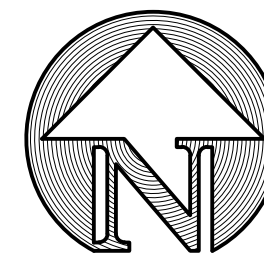
NO.	DATE	DESCRIPTION
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11.16.22		ADDED TOPO
12.15.21		WET UTILITIES
06.08.21		WET UTILITIES
04.14.21		PRELIMINARY

DALY CITY

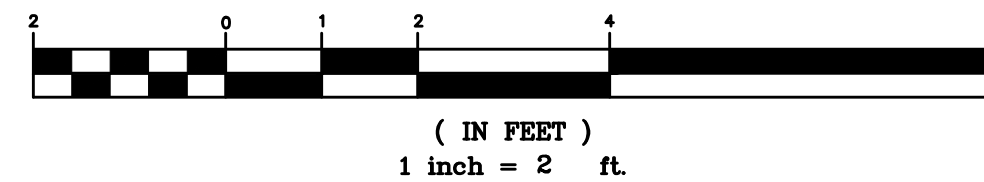
TOPOGRAPHIC SURVEY PLAN
2321-2359 GENEVA AVENUE
APN: 005-061-010 ~ 070

CALIFORNIA

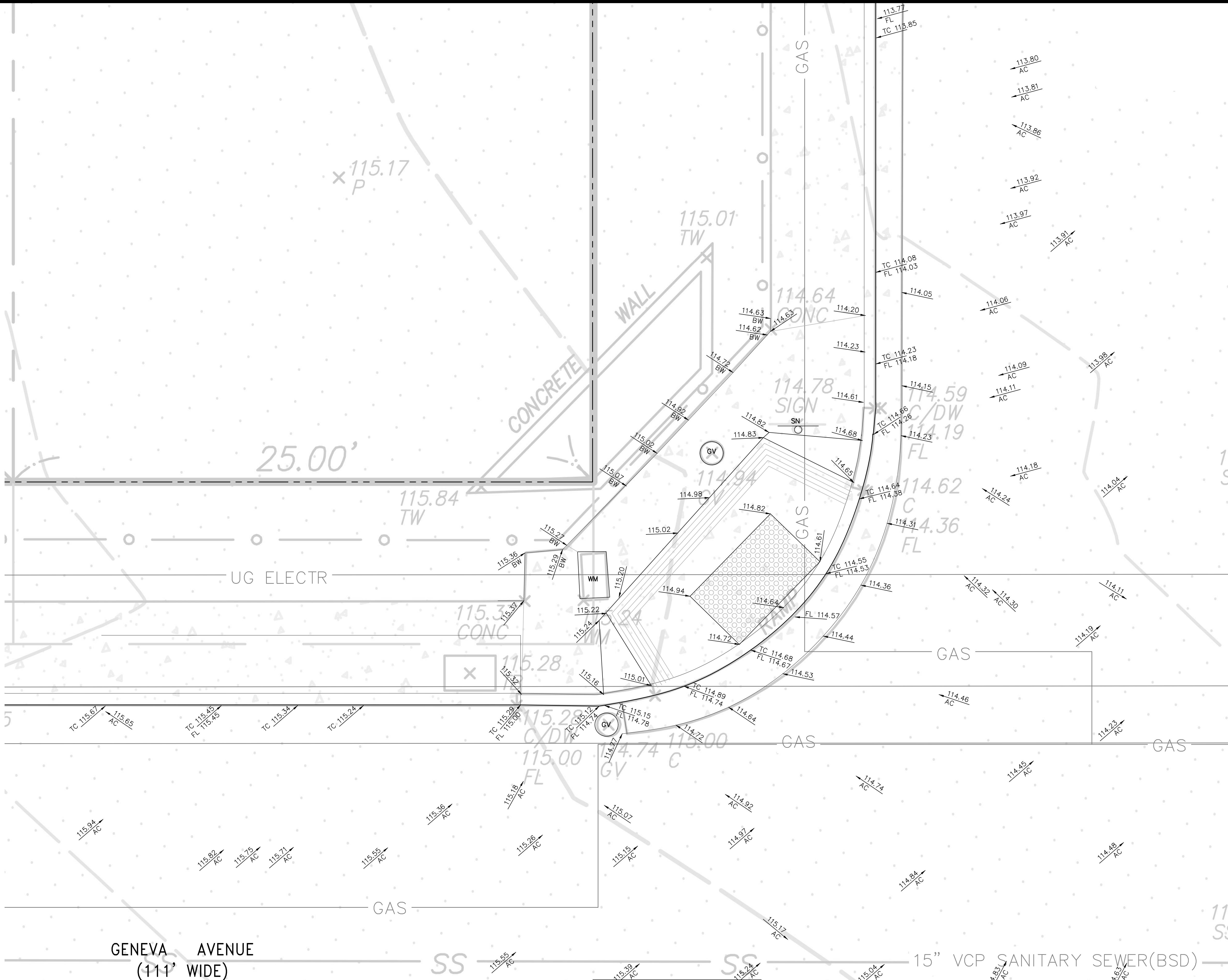
SCALE:
HORIZ. 1" = 2'
VERT. _____
C1.3

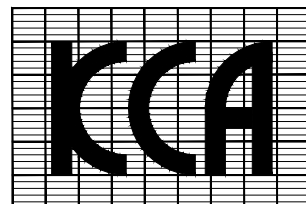


GRAPHIC SCALE



CASTILLO STREET
(60' WIDE)





APPROVED:	
APPROVED:	

PROJECT NO.	
-------------	--

DES. PB	DRW. RL
CHKD. YL	REVD. PJB
DATE	APRIL 2021
JOB NO.	6802

NO.	DATE	DESCRIPTION
01.05.23		BULB OUT
12.15.21		WET UTILITIES
06.08.21		WET UTILITIES
04.14.21		PRELIMINARY

DALY CITY

SIDEWALK IMPROVEMENT PLAN FOR
2321-2359 GENEVA AVENUE
APN: 005-061-010 ~ 070

CALIFORNIA

SCALE:	
HORIZ. 1" = 5'	
VERT. _____	
C2.1	

LEGEND	
	FOUND CITY MONUMENT
	RECORD DATA
	BUILDING EDGE
	ASPHALT
	CONCRETE
	# S DIAMETER OF STUMP (INCHES)
	# T DIAMETER OF TREE (INCHES)
	BC BUILDING CORNER
	C TOP OF CURB
	CONC CONCRETE
	DW DRIVEWAY
	DI DROP INLET
	EB ELECTRIC BOX
	EP EDGE OF PAVEMENT
	FH FIRE HYDRANT
	FL FLOW LINE
	GB GRADE BREAK
	GU GUTTER UP
	GS GROUND SHOT
	GUY GUY WIRE
	GV GAS VALVE
	OHW OVERHEAD WIRE
	PC PROPERTY CORNER
	PL PROPERTY LINE
	JP/C JOINT POLE W/CONDUIT
	JP/SL JOINT POLE W/STREET LAMP
	P PAVEMENT
	SL STREET LAMP
	SLB STREET LAMP BOX
	SSMH SANITARY SEWER MANHOLE
	TB TELEPHONE BOX
	TOC TOP OF CONCRETE
	TSB TRAFFIC SIGNAL BOX
	TVB TELEVISION UTILITY BOX
	TW TOP OF WALL
	WM WATER METER
	WV WATER VALVE

GENERAL NOTES:

- ALL SURVEY WERE PROVIDED BY CLIENT IN DECEMBER 2020.
- DATA PORTRAYS EXISTING CONDITIONS ON THE DATE OF SURVEY.

BASIS OF BEARINGS:

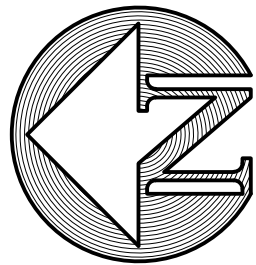
MONUMENT LINE WITHIN VELASCO AVENUE
AS SHOWN ON PARCEL MAP "LANDS OF PASAIN AND BALDINI VOL.75 PG.91
BEARING: S70°34'00"E

BENCHMARK:

NGS BENCHMARK
DESIGNATION: HPGN D CA 04 GF
PID: AB7679
NAVD 88 ELEV: 12.00 FEET

CONSTRUCTION NOTES:

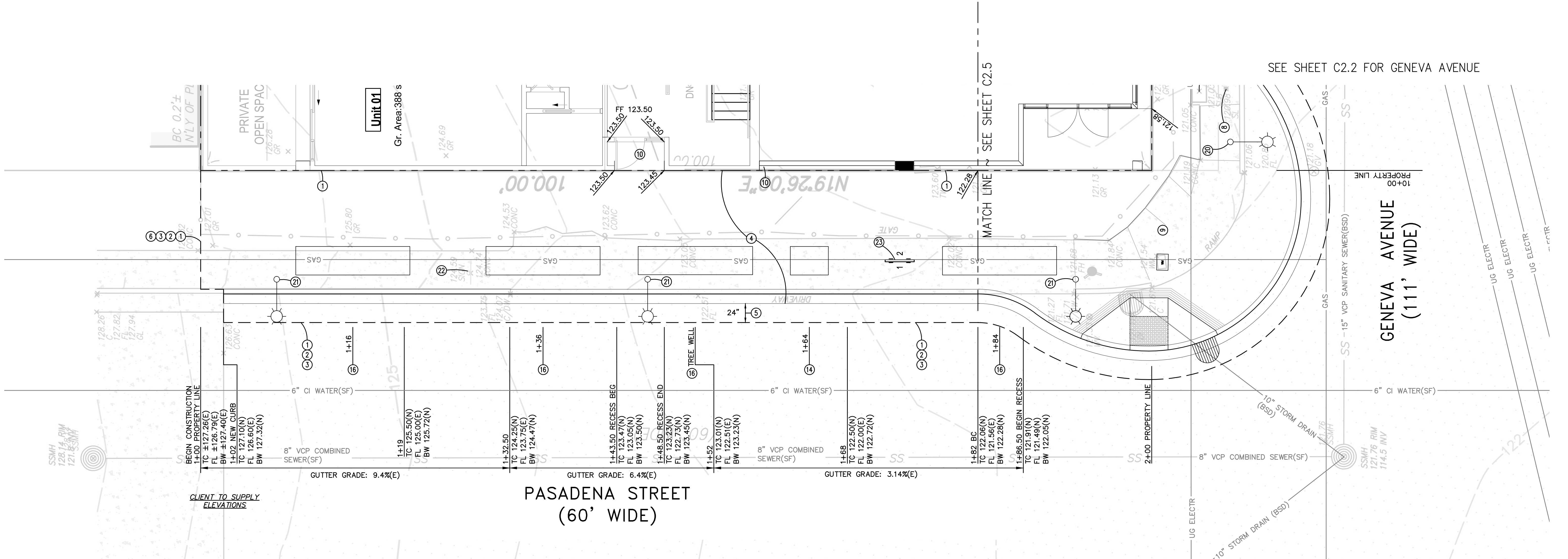
- LIMIT OF WORK.
- SAW CUT LINE.
- MATCH EXISTING.
- REMOVE PAVING, BASE, CURB, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±13" WIDE CONCRETE SIDEWALK.
- REMOVE PAVING AND BASE AND CONSTRUCT 2" AC WEARING SURFACE OVER 12" CLASS 2 AGGREGATE BASE.
- EXISTING SCORELINE
- ADJUST BOXES TO THE PLANE OF THE NEW PAVING.
- PROTECT EXISTING POLE IN PLACE.
- REMOVE CURB, GUTTER, SIDEWALK, PEDESTRIAN CURB RAMP, RETAINING WALL, FENCING, ETC. AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER, CONCRETE PEDESTRIAN CURB RAMP WITH DOMED SURFACE AREA AND SIDEWALK WITH 12" WIDE GROOVES AROUND THE PEDESTRIAN CURB RAMP.
- FOR RECESS AT DOORS AND WHERE BUILDING IS NOT AT THE BACK OF SIDEWALK. SEE ARCHITECTURAL PLANS FOR MATERIAL. IF NOT AVAILABLE, PAVE IN SAME MATERIAL, COLOR AND SCORING AS THE ADJACENT SIDEWALK.
- REMOVE PAVING, BASE, CURB, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±12" WIDE CONCRETE SIDEWALK.
- REMOVE ENCROACHING PLANTER.
- REMOVE PAVING, BASE, CURB, GUTTER, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±10" WIDE CONCRETE SIDEWALK.
- LEAVE OUT A 3'x4' SECTION OF SIDEWALK AT TREE WELL.
- CONSTRUCT A CONCRETE AUTOMOBILE CURB RAMP WITH 12" GUTTER.
- LEAVE OUT A 3'x12' SECTION OF SIDEWALK AT TREEWELL.
- LEAVE OUT A 3'x8' SECTION OF SIDEWALK AT TREEWELL.
- PROTECT EXISTING CATCH BASIN IN PLACE.
- PROTECT FIRE HYDRANT IN PLACE.
- PROTECT EXISTING STREET LIGHT POLE IN PLACE.
- NEW STREET LIGHT, SEE STREET LIGHT PLAN.
- REMOVE SIGN DURING CONSTRUCTION AND REINSTALL.
- NEW BIKE RACK, SEE ARCHITECT PLAN FOR MATERIAL.



GRAPHIC SCALE



(IN FEET)
1 inch = 5 ft.



SEE SHEET C2.2 FOR GENEVA AVENUE

GENEVA AVENUE
(111' WIDE)

PASADENA STREET
(60' WIDE)

PASADENA STREET
(60' WIDE)

SEE C2.1 FOR PASADENA STREET

SEE C2.5

SEE C2.3 FOR GENEVA AVENUE CONTINUED

GENEVA AVENUE
(111' WIDE)

LEGEND	
○	FOUND CITY MONUMENT
()	RECORD DATA
—	BUILDING EDGE
—	ASPHALT
—	CONCRETE
# S	DIAMETER OF STUMP (INCHES)
# T	DIAMETER OF TREE (INCHES)
BC	BUILDING CORNER
C	TOP OF CURB
CONC	CONCRETE
DW	DRIVEWAY
DI	DROP INLET
EB	ELECTRIC BOX
EP	EDGE OF PAVEMENT
FH	FIRE HYDRANT
FL	FLOW LINE
GB	GRADE BREAK
GL	GUTTER LIP
GR	GROUND SHOT
GUY	GUY WIRE
GV	GAS VALVE
OHV	OVERHEAD WIRE
PC	PROPERTY CORNER
PL	PROPERTY LINE
JP/C	JOINT POLE W/CONDUIT
JP/SL	JOINT POLE W/STREET LAMP
P	PAVEMENT
SL	STREET LAMP
SLB	STREET LAMP BOX
SSMH	SANITARY SEWER MANHOLE
TB	TELEPHONE BOX
TOC	TOP OF CONCRETE
TSB	TRAFFIC SIGNAL BOX
TVB	TELEVISION UTILITY BOX
TW	TOP OF WALL
WM	WATER METER
WV	WATER VALVE

GENERAL NOTES:

- ALL SURVEY WERE PROVIDED BY CLIENT IN DECEMBER 2020.
- DATA PORTRAYS EXISTING CONDITIONS ON THE DATE OF SURVEY.

BASIS OF BEARINGS:

MONUMENT LINE WITHIN VELASCO AVENUE
AS SHOWN ON PARCEL MAP "LANDS OF PASAIN AND BALDINI VOL.75 PG.91
BEARING: S70°34'00"E

BENCHMARK:

NGS BENCHMARK
DESIGNATION: HPGN D CA 04 GF
PID: AB7679
NAVD 88 ELEV: 12.00 FEET

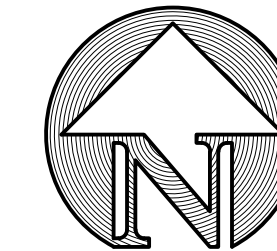
CONSTRUCTION NOTES:

- LIMIT OF WORK.
- SAW CUT LINE.
- MATCH EXISTING.
- REMOVE PAVING, BASE, CURB, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±13' WIDE CONCRETE SIDEWALK.
- REMOVE PAVING AND BASE AND CONSTRUCT 2" AC WEARING SURFACE OVER 12" CLASS 2 AGGREGATE BASE.
- EXISTING SCORELINE
- ADJUST BOXES TO THE PLANE OF THE NEW PAVING.
- PROTECT EXISTING POLE IN PLACE.
- REMOVE CURB, GUTTER, SIDEWALK, PEDESTRIAN CURB RAMP, RETAINING WALL, FENCING, ETC. AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER, CONCRETE PEDESTRIAN CURB RAMP WITH DOMED SURFACE AREA AND SIDEWALK WITH 12" WIDE GROOVES AROUND THE PEDESTRIAN CURB RAMP.
- FOR RECESS AT DOORS AND WHERE BUILDING IS NOT AT THE BACK OF SIDEWALK. SEE ARCHITECTURAL PLANS FOR MATERIAL. IF NOT AVAILABLE, PAVE IN SAME MATERIAL, COLOR AND SCORING AS THE ADJACENT SIDEWALK.
- REMOVE PAVING, BASE, CURB, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±12' WIDE CONCRETE SIDEWALK.
- REMOVE ENCROACHING PLANTER.
- REMOVE PAVING, BASE, CURB, GUTTER, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±10' WIDE CONCRETE SIDEWALK.
- LEAVE OUT A 3'x4' SECTION OF SIDEWALK AT TREE WELL.
- CONSTRUCT A CONCRETE AUTOMOBILE CURB RAMP WITH 12" GUTTER.
- LEAVE OUT A 3'x12' SECTION OF SIDEWALK AT TREEWELL.
- LEAVE OUT A 3'x8' SECTION OF SIDEWALK AT TREEWELL.
- PROTECT EXISTING CATCH BASIN IN PLACE.
- PROTECT FIRE HYDRANT IN PLACE.
- PROTECT EXISTING STREET LIGHT POLE IN PLACE.
- REMOVE SIGN DURING CONSTRUCTION AND REINSTALL.
- NEW BIKE RACK, SEE ARCHITECT PLAN FOR MATERIAL.

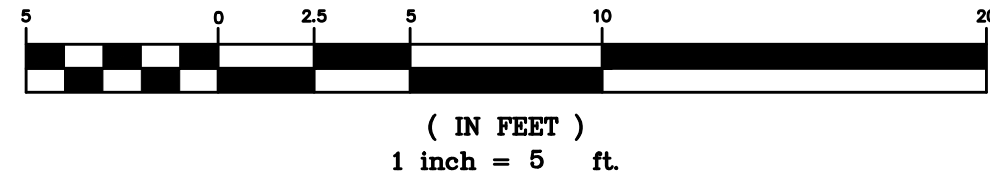
PROJECT NO.		DES.		DRW.		NO.		DATE		DESCRIPTION	
6802		PB	YL	RL	PJB	REVISIONS		04.07.23	01.05.23	WATER SERVICE	BULB OUT
		DATE	APRIL 2021	REVD.				12.15.21	06.08.21	WET UTILITIES	WET UTILITIES
		JOB NO.						04.14.21		PRELIMINARY	

DALY CITY

SIDEWALK IMPROVEMENT PLAN FOR
2321-2359 GENEVA AVENUE
APN: 005-061-010 ~ 070

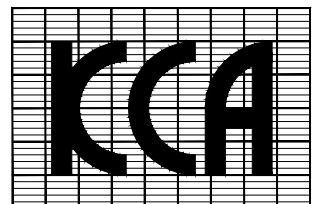


GRAPHIC SCALE



KCA ENGINEERS, INC.
CONSULTING ENGINEERS • SURVEYORS • PLANNERS

318 BRANNAN ST. • SAN FRANCISCO, CA 94107 • (415) 546-7111 • FAX: (415) 546-9472

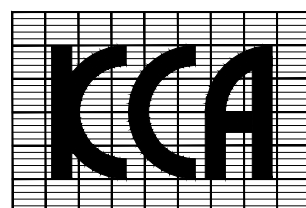


APPROVED:

APPROVED:

SCALE:
HORIZ. 1" = 5'
VERT. _____
C2.2

CALIFORNIA



APPROVED: _____
APPROVED: _____

PROJECT NO. _____

DES. PB DRW. RL
CKD. YL REV. PJB
DATE APRIL 2021
JOB NO. 6802

NO.	DATE	DESCRIPTION
04.07.23		WATER SERVICE
01.05.23		BULB OUT
12.15.21		WET UTILITIES
06.08.21		WET UTILITIES
04.14.21		PRELIMINARY

DALY CITY

SIDEWALK IMPROVEMENT PLAN FOR
2321-2359 GENEVA AVENUE
APN: 005-061-010 ~ 070

CALIFORNIA

SCALE:
HORIZ. 1" = 5'
VERT. _____
C2.4

LEGEND
⊙ FOUND CITY MONUMENT
() RECORD DATA
— BUILDING EDGE
— ASPHALT
— CONCRETE
S DIAMETER OF STUMP (INCHES)
T DIAMETER OF TREE (INCHES)
BC BUILDING CORNER
C TOP OF CURB
CONC CONCRETE
DW DRIVEWAY
DI DROP INLET
EB ELECTRIC BOX
EP EDGE OF PAVEMENT
FB FIRE HYDRANT
FL FLOW LINE
GB GRADE BREAK
GL GUTTER LIP
GR GROUND SHOT
GUY GUY WIRE
GV GAS VALVE
OHW OVERHEAD WIRE
PC PROPERTY CORNER
PL PROPERTY LINE
JP/C JOINT POLE W/CONDUIT
JP/ZL JOINT POLE W/STREET LAMP
P PAVEMENT
SL STREET LAMP
SLB STREET LAMP BOX
SSMH SANITARY SEWER MANHOLE
TB TELEPHONE BOX
TOC TOP OF CONCRETE
TSB TRAFFIC SIGNAL BOX
TVB TELEVISION UTILITY BOX
TW TOP OF WALL
WM WATER METER
WV WATER VALVE

GENERAL NOTES:

- ALL SURVEY WERE PROVIDED BY CLIENT IN DECEMBER 2020.
- DATA PORTRAYS EXISTING CONDITIONS ON THE DATE OF SURVEY.

BASIS OF BEARINGS:

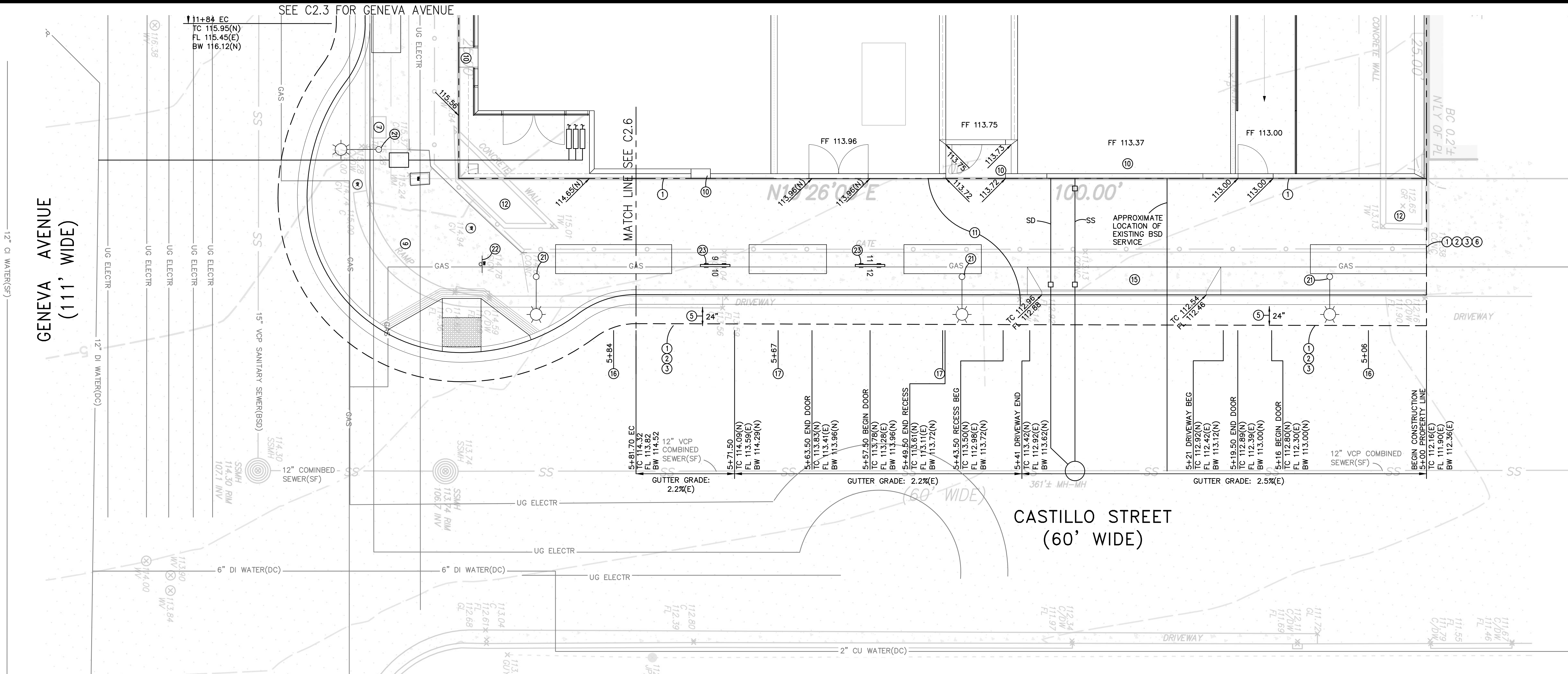
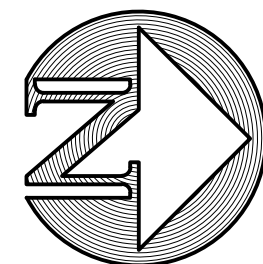
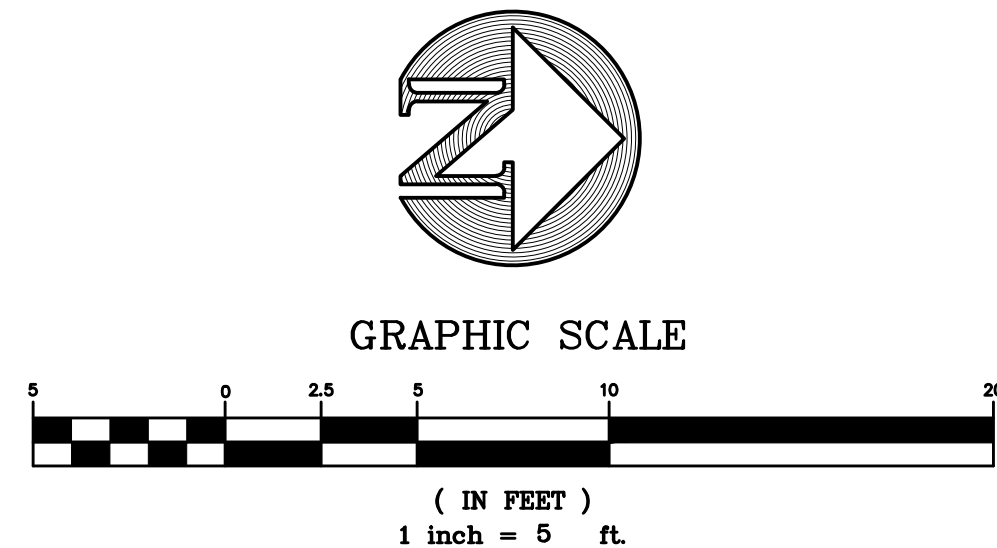
MONUMENT LINE WITHIN VELASCO AVENUE
AS SHOWN ON PARCEL MAP "LANDS OF PASAIN AND BALDINI VOL.75 PG.91
BEARING: S70°34'00"E

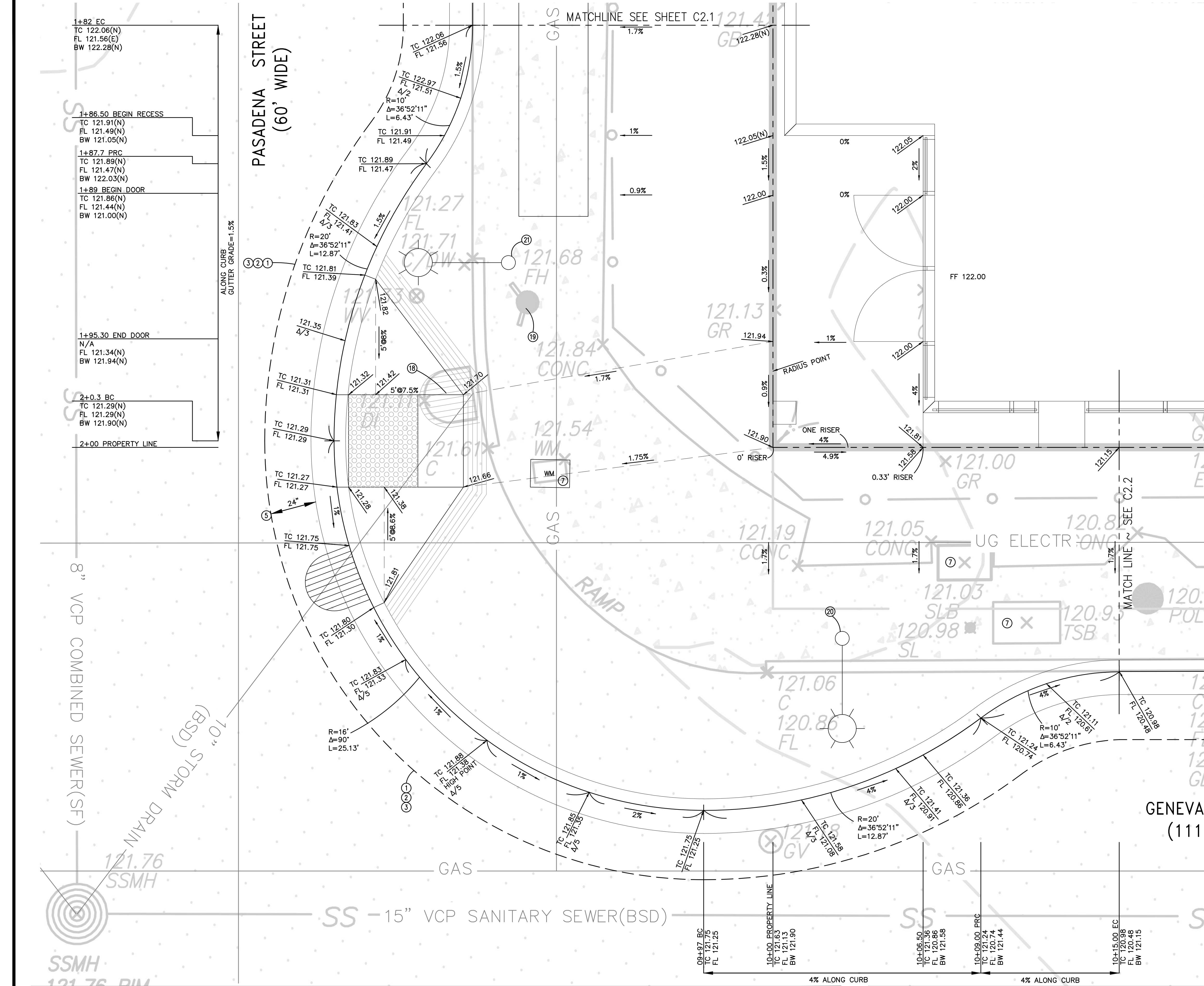
BENCHMARK:

NCS BENCHMARK
DESIGNATION: HPGN D CA 04 GF
PID: AB7679
NAVD 88 ELEV: 12.00 FEET

CONSTRUCTION NOTES:

- LIMIT OF WORK.
- SAW CUT LINE.
- MATCH EXISTING.
- REMOVE PAVING, BASE, CURB, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±13' WIDE CONCRETE SIDEWALK.
- REMOVE PAVING AND BASE AND CONSTRUCT 2" AC WEARING SURFACE OVER 12" CLASS 2 AGGREGATE BASE.
- EXISTING SCORELINE
- ADJUST BOXES TO THE PLANE OF THE NEW PAVING.
- PROTECT EXISTING POLE IN PLACE.
- REMOVE CURB, GUTTER, SIDEWALK, PEDESTRIAN CURB RAMP, RETAINING WALL, FENCING, ETC. AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER, CONCRETE PEDESTRIAN CURB RAMP WITH DOMED SURFACE AREA AND SIDEWALK WITH 12" WIDE GROOVES AROUND THE PEDESTRIAN CURB RAMP.
- FOR RECESS AT DOORS AND WHERE BUILDING IS NOT AT THE BACK OF SIDEWALK. SEE ARCHITECTURAL PLANS FOR MATERIAL. IF NOT AVAILABLE, PAVE IN SAME MATERIAL, COLOR AND SCORING AS THE ADJACENT SIDEWALK.
- REMOVE PAVING, BASE, CURB, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±12' WIDE CONCRETE SIDEWALK.
- REMOVE ENCROACHING PLANTER.
- REMOVE PAVING, BASE, CURB, GUTTER, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±10' WIDE CONCRETE SIDEWALK.
- LEAVE OUT A 3'x4' SECTION OF SIDEWALK AT TREE WELL.
- CONSTRUCT A CONCRETE AUTOMOBILE CURB RAMP WITH 12" GUTTER.
- LEAVE OUT A 3'x12' SECTION OF SIDEWALK AT TREEWELL.
- LEAVE OUT A 3'x8' SECTION OF SIDEWALK AT TREEWELL.
- PROTECT EXISTING CATCH BASIN IN PLACE.
- PROTECT FIRE HYDRANT IN PLACE.
- PROTECT EXISTING STREET LIGHT POLE IN PLACE.
- NEW STREET LIGHT, SEE STREET LIGHT PLAN.
- REMOVE SIGN DURING CONSTRUCTION AND REINSTALL.
- NEW BIKE RACK, SEE ARCHITECT PLAN FOR MATERIAL.





LEGEND

●	FOUND CITY MONUMENT
()	RECORD DATA
—	BUILDING EDGE
—	ASPHALT
—	CONCRETE
#	DIAMETER OF STUMP (INCHES)
# T	DIAMETER OF TREE (INCHES)
BC	BUILDING CORNER
C	TOP OF CURB
CONC	CONCRETE
DW	DRIVEWAY
DI	DROP INLET
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EP	EDGE OF PAVEMENT
FH	FIRE HYDRANT
FL	FLOW LINE
GB	GRADE BREAK
GL	GUTTER LIP
GR	GROUND SHOT
GUY	GUY WIRE
GV	GAS VALVE
OHW	OVERHEAD WIRE
PC	PROPERTY CORNER
PL	PROPERTY LINE
JP/C	JOINT POLE W/CONDUIT
JP/SL	JOINT POLE W/STREET LAMP
P	PAVEMENT
SL	STREET LAMP
SLB	STREET LAMP BOX
SSMH	SANITARY SEWER MANHOLE
TB	TELEPHONE BOX
TOC	TOP OF CONCRETE
TSB	TRAFFIC SIGNAL BOX
TVB	TELEVISION UTILITY BOX
TW	TOP OF WALL
WM	WATER METER
WV	WATER VALVE

BASIS OF BEARINGS:
MONUMENT LINE WITHIN VELASCO AVENUE
AS SHOWN ON PARCEL MAP "LANDS OF PASAIN AND BALDINI VOL.75 PG.91
BEARING: S70°34'00"E

BENCHMARK:
NGS BENCHMARK
DESIGNATION: HPON D CA 04 GF
PID: AB7679
NAVD 88 ELEV: 12.00 FEET

- GENERAL NOTES:**
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 - EXISTING SCORELINE
 - ADJUST BOXES TO THE PLANE OF THE NEW PAVING.
 - PROTECT EXISTING POLE IN PLACE.
 - REMOVE CURB, GUTTER, SIDEWALK, PEDESTRIAN CURB RAMP, RETAINING WALL, FENCING, ETC., AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER, CONCRETE PEDESTRIAN CURB RAMP WITH DOMED SURFACE AREA AND SIDEWALK WITH 12" WIDE GROOVES AROUND THE PEDESTRIAN CURB RAMP.
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 - REMOVE PAVING, BASE, CURB, GUTTER, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±10' WIDE CONCRETE SIDEWALK.
 - LEAVE OUT A 3'x4' SECTION OF SIDEWALK AT TREE WELL.
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 - REMOVE SIGN DURING CONSTRUCTION AND REINSTALL.
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KCA ENGINEERS, INC.
CONSULTING ENGINEERS • SURVEYORS • PLANNERS
318 BRANNAN ST. • SAN FRANCISCO, CA 94107 • (415) 546-7111 • FAX: (415) 546-9472

APPROVED: _____
APPROVED: _____

PROJECT NO. _____

DES. PB
CKD. YL
DATE APRIL 2021
JOB NO. 6802

DRW. RL
REV. PJB
REVISIONS
NO. DATE DESCRIPTION

01.05.23	BULB OUT
12.15.21	WET UTILITIES
06.08.21	WET UTILITIES
04.14.21	PRELIMINARY

SIDWALK IMPROVEMENT PLAN FOR
2321-2359 GENEVA AVENUE
APN: 005-061-010 ~ 070

DALY CITY

CALIFORNIA

SCALE:
HORIZ. 1" = 2'
VERT. _____

C2.5

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GENERAL NOTES:

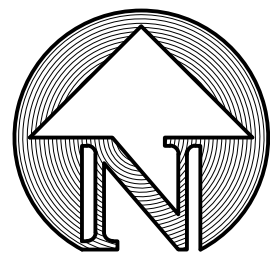
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CONSTRUCTION NOTES:

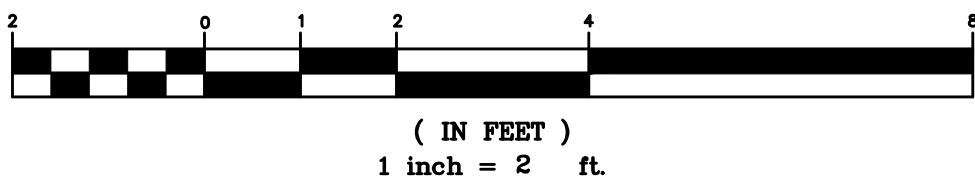
- 1 LIMIT OF WORK.
- 2 SAW CUT LINE.
- 3 MATCH EXISTING.
- 4 REMOVE PAVING, BASE, CURB, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±13' WIDE CONCRETE SIDEWALK.
- 5 REMOVE PAVING AND BASE AND CONSTRUCT 2" AC WEARING SURFACE OVER 12" CLASS 2 AGGREGATE BASE.
- 6 EXISTING SCORELINE
- 7 ADJUST BOXES TO THE PLANE OF THE NEW PAVING.
- 8 PROTECT EXISTING POLE IN PLACE.
- 9 REMOVE CURB, GUTTER, SIDEWALK, PEDESTRIAN CURB RAMP, RETAINING WALL, FENCING, ETC. AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER, CONCRETE PEDESTRIAN CURB RAMP WITH DOMED SURFACE AREA AND SIDEWALK WITH 12" WIDE GROOVES AROUND THE PEDESTRIAN CURB RAMP.
- 10 FOR RECESS AT DOORS AND WHERE BUILDING IS NOT AT THE BACK OF SIDEWALK. SEE ARCHITECTURAL PLANS FOR MATERIAL. IF NOT AVAILABLE, PAVE IN SAME MATERIAL , COLOR AND SCORING AS THE ADJACENT SIDEWALK.
- 11 REMOVE PAVING, BASE, CURB, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±12' WIDE CONCRETE SIDEWALK.
- 12 REMOVE ENCRoACHING PLANTER.
- 13 REMOVE PAVING, BASE, CURB, GUTTER, SIDEWALK AND FENCING AND CONSTRUCT CONCRETE CURB WITH 12" WIDE CONCRETE GUTTER AND ±10' WIDE CONCRETE SIDEWALK.
- 14 LEAVE OUT A 3'x4' SECTION OF SIDEWALK AT TREE WELL.
- 15 CONSTRUCT A CONCRETE AUTOMOBILE CURB RAMP WITH 12" GUTTER.
- 16 LEAVE OUT A 3'x12' SECTION OF SIDEWALK AT TREEWELL.
- 17 LEAVE OUT A 3'x8' SECTION OF SIDEWALK AT TREEWELL.
- 18 PROTECT EXISTING CATCH BASIN IN PLACE.
- 19 PROTECT FIRE HYDRANT IN PLACE.
- 20 PROTECT EXISTING STREET LIGHT POLE IN PLACE.
- 21 NEW STREET LIGHT, SEE STREET LIGHT PLAN.
- 22 REMOVE SIGN DURING CONSTRUCTION AND REINSTALL.
- 23 NEW BIKE RACK, SEE ARCHITECT PLAN FOR MATERIAL.

LEGEND

●	FOUND CITY MONUMENT
()	RECORD DATA
—	BUILDING EDGE
—	ASPHALT
—	CONCRETE
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# T	DIAMETER OF TREE (INCHES)
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TUB	TELEVISION UTILITY BOX
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WM	WATER METER
WV	WATER VALVE



GRAPHIC SCALE

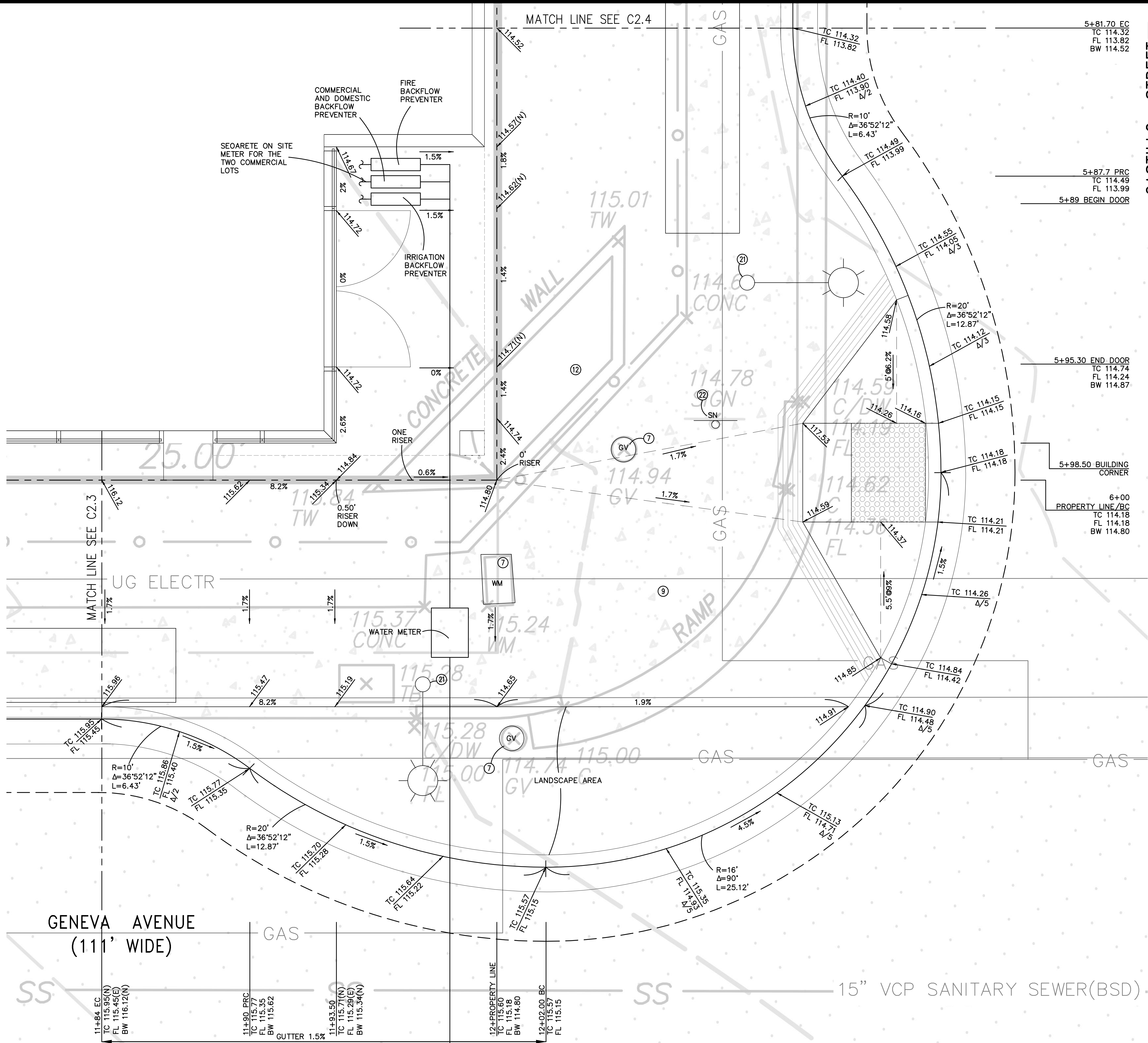


BASIS OF BEARINGS:

MONUMENT LINE WITHIN VELASCO AVENUE
AS SHOWN ON PARCEL MAP "LANDS OF PASAIN AND BALDINI VOL.75 PG.91
BEARING: S70°34'00"E

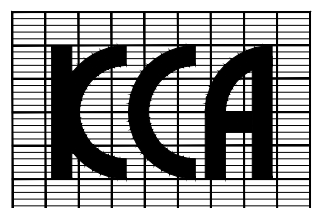
BENCHMARK:

NGS BENCHMARK
DESIGNATION: HPGN D CA 04 GF
PID: AB7679
NAVD 88 ELEV: 12.00 FEET



KCA ENGINEERS, INC.
CONSULTING ENGINEERS • SURVEYORS • PLANNERS

318 BRANNAN ST. • SAN FRANCISCO, CA 94107 • (415) 546-7111 • FAX: (415) 546-9472



APPROVED:

APPROVED:

PROJECT NO.

DES. PB

DRW. RL

CKD. YL

REV. PJB

DATE APRIL 2021

JOB NO.

6802

NO.

DATE

DESCRIPTION

04.07.23	WATER SERVICE
01.05.23	BULB OUT
12.15.21	WET UTILITIES
06.08.21	WET UTILITIES
04.14.21	PRELIMINARY

DALY CITY

SIDEWALK IMPROVEMENT PLAN FOR
2321-2359 GENEVA AVENUE
APN: 005-061-010 ~ 070

CALIFORNIA

SCALE:

HORIZ. 1" = 2'

VERT. _____

C2.6



(IN FEET)
1 inch = 10 ft.



KCA

SCALE:
HORIZ. 1" = 10'
VERT. _____

C3.1

CITY OF DALY CITY
TENTATIVE FINAL MAP NO. _____

ASSESSOR'S PARCEL NUMBER 005-061-010~070

DATE OF SURVEY: _____

THE SURVEY FOR THIS MAP WAS COMPLETED JULY, 2020 BY
BAY AREA LAND SURVEYING INC. ALL PHYSICAL DETAILS
INCLUDING CITY AND PRIVATE MONUMENTATION SHOWN HEREON
EXISTED AS OF THE FIELD SURVEY COMPLETION DATE UNLESS
OTHERWISE NOTED.

OWNER(S):

FRANK J. SCHEMBRI AND MARY SCHEMBRI
TRUSTEES OF THE SCHEMBRI FAMILY TRUST
AS TO APN: 005-061-010

GERALD ANSELMO REVOCABLE LIVING TRUST
AS TO APN: 005-061-020

ROSE A. HARGROVE
TRUSTEE OF THE ROSE A. HARGROVE TRUST
AS TO APN: 005-061-040, 050, 060 AND 070

BASIS OF BEARINGS:

MONUMENT LINE WITHIN VELASCO AVENUE
AS SHOWN ON PARCEL MAP "LANDS OF PASAIN AND BALDINI VOL.75 PG.91
BEARING: S70°34'00"E

BENCHMARK:

NGS BENCHMARK
DESIGNATION: HPQN D CA 04 GF
PID: AB7679
NAVD 88 ELEV: 12.00 FEET

SURVEY NOTES:

- 1) PARCEL SUBJECT TO CONDITIONS IN DECLARATION OF
RESTRICTIONS, CONDITIONS, COVENANTS AND AGREEMENTS
IMPOSED UPON BROOKDALE TERRACE (3877 OR 122) AND
AMENDED AND SUPPLEMENTAL DECLARATION (3881 OR 167).

CIVIL ENGINEER'S INFORMATION:

PETER J BEKEY
RCE 14786
KCA ENGINEERS, INC.
318 BRANNAN STREET
SAN FRANCISCO, CA 94107

SURVEYOR'S STATEMENT:

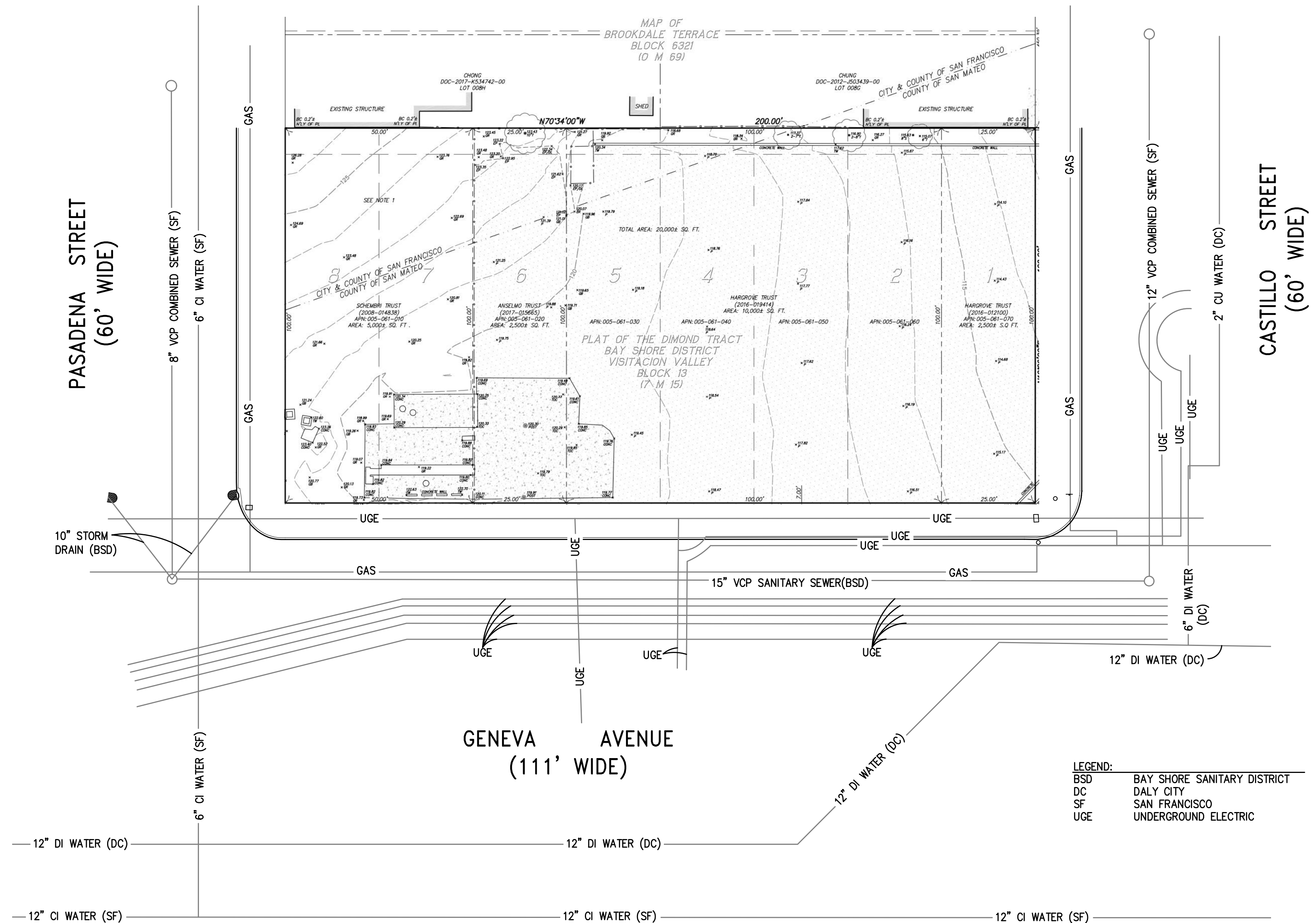
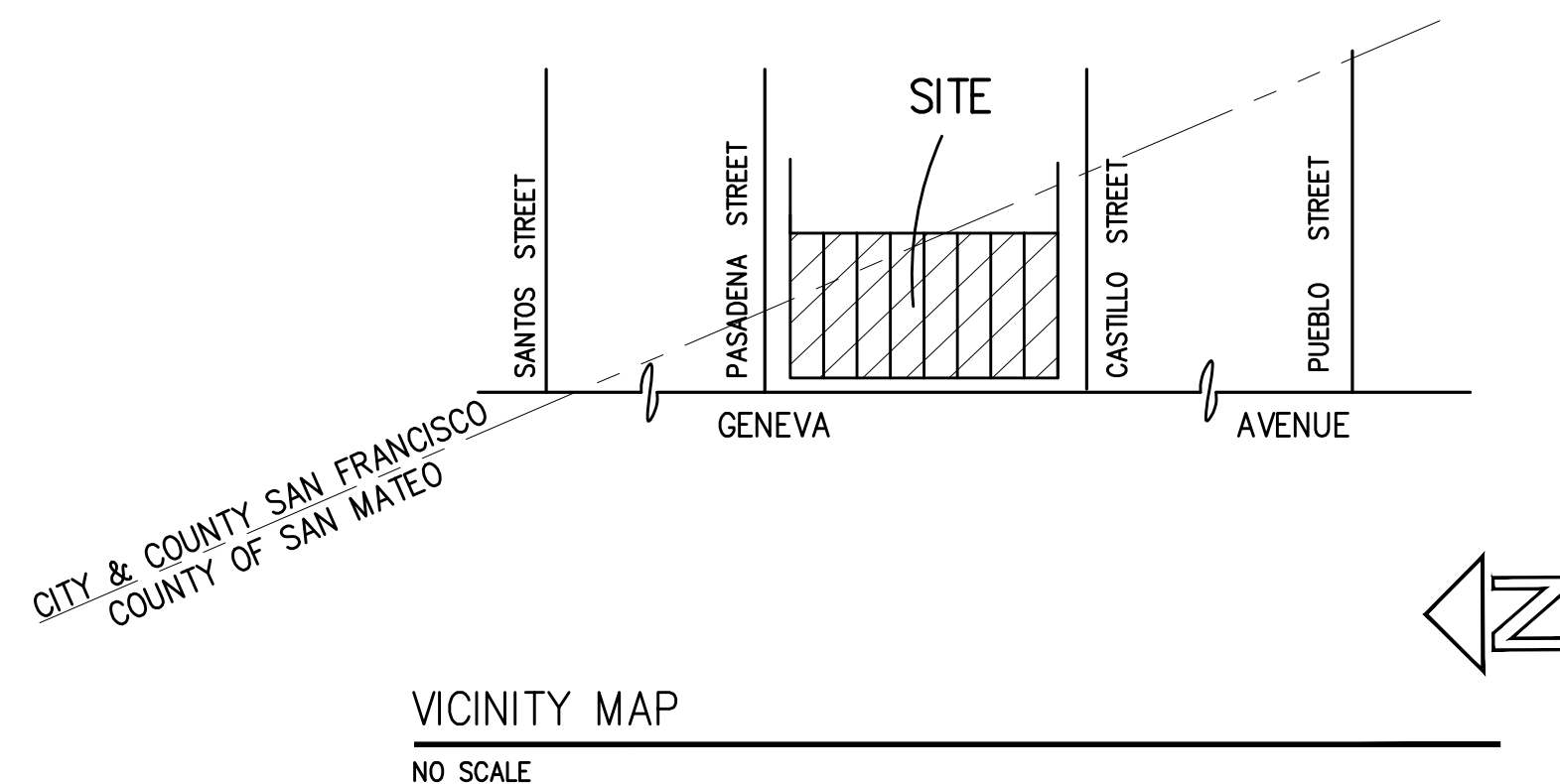
THIS MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION, AND
IS BASED UPON A FIELD SURVEY PREPARED IN JULY 2020, BY
BAY AREA LAND SURVEYING INC.

SIGN _____ DATE _____
PETER J. BEKEY
KCA ENGINEERS INC.
LICENSE NO. 14786
LICENSE EXPIRES MARCH 31, 2023

NOTES:

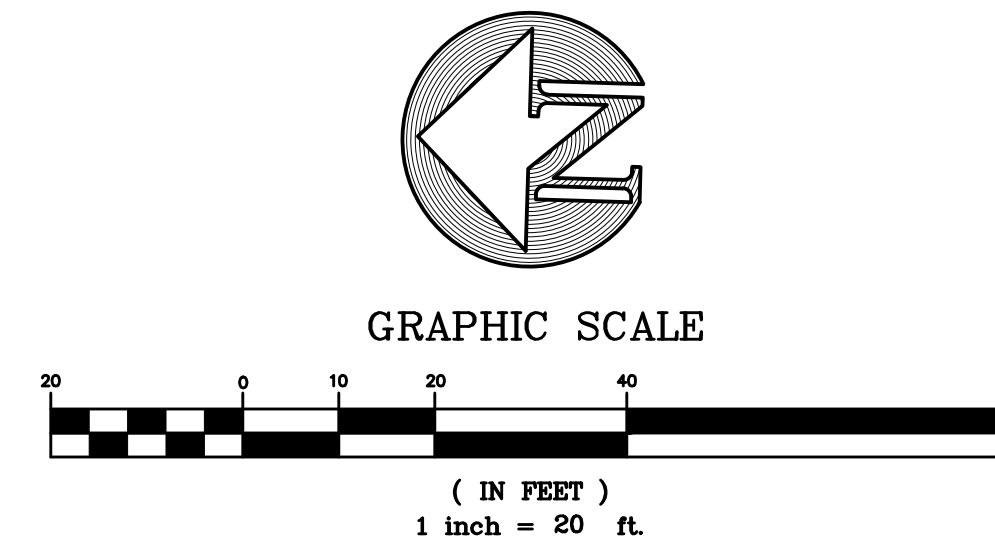
- 16.16.040 (E)- PROPOSED FINISH CONTOURS NOT SHOWN. THE PROPOSED
NEW BUILDING WILL COVER THE WHOLE PROPERTY.
(F)- NO NEW STREET WITHIN THE SUBDIVISION.
(G)- NO PROPOSED OR EXISTING EASEMENT.
(H)- THIS PROJECT WILL CONSIST OF 185 RESIDENTIAL
CONDOMINIUM UNITS AND 2 COMMERCIAL CONDOMINIUM
UNITS, BUT WILL CONSIST OF ONLY ONE LAND LOT.
(I)- THERE ARE NO EXISTING BUILDINGS ON THE SITE.
(J)- THERE ARE NO EXISTING TREES ON THE SITE.
(K)- THERE ARE NO AREAS OF INUNDATION OR ANY WATER
COURSE ON THE PROPERTY.
(L)- NO PAVING SECTION IS SHOWN SINCE THERE ARE NO NEW
STREETS PROPOSED ON THIS PROPERTY.
(M)- THIS TENTATIVE MAP OF THE PROPERTY CONSIST OF ONE
SHEET. ADDITIONAL SHEETS SHOW THE PROPOSED
IMPROVEMENTS WITHIN THE PUBLIC STREET.
(N)- PROPERTY OWNERS LIST WILL BE SUPPLIED BY OWNER.
(O)- EXISTING AND PROPOSED UTILITIES ARE SHOWN ON THE
STREET IMPROVEMENT PLANS THAT ARE SHOWN ON THE
ATTACHED IMPROVEMENT PLANS.
(P)- POLITICAL BOUNDARY WITH SAN FRANCISCO IS SHOWN.

- 16.16.050 (A)- EXISTING USE- VACANT.
(B)- PROPOSED USE OF PROPERTY IS FOR 185 RESIDENTIAL
CONDOMINIUM UNITS AND 2 COMMERCIAL CONDOMINIUM
UNITS.
(C)- THE PERIMETER CURBS AND SIDEWALKS WILL BE
RECONSTRUCTED AND NEW SEWER, WATER, STORM DRAIN
AND OTHER UTILITIES WILL BE CONSTRUCTED TO SERVE THE
NEW USE OF THE PROPERTY.
(D)- A NEW SANITARY SEWER LINE WILL BE INSTALLED INTO THE
SEWER MAIN IN CASTILLO STREET.
(E)- NO PUBLIC AREAS ARE PROPOSED.
(F)- IT IS BEING PROPOSED TO PLANT STREET TREES ON THE
PERIMETER STREETS.
(G)- EXISTING STREET LIGHTING IS PROPOSED TO BE REPLACED.
(H)- ON SITE UNDERGROUND PARKING IS PROPOSED.
(I)- THERE WILL ONLY BE ONE LOT, WHICH WILL BE 20,000±
SQUARE FEET IN SIZE.
(J)- WATER SUPPLY IS FROM DALY CITY ON GENEVA AVENUE.
(K)- STORM DRAIN DISCHARGE WILL BE TO THE SAN FRANCISCO
COMBINED SEWER MAIN IN CASTILLO. SANITARY SEWER WILL
DISCHARGE TO THE SAN FRANCISCO COMBINED SEWER BUT
WILL BE UNDER THE JURISDICTION OF THE BAYSHORE
SANITARY DISTRICT.
(L)- NO REZONING IS ANTICIPATED TO BE REQUIRED.
(M)- NO EXCEPTIONS ARE CURRENTLY PROPOSED.
(N)- A PRELIMINARY SOIL REPORT IS BEING SUBMITTED
SEPARATELY.



TENTATIVE MAP

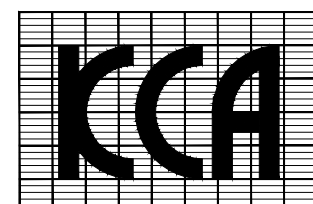
SCALE: 1"=20'



PORTION OF LOTS 1 THROUGH 9 AND LOT 22 IN BLOCK 13 IN
THE PLAT OF THE DIAMOND TRACT BAY SHORE DISTRICT
VISITACION VALLEY RECORDED APRIL 4, 1910 IN
BOOK 7 OF MAP PAGES 15 IN THE OFFICE OF THE RECORDER
OF THE COUNTY OF SAN MATEO, CALIFORNIA, AND ALSO BEING
LOTS 8-O, 8-P, AND 8-Q IN BLOCK 6321 AS SAID LOTS AND
BLOCK ARE SHOWN ON MAP OF BROOKDALE TERRACE
RECORDED MARCH 26, 1942 IN BOOK "O" OF MAPS AT PAGE
19 IN THE OFFICE OF THE RECORDER OF THE CITY AND
COUNTY OF SAN FRANCISCO, CALIFORNIA.
THIS MAPS IS FOR THE MERGER OF THE LOTS AND THE
CREATION OF 2 COMMERCIAL AND 185 RESIDENTIAL
CONDOMINIUM UNITS.

KCA ENGINEERS, INC.
CONSULTING ENGINEERS • SURVEYORS • PLANNERS

318 BRANNAN ST. • SAN FRANCISCO, CA 94107 • (415) 546-7111 • FAX: (415) 546-9472



APPROVED: _____

APPROVED: _____

PROJECT NO. _____

DES. _____

CKD. _____

DATE _____

JOB NO. _____

DRW. _____

REV. _____

DATE _____

JOB NO. _____

6802

RL _____

PJB _____

REVISIONS _____

NO. _____

DATE _____

DESCRIPTION _____

PRELIMINARY

DESCRIPTION _____

DESCRIPTION _____

DESCRIPTION _____

DALY CITY

2321-2359 GENEVA AVENUE
APN: 005-061-010 ~ 070
SAN MATEO COUNTY

CALIFORNIA

SCALE: _____

HORIZ. _____

VERT. _____

TM

1

CITY AND COUNTY OF SAN FRANCISCO
TENTATIVE FINAL MAP NO. _____

ASSESSOR'S PARCEL NUMBER 005-061-010~070

BOUNDARY NOTES:

PROPERTY AND RIGHT-OF-WAY LINES ARE BASED ON RECORD DATA AND ARE NOT INTENDED TO BE A DETAILED FINAL SURVEY OF THE PROPERTY.

ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.

ALL DISTANCES ARE MEASURED IN FEET AND DECIMALS THEREOF.

OWNER(S):

FRANK J. SCHEMBRI AND MARY SCHEMBRI
TRUSTEES OF THE SCHEMBRI FAMILY TRUST
AS TO APN: 005-061-010

GERALD ANSELMO REVOCABLE LIVING TRUST
AS TO APN: 005-061-020

ROSE A. HARGROVE
TRUSTEE OF THE ROSE A. HARGROVE TRUST
AS TO APN: 005-061-040, 050, 060 AND 070

BASIS OF BEARINGS:

MONUMENT LINE WITHIN VELASCO AVENUE
AS SHOWN ON PARCEL MAP "LANDS OF PASAIN AND BALDINI VOL.75 PG.91
BEARING: S70°34'00"E

BENCHMARK:

NGS BENCHMARK
DESIGNATION: HPGN D CA 04 OF
PID: AB7679
NAVD 88 ELEV: 12.00 FEET

SURVEY NOTES:

- 1) PARCEL SUBJECT TO CONDITIONS IN DECLARATION OF RESTRICTIONS, CONDITIONS, COVENANTS AND AGREEMENTS IMPOSED UPON BROOKDALE TERRACE (3877 OR 122) AND AMENDED AND SUPPLEMENTAL DECLARATION (3881 OR 167).

SURVEYOR'S STATMENT:

THIS MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION AND IS BASED ON A FIELD SURVEY.

DATED: _____

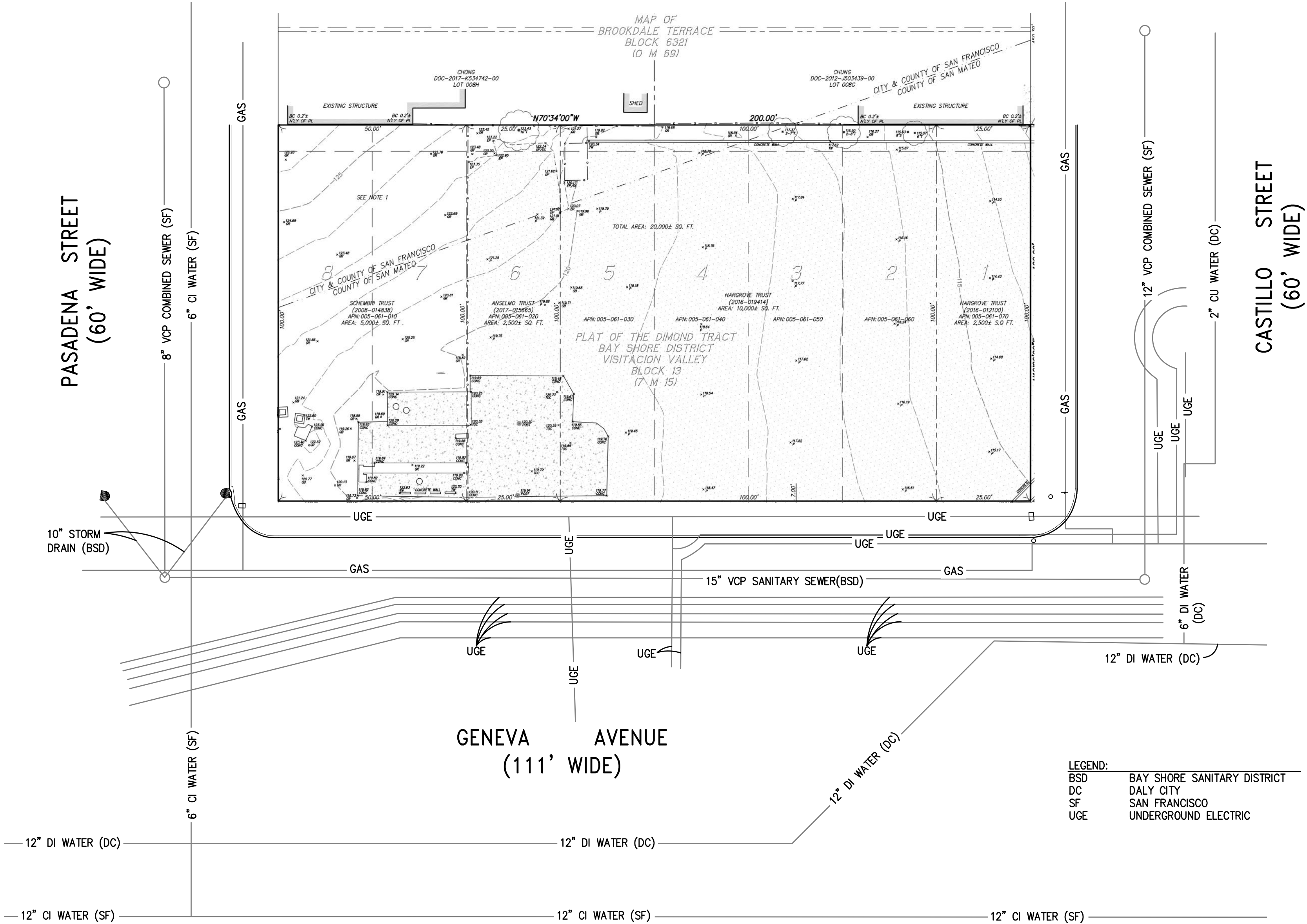
PETER J. BEKEY
KCA ENGINEERS' INC.
LICENSE NO. 14786
LICENSE EXPIRES: MARCH 31, 2023

DATE OF SURVEY:

THE SURVEY FOR THIS MAP WAS COMPLETED JULY, 2020 BY BAY AREA LAND SURVEYING INC. ALL PHYSICAL DETAILS INCLUDING CITY AND PRIVATE MONUMENTATION SHOWN HEREON EXISTED AS OF THE FIELD SURVEY COMPLETION DATE UNLESS OTHERWISE NOTED.

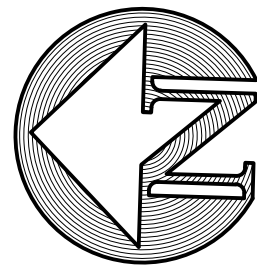
UTILITY SERVICE PROVIDERS:

1. DOMESTIC WATER- DALY CITY.
2. FIRE WATER- DALY CITY.
3. STORM DRAIN- SAN FRANCISCO.
4. SANITARY SEWER- BAYSHORE SANITARY TO A SAN FRANCISCO COMBINED SEWER.
5. STREET LIGHTS- DALY CITY.
6. FIRE HYDRANTS- DALY CITY.
7. STREET STORM WATER- BAYSHORE SANITARY.
8. GAS- PG&E.
9. ELECTRICITY- PG&E.
10. COMMUNICATION- TO BE DETERMINED.
11. TELEVISION- TO BE DETERMINED.
- 12- STORMWATER CONTROL PLAN- SFPUC.

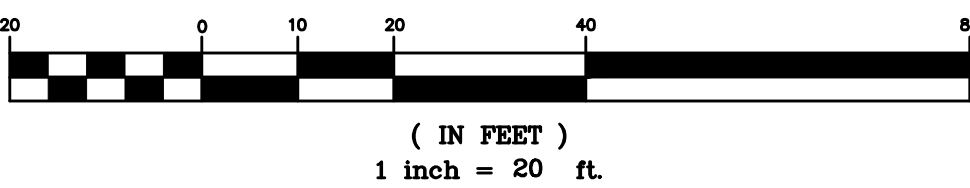


TENTATIVE MAP

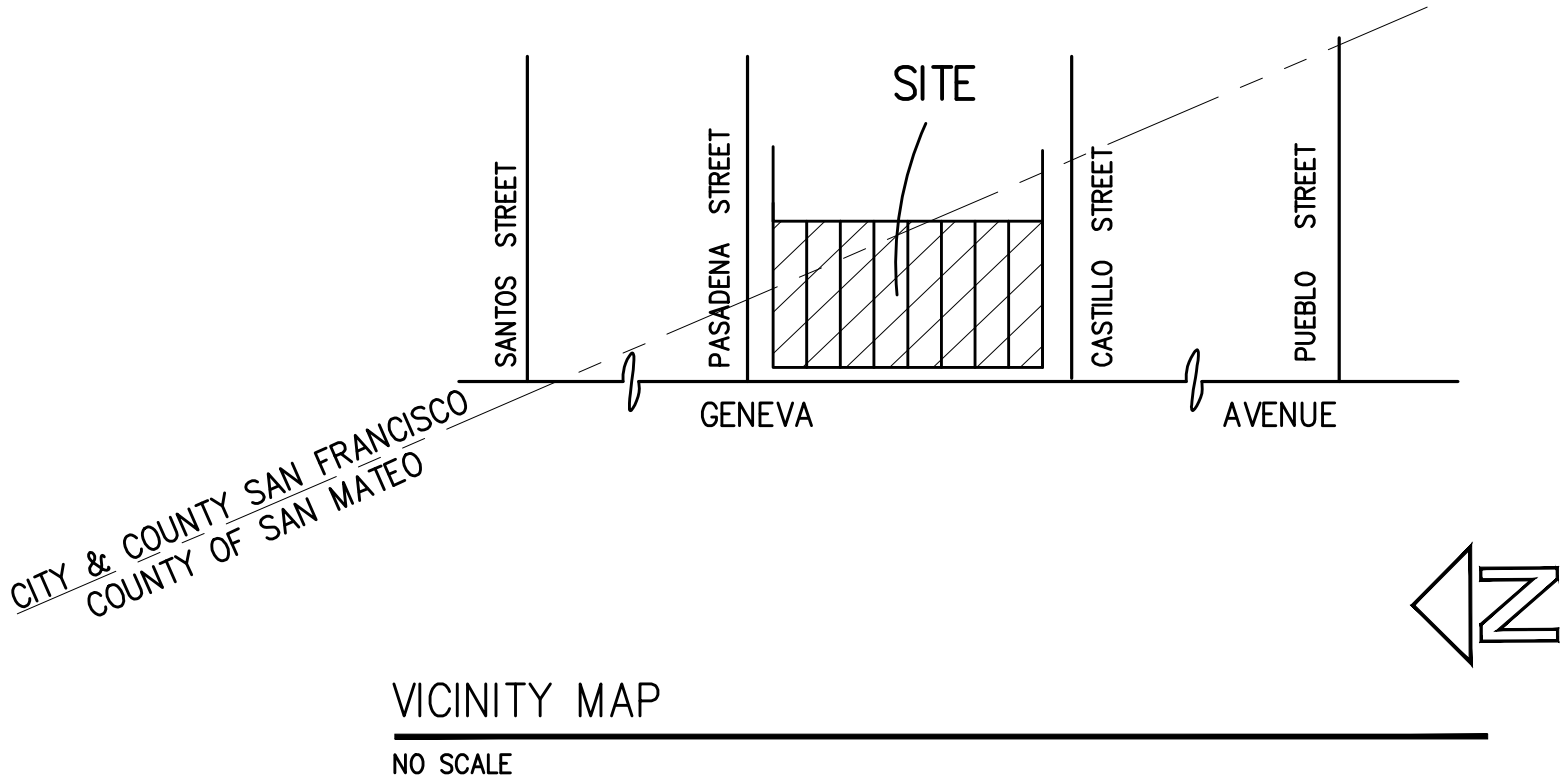
SCALE: 1"=20'



GRAPHIC SCALE

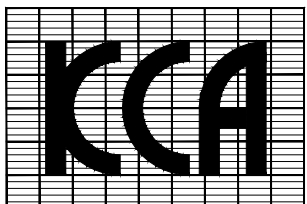


PORTION OF LOTS 1 THROUGH 9 AND LOT 22 IN BLOCK 13 IN THE PLAT OF THE DIAMOND TRACT BAY SHORE DISTRICT VISITACION VALLEY RECORDED APRIL 4, 1910 IN BOOK 7 OF MAP PAGES 15 IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SAN MATEO, CALIFORNIA, AND ALSO BEING LOTS 8-O, 8-P, AND 8-Q IN BLOCK 6321 AS SAID LOTS AND BLOCK ARE SHOWN ON MAP OF BROOKDALE TERRACE RECORDED MARCH 26, 1942 IN BOOK "O" OF MAPS AT PAGE 19 IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA.
THIS MAPS IS FOR THE MERGER OF THE LOTS AND THE CREATION OF 2 COMMERCIAL AND 185 RESIDENTIAL CONDOMINIUM UNITS.



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APPROVED:

APPROVED:

PROJECT NO.

DES.

CKD.

DATE

JOB NO.

DRW.

REV.

NO.

DATE

RL

PJB

REVISIONS

DESCRIPTION

NO.

DATE

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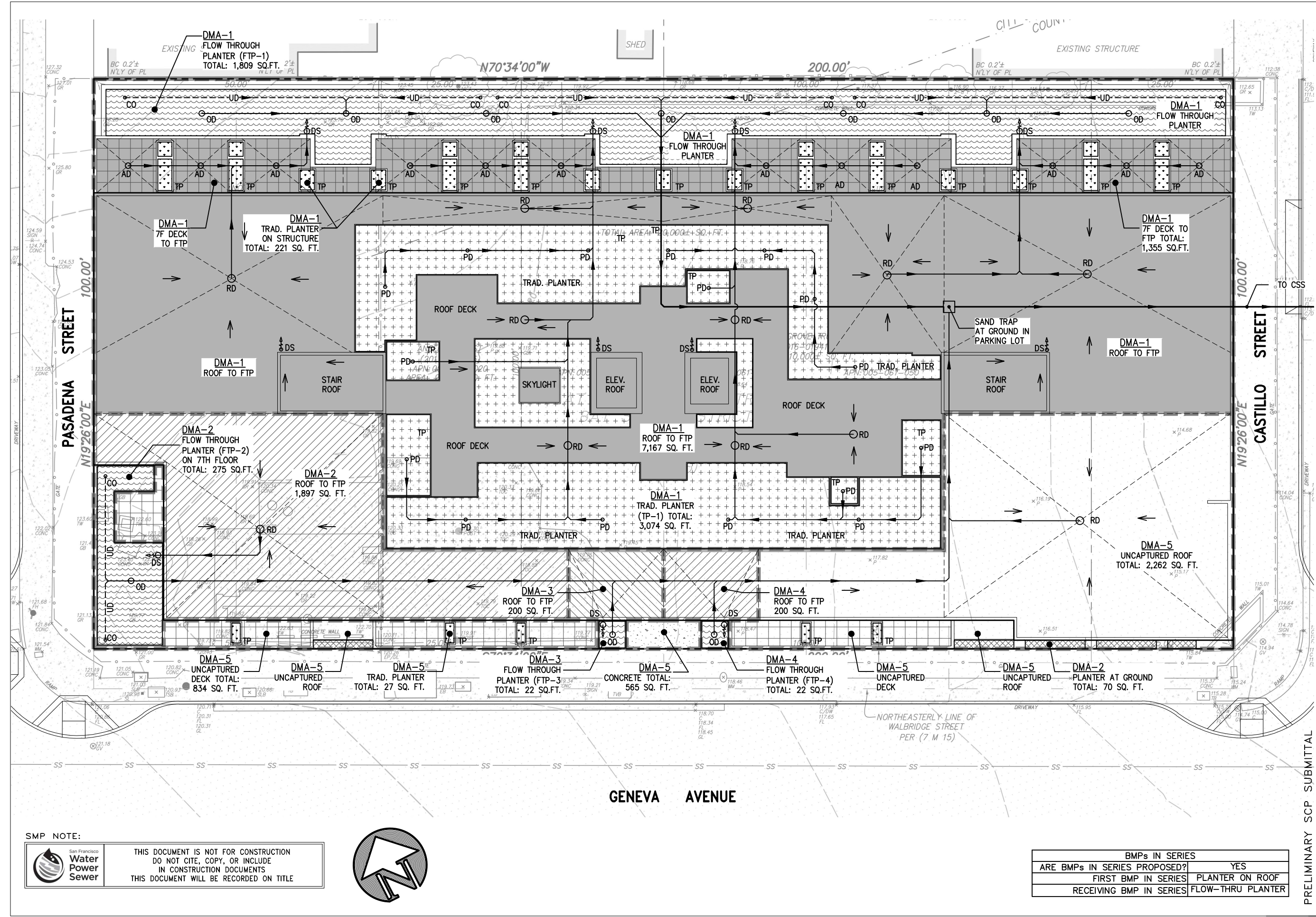
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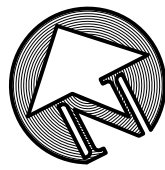


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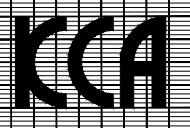


San Francisco
Water
Power
Sewer

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BMPs IN SERIES	
ARE BMPs IN SERIES PROPOSED?	YES
FIRST BMP IN SERIES	PLANTER ON ROOF
RECEIVING BMP IN SERIES	FLOW-THRU PLANTER



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2321 GENEVA AVE
2321-2359 GENEVA AVENUE
DALY CITY, CALIFORNIA

**STORMWATER
MANAGEMENT PLAN
PLAN VIEW**

DRAWING NUMBER:
SMP-1

DATE: 12/12/2022
SCALE: 1"=16'

AREA SUMMARY TABLE:

BOUNDARY	CONVENTIONAL SURFACE (SQ.FT.)					BMP/LID'S		TOTAL
	ROOF	DECK	IMPERVIOUS PAVING	TRAD. PLANTER ON STRUCTURE	PLANTER ON GROUND	PLANTER ON ROOF	FLOW-THRU PLANTER	
DMA-1	7,167	1,355	—	221	—	3,074	1,809	13,626
DMA-2	1,897	—	—	—	—	—	275	2,172
DMA-3	200	—	—	—	—	—	22	222
DMA-4	200	—	—	—	—	—	22	222
DMA-5	2,262	834	565	27	70	—	—	3,758
TOTAL	11,726	2,189	565	248	70	3,074	2,128	20,000

CALCULATION SUMMARY TABLE:

2-YR, 2HR STORM	EXISTING CONDITION	PROPOSED CONDITION	% REDUCTION FROM EXISTING CONDITIONS	% REDUCTION REQUIRED
PEAK FLOW (cfs)	0.745	0.384	48%	40%
VOLUME (cf)	3,839	3,453	10%	10%

LEGEND:

	UNCAPTURED ROOF		DMA BOUNDARY
	CAPTURED ROOF AND DECK TO FTP		SCHEMATIC PIPE WITH FLOW DIRECTION
	CAPTURED ROOF TO FTP		4" SLOTTED HDPE SDR 17 PIPE
	DECK OR BALCONIES		SURFACE FLOW
	FLOW THROUGH PLANTER (FTP)		DS DOWNSPOUT
	PLANTER ON ROOF		RD ROOF DRAIN
	PLANTER ON STRUCTURE		TP TRADITIONAL PLANTER
	PLANTER ON GROUND		OD OVERFLOW DRAIN
	IMPERVIOUS PAVING		UD UNDERDRAIN

EXISTING AREAS:

TOTAL SITE = 20,000 SQ. FT.

IMPERMEABLE AREA = 15,706 SQ. FT.

PERMEABLE AREA = 4,294 SQ. FT.

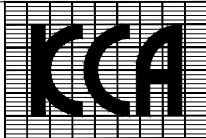
PROPOSED AREAS:

TOTAL PROJECT SITE = 20,000 SQ. FT.

IMPERMEABLE AREA = 14,480 SQ. FT.

FLOW THROUGH PLANTER = 2,128 SQ. FT.

PLANTER ON ROOF = 3,074 SQ. FT.



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2321 GENEVA AVE

2321-2359 GENEVA AVENUE
DALY CITY, CALIFORNIA

SCALE: 1"=16' DATE: 11/04/2022

STORMWATER
MANAGEMENT PLAN
DETAILS

DRAWING NUMBER:

SMP-2

PRELIMINARY SCP SUBMITTAL



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SITE IMPROVEMENTS LEGEND

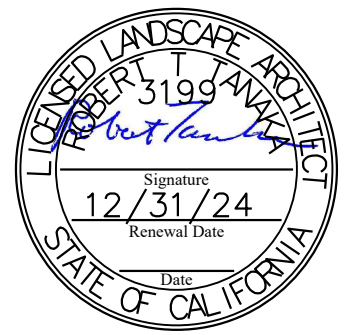
SYMBOL	DESCRIPTION	REMARKS
	CONCRETE PAVING	
	PERMEABLE PAVERS	
PA	PLANTING AREA	
	KEY NOTE	

KEY NOTES

1. CONCRETE PAVING, TYP.
2. PERMEABLE PAVERS, TYP.
3. CONCRETE BAND, TYP.
4. CURB RAMP, TYP.
5. PARKING STRIPES, TYP.
6. STREET LIGHT POLE, TYP.
7. FLOW THROUGH PLANTERS, TYP.
8. TRADITIONAL PLANTERS, TYP.
9. PLANTING AREA, TYP.

REVISIONS

tanaka
designgroup
3755 balboa street,
suite 204
san francisco,
CA 94121
t: (415) 863-7800
tanakadesign.com



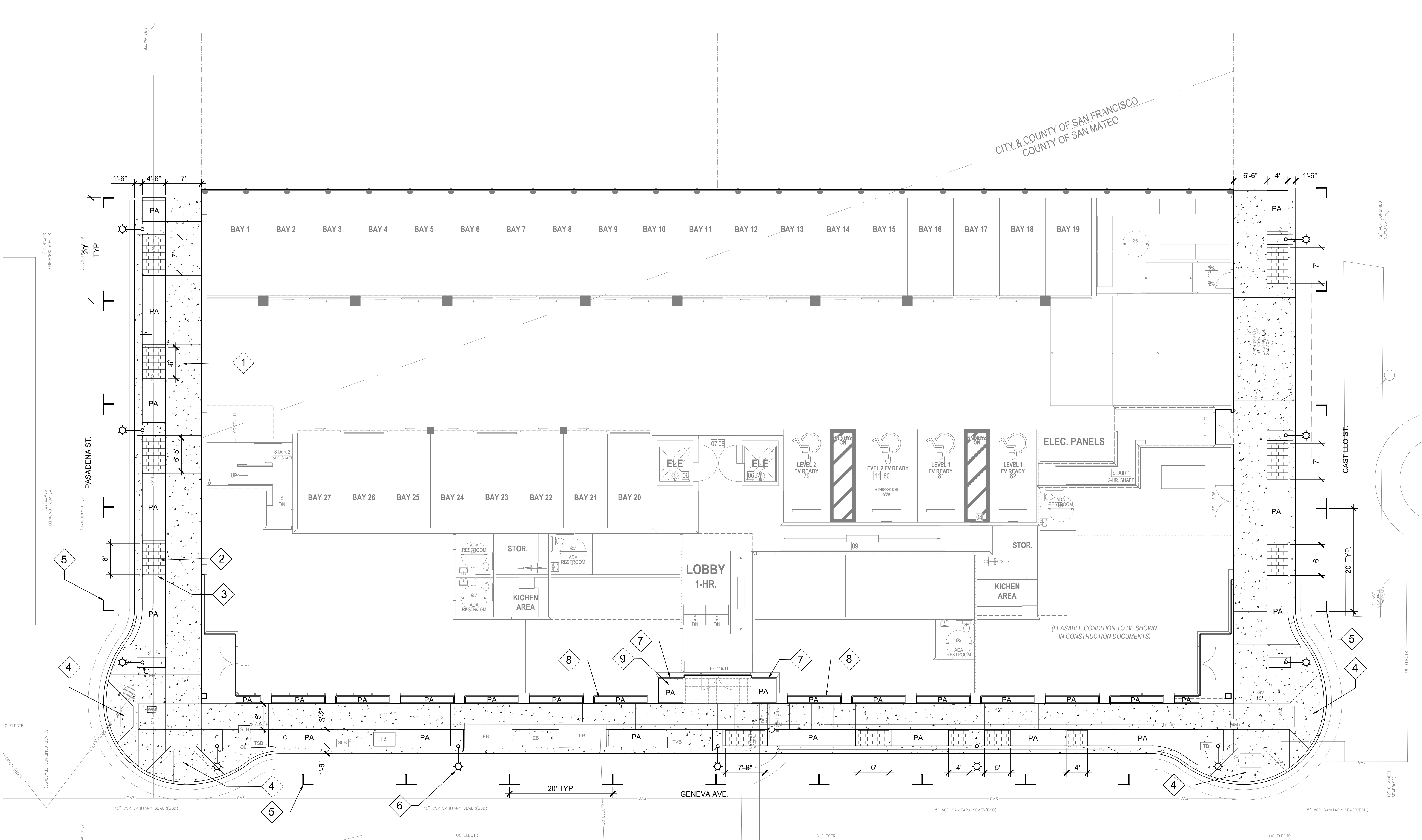
CONSULTANT

CONSTRUCTION PLAN:
STREETSCAPE

2321 GENEVA AVE
MIX-USE APARTMENTS
2321 GENEVA AVENUE
DALY CITY, CA 94014

DATE: 12/9/2022
SCALE: SEE PLAN
DRAWN BY: NM
CHECKED BY: BT
SHEET NO.

L1.01



SITE IMPROVEMENTS LEGEND

SYMBOL	DESCRIPTION	REMARKS
PA	PLANTING AREA	
	KEY NOTE	

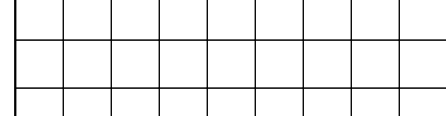
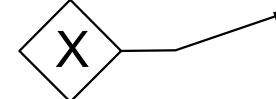
KEY NOTES

1.
- FLOW THROUGH PLANTERS ON PODIUM, TYP.
2.
- PLANTING AREA, TYP.

REVISIONS

<

SITE IMPROVEMENTS LEGEND

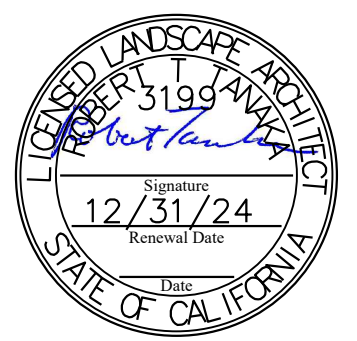
SYMBOL	DESCRIPTION	REMARKS
	CONCRETE PAVERS ON PEDESTAL	
PA	PLANTING AREA	
	KEY NOTE	

KEY NOTES

- CONCRETE PAVERS ON PEDESTAL, TYP.
- TRADITIONAL PLANTERS ON PEDESTAL, TYP.

REVISIONS

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CA 94121
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tanakadesign.com



CONSULTANT

CONSTRUCTION PLAN:
3RD & 5TH FLOOR

2321 GENEVA AVE
MIX-USE APARTMENTS
2321 GENEVA AVENUE
DALY CITY, CA 94014

DATE: 12/9/2022

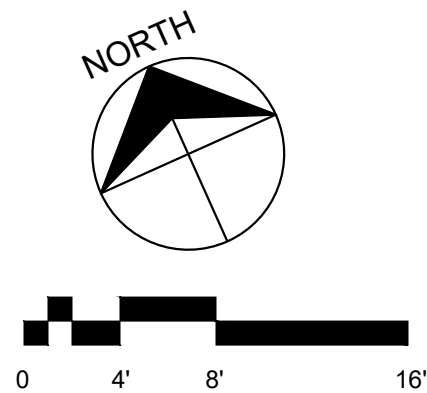
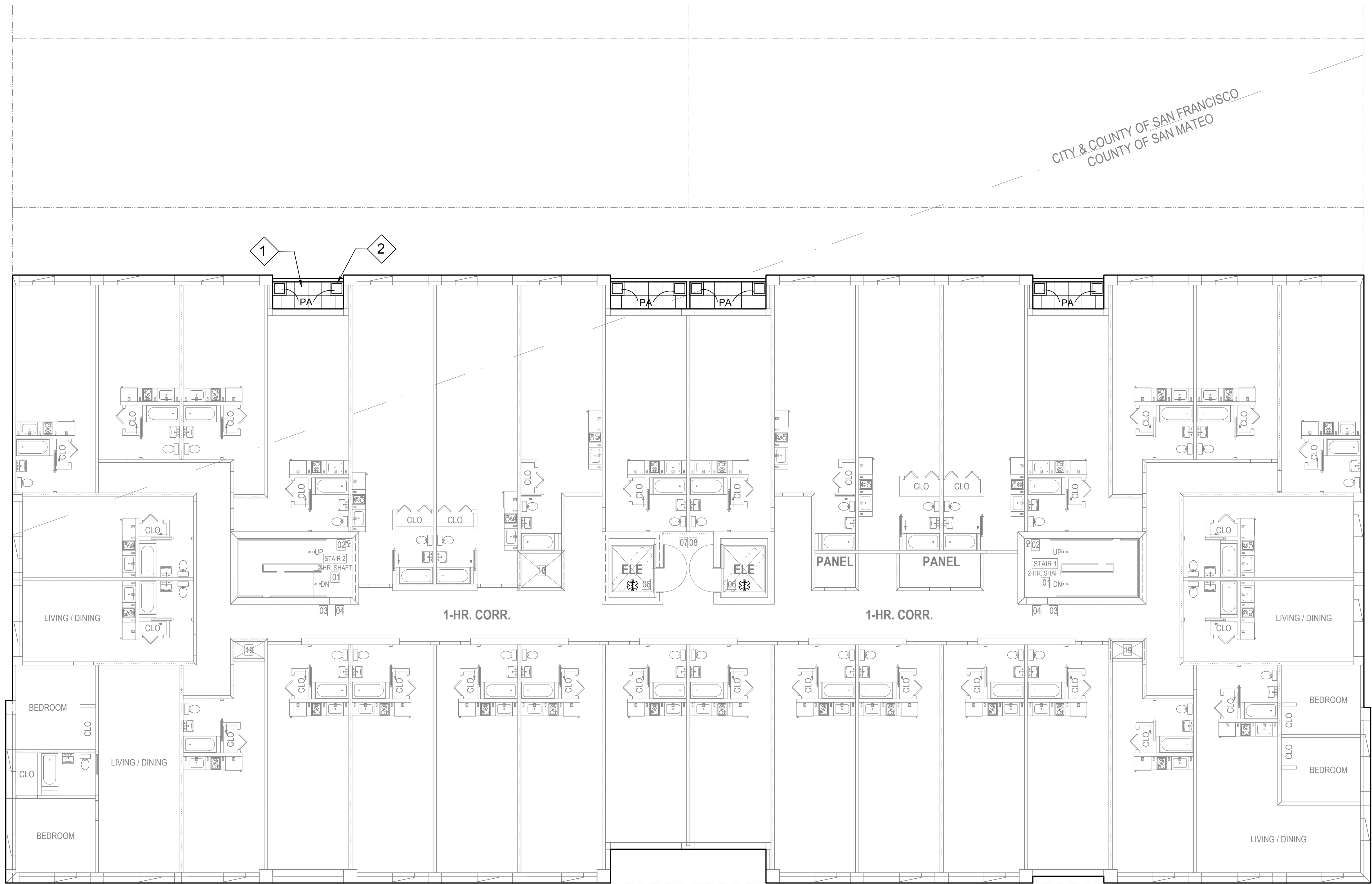
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DRAWN BY: NM

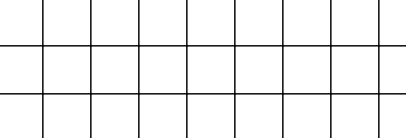
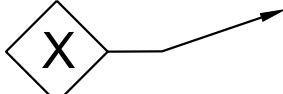
CHECKED BY: BT

SHEET NO.

L1.03



SITE IMPROVEMENTS LEGEND

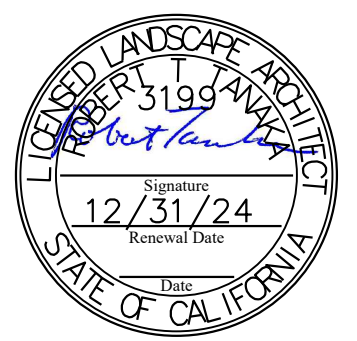
SYMBOL	DESCRIPTION	REMARKS
	CONCRETE PAVERS ON PEDESTAL	
PA	PLANTING AREA	
	KEY NOTE	

KEY NOTES

1. CONCRETE PAVERS ON PEDESTAL, TYP.
2. TRADITIONAL PLANTERS ON PEDESTAL, TYP.

REVISIONS

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tanakadesign.com



CONSULTANT

CONSTRUCTION PLAN:
4TH & 6TH FLOOR

2321 GENEVA AVE
MIX-USE APARTMENTS
2321 GENEVA AVENUE
DALY CITY, CA 94014

DATE: 12/8/2022

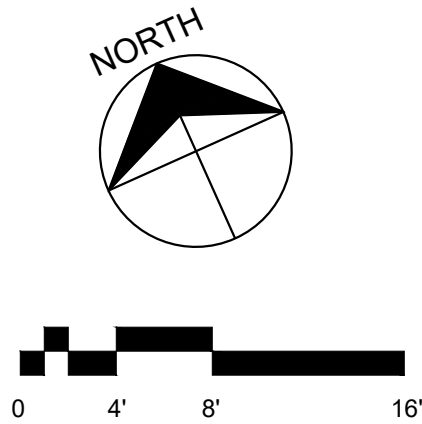
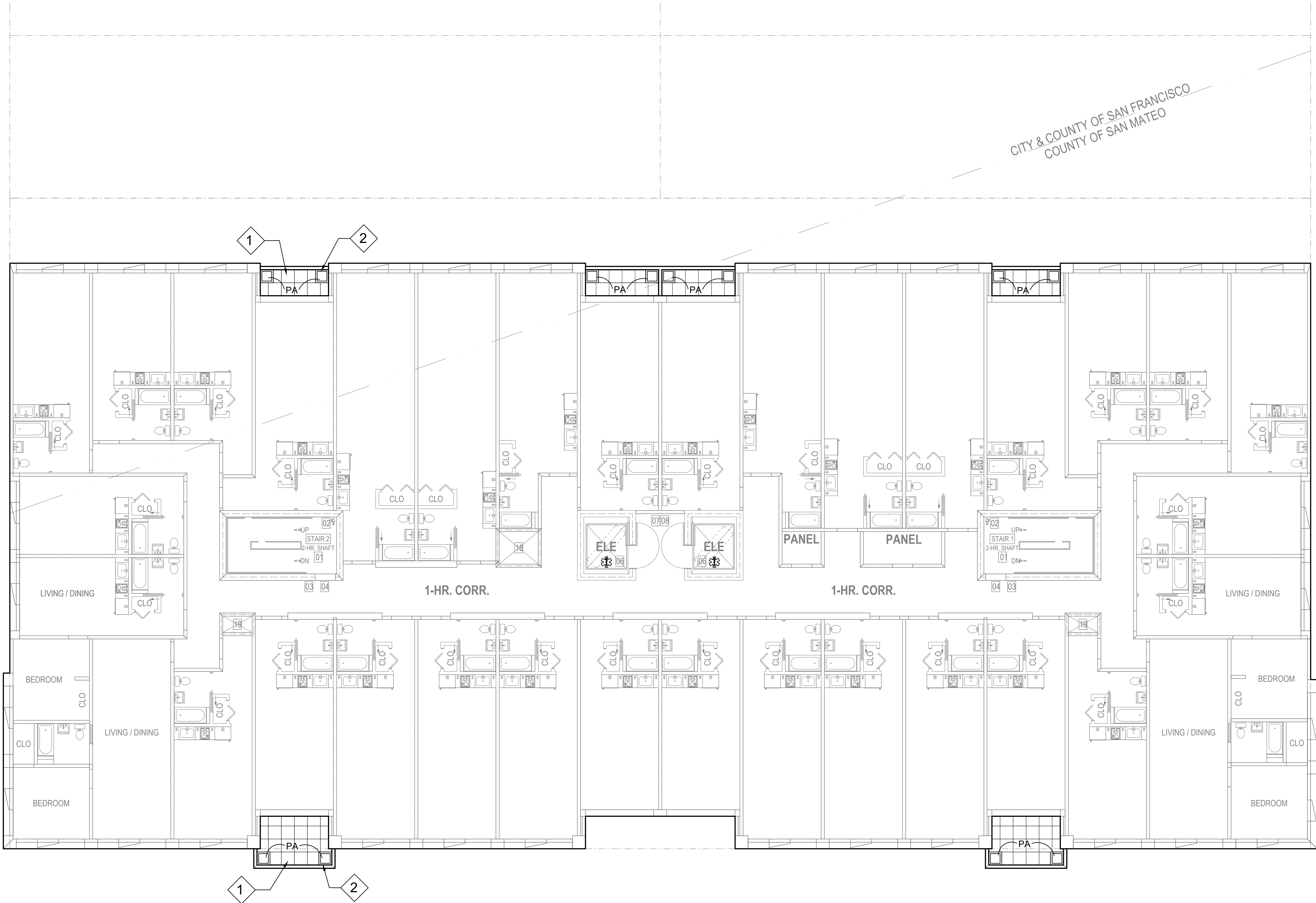
SCALE: SEE PLAN

DRAWN BY: NM

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SHEET NO.

L1.04



SITE IMPROVEMENTS LEGEND

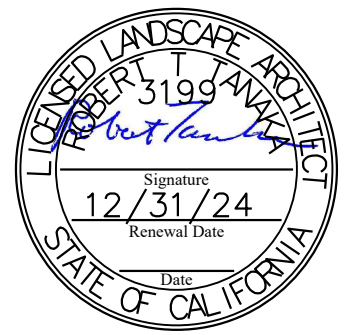
SYMBOL	DESCRIPTION	REMARKS
	CONCRETE PAVERS ON PEDESTAL	
PA	PLANTING AREA	
	KEY NOTE	

KEY NOTES

1. TRADITIONAL PLANTERS ON PEDESTAL, TYP.
2. FLOW THROUGH PLANTER ON PODIUM, TYP.
3. BENCH, TYP.
4. CONCRETE PAVERS ON PEDESTAL, TYP.

REVISIONS

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CONSULTANT

CONSTRUCTION PLAN:
7TH FLOOR

2321 GENEVA AVE
MIX-USE APARTMENTS
2321 GENEVA AVENUE
DALY CITY, CA 94014

DATE: 12/9/2022

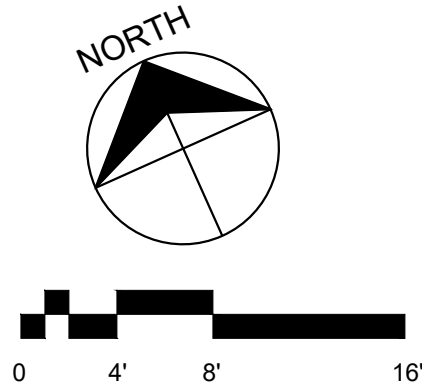
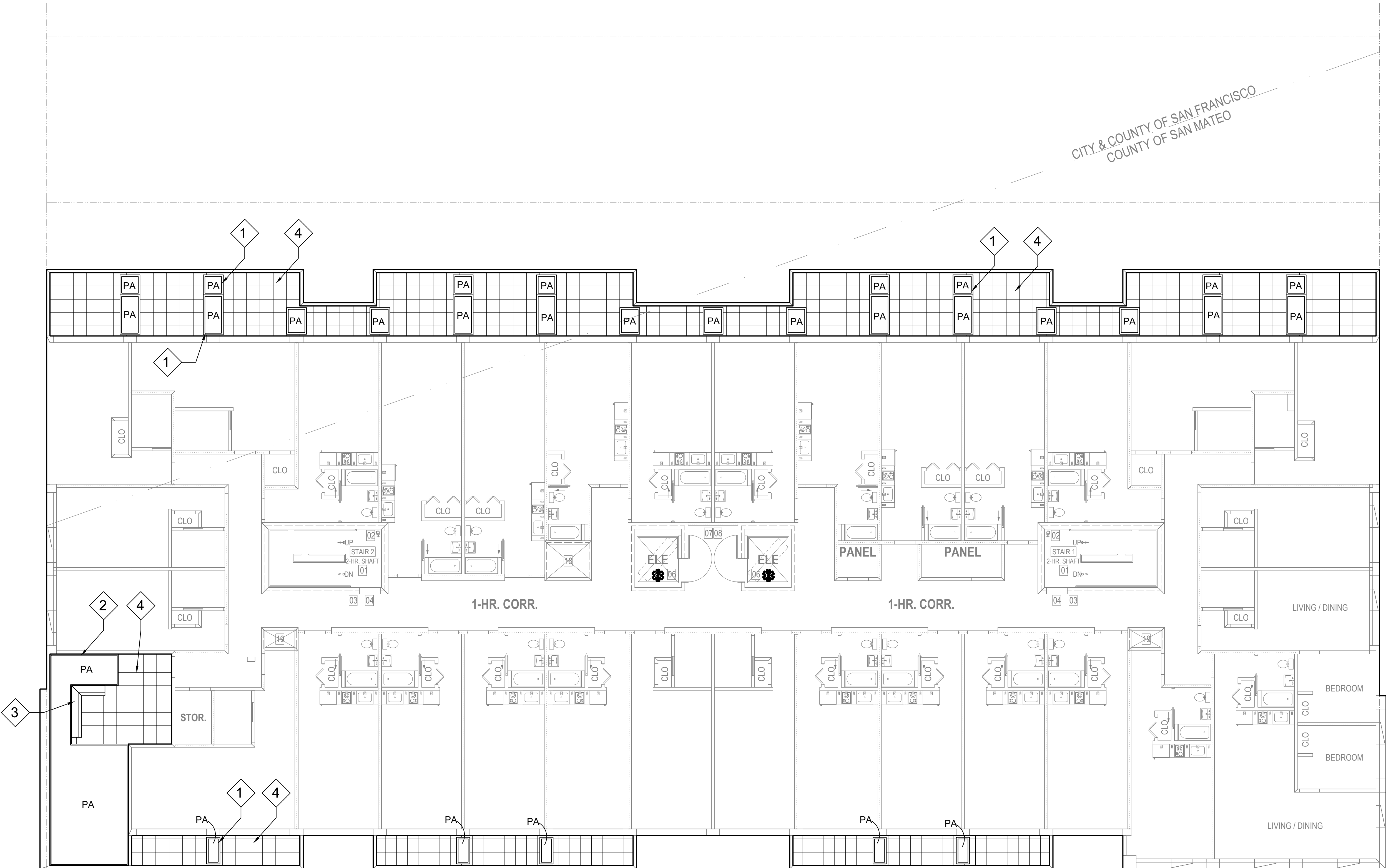
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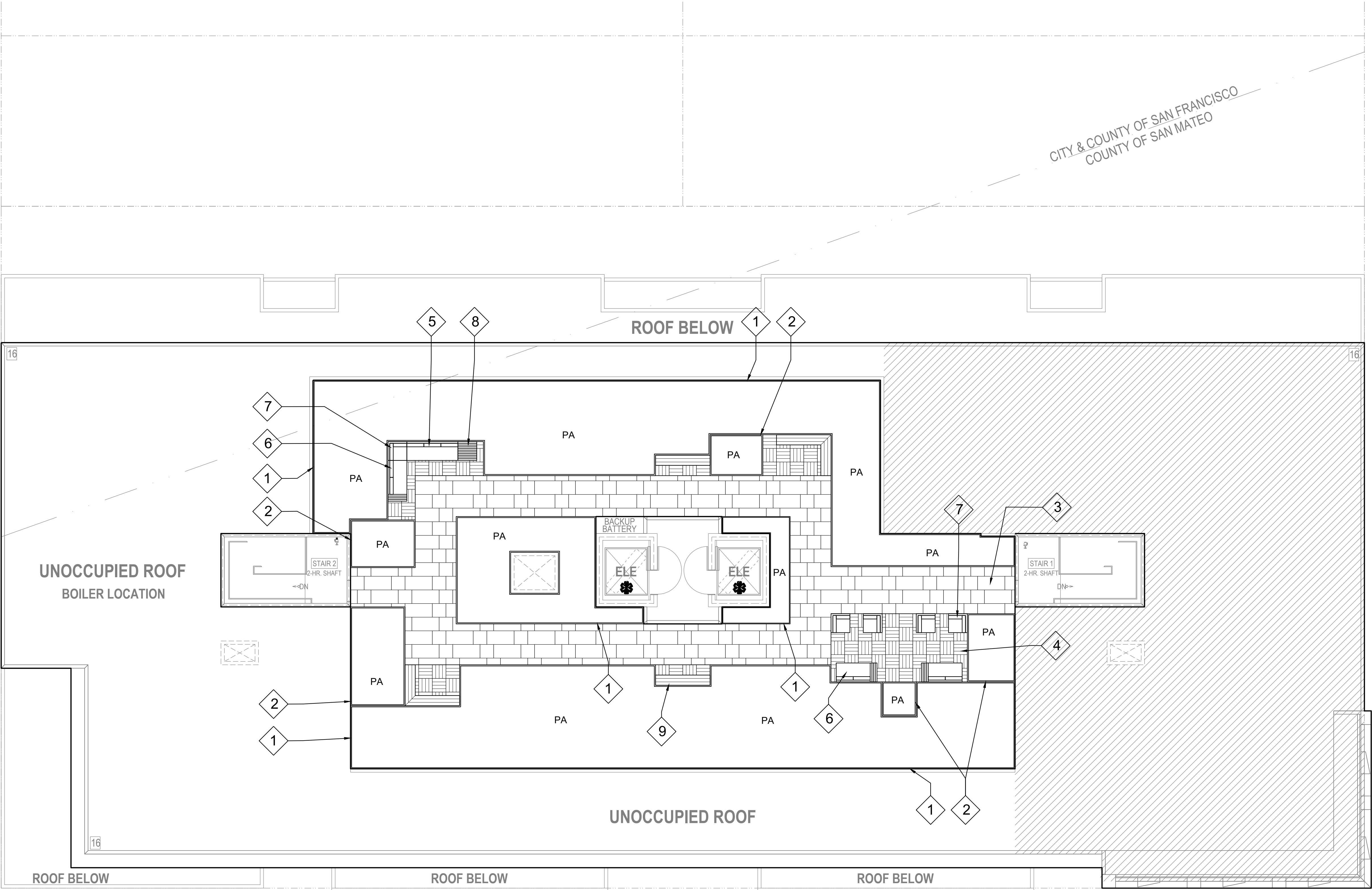
DRAWN BY: NM

CHECKED BY: BT

SHEET NO.

L1.05





SITE IMPROVEMENTS LEGEND

SYMBOL	DESCRIPTION	REMARKS
	CONCRETE PAVERS ON PEDESTAL	
	WOOD DECKING ON PEDESTAL	
PA	PLANTING AREA	
	KEY NOTE	

KEY NOTES

1. TRADITIONAL PLANTER, 18" HIGH.
2. TRADITIONAL PLANTER, 36" HIGH.
3. CONCRETE PAVERS ON PEDESTAL, TYPICAL.
4. WOOD DECKING ON PEDESTAL, TYPICAL.
5. SOFA, TYPICAL.
6. SOFA WITH SIDE TABLE.
7. SOFA CHAIR, TYPICAL.
8. COFFEE TABLE.
9. BENCH, TYPICAL.

REVISIONS

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san francisco,
CA 94121
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tanakadesign.com



CONSULTANT

CONSTRUCTION PLAN:
ROOF

2321 GENEVA AVE
MIX-USE APARTMENTS
2321 GENEVA AVENUE
DALY CITY, CA 94014

DATE: 12/9/2022

SCALE: SEE PLAN

DRAWN BY: NM

CHECKED BY: BT

SHEET NO.

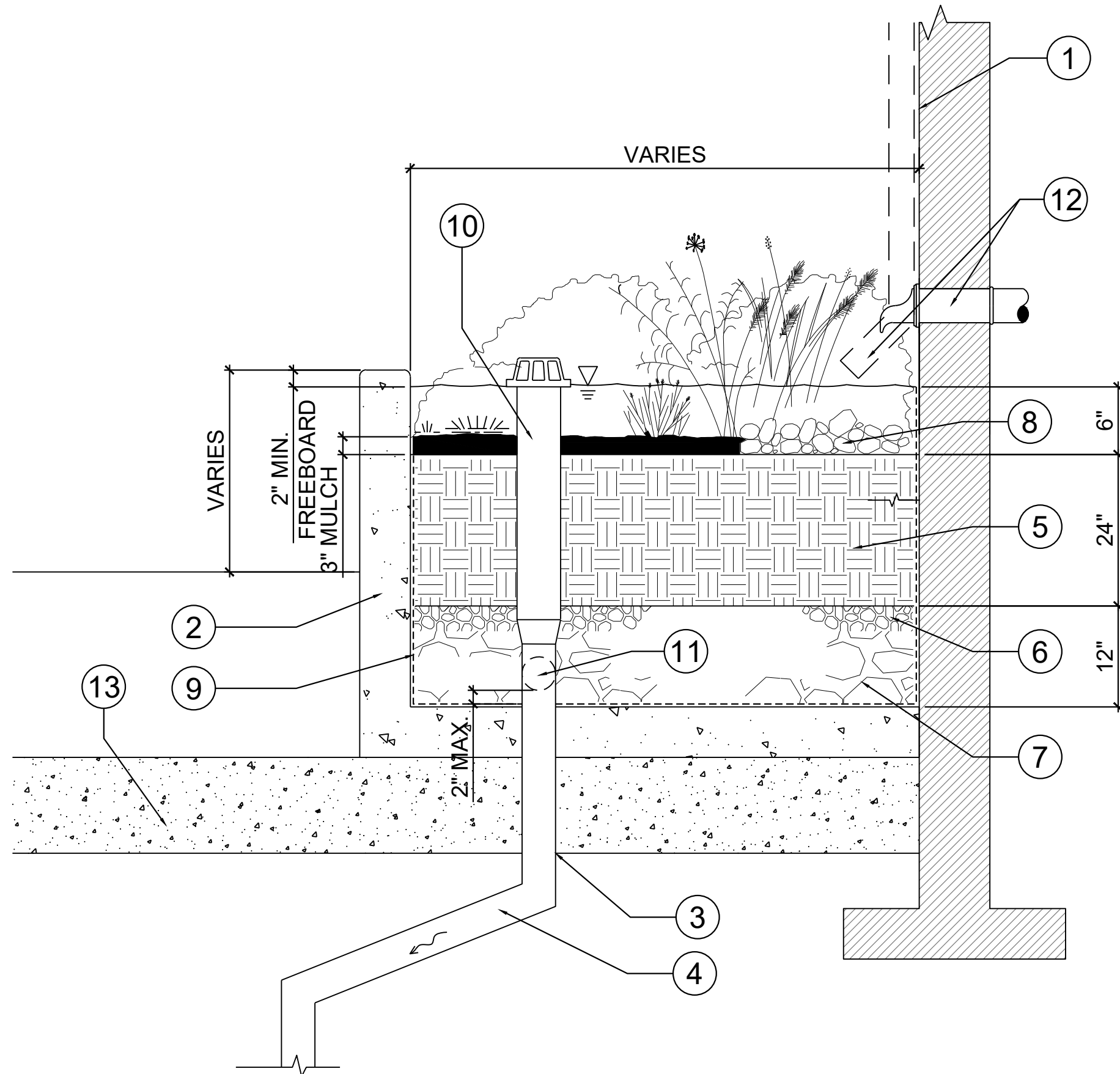
L1.06

LEGEND

1. BUILDING WALL.
2. CONCRETE PLANTER.
3. WALL PENETRATION, PER ARCHITECTURAL PLANS.
4. STORM DRAIN PIPE.
5. BIORETENTION SOIL.
6. CHOKING COURSE, 3", ASTM NO. 9.
7. RESERVOIR COURSE, ASTM NO.7.
8. STREAMBED COBBLES OR EQUAL.
9. WATERPROOF MEMBRANE.
10. OVERFLOW DRAIN WITH ATRIUM GRATE.
11. UNDERDRAIN.
12. DOWNSPOUT, S.A.D.
13. CONCRETE SLAB, S.A.D.

CONSTRUCTION NOTES:

1. INSTALL DOWNSPOUTS OR OTHER CONVEYANCE CONNECTIONS (E.G. SCUPPER, CHANNEL, OVERHEAD RUNNEL) FROM BUILDING TO DRAIN ABOVE DESIGN PONDING ELEVATION. REFER TO APPLICABLE SAN FRANCISCO DBI CODES FOR CONVEYANCE CONNECTION REQUIREMENTS.
2. BUILDING WATERPROOFING BY ARCHITECT; COORDINATE PLANTER CONSTRUCTION WITH BUILDING FAÇADE / WATERPROOFING.
3. PROVIDE WALL AT BUILDING FACE IN CASES WHERE GAP IS REQUIRED BETWEEN WALL AND PLANTER OR WHERE BUILDING FAÇADE IS INCOMPATIBLE WITH PLANTER CONFIGURATION.
4. OVERFLOW STRUCTURE (MATERIAL AND WORKMANSHIP) SHALL CONFORM TO APPLICABLE SAN FRANCISCO DBI AND PUBLIC WORKS CODES AND REQUIREMENTS.



FLOW-THROUGH PLANTER ON PODIUM

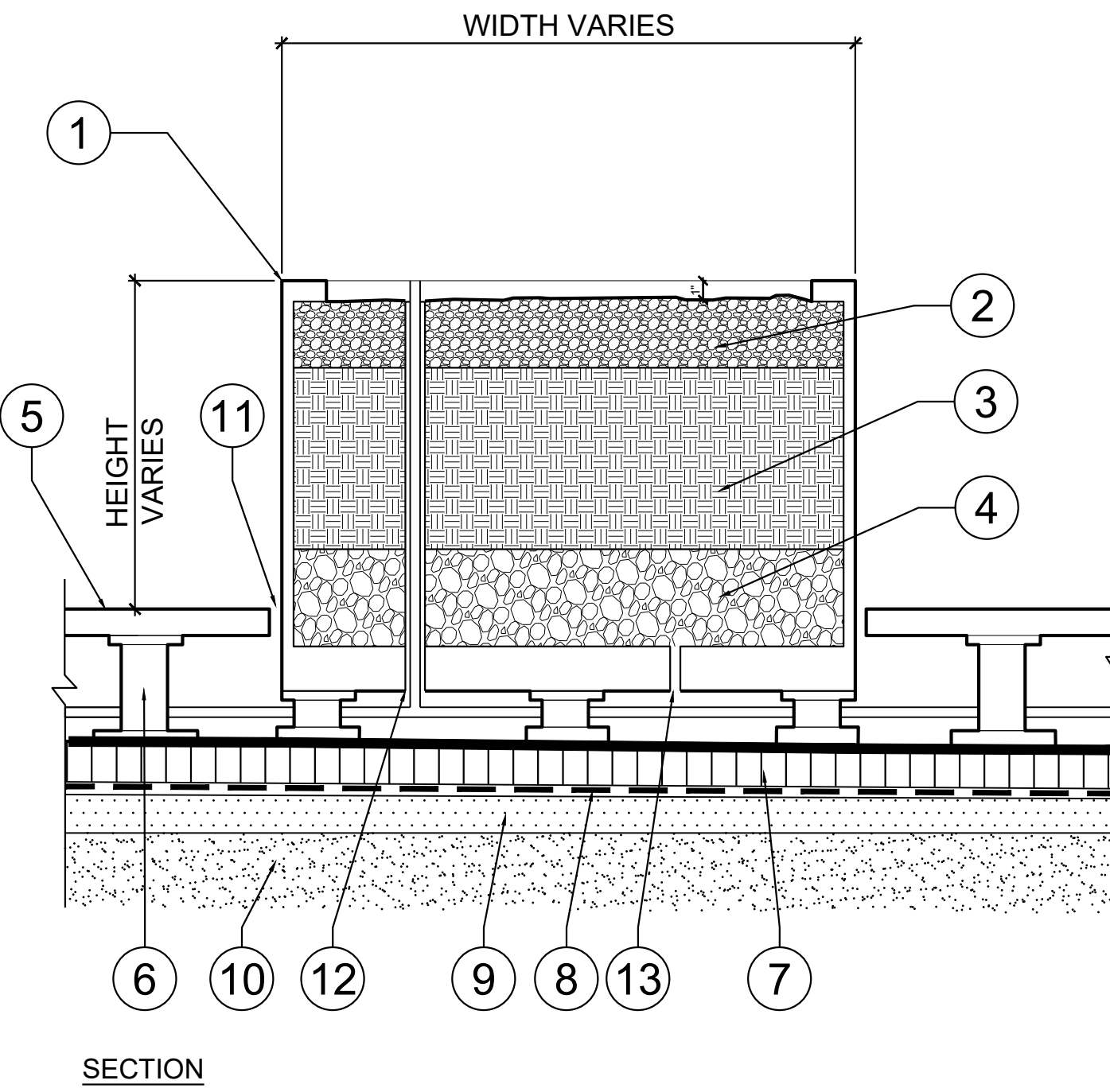
NOT TO SCALE

LEGEND

1. PLANT CONTAINER PER PLAN.
2. MULCH, 3" DEEP.
3. LIGHT WEIGHT SOIL, 18" DEEP MINIMUM.
4. GRAVEL STORAGE, 12" DEEP.
5. PAVERS.
6. PEDESTAL.
7. DRAINAGE/ PROTECTION MAT, S.A.D.
8. SLOPED WATERPROOFING MEMBRANE, S.A.D.
9. LIGHT WEIGHT CONCRETE SLOPE 1/4"/FT MIN, S.A.D.
10. STRUCTURAL CONCRETE SLAB, S.S.D.
11. PROVIDE GAP, TYPICAL.
12. IRRIGATION LATERAL LINE OR LIGHTING CONDUIT.
13. DRAINAGE HOLE. MUST BE SMALLER THAN GRAVEL SIZE.

NOTES

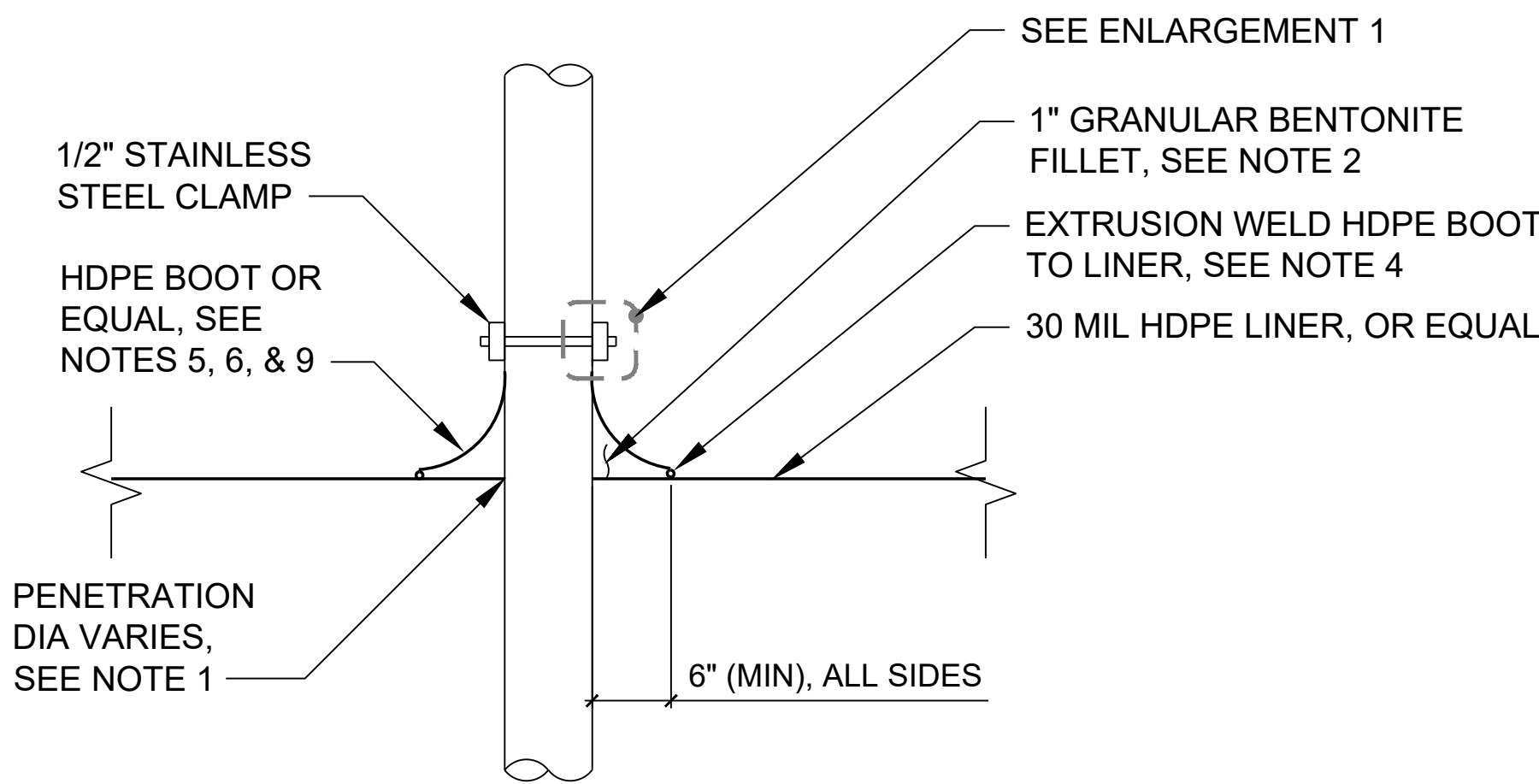
- A. HOLES FOR IRRIGATION PIPES, LIGHTING CONDUITS & DRAINAGE WILL BE DRILLED ON SITE DURING INSTALLATION.
- B. PLANTER SIZE & WEIGHT WILL DETERMINE AMOUNT OF PEDESTALS NEEDED TO SUPPORT THE PLANTER.



SECTION

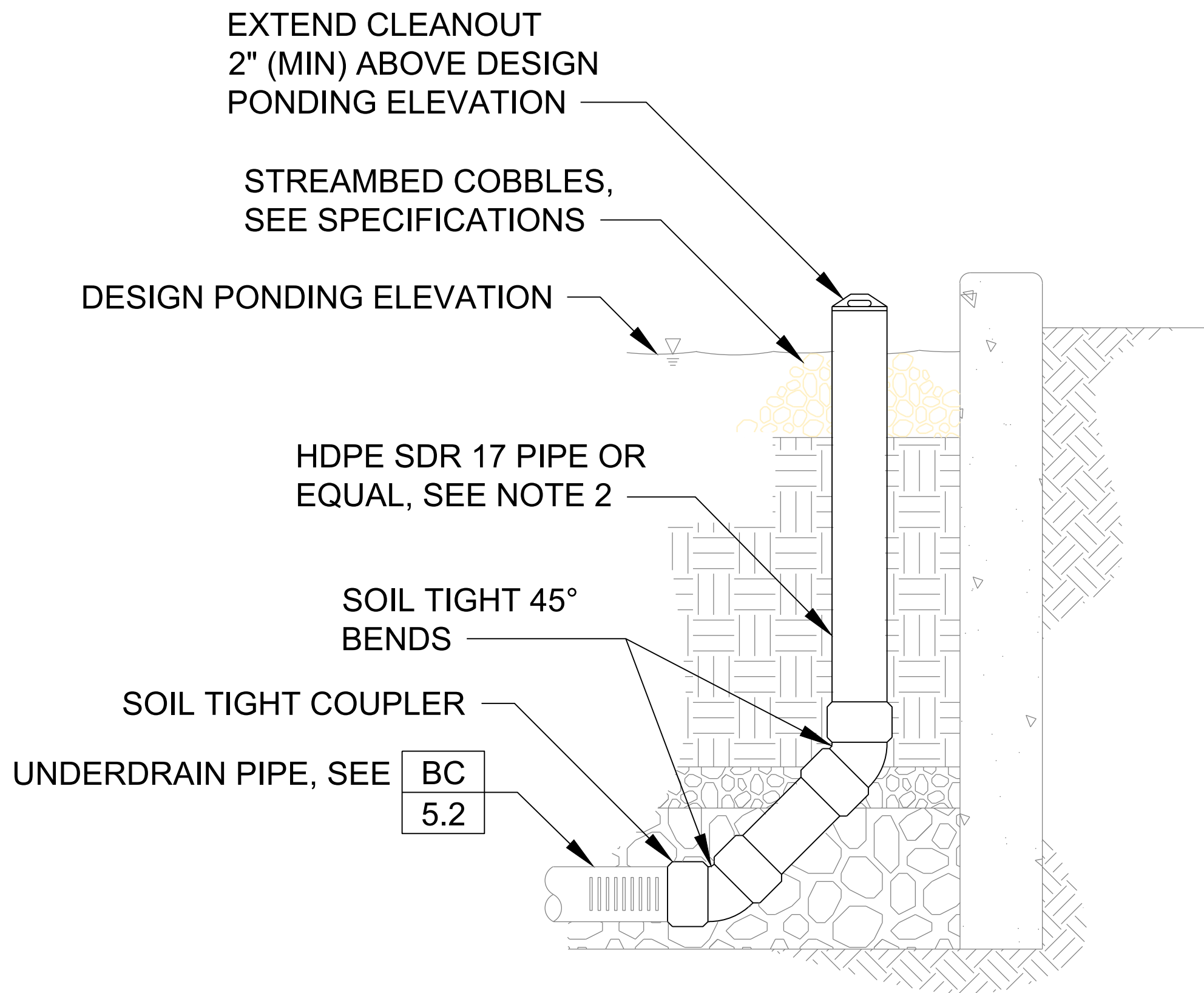
PLANT CONTAINER ON PEDESTALS

NOT TO SCALE



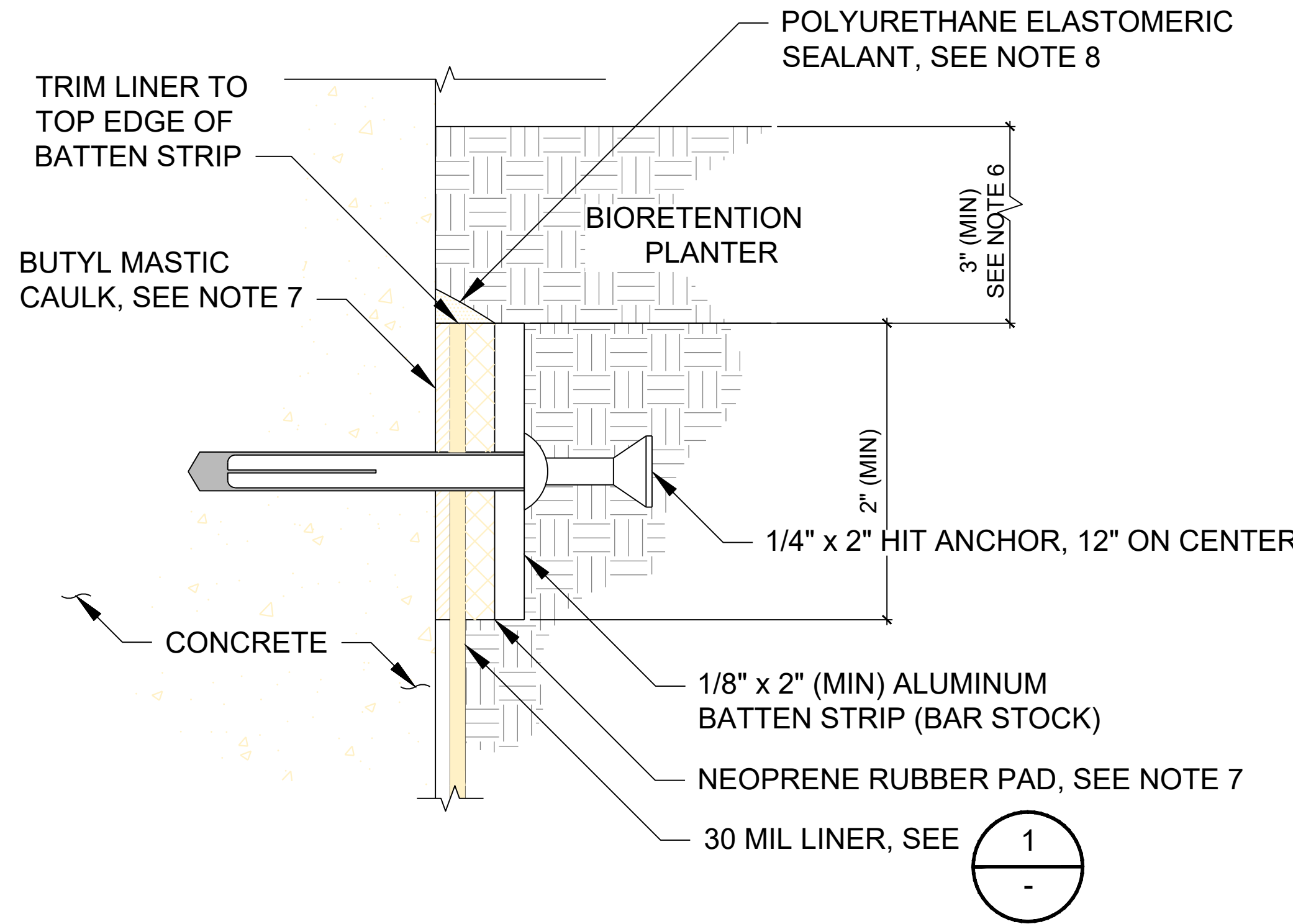
TYPICAL LINER PENETRATION - PERPENDICULAR

1



CLEANOUT - ALTERNATIVE 2

2



WATER TIGHT LINER ATTACHMENT AT WALL/STRUCTURE

3

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3199
12/31/24
STATE OF CALIFORNIA

CONSULTANT

LANDSCAPE DETAILS

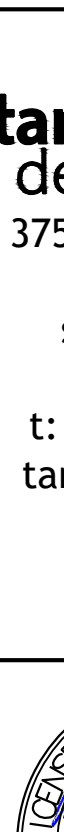
2321 GENEVA AVE
MIX-USE APARTMENTS
2321 GENEVA AVENUE
DALY CITY, CA 94014

DATE: 12/9/2022
SCALE: SEE PLAN
DRAWN BY: NM
CHECKED BY: BT
SHEET NO.

L1.07

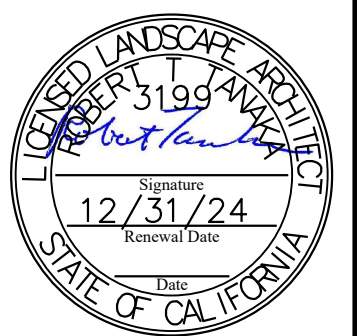
PLANT PALETTE

SYMBOL	KEY	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
TREES					
▲	T1	JAPANESE MAPLE	ACER PALMATUM	24" BOX	STANDARD TRUNK
■	T2	CRAPE MYRTLE	LAGERSTROEMIA INDICA	24" BOX	STANDARD TRUNK
▣	T3	MAJESTIC BEAUTY FRUITLESS OLIVE	OLEA EUROPAEA 'MONHER'	24" BOX	STANDARD TRUNK
●	T4	LITTLE GEM DWARF SOUTHERN MAGNOLIA	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	24" BOX	STANDARD TRUNK
SHRUBS					
⊙	S1	ELIJAH BLUE FESCUE	FESTUCA GLAUCA 'ELIJAH BLUE'	1 GAL	
⊕	S2	CREVICE ALUMROOT	HEUCHERA MIRC Crantha	5 GAL	
⊕	S3	RADIO RED AUTUMN SAGE	SALVIA GREGGII 'RADIO RED'	5 GAL	
⊕	S4	LUMEM GOLD FOUNTAIN GRASS	PENNisetum ALOPECUROIDES 'JS JOMMENIK'	5 GAL	
⊕	S5	SPANISH LAVENDER	LAVANDULA STOECHAS	5 GAL	
⊕	S6	WHEELER'S DWARF JAPANESE PITTOSPORUM	PITTOSPORUM TOBIRA 'WHEELER'S DWARF'	5 GAL	
⊕	S7	SILVER STREAK FLAX LILY	DIANELLA TASMANICA 'SILVER STREAK'	1 GAL	
⊕	S8	KARL FOERSTER FEATHER REED GRASS	CALAMGROSTIS X ACUTIFLORA 'KARL FOERSTER'	5 GAL	
⊕	S9	BARBERRY	BERBERIS AQUIFOLIUM	5 GAL	
⊕	S10	SHINING PINK ROCK PURSLANE	CALANDRINIA SPECTABILIS 'SHINING PINK'	1 GAL	
⊕	S11	CALIFORNIA GRAY RUSH	JUNCUS PATENS	1 GAL	
⊕	S12	CAPE RUSH	CHONDROPETALUM TECTORUM	5 GAL	
⊕	S13	WESTERN SWORD FERN	POLYSTICHUM MUNITUM	5 GAL	

REVISIONS	
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CONSULTANT	
	PLANTING LEGEND
2321 GENEVA AVE MIX-USE APARTMENTS 2321 GENEVA AVENUE DAILY CITY, CA 94014	
DATE: 12/9/2022	
SCALE: SEE PLAN	
DRAWN BY: NM	
CHECKED BY: BT	
SHEET NO.	L4.00

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PLANTING PLAN:
STREETSCAPE

2321 GENEVA AVE
MIX-USE APARTMENTS
2321 GENEVA AVENUE
DALY CITY, CA 94014

DATE: 12/9/2022

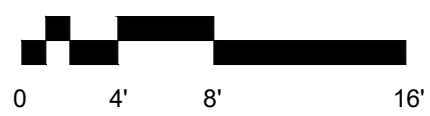
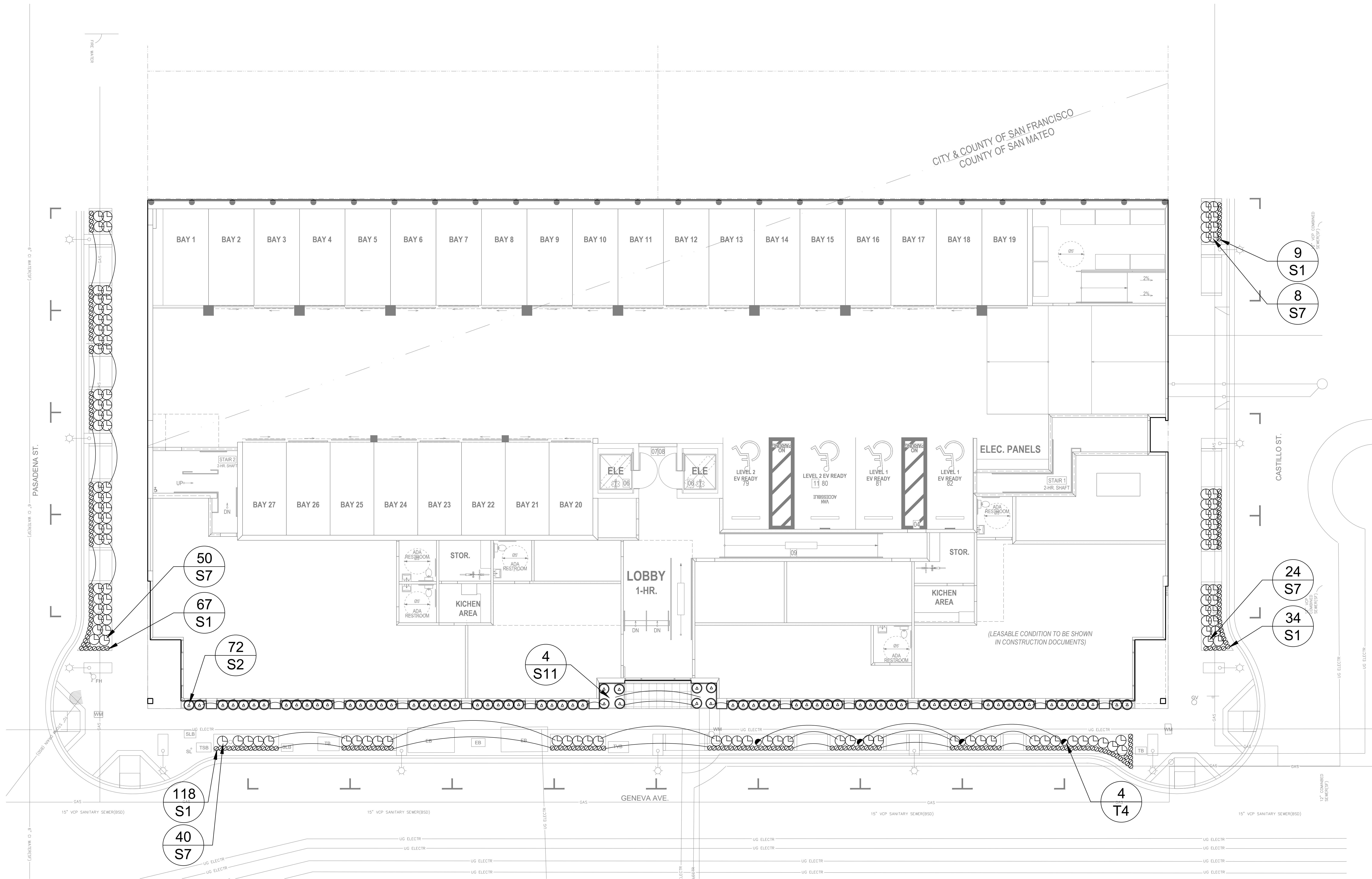
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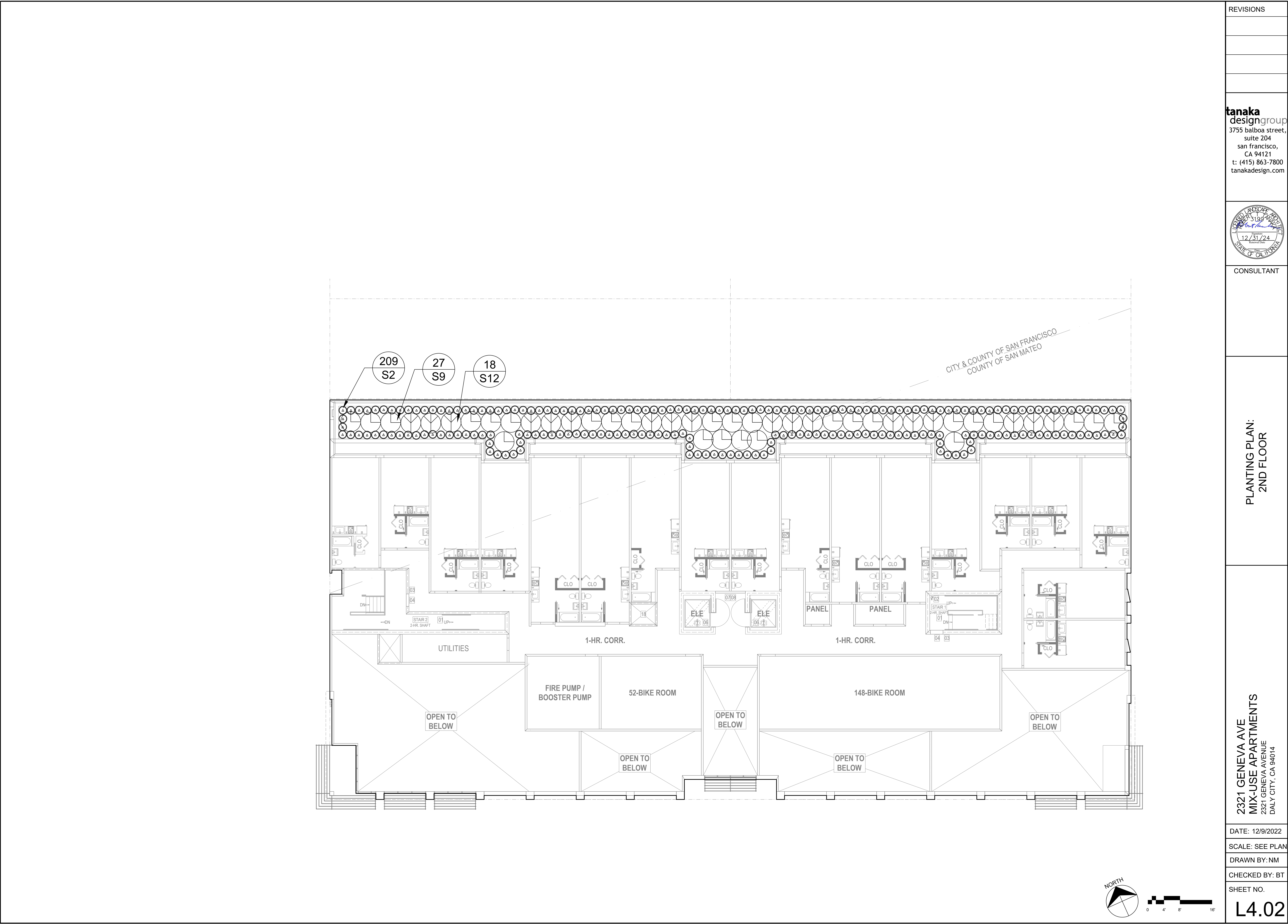
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CHECKED BY: BT

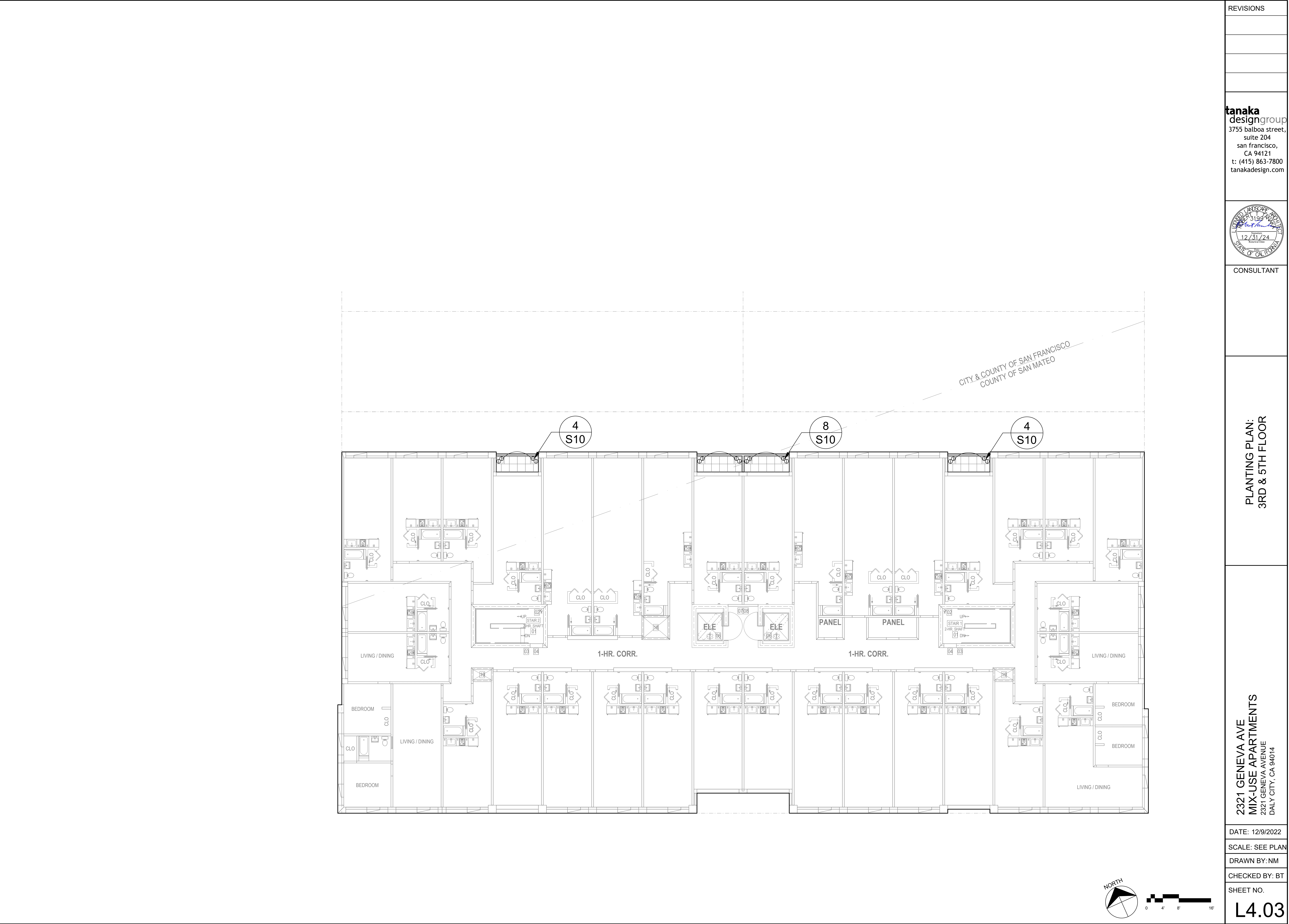
SHEET NO.

L4.01

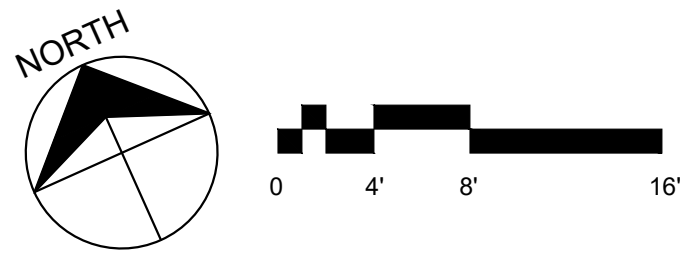
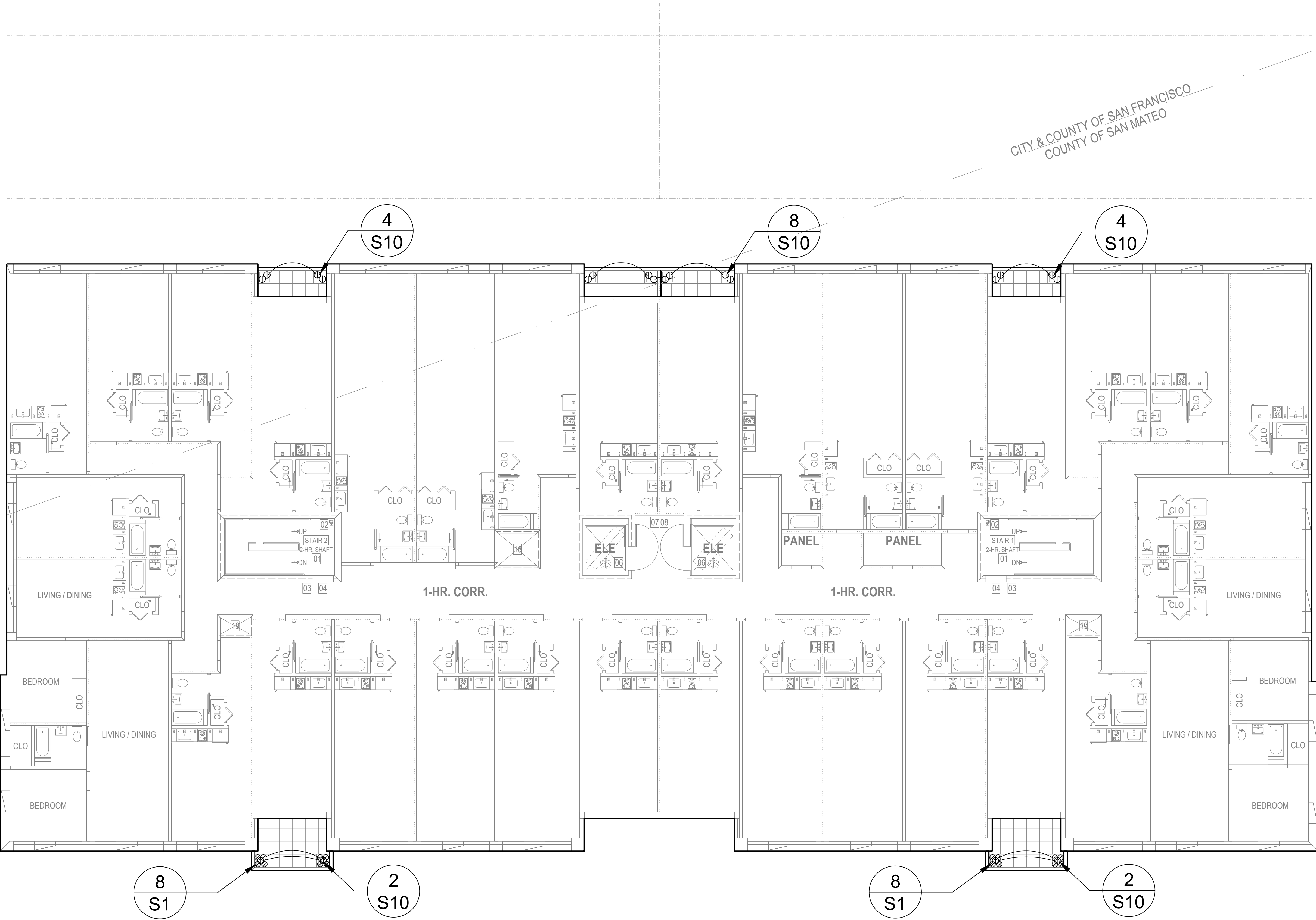




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PLANTING PLAN: 2ND FLOOR
2321 GENEVA AVE MIX-USE APARTMENTS 2321 GENEVA AVENUE DALY CITY, CA 94014
DATE: 12/9/2022
SCALE: SEE PLAN
DRAWN BY: NM
CHECKED BY: BT
SHEET NO.
L4.02



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 3193 12/31/24 STATE OF CALIFORNIA
CONSULTANT
PLANTING PLAN: 3RD & 5TH FLOOR
2321 GENEVA AVE MIX-USE APARTMENTS 2321 GENEVA AVENUE DALY CITY, CA 94014
DATE: 12/9/2022
SCALE: SEE PLAN
DRAWN BY: NM
CHECKED BY: BT
SHEET NO.
L4.03



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PLANTING PLAN:
4TH & 6TH FLOOR

2321 GENEVA AVE
MIX-USE APARTMENTS
2321 GENEVA AVENUE
DALY CITY, CA 94014

DATE: 12/9/2022

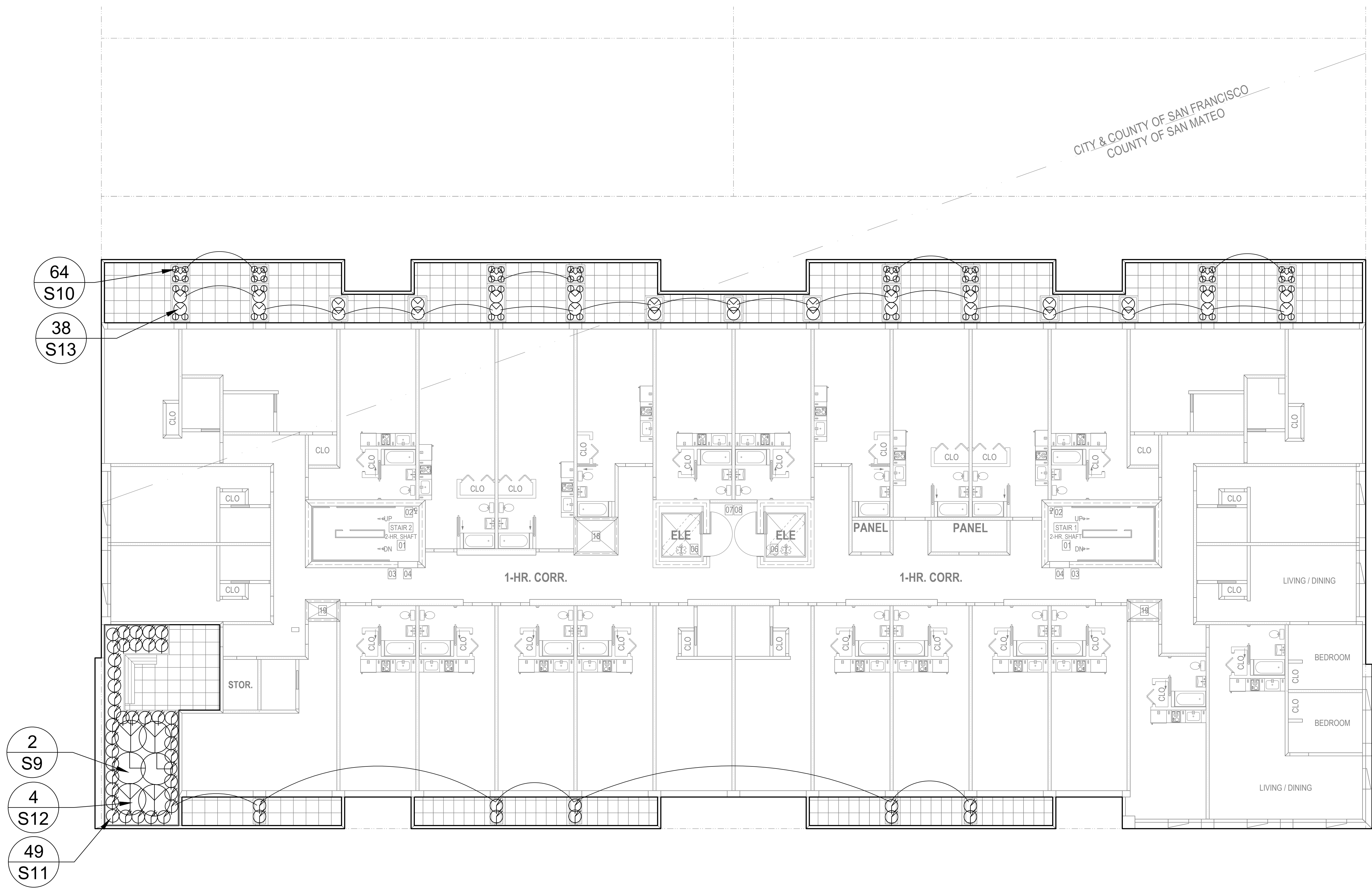
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DRAWN BY: NM

CHECKED BY: BT

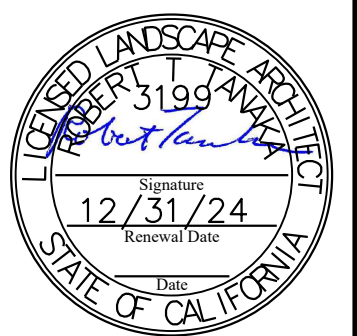
SHEET NO.

L4.04



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CONSULTANT

PLANTING PLAN:
7TH FLOOR

2321 GENEVA AVE
MIX-USE APARTMENTS
2321 GENEVA AVENUE
DALY CITY, CA 94014

DATE: 12/9/2022

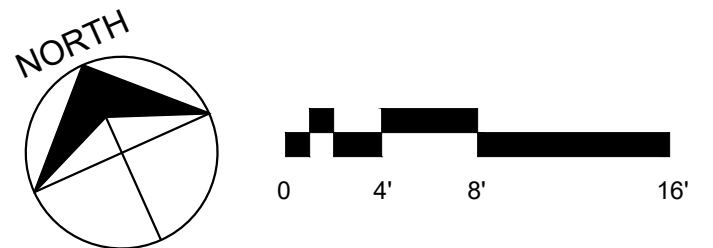
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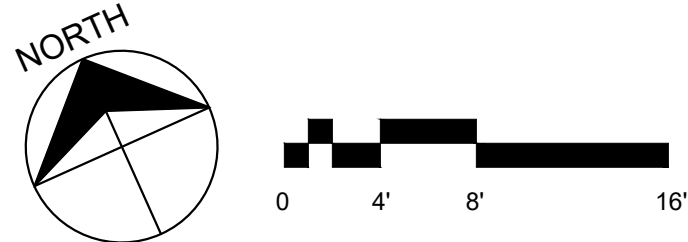
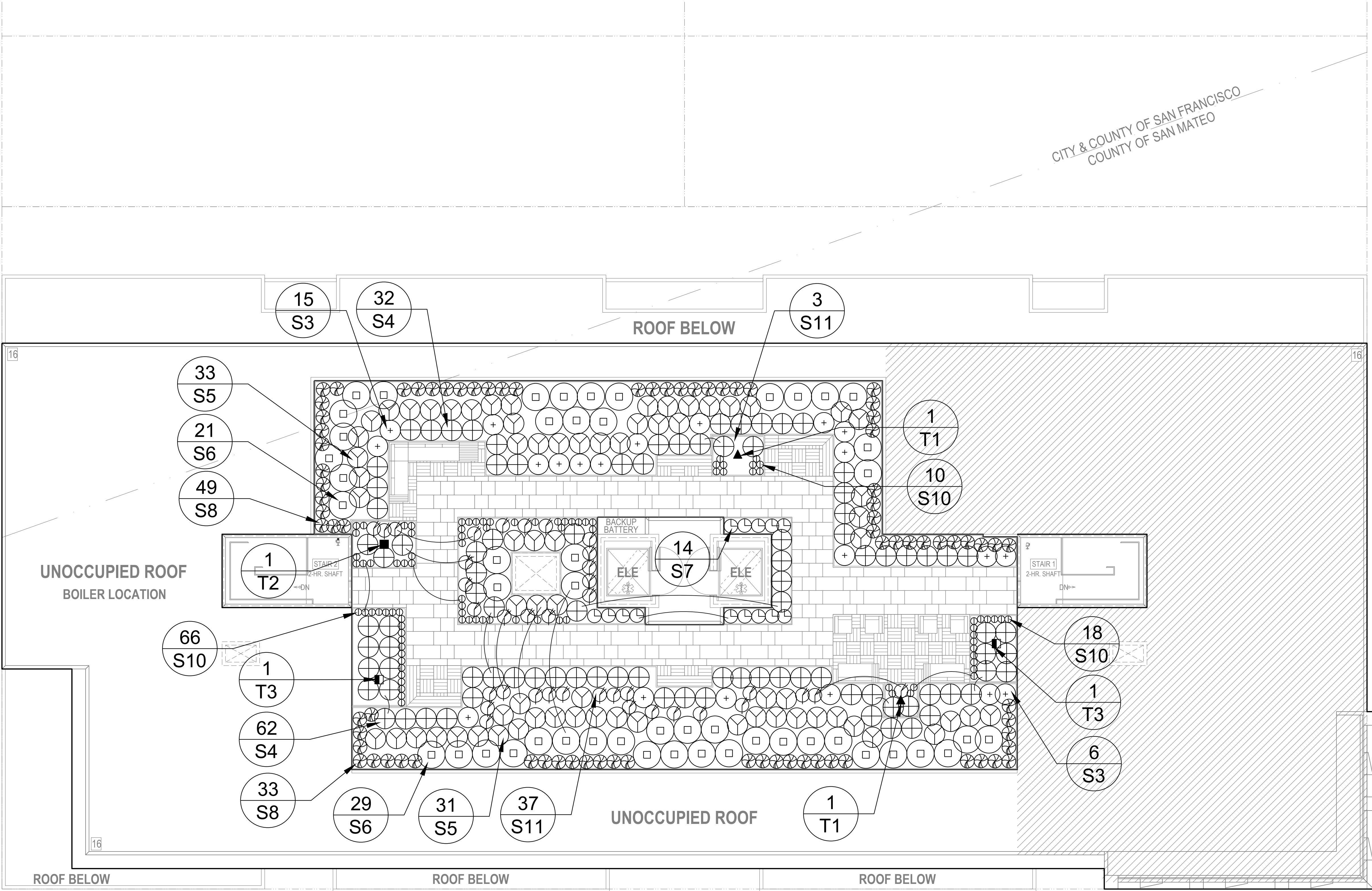
DRAWN BY: NM

CHECKED BY: BT

SHEET NO.

L4.05





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PLANTING PLAN:
ROOF

2321 GENEVA AVE
MIX-USE APARTMENTS
2321 GENEVA AVENUE
DALY CITY, CA 94014

DATE: 12/9/2022

SCALE: SEE PLAN

DRAWN BY: NM

CHECKED BY: BT

SHEET NO.

L4.06

REUBEN, JUNIUS & ROSE, LLP

Matthew D. Visick
mvisick@reubenlaw.com

May 3, 2022

Delivered Via Electronic Mail (mvanlonkhuysen@dalycity.org)

Michael Van Lonkhuysen, Planning Manager
Community Development Department, Planning Division
333 90th Street
Daly City, CA 94015

Re: 2321 Geneva Avenue – Project Narrative and Density Bonus
Our File No.: 11657.01

Dear Mr. Van Lonkhuysen,

Our office represents the owner of the property at 2321 Geneva Avenue (the “**Property**”). The owner is proposing a mixed-use project that will utilize the State Density Bonus Law (“**DBL**”) to provide 185 ownership units, including 34 housing units affordable to low-income residents (the “**Project**”). Utilization of the DBL will allow the Project to deliver affordable housing units with a greater level of affordability than would otherwise be required under the Daly City Municipal Code (“**Code**”). The revised Project would provide additional affordable units and a greater unit mix than previously proposed while maintaining a similar building envelope. This letter provides an updated overview of the proposed Project, approvals requested, density bonus under the DBL, and the modifications to development standards under the DBL.

Project Narrative

The Project involves the new construction of a seven-story mixed-use building spread over seven lots that are currently vacant. The Project will utilize the DBL to provide 185 units, including 34 housing units affordable to low-income residents. The unit mix is 167 studios and 18 one-bedroom units. In addition, the Project proposes two commercial spaces on the ground floor totaling 3,667 square feet, a garage accommodating 82 parking spaces, and 197 bike parking spaces. The Project also includes 5,146 square feet of private open space on balconies and 7,159 square feet of common open space on the roof. The Project will require approval of the following entitlements: use permit, design review, a lot merger, and a condominium map.

Density Bonus Eligibility

The Property is currently located in the C-1 zoning district, which does not apply a numerical density limit. Instead, the density is limited by the other zoning constraints on the site, such as the

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www.reubenlaw.com

height limit and open space requirements. On the Property, the maximum allowable base density in a Code-compliant project would be 139 units and 73,137 square feet. Drawings illustrating a hypothetical base density project are attached as **Exhibit A**.¹

The City's Inclusionary Housing Ordinance requires that 28 units (20% of the base project) be affordable to families whose income does not exceed 120% of the area median income (i.e., moderate income units). The Project sponsor proposes to provide 34 affordable housing units and further restrict them to be affordable to families earning up to 80% of area median income (i.e., low-income units). These 34 units represent 24% of the 139-unit base project, which would entitle the Project to a 50% density bonus.² A 50% density bonus at this Property would allow up to 209 units and 109,706 square feet.

The proposed Project includes 185 of the 209 potential units. As noted below, additional height is required to provide the density bonus units. The Property is unusual in that it has street frontage on three sides and is located across the street from the Cow Palace, making this an appropriate location for a density bonus project. In addition, the massing was carefully designed to be sensitive to the residential properties that abut the rear property line by including stepped setbacks of 10-20 feet above the ground floor.

Level of Affordability of All Affordable Units and Proposals for Ensuring Affordability

As noted above, the 34 units would be affordable to families earning up to 80% of the area median income (i.e., low-income units). Consistent with the City of Daly City Inclusionary Housing Ordinance and the DBL, the owner will ensure the affordability of the affordable housing units in the Project for a period of 55 years.³ As provided in the Code, the owner will record a document against title in a form approved by the City Attorney that ensures the continued affordability of the inclusionary units.⁴

Requested Concessions, Waivers, and Modifications of Development Standards

Given that the Project will provide 24% of the units at rates affordable to families making up to 80% of area median income (i.e., low-income units), the Project is entitled to three "concessions" under the DBL.⁵ Concessions can include, among other things, a "modification of zoning code requirements . . . that exceed the minimum building standards approved by the California Building Standards Commission . . . that results in identifiable and actual cost reductions, to provide for

¹ Please note that the base project conforms with the definition of "building height" under Code section 17.04.010, which allows additional height below a view plane that extends at a 45-degree angle.

² Code § 17.52.030(A); Gov. Code § 65915(f)(2).

³ Code § 17.47.130; Gov. Code § 65915(c)(1).

⁴ Code § 17.47.130.

⁵ Gov. Code § 65915(d)(2)(C).

affordable housing costs.”⁶ Here, the Project proposes to utilize the three available concessions to increase the floor-to-floor height, reduce the parking requirement, and reduce the open space requirement.

The DBL notes that “[i]n no case may a city... apply any development standard that will have the effect of physically precluding the construction of a development meeting the [affordability] criteria... at the densities *or with the concessions or incentives* permitted by this section.”⁷ This provision allows the application of concessions to the base density project prior to applications of any waivers (e.g., a waiver of the maximum height). Here, concessions for height to allow 10-foot floor-to-floor heights have been applied to both the hypothetical base density project as well as the proposed Project. Accommodating the additional five feet needed to provide 10-foot ceiling heights would otherwise require providing a basement level, which would significantly increase construction costs. Because the requested increase in above-grade height will result in an identifiable and actual cost reduction, a concession is appropriate.

The Code requires one parking space for every studio unit and one and a half spaces for each one-bedroom unit, which would require the Project to provide 194 parking spaces.⁸ The DBL notes that projects providing at least 20% low-income units that are located within one half mile of a major transit stop can reduce the parking requirement to 0.5 spaces per unit at the developer’s request.⁹ The owner seeks to utilize this modified parking standard to lower the requirement to 93 parking spaces. The Project proposes to apply a concession to further reduce the parking by 11 spaces to match the 82 parking spaces that can be accommodated on site. Accommodating those additional 11 parking spaces would require the Project to include below grade parking or add additional height. Both options would significantly increase construction costs. Because the requested reduction in parking spaces will result in an identifiable and actual cost reduction, a concession is appropriate to reduce the parking requirement.

The Code requires 150 square feet of open space for each dwelling unit, which would result in a requirement of 27,750 total square feet of open space for a 185-unit project.¹⁰ The Project proposes a total of 12,305 square feet of open space through a combination of private balconies and a rooftop deck. Compliance with the full open space requirement would drastically increase construction costs by either requiring the Project to be much taller to accommodate additional common open space or to construct a significant number of additional balconies. Because the requested reduction of open space will result in an identifiable and actual cost reduction, a concession is appropriate to reduce the open space requirement.

⁶ Gov. Code § 65915(k)(1). Concessions also include “[o]ther regulatory incentives or concessions proposed by the developer or the city, county, or city and county that result in identifiable and actual cost reductions to provide for affordable housing costs.” Gov. Code § 65915(k)(3).

⁷ Gov. Code § 65915(e)(1) [emphasis added].

⁸ Code § 17.34.020(D).

⁹ Gov. Code § 65915(p)(2); the 8 (Bayshore) and 9/9R (San Bruno) lines both stop at Santos & Geneva at intervals less than 15 minutes apart during rush hour. (See <https://www.sfmta.com/getting-around/muni/routes-stops>.)

¹⁰ Code § 17.38.020(B).

The DBL also allows a project to apply unlimited “waivers” as necessary to allow for construction of the density bonus units.¹¹ Here, the Project is seeking a waiver for height to allow for the addition of two floors. Because the reduction of these two floors would physically preclude the construction of at least 31 units, thus preventing the Project from achieving the density permitted, a waiver is appropriate to allow for the additional height.

Conclusion

Application of the DBL to the Project would significantly increase the affordability of the required affordable housing units and move the City closer to its affordable housing goals. The owner has shaped this proposal to be sensitive to its neighbors and anticipated community concerns, seeking only a modest density bonus (the maximum possible density bonus of 50% would have yielded 209 units). Moreover, there are not many sites in the City like this one, large enough to allow for the addition of 46 density bonus units with only minimal changes to the massing as perceived from nearby properties. We look forward to discussing this proposal with you in more detail in the near future.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



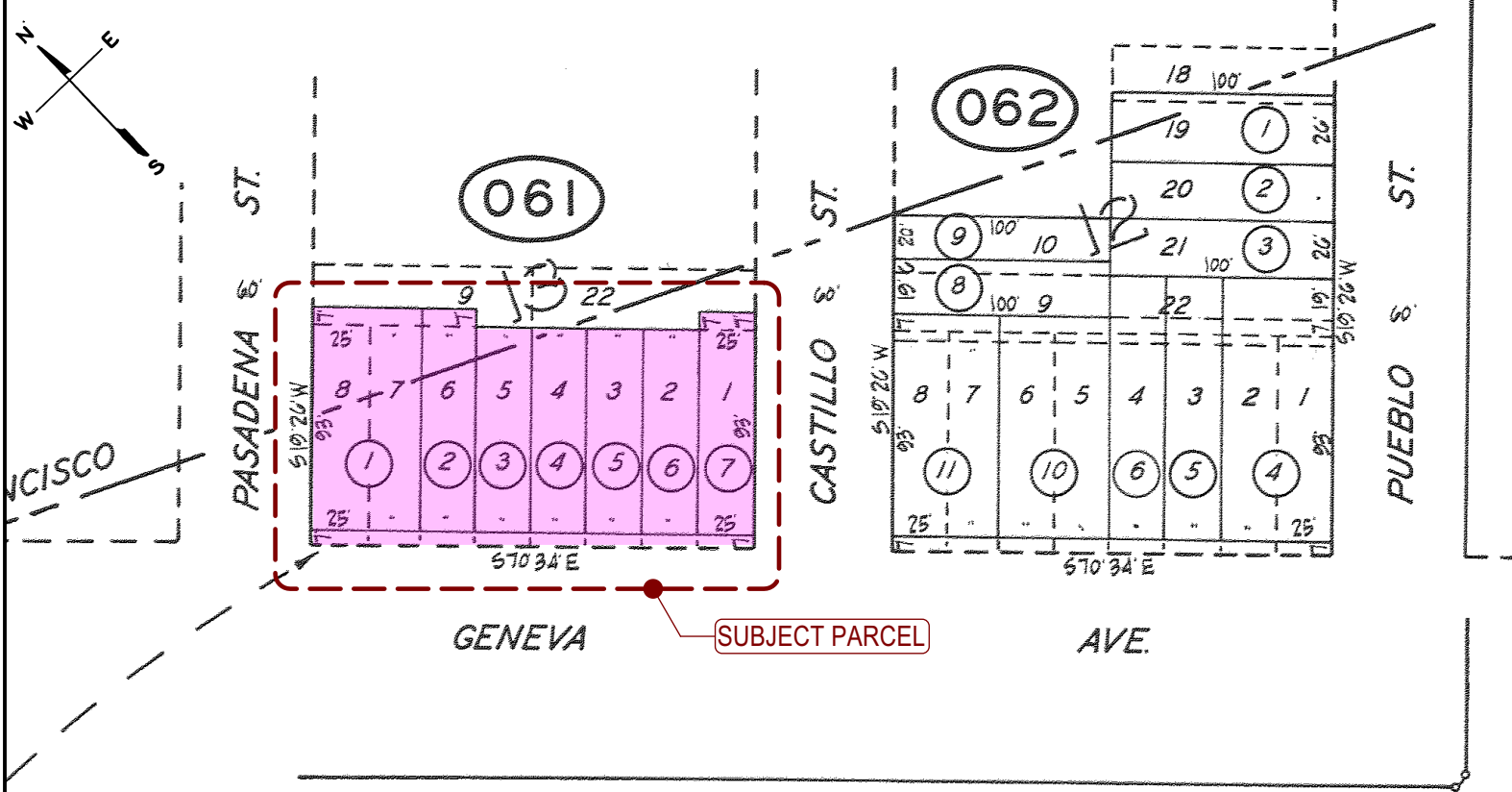
Matthew D. Visick

¹¹ Gov. Code § 65915(e)(1).

Exhibit A

A-0.1	COVER SHEET
A-0.2	PROJECT DATA
A-1.1	SITE PLAN
A-2.1	FLOOR PLAN: LEVEL BASEMENT
A-2.2	FLOOR PLAN: LEVEL 1
A-2.3	FLOOR PLAN: LEVEL 2
A-2.4	FLOOR PLAN: LEVEL 3-4
A-2.5	FLOOR PLAN: LEVEL 5
A-2.6	FLOOR PLAN: LEVEL ROOF
A-3.1	SECTION

PROPOSED NEW CONSTRUCTION FIVE-STORY OVER BASEMENT
MIXED-USE BUILDING
(BASE / CODE COMPLIANCE PROJECT)



COMMERCIAL SPACES MIX					
BUILDING LEVEL	UNIT A	UNIT B	UNIT C	UNIT D	
1	1,429 S.F.	1,472 S.F.	1,385 S.F.	1,493 S.F.	
RESIDENTIAL UNIT MIX					
BUILDING LEVEL	UNIT TYPE	# OF UNIT		PRIVATE OPEN SPACE	COMMON OPEN SPACE
1	STUDIO	16	-	2,681 S.F.	-
2	1-BEDROOM	-	2	447 S.F.	-
	STUDIO	33	-		
3	1-BEDROOM	-	4	1,091 S.F.	-
	STUDIO	30	-		
4	1-BEDROOM	-	4	1,091 S.F.	-
	STUDIO	30	-		
5	1-BEDROOM	-	4	-	6,780 S.F.
	STUDIO	16	-		
ROOF	-	-	-	-	9,665 S.F.
TOTAL		125	14	5,310 S.F.	16,445 S.F.
		139			

PLANNING DATA

ADDRESS: 2321 GENEVA AVENUE, DALY CITY

LOTS AREA: 20,700 ± S.F.

BLOCK / LOT: 005-061-010, 020, 030, 040, 050, 060, & 070

ALLOWED BUILDING HEIGHT: 36'

ZONING:

REAR YARD DEPTH

REQUIRED: NOT REQUIRED

USABLE OPEN SPACE

REQUIRED: 150 SF PER UNIT (20,850 SF FOR 139 UNITS)

PROVIDED: 5,310± SF PRIVATE OPEN SPACE (SEE TABLE)

16,445± SF COMMON OPEN SPACE (SEE TABLE)

21,755± SF OPEN SPACE (TOTAL PROVIDED)

PARKING SUMMARY

CAR PARKING REQ'D 1 PER STUDIO UNIT, TOTAL 136 SPACES

REQ'D 1.5 PER 1-BED UNIT, TOTAL 8 SPACES

GROSS FLOOR AREA - PER PLANNING CODE

LEVEL BASEMENT: 20,486 ± SF (GARAGE)

LEVEL 1: 8,005 ± SF (OTHERS: COMMERCIALS, ELEC RM, ETC.)

9,272 ± SF (RESIDENTIAL)

LEVEL 2: 17,855 ± SF (RESIDENTIAL)

LEVEL 3: 17,371 ± SF (RESIDENTIAL)

LEVEL 4: 17,371 ± SF (RESIDENTIAL)

LEVEL 5: 11,268 ± SF (RESIDENTIAL)

RESIDENTIAL BUILDING AREA: 73,137 ± SF

GROSS BUILDING AREA: 101,628 ± SF

BUILDING CODE SUMMARY

OF STORIES 5 OVER BASEMENT

CONSTRUCTION TYPE TYPE "I-A"

BUILDING HEIGHT: 36'-0"

OCCUPANCY GROUP R-2, M, S-2

BONUS DENSITY CALCULATIONS:

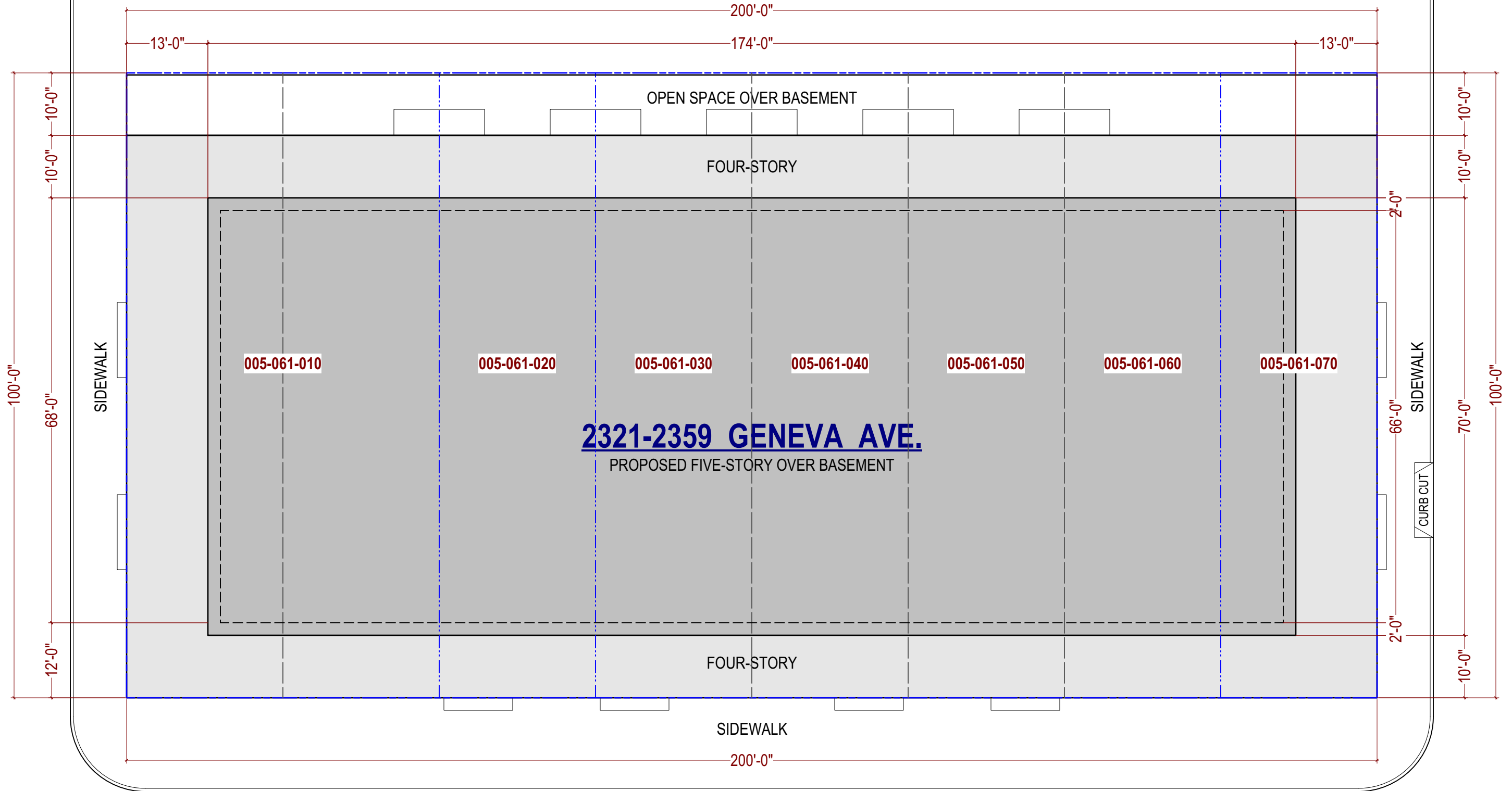
TOTAL GROSS FLOOR AREA OF BASE PROJECT: 73,137 ± SQ. FT.

150% OF BASE RESIDENTIAL FLOOR AREA ALLOWED: 109,706 ± SQ. FT.

TOTAL # OF UNIT OF BASE PROJECT: 139 UNITS

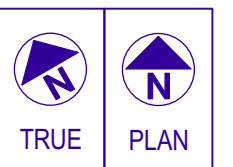
150% OF BASE PROJECT TOTAL # OF UNIT: 209 UNITS

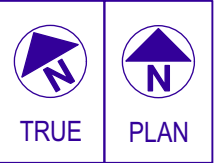
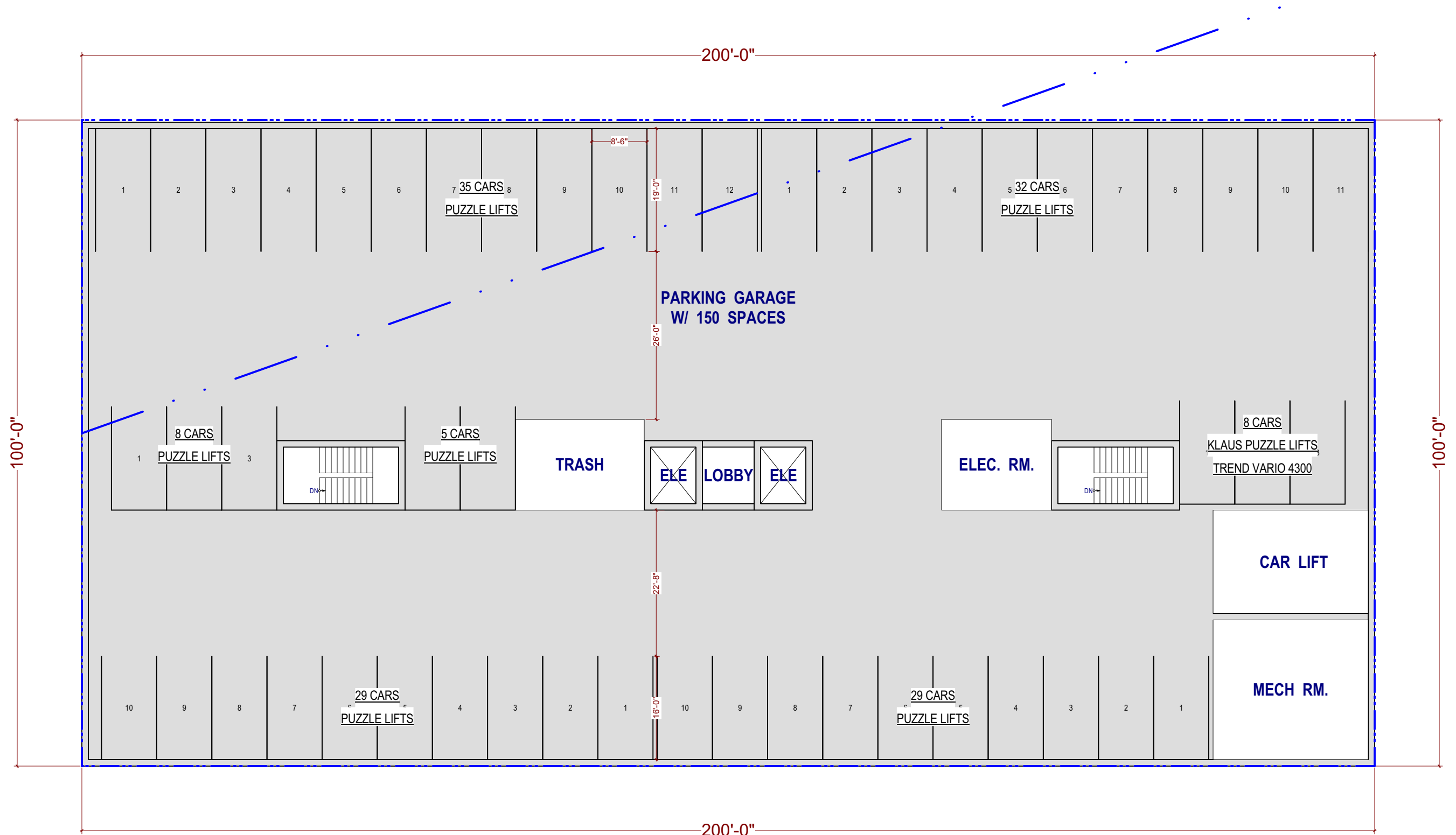
PASADENA SREET (60' WIDE)



CASTILLO SREET (60' WIDE)

GENEVA AVENUE (113' WIDE)

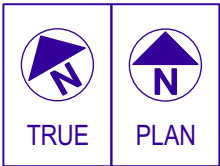
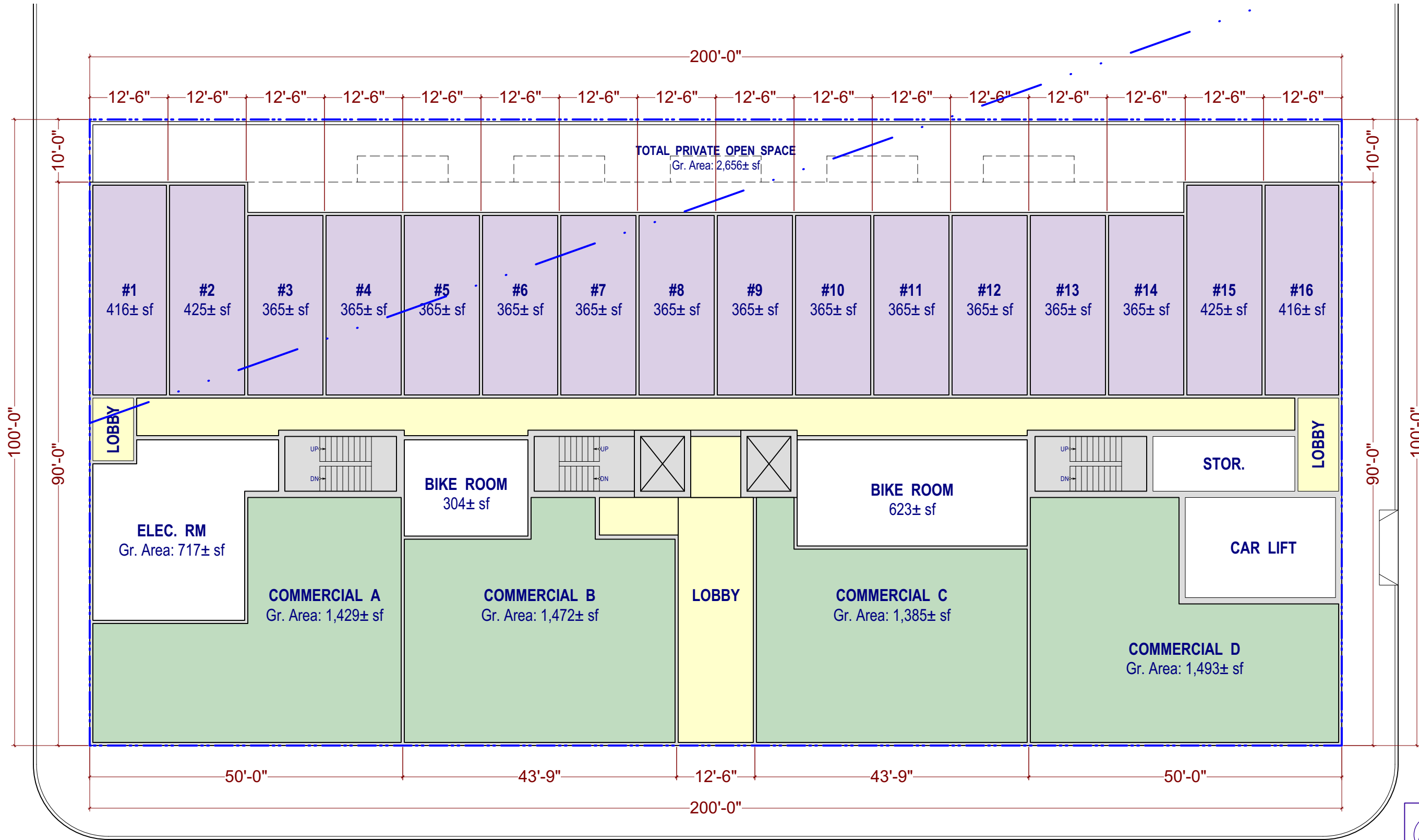




GR. AREA: 20,486 ± SF PER FLOOR

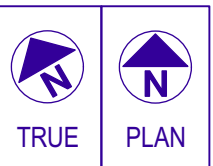
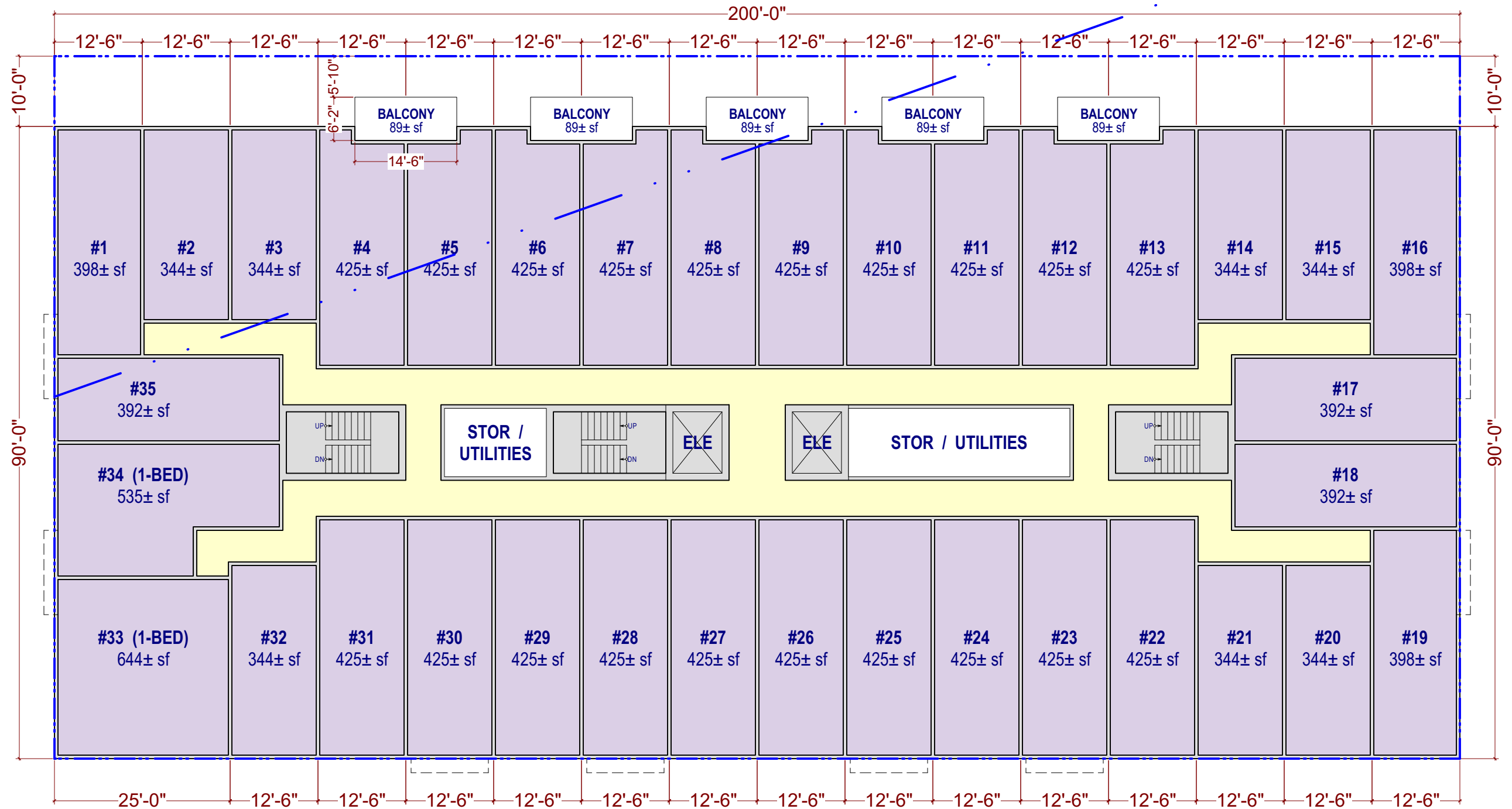
PASADENA SREET (60' WIDE)

CASTILLO SREET (60' WIDE)

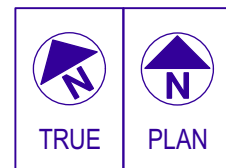
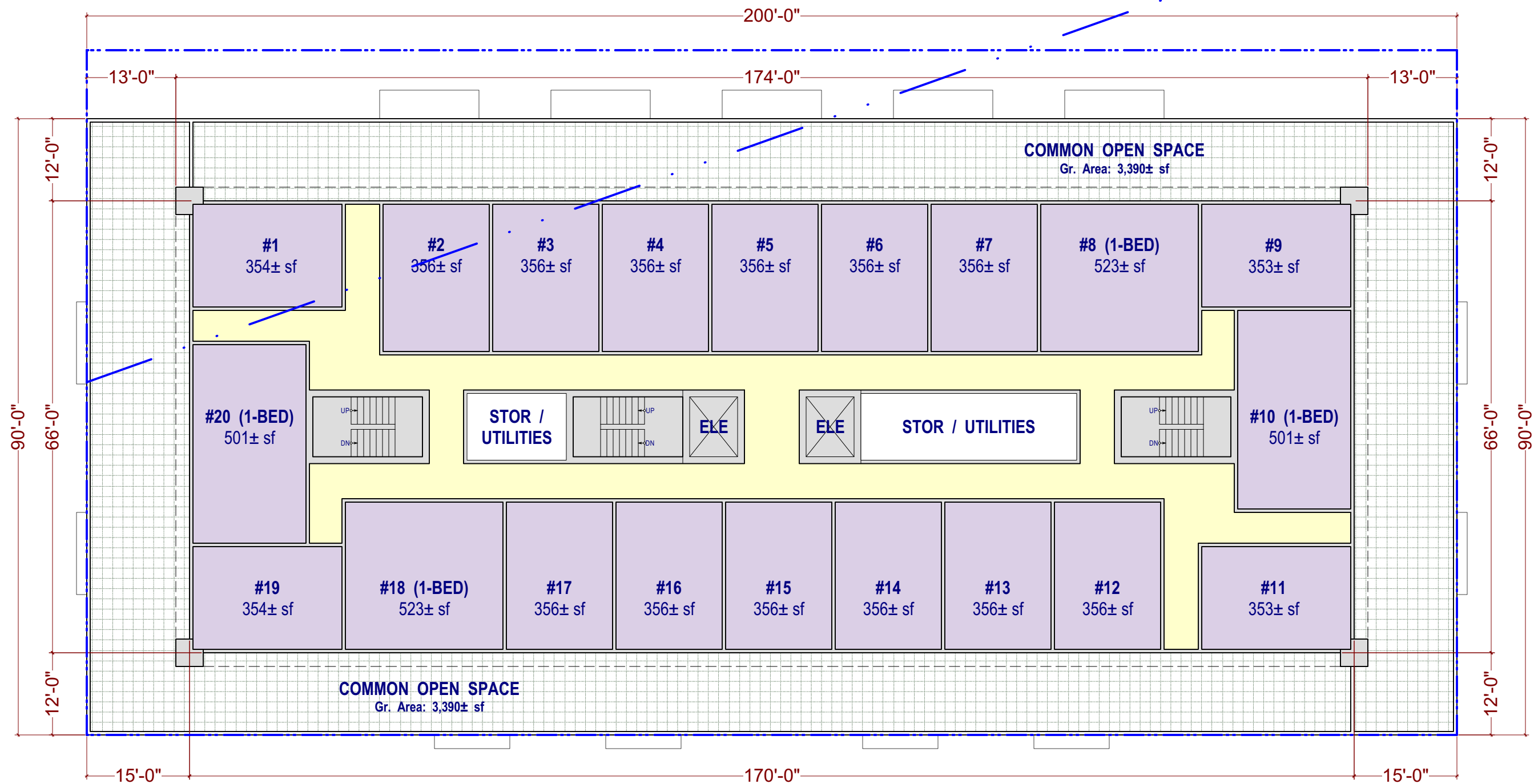


GENEVA AVENUE (113' WIDE)

OTHERS: GR. AREA: 8,005 ± SF PER FLOOR
RESIDENTIAL: GR. AREA: 9,272 ± SF PER FLOOR



RESIDENTIAL: GR. AREA: 17,855 ± SF PER FLOOR



RESIDENTIAL: GR. AREA: 11,268 ± SF PER FLOOR



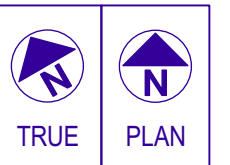
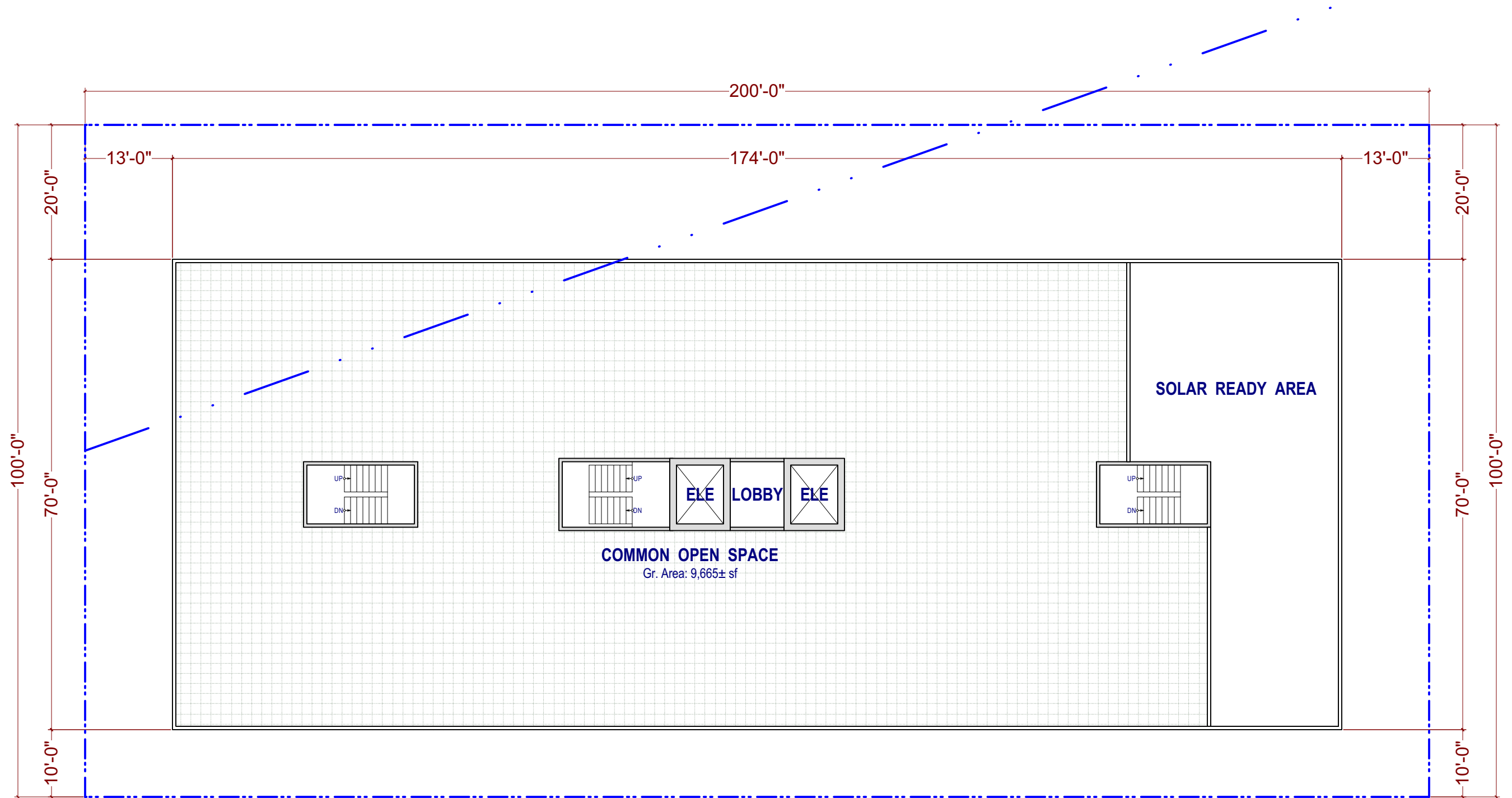
SIA CONSULTING CORPORATION
4742 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 922.0200 / FAX: (415) 922.0203

PROPOSED 5TH FLR PLAN
1/16" : 1'-0"

DATE: 02/21/2020
REVISED DATE: 05/02/2022
DRAWN: R.K.

PROJECT NAME:
2321-2359 Geneva Ave
San Francisco, Ca

A2.5



RESIDENTIAL: GR. AREA: 14,000 ± SF PER FLOOR



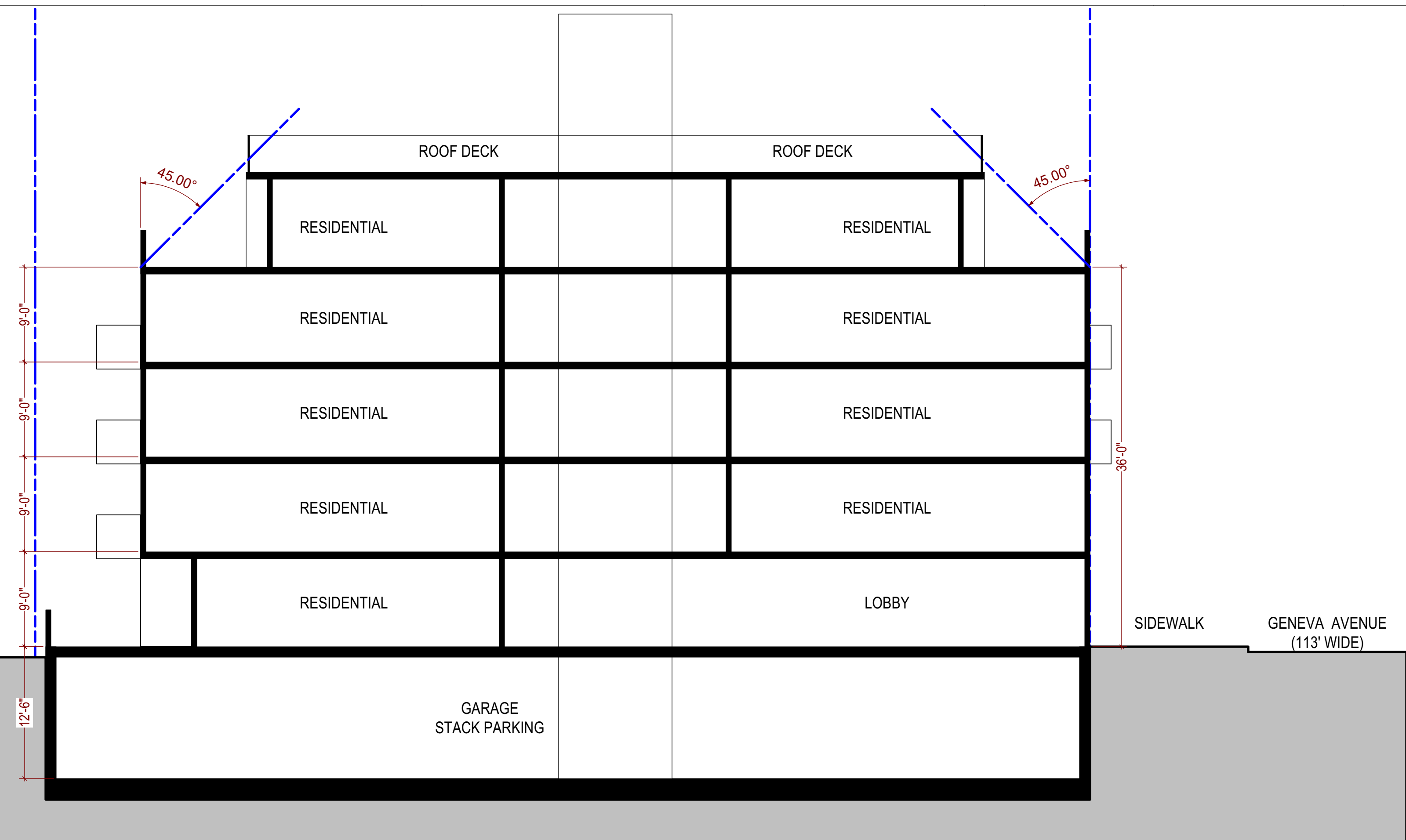
SIA CONSULTING CORPORATION
4742 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 922.0200 / FAX: (415) 922.0203

PROPOSED ROOF PLAN
1/16" : 1'-0"

DATE: 02/21/2020
REVISED DATE: 05/02/2022
DRAWN: R.K.

PROJECT NAME:
2321-2359 Geneva Ave
San Francisco, Ca

A2.6





Daly City Planning Commission Agenda Report

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

Meeting Date: June 6, 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.

On May 2, 2023, the Planning Commission continued the scheduled UPR and DR project item to June 6, 2023, because the applicant was unable to attend the meeting on May 2, 2023.

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 Categorical 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 ensure 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

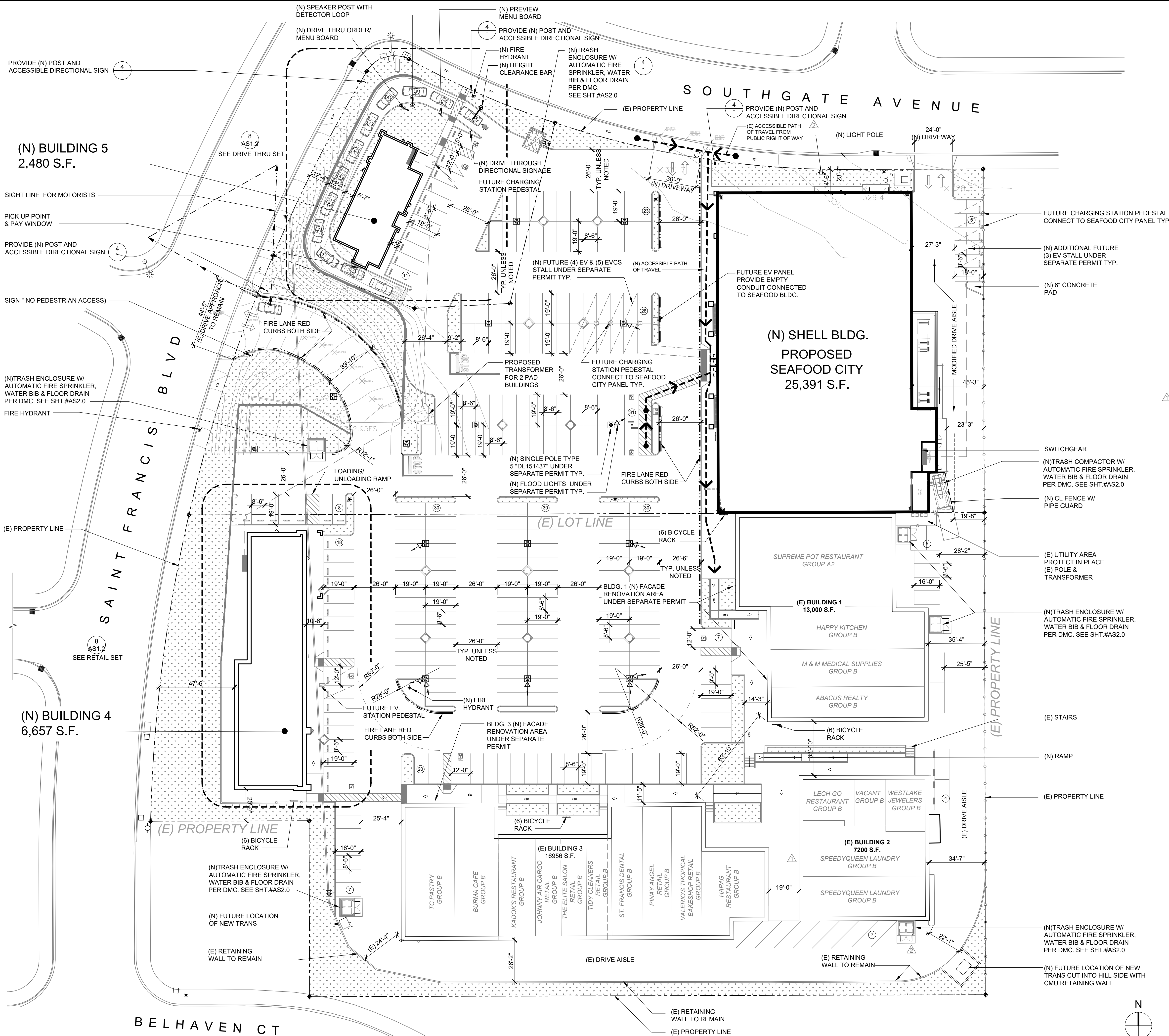


Tatum Mothershead
Director of Economic and Community
Development

Attachments

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

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(N) SITE PLAN

GENERAL NOTES

- GENERAL (E) SURFACE DRAINAGE PATTERN, INCLUDING (E) ROOF DRAINAGE LOAD TRANSFERRED TO GROUND LEVEL, IS TO REMAIN AS IS.
- THIS IS A CONCEPTUAL SITE PLAN. UNLESS OTHERWISE NOTED, ALL ELEMENTS AND CONDITIONS ARE EXISTING.
- VEHICULAR ACCESS DRIVES MUST BE PROVIDED AND MAINTAINED SERVICEABLE THROUGHOUT CONSTRUCTION.
- 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.
- ALL MATERIALS AND WORKMANSHIP FOR PUBLIC FACILITIES TO CONFORM TO CITY STANDARD CONSTRUCTION SPECIFICATIONS.
- 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.
- THE SITE SHALL BE KEPT FREE OF FIRE HAZARDS FROM THE START OF CONSTRUCTION TO FINAL INSPECTION.
- THE G.C. SHALL IMPLEMENT A BEST MANAGEMENT PRACTICE STORMWATER FOR ALL ACTIVITIES PER LOCAL REQUIREMENTS.
- THE G.C. IS RESPONSIBLE TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO PERFORMING EXTERIOR WORK. CALL 811 BEFORE DIGGING.
- 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.
- SITE & PARKING ARE EXISTING TO REMAIN UNCHANGED.
- 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.
- 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.
- 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

ALL STORM WATER CONNECTIONS AND EXTENSIONS SHALL BE UNDERGROUND
ELECTRICAL TRANSFORMER SHALL NOT BE INSTALLED WITHIN PUBLIC RIGHT-OF-WAY

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)

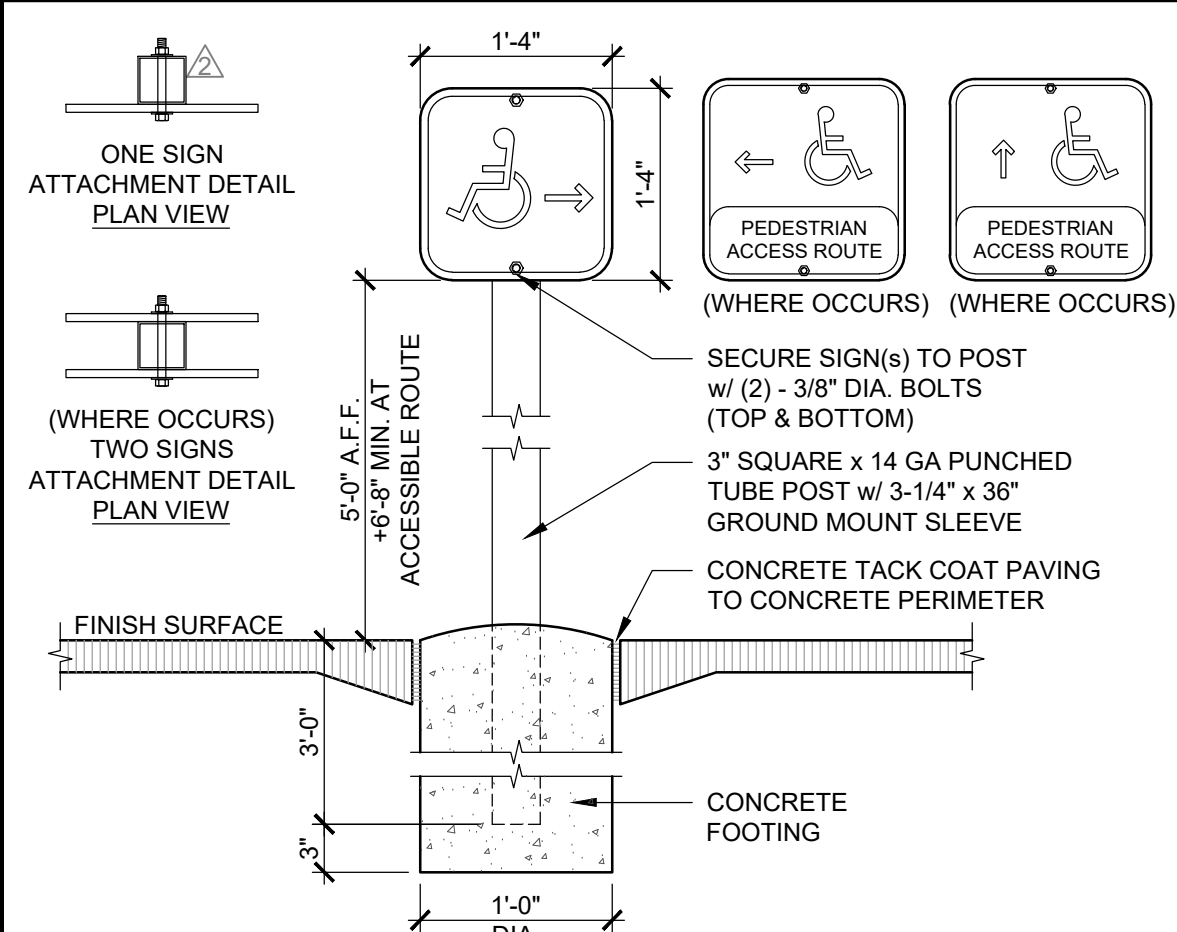
PARKING SUMMARY

PARKING REQUIRED 250 STALLS
(PER TABLE 5 PARKING DEMAND STUDY BY HEXAGON TRANSPORTATION CONSULTANTS INC.)
PARKING PROVIDED: 264 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.
- INDICATES FIRE LANE PAINTED RED CURBS
- (E) PROPERTY LINE



SCALE
1" = 30'-0"

8

P.O.T. DIRECTIONAL SIGN

SCALE
1" = 1'-0"

4

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CLIENT

SEAFOOD CITY GROUP OF
COMPANIES

2883 SURVEYOR STREET,
POMONA, CA 91768
LAURENCE TANG
ltang@seafoodcity.com

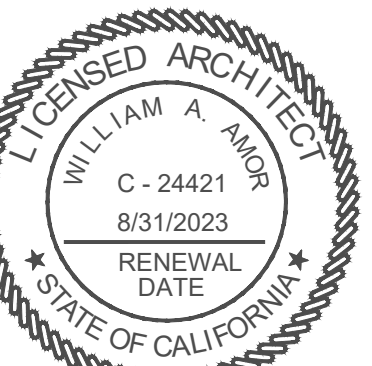
CONSULTANT

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

(N) SITE PLAN

SHEET TITLE

STAMP



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

REVISIONS

- | | |
|------------|-----------------------|
| 2022-06-07 | PLAN CHECK CORRECTION |
| 2022-08-09 | PLAN CHECK CORRECTION |
| 2023-02-07 | PLANNING CORRECTIONS |
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DATE

2022.04.26

PROJECT NUMBER

A2418

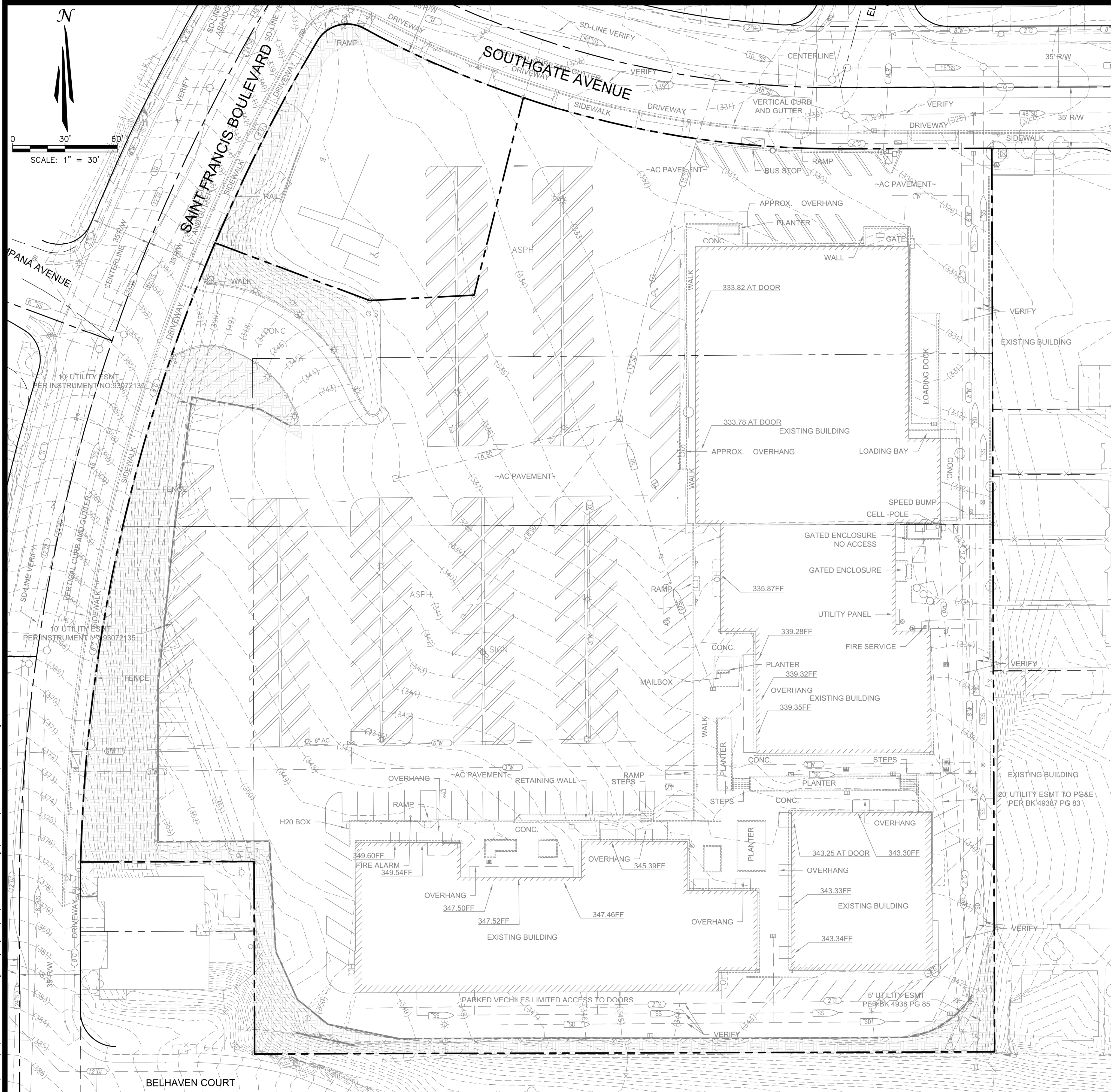
SHEET NUMBER

AS1.1

Dec 23, 2022 - 2:59pm by SDECKER 6:\CLIENTS\SP\SP89480 - Seaford City - Day City, CA\ENG\Construction Drawings\On-Site Improvement Plan\SP89480_00.dwg



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 AC23
ELEVATION=440.912 NVDG1991
DESCRIPTION: CAST IRON CITY
MONUMENT AT INTERSECTION
OF LAKESHIRE DRIVE AND
BELHAVEN AVE.

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 |

GENERAL NOTES:

- THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES PRIOR TO ANY NEW CONSTRUCTION TO VERIFY EXACT DIMENSIONS AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- REFER TO GEOTECHNICAL INVESTIGATION REPORT PREPARED BY ACHIEVEMENT ENGINEERING CORP. PROJECT NO. 5062 DATED APRIL 25, 2022. ALL RECOMMENDATIONS SHALL BE IMPLEMENTED DURING CONSTRUCTION.
- THE MINIMUM FILL DENSITY COMPACTION SHALL BE IN ACCORDANCE WITH ASTM D-1557.
- 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.
- 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.



STANLEY P. IVERSON
CALIFORNIA P.E. #044785

EXISTING CONDITIONS PLAN

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



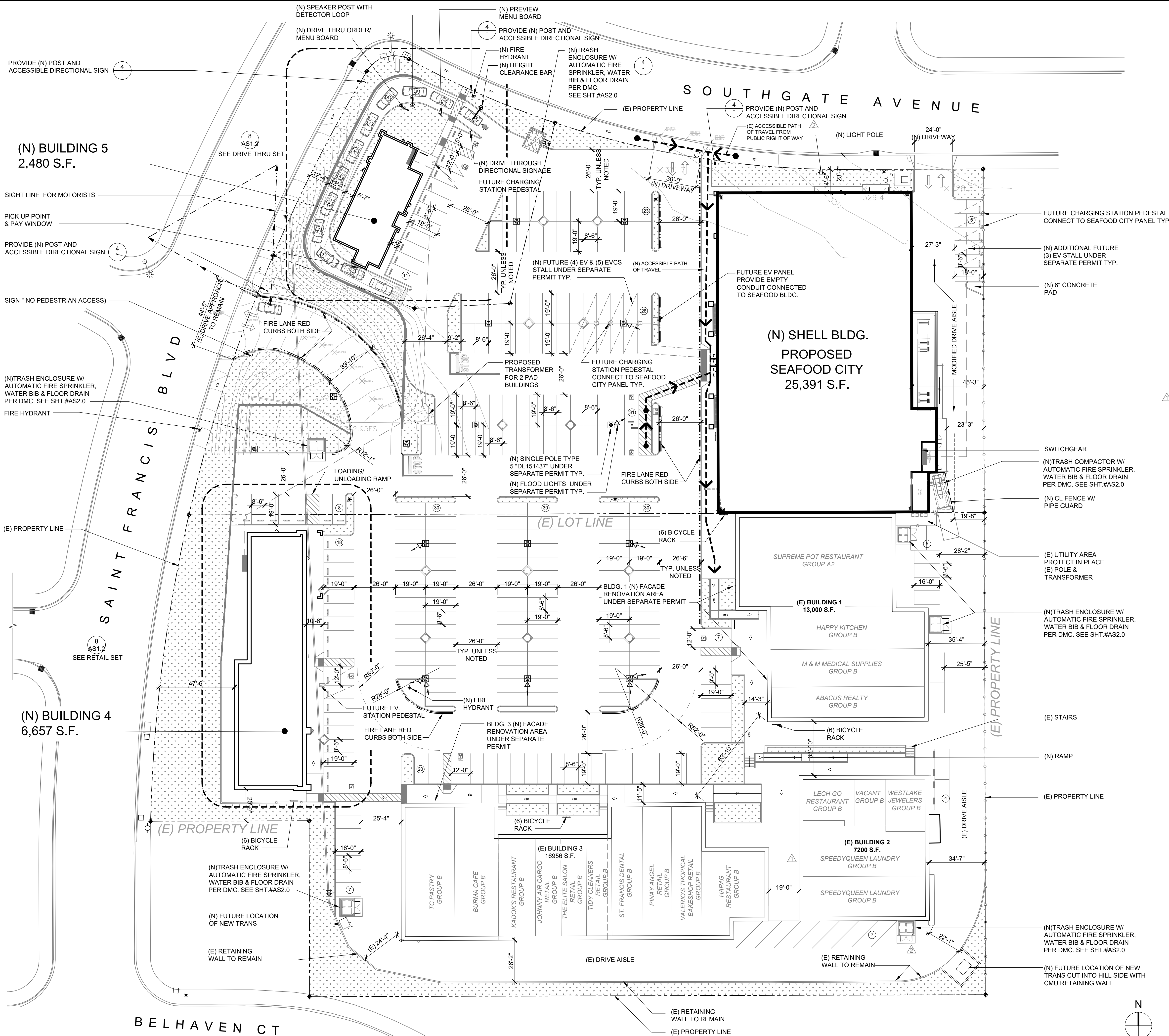
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Rancho Cordova, CA 95742
916.435.2444
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
SCAPE PLANNING
San Francisco
San Diego
Dallas
Atlanta

NO.	DESCRIPTION	REVISIONS	BY	DATE

C3

3 OF 19

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(N) SITE PLAN

GENERAL NOTES

- GENERAL (E) SURFACE DRAINAGE PATTERN, INCLUDING (E) ROOF DRAINAGE LOAD TRANSFERRED TO GROUND LEVEL, IS TO REMAIN AS IS.
- THIS IS A CONCEPTUAL SITE PLAN. UNLESS OTHERWISE NOTED, ALL ELEMENTS AND CONDITIONS ARE EXISTING.
- VEHICULAR ACCESS DRIVES MUST BE PROVIDED AND MAINTAINED SERVICEABLE THROUGHOUT CONSTRUCTION.
- 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.
- ALL MATERIALS AND WORKMANSHIP FOR PUBLIC FACILITIES TO CONFORM TO CITY STANDARD CONSTRUCTION SPECIFICATIONS.
- 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.
- THE SITE SHALL BE KEPT FREE OF FIRE HAZARDS FROM THE START OF CONSTRUCTION TO FINAL INSPECTION.
- THE G.C. SHALL IMPLEMENT A BEST MANAGEMENT PRACTICE STORMWATER FOR ALL ACTIVITIES PER LOCAL REQUIREMENTS.
- THE G.C. IS RESPONSIBLE TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO PERFORMING EXTERIOR WORK. CALL 811 BEFORE DIGGING.
- 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.
- SITE & PARKING ARE EXISTING TO REMAIN UNCHANGED.
- 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.
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ALL STORM WATER CONNECTIONS AND EXTENSIONS SHALL BE UNDERGROUND
ELECTRICAL TRANSFORMER SHALL NOT BE INSTALLED WITHIN PUBLIC RIGHT-OF-WAY

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)

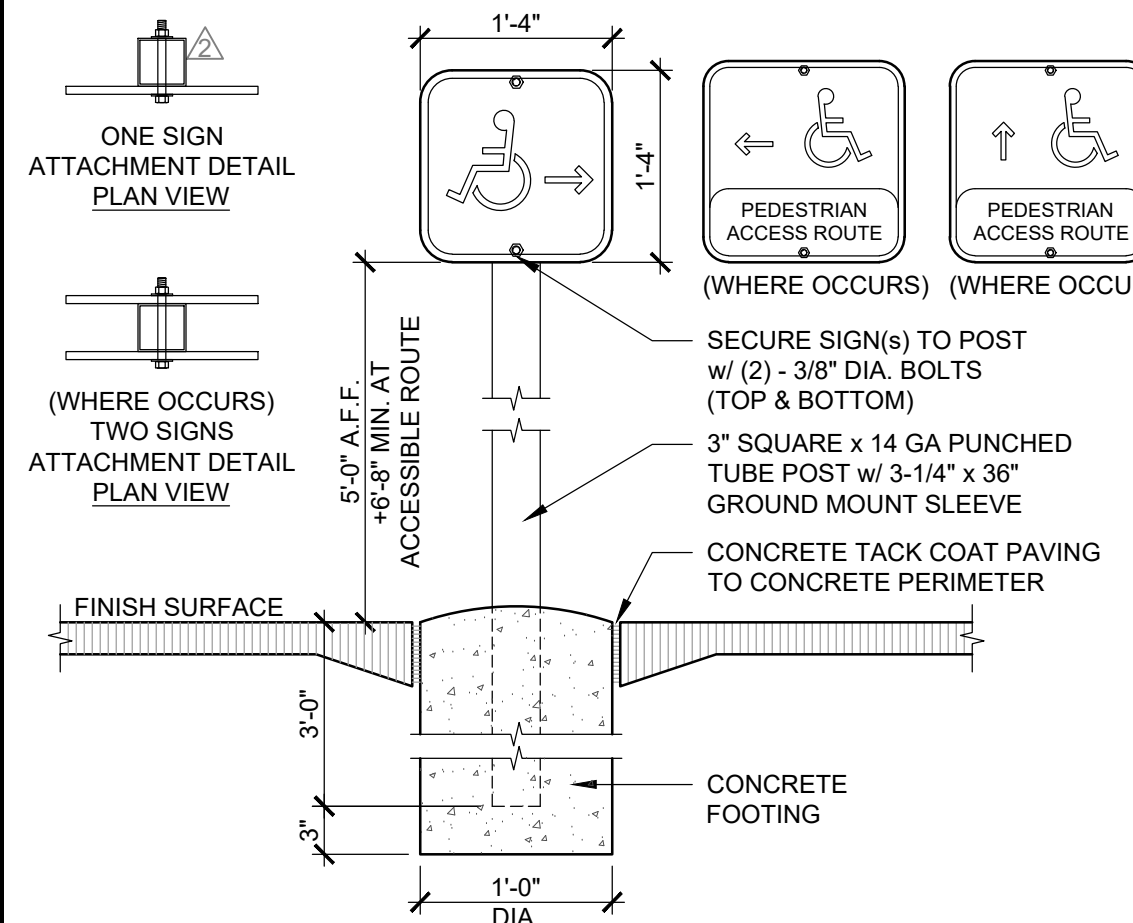
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8

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1" = 1'-0"

4

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2883 SURVEYOR STREET,
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LAURENCE TANG
ltang@seafoodcity.com

CONSULTANT

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

(N) SITE PLAN

PROJECT LOCATION

SHEET TITLE

STAMP



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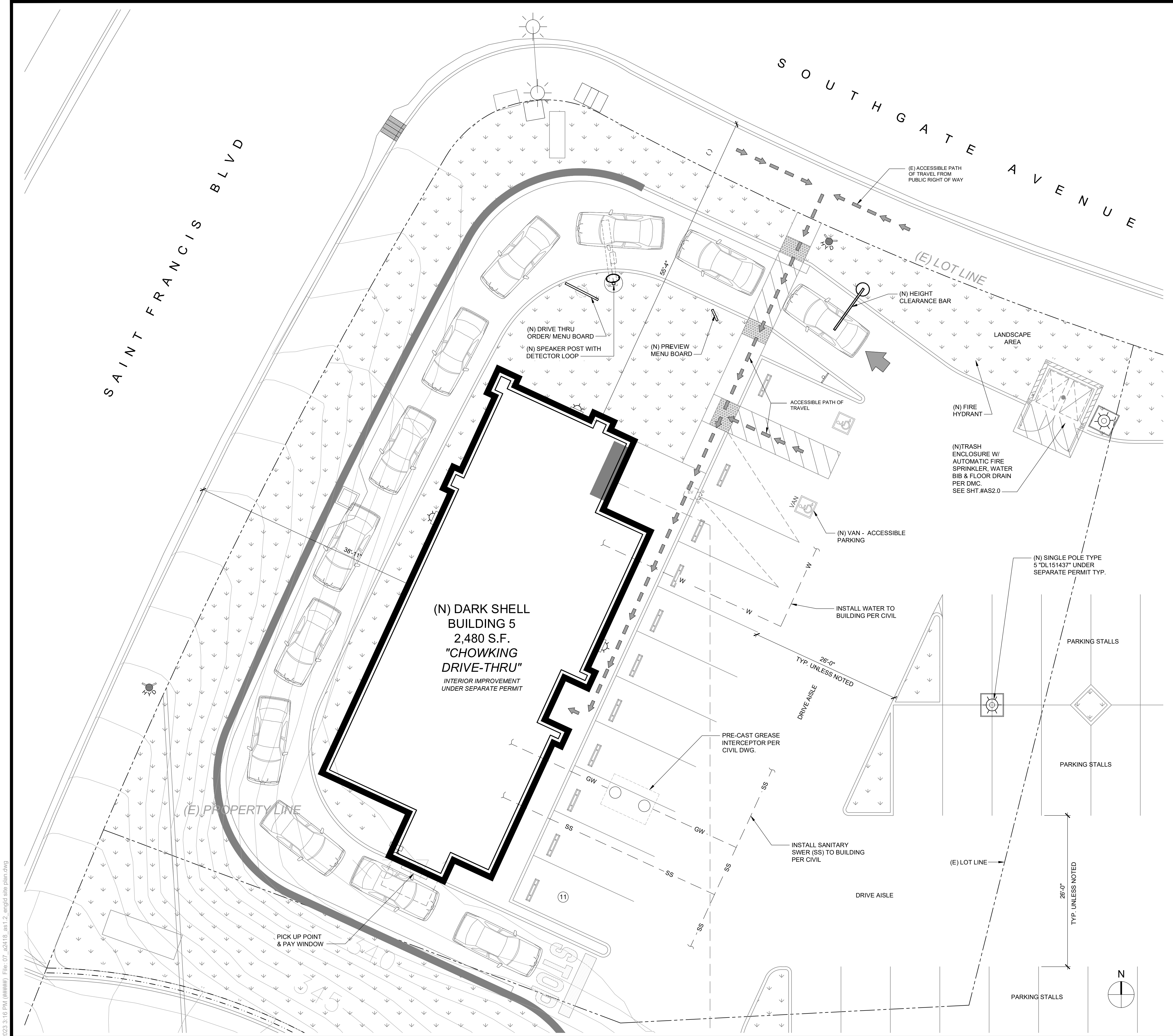
2022.04.26

PROJECT NUMBER

A2418

SHEET NUMBER

AS1.1



(N) ENLARGED SITE PLAN

SCALE
1" = 30'-0"

8

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Chowking

CONSULTANT

DARK SHELL BLDG. #5
CHOWKING DRIVE-THRU RESTAURANT
ST. FRANCIS BLVD. AND SOUTHGATE AVE.
DALY CITY, CA 94015
(N) ENLARGED SITE PLAN

PROJECT LOCATION

SHEET TITLE

STAMP

LICENSED ARCHITECT

WILLIAM A. AMOR

C - 24421

8/31/2023

RENEWAL DATE

STATE OF CALIFORNIA

REVISIONS

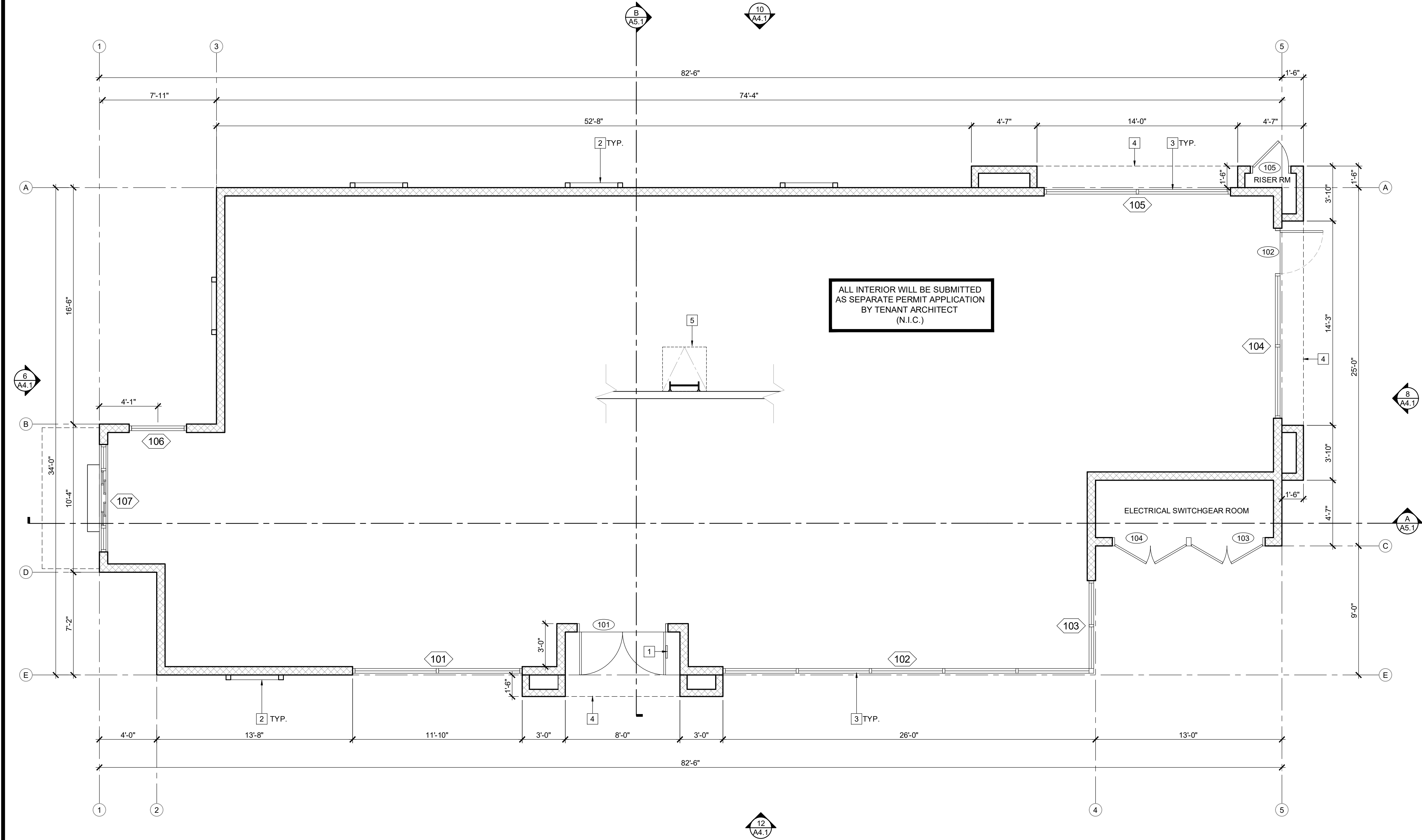
DATE
2022.7.14

PROJECT NUMBER
A2418

SHEET NUMBER

AS1.2

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FLOOR PLAN

SCALE
1/4" = 1'-0"

8

FLOOR PLAN NOTES

- 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.
- THE ENTRANCE TO THE BUILDING SHALL BE IDENTIFIED WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY IN WHITE ON A BLUE BACKGROUND, 3' SQ. MIN. MOUNT SIGN ON GLASS AT DOORS.
- 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
- SEAL AROUND ALL PIPES THRU EXTERIOR WALLS.
- THE CONTRACTOR SHALL COORDINATE UTILITIES SO THAT NO CONDUITS OR PLUMBING LINES AREA MOUNTED TO WALLS IN PREP AREAS.
- PROVIDE WOOD BACKING FOR ALL SINKS AND FIXTURES.
- EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE (UBC 1003.31.8)
- 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

- INSTALL ACCESSIBLE SIGNAGE AT ENTRY
- 4X4 TUBE STEEL TRELLIS
- TEMPERED GLAZING AT ALL STOREFRONT WINDOWS
- OUTLINE OF EXTERIOR SOFFIT ABOVE
- 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

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CLIENT



CONSULTANT

DARK SHELL BLDG. #5
CHOWKING DRIVE-THRU RESTAURANT

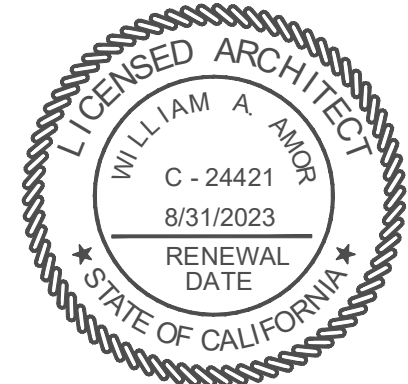
ST. FRANCIS BLVD. AND SOUTHGATE AVE.
DALY CITY, CA 94015

FLOOR PLAN AND
GENERAL NOTES

PROJECT
LOCATION

SHEET TITLE

STAMP



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REVISIONS

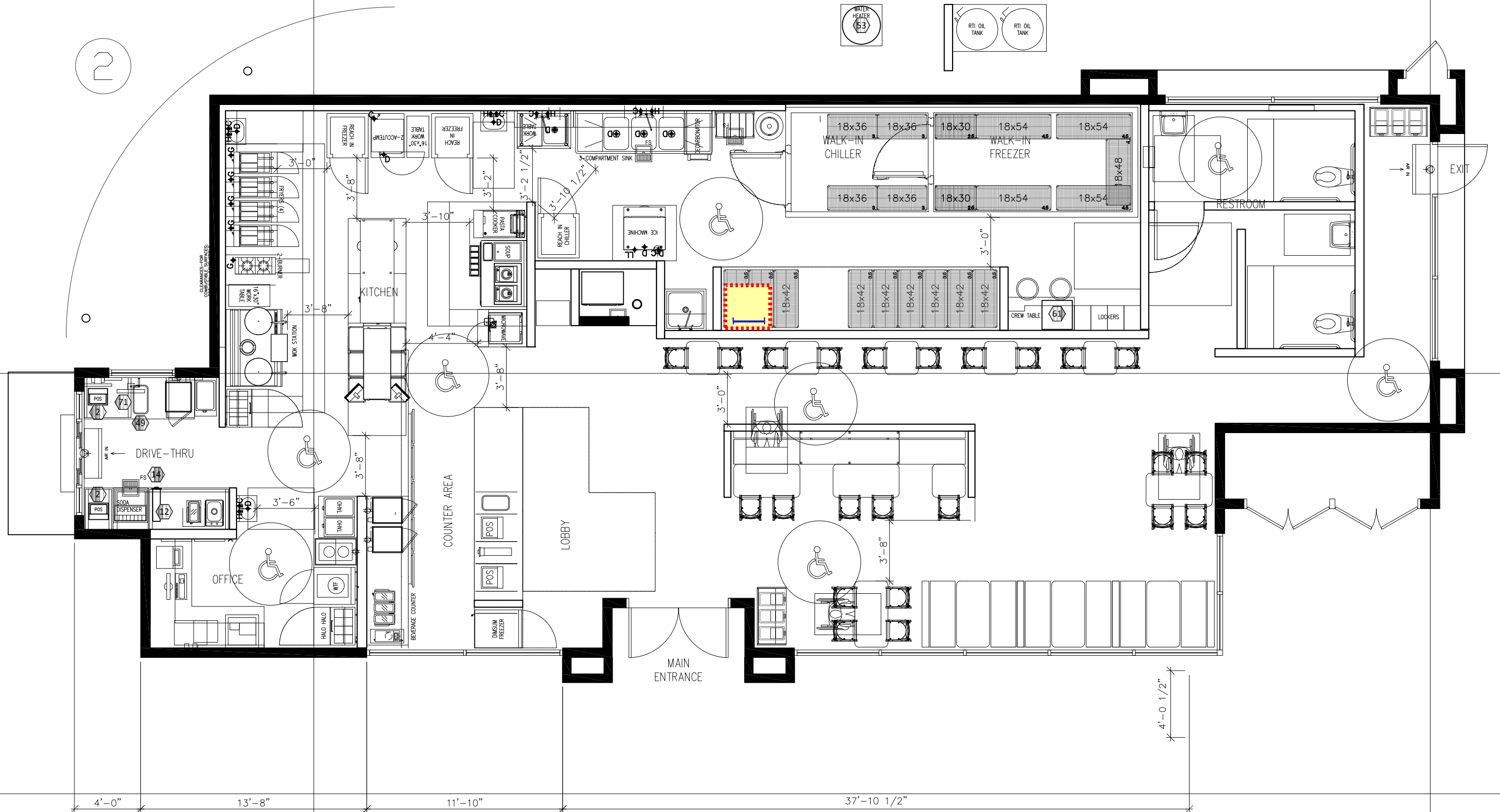
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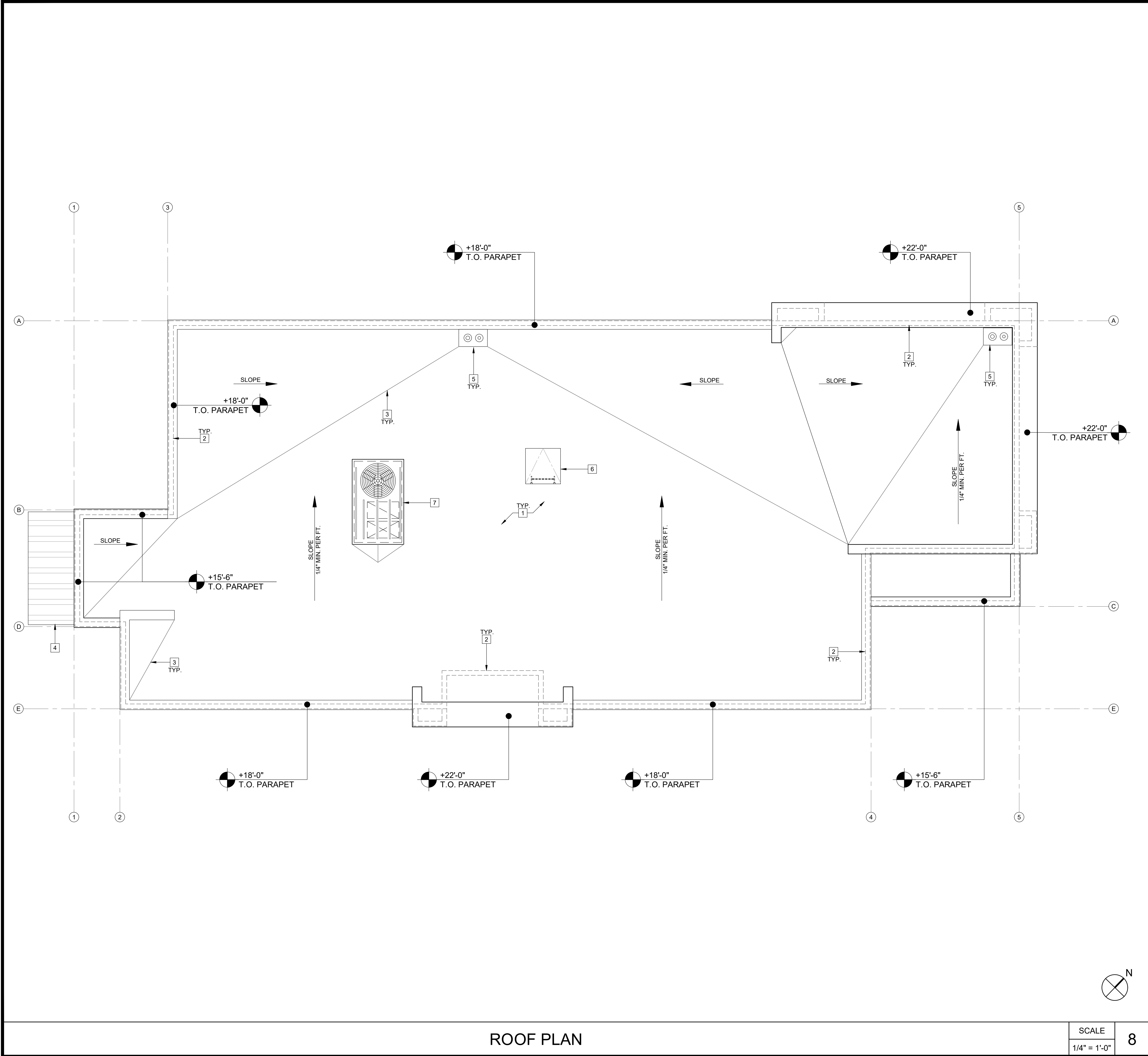
PROJECT NUMBER
A2418

SHEET NUMBER

A1.1



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ROOF PLAN

SCALE
1/4" = 1'-0"

8

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}

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CLIENT

Chowking

超群

CONSULTANT

PROJECT LOCATION
DARK SHELL BLDG. #5
CHOWKING DRIVE-THRU RESTAURANT

ST. FRANCIS BLVD. AND SOUTHGATE AVE.
DALY CITY, CA 94015

SHEET TITLE
ROOF PLAN

STAMP



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REVISIONS

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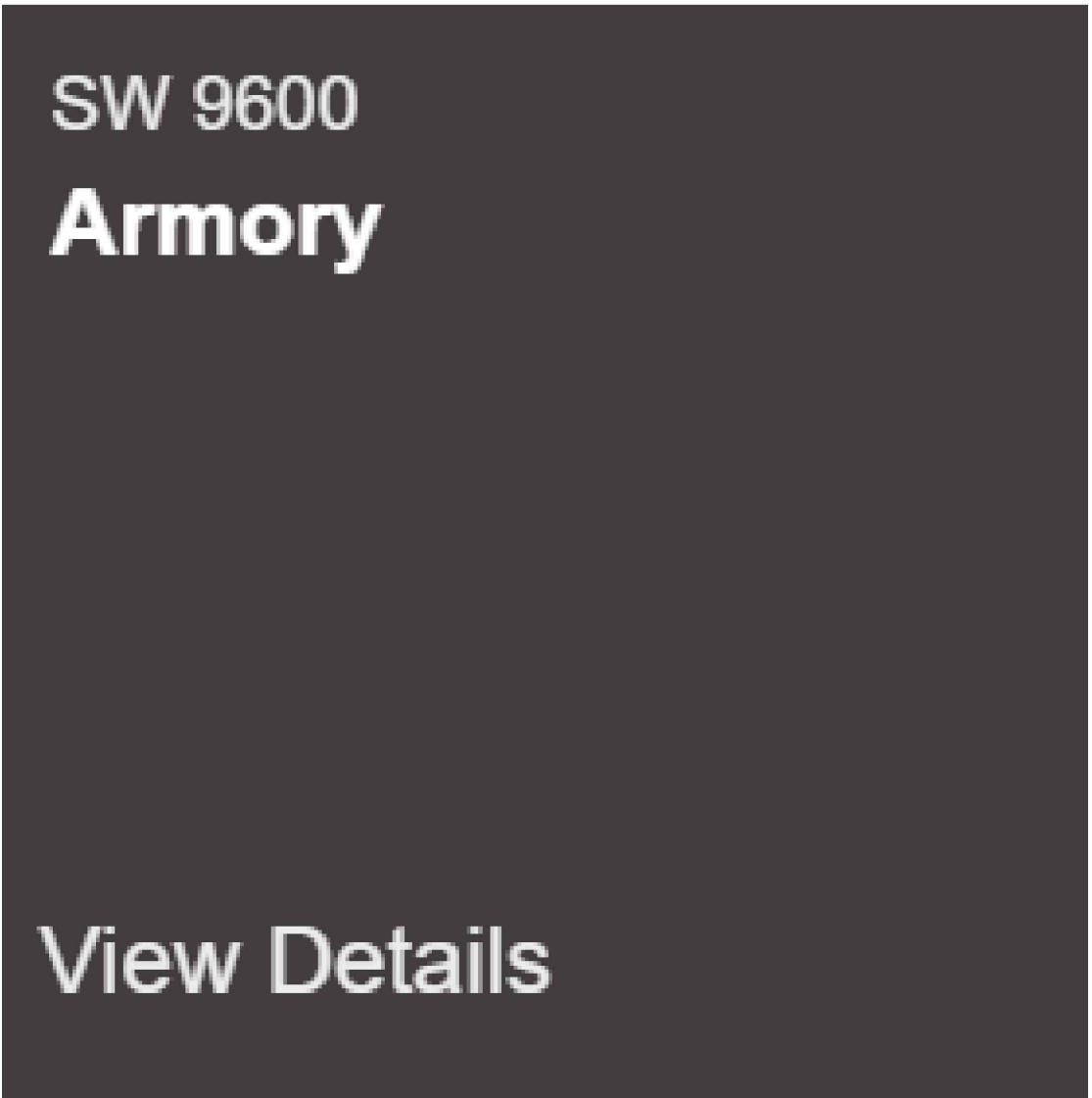
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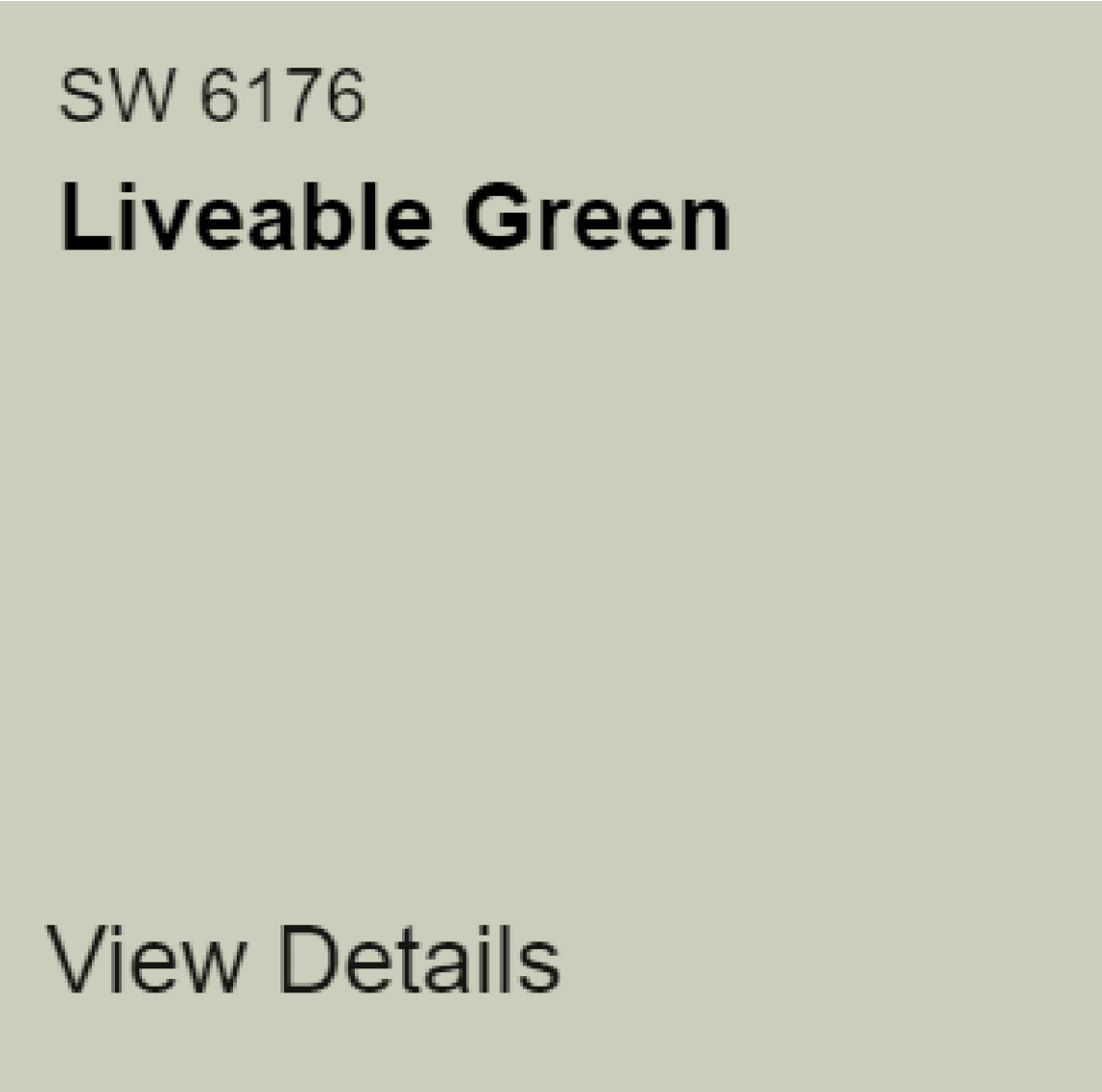
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SW- 9561



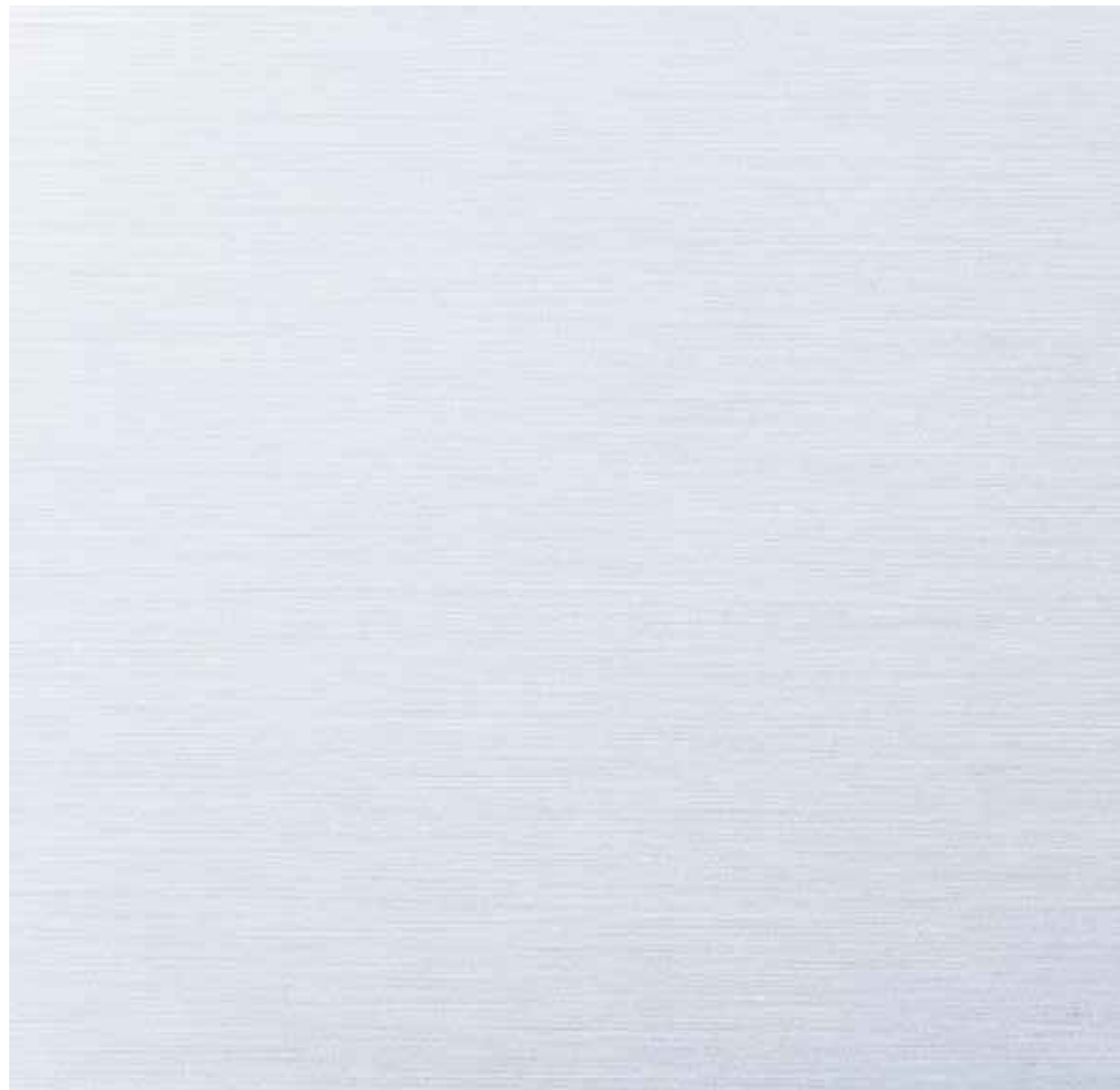
PT-2 PAINT: FIREWEED
SW-6328



PT-3 PAINT: ARMORY
SW-9600



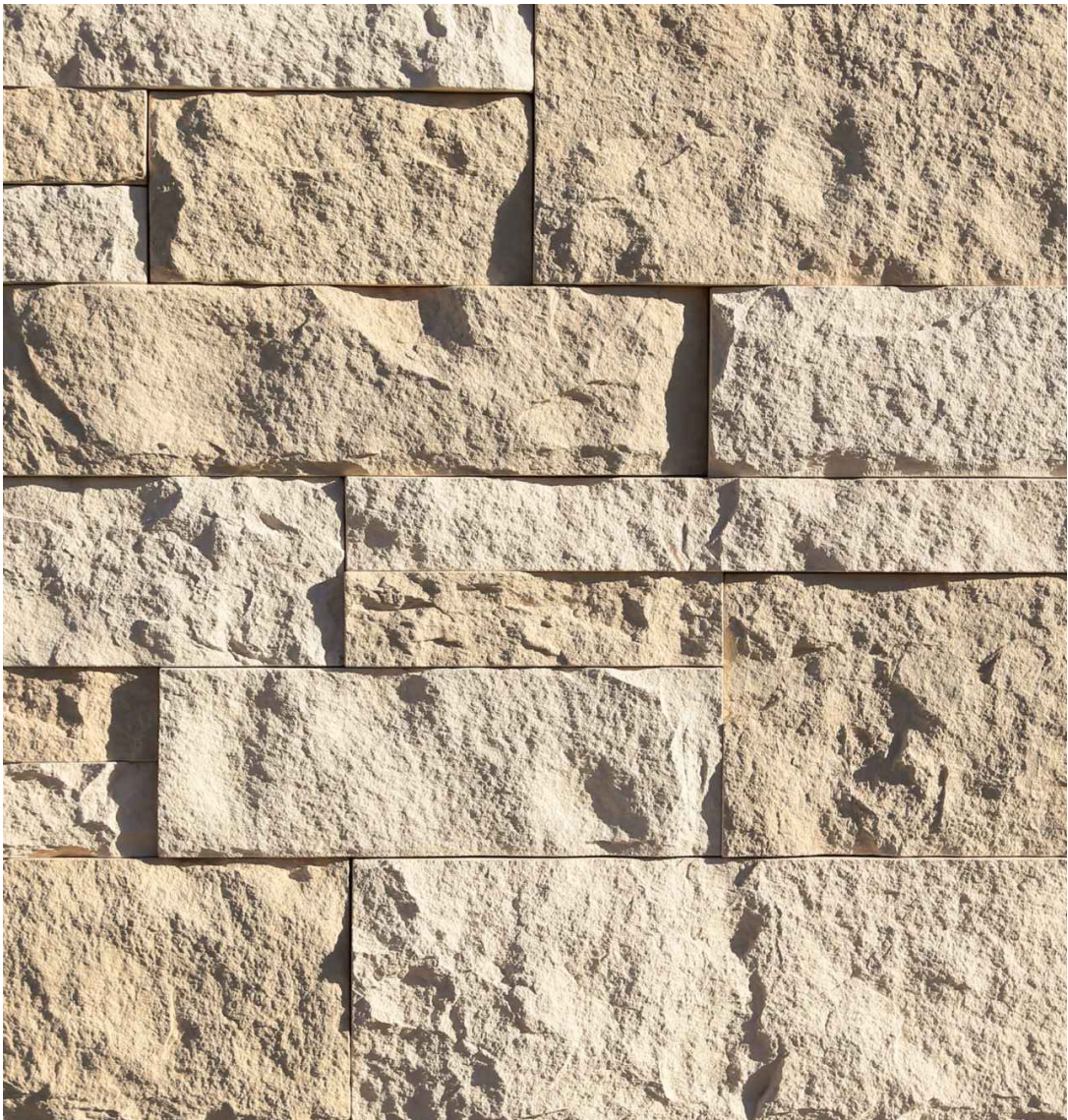
PT-4 PAINT: LIVEABLE GREEN
SW-6176



GL-1 ALUMINUM
STOREFRONT
"CLEAR ANODIZED"



MT-2 CORRUGATED METAL [M-2]
PT-3 PAINT: ARMORY
SW-9600



WD-1 EL DORADO STONE: CUT
COARSE STONE - SEASHELL



WD-2 CEDAR BOARD AND
PT-2 BATTEN SIDING

COLOR / MATERIAL BOARD



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A2418

CHOWKING DRIVE THRU BLDG.#5

119 SAINT FRANCIS BLVD.
1420 SOUTHGATE AVENUE
DALY CITY, CA 94015

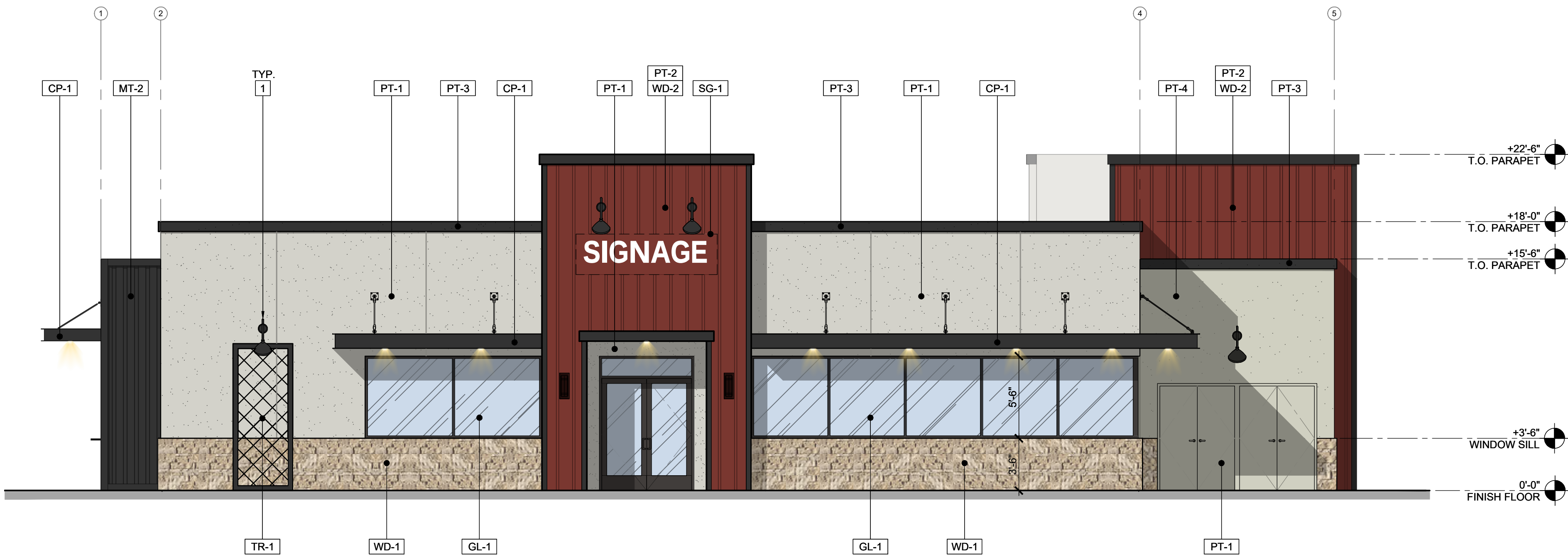
2023.03.30

9431 HAVEN AVE, SUITE 212
RANCHO CUCAMONGA, CA 91730
909.259.9971 TEL.
909.944.8409 FAX.
www.AmorArch.com



A.1.2

Plotted: 2/15/2023 9:25 AM (#####) File: 14_02418_04_1_exterior elevs - rcover.dwg



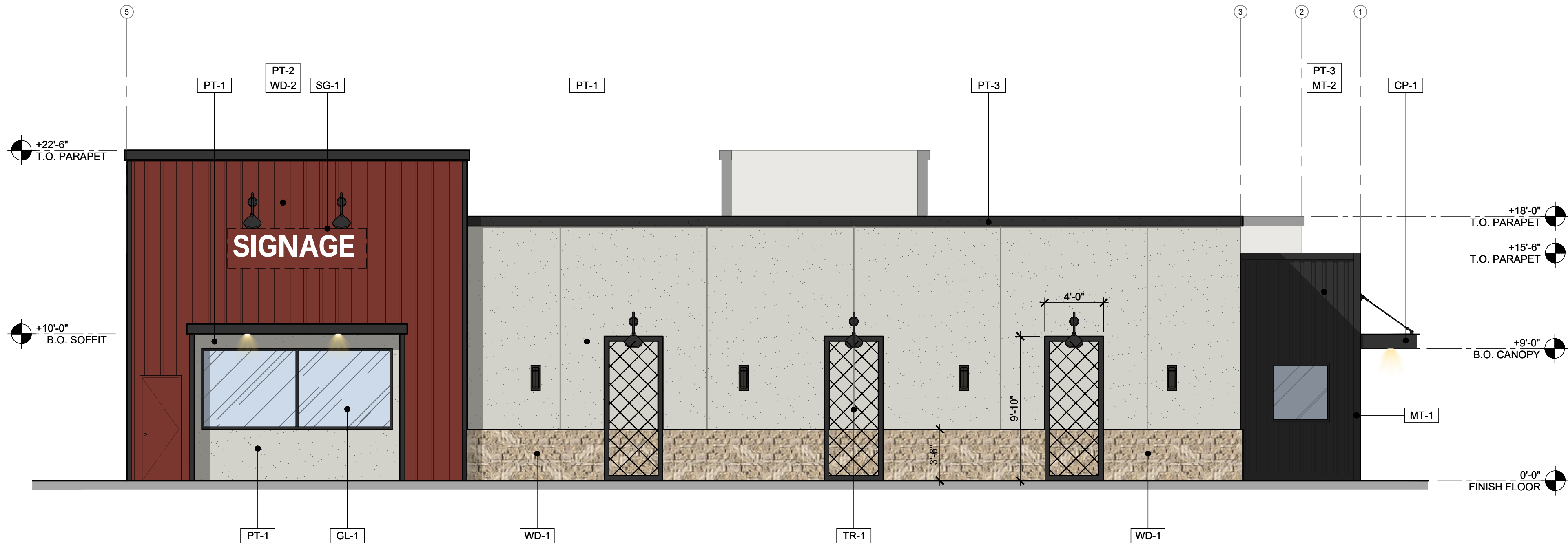
EXTERIOR ELEVATION - EAST

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



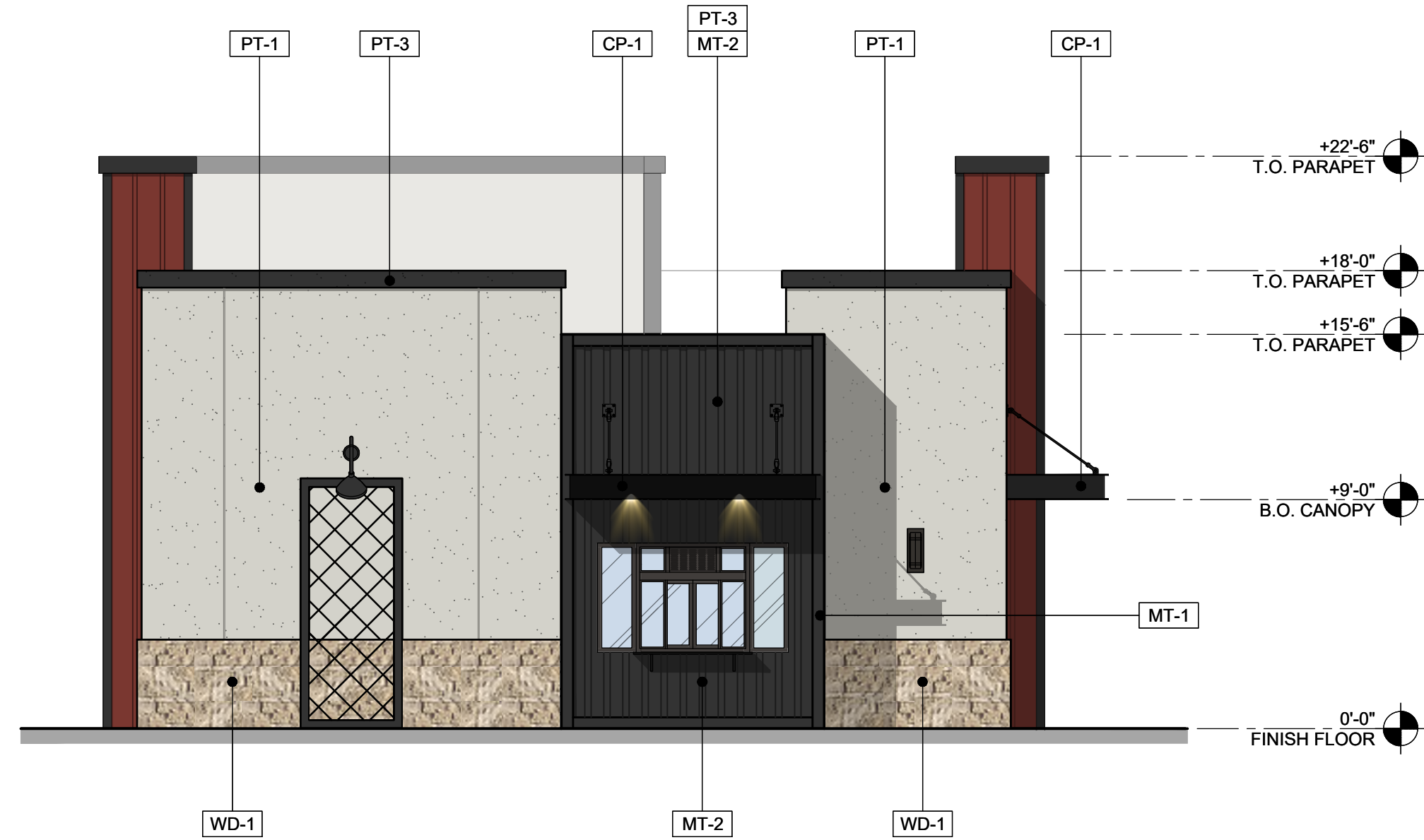
EXTERIOR ELEVATION - NORTH

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



EXTERIOR ELEVATION - WEST (FACING GRAND AVENUE)

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



EXTERIOR ELEVATION - SOUTH

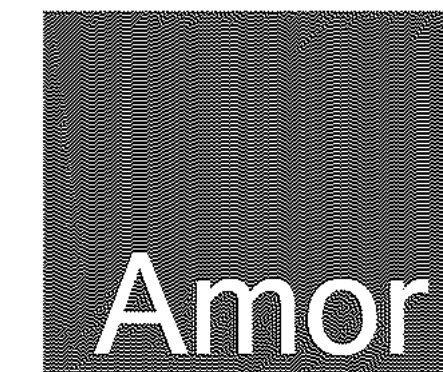
SCALE
3/16" = 1'-0" 3

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	EL DORADO STONE - CUT COARSE STONE - SEASHELL
WD-2	CEDAR BOARD AND BATTEN SIDING
PT-1	PAINT- COLOR: SHERWIN WILLIAMS 9561 - GUILD GREY
PT-2	PAINT- COLOR: SHERWIN WILLIAMS 6328 - FIREWEED
PT-3	PAINT- COLOR: SHERWIN WILLIAMS 9600 - ARMORY
PT-4	PAINT- COLOR: SHERWIN WILLIAMS 6176 - LIVEABLE GREEN
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

- G.C. TO SUPPLY PAINT SAMPLES FOR APPROVAL PRIOR TO PAINTING
- PROVIDE BLOCKING AS REQUIRED FOR ALL INSTALLATION OF SIGNAGE, TYP.
- 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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Corporation

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www.AmorArch.com

WEST COAST | CENTRAL | EAST COAST

CLIENT



CONSULTANT

PROJECT
LOCATION
DARK SHELL BLDG. #5
CHOWKING DRIVE-THRU RESTAURANT

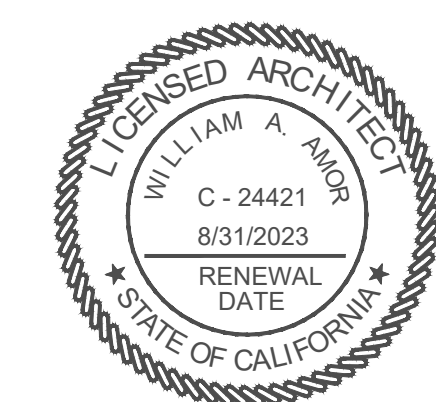
ST. FRANCIS BLVD. AND SOUTHGATE AVE.
DALY CITY, CA 94015

EXTERIOR ELEVATIONS
GENERAL NOTES

PROJECT
LOCATION

SHEET TITLE

STAMP



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

REVISIONS

△	
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DATE
2023.2.14

PROJECT NUMBER
A2418

SHEET NUMBER

A4.1

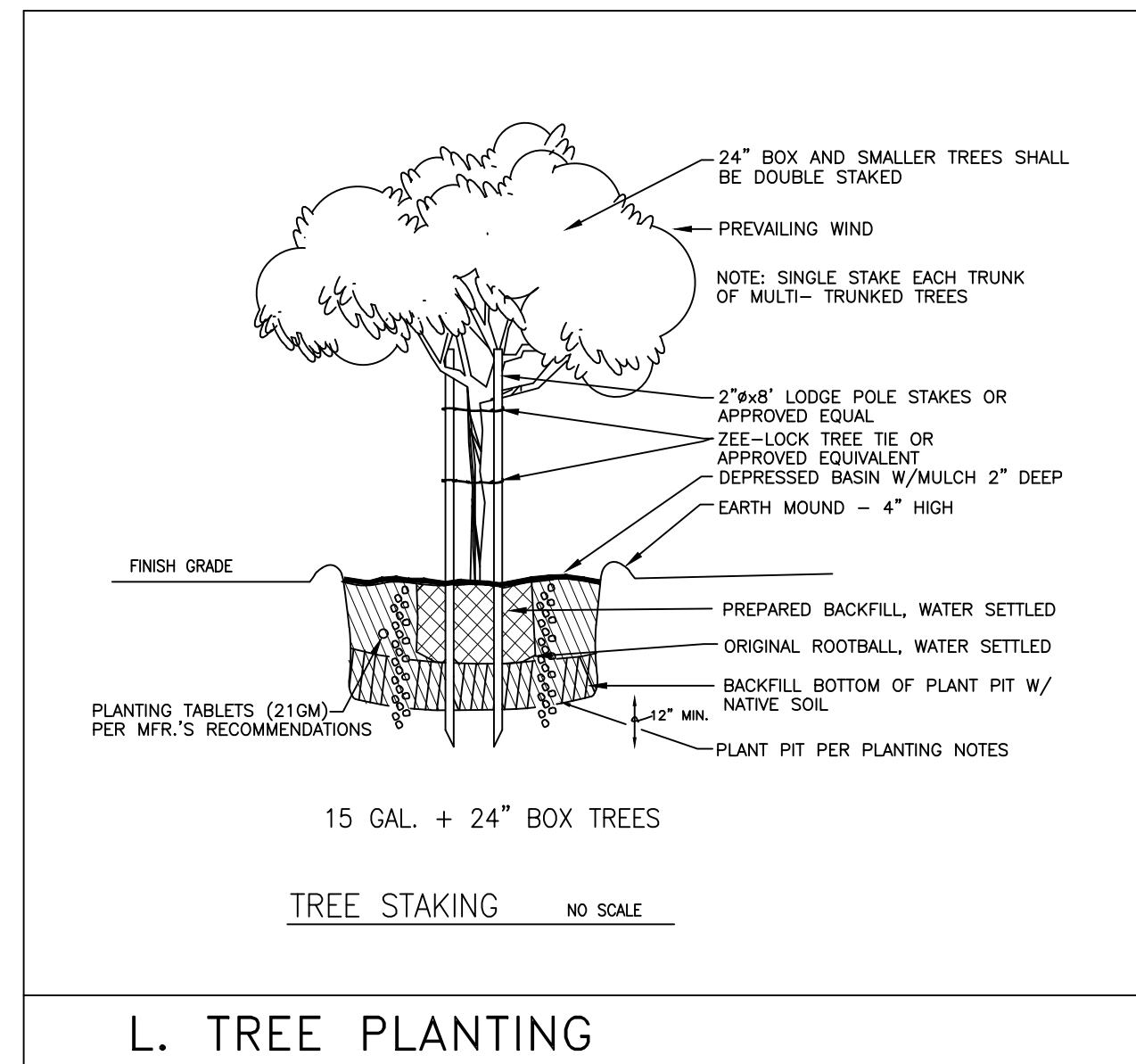
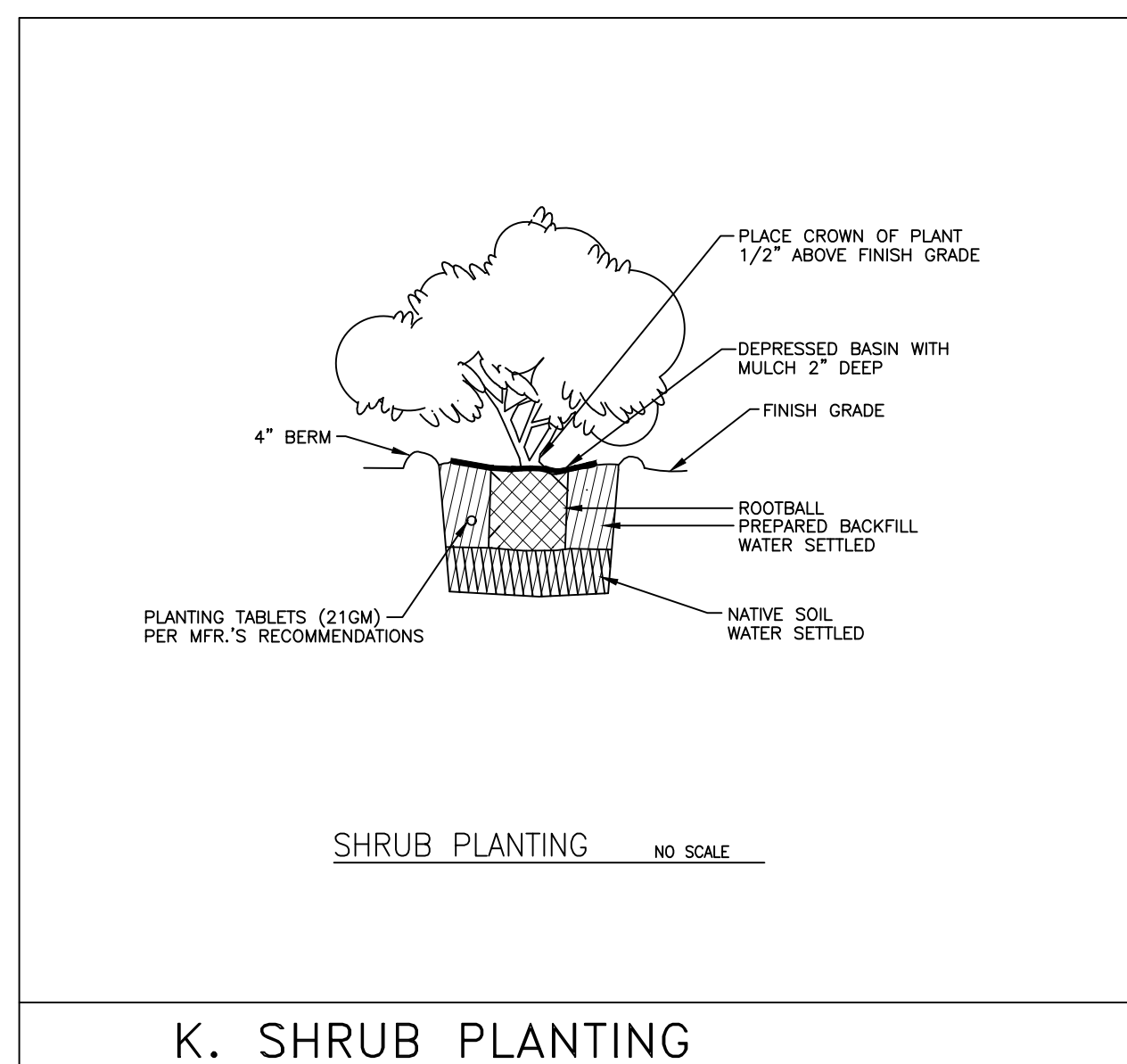
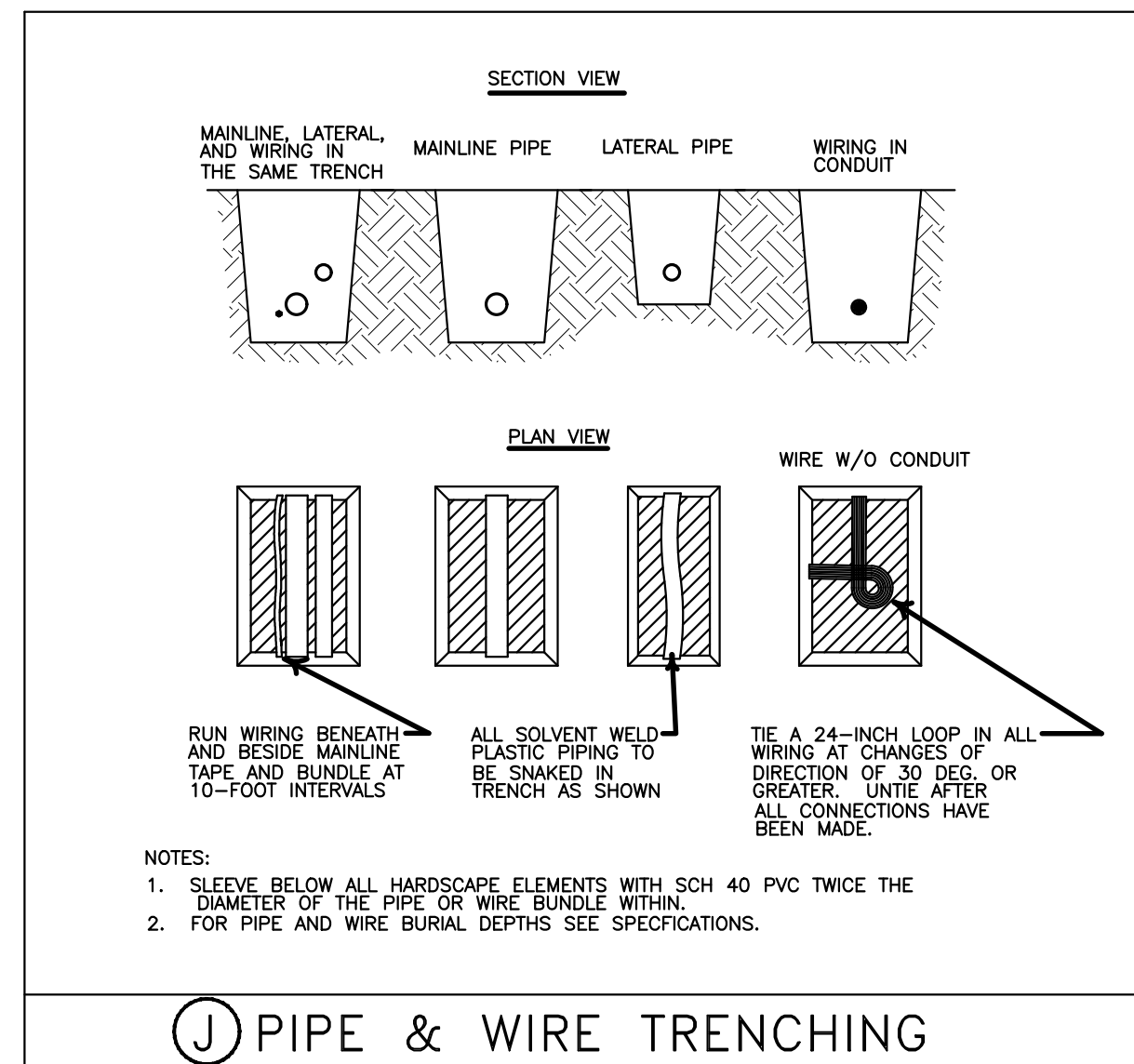
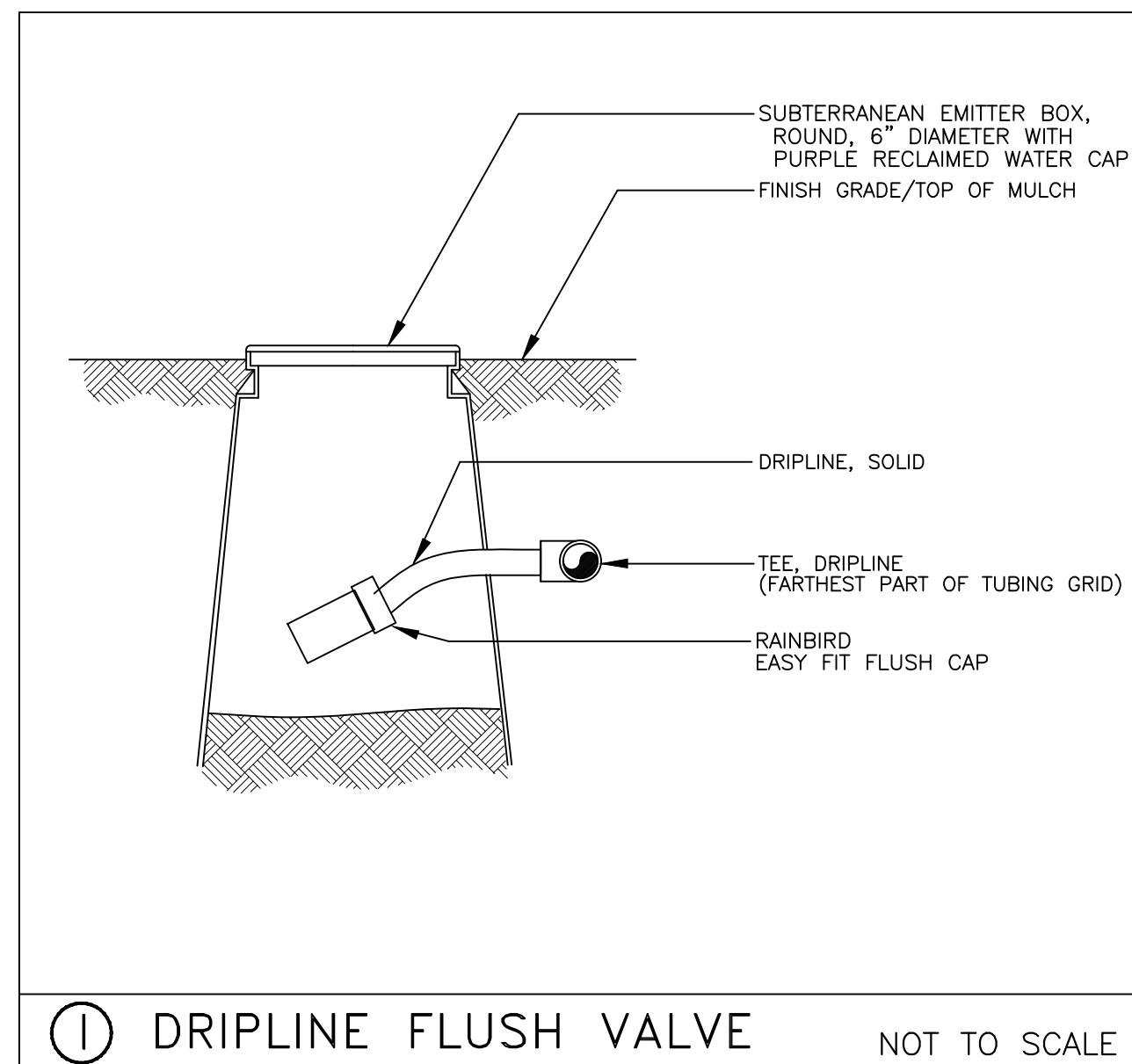
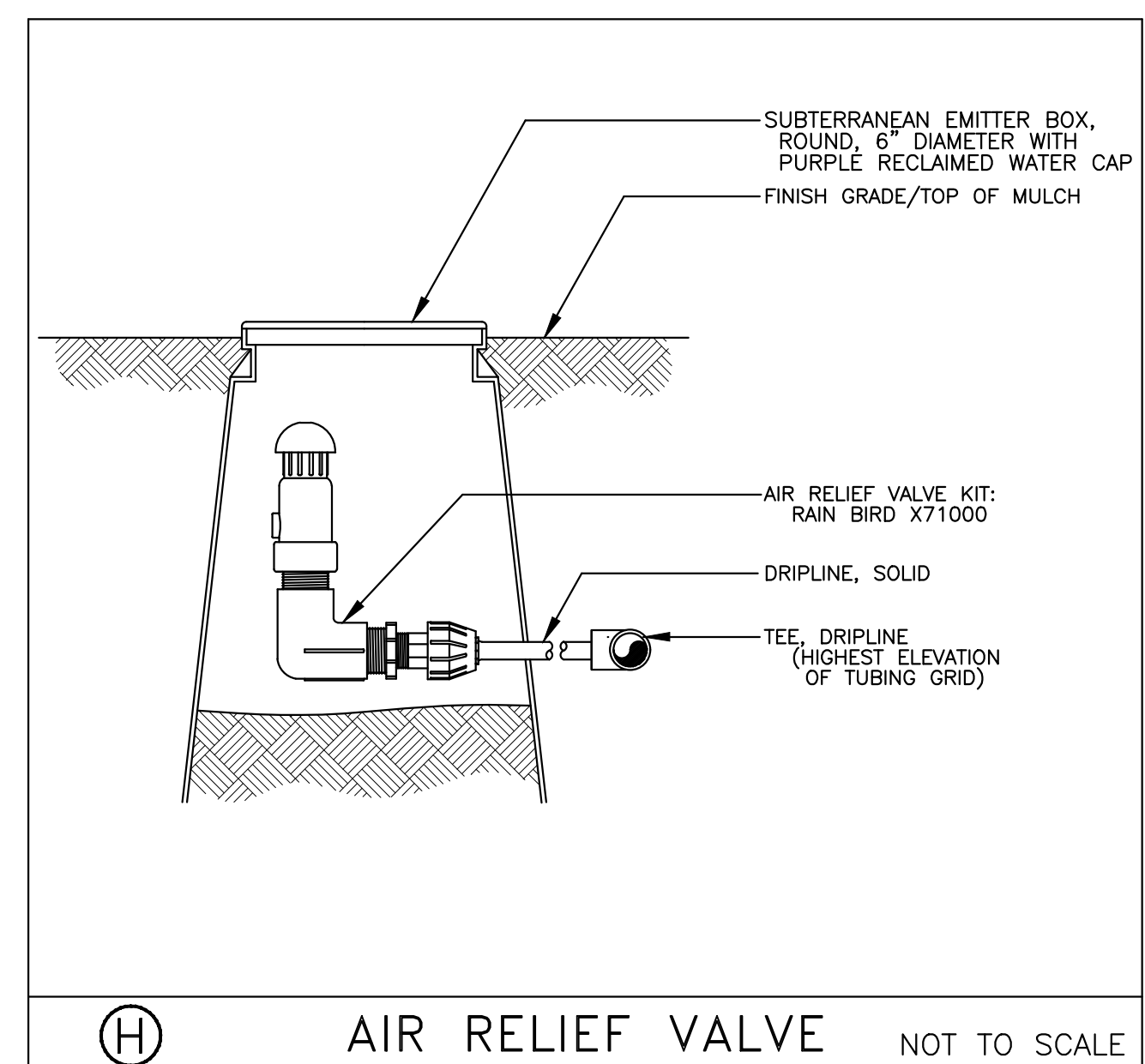
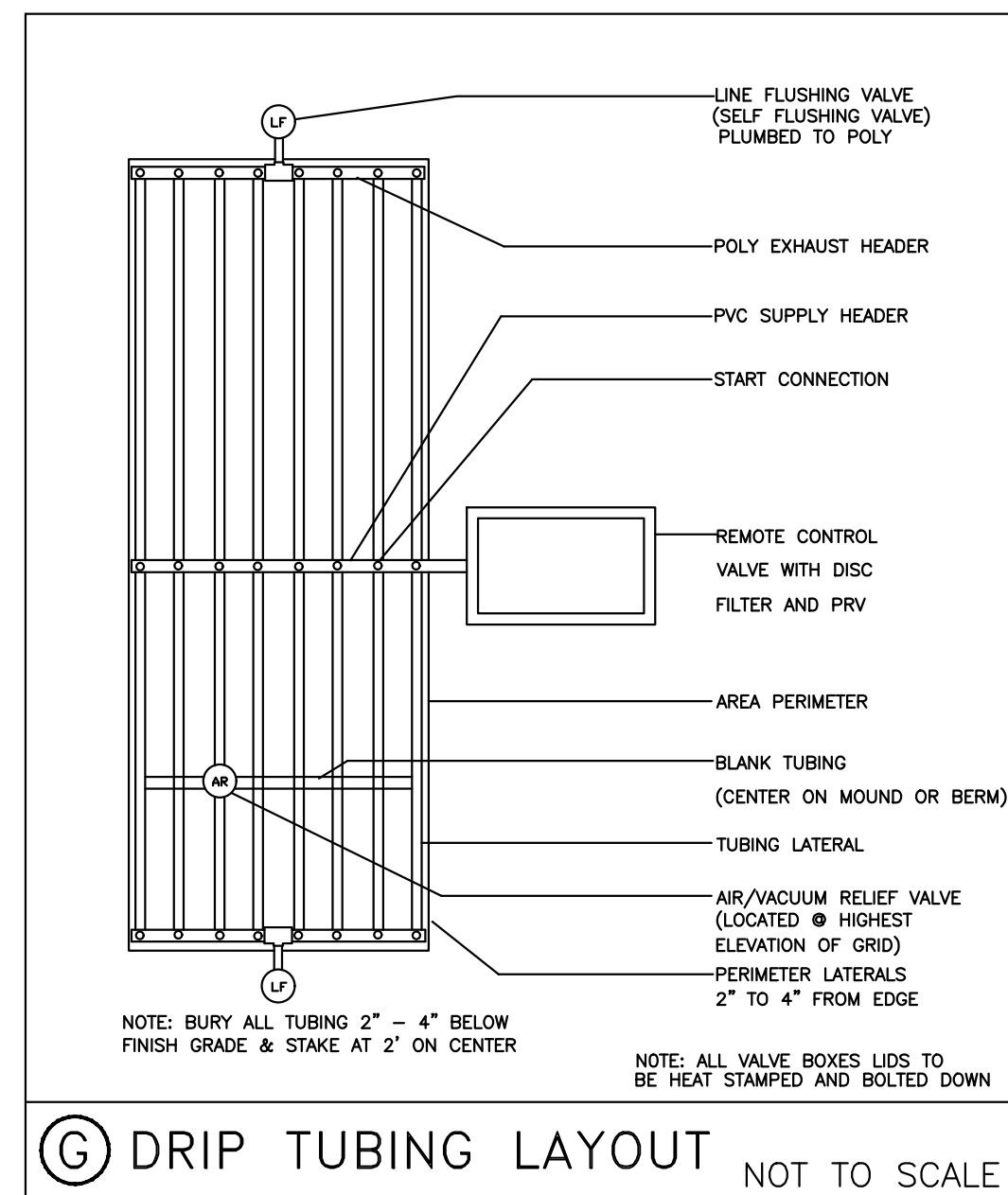
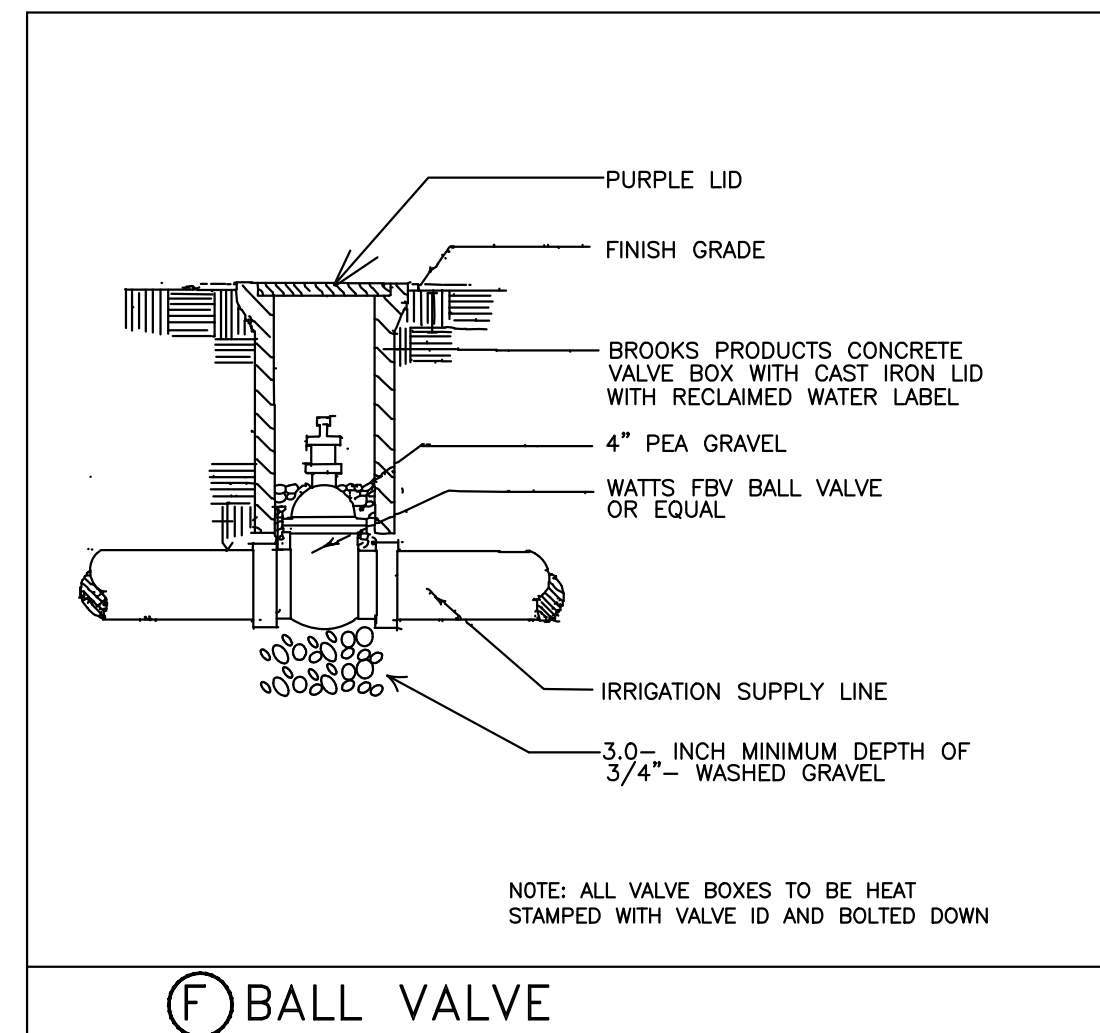
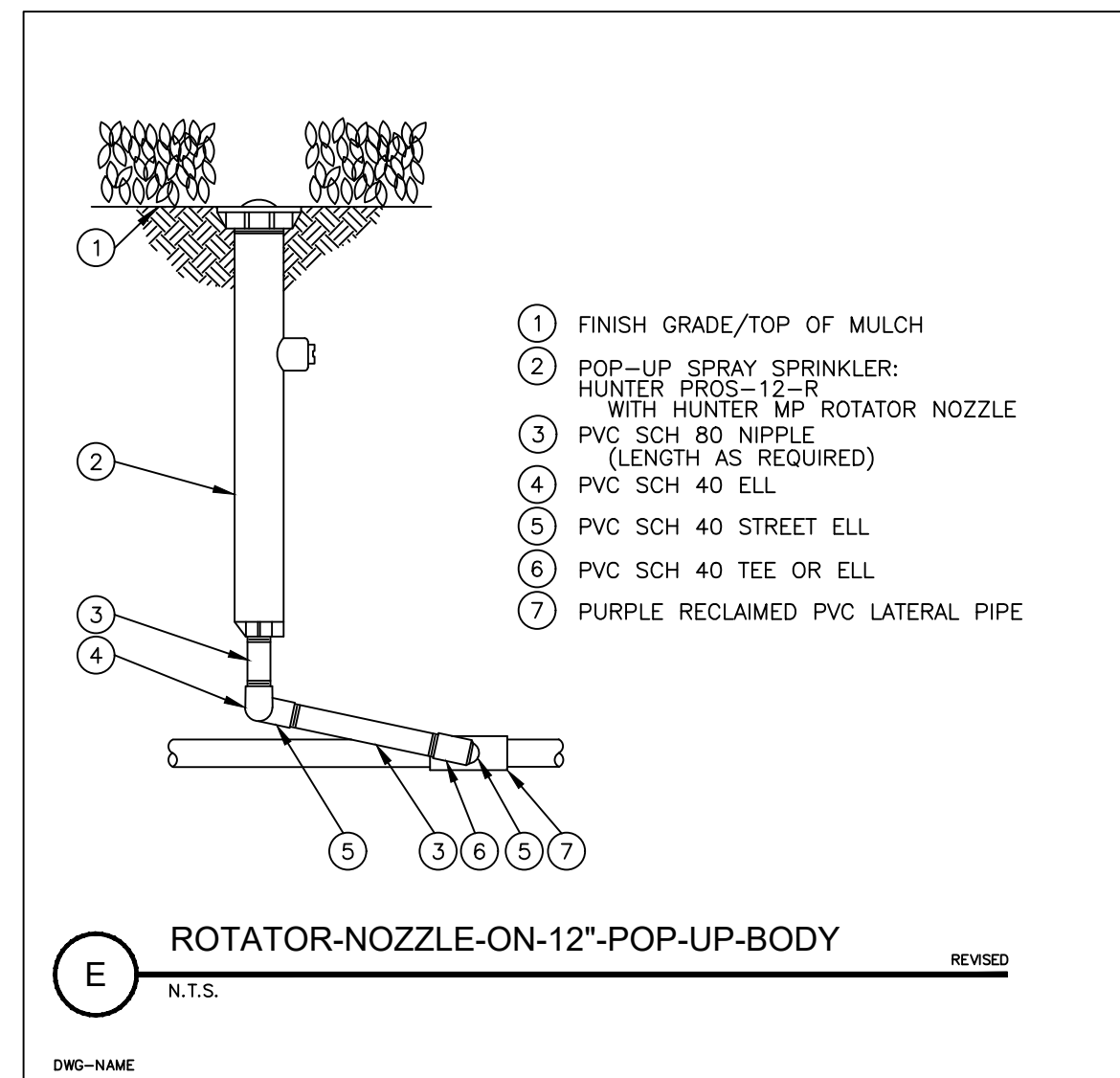
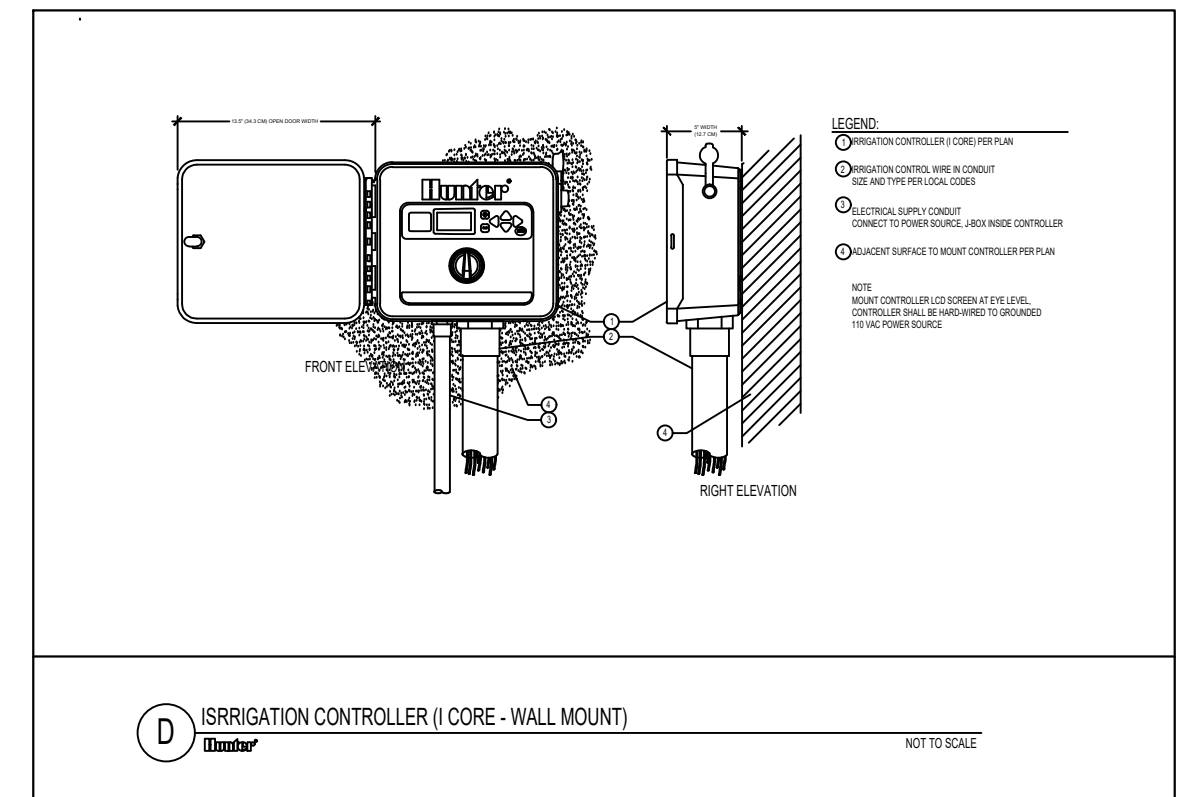
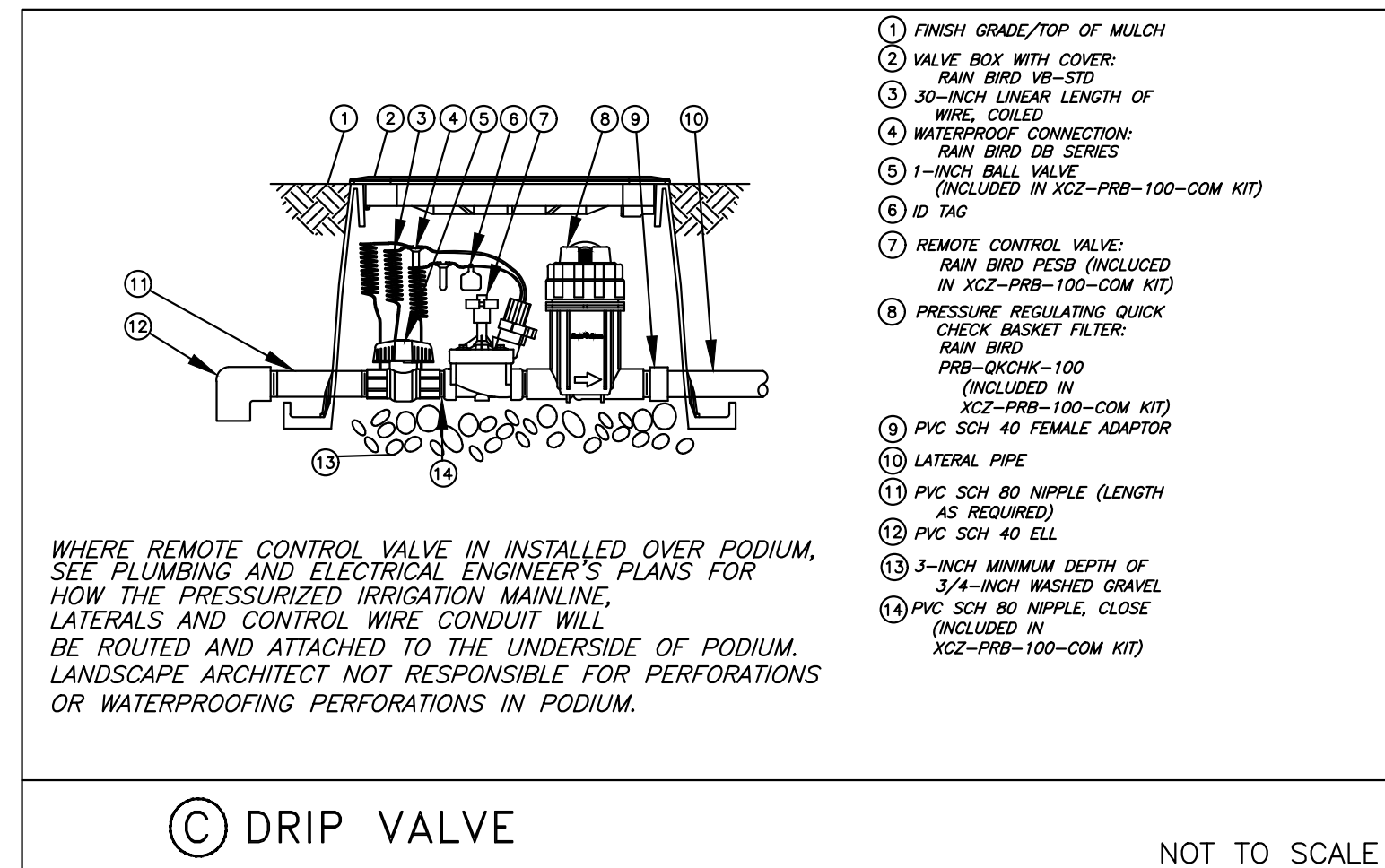
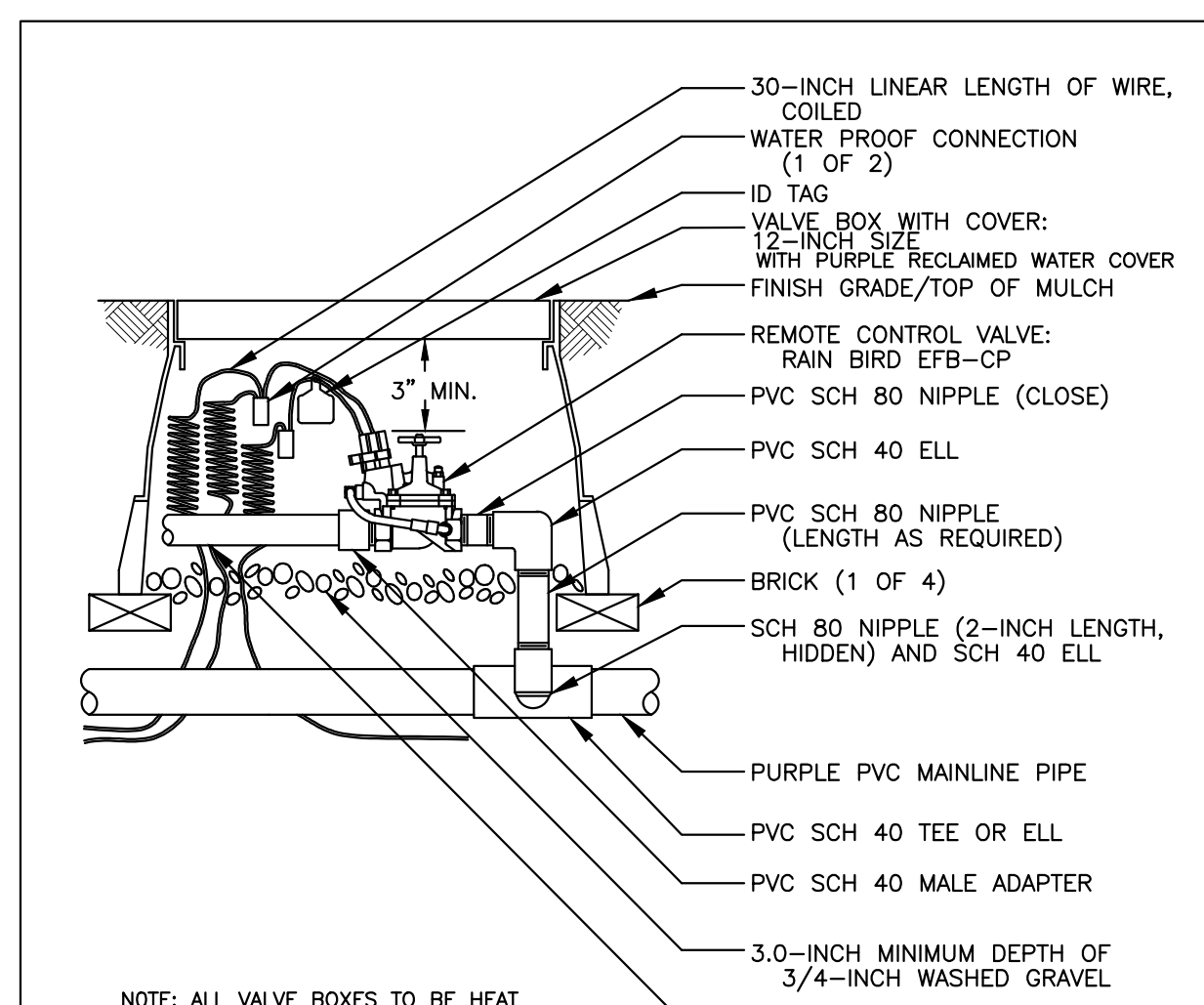
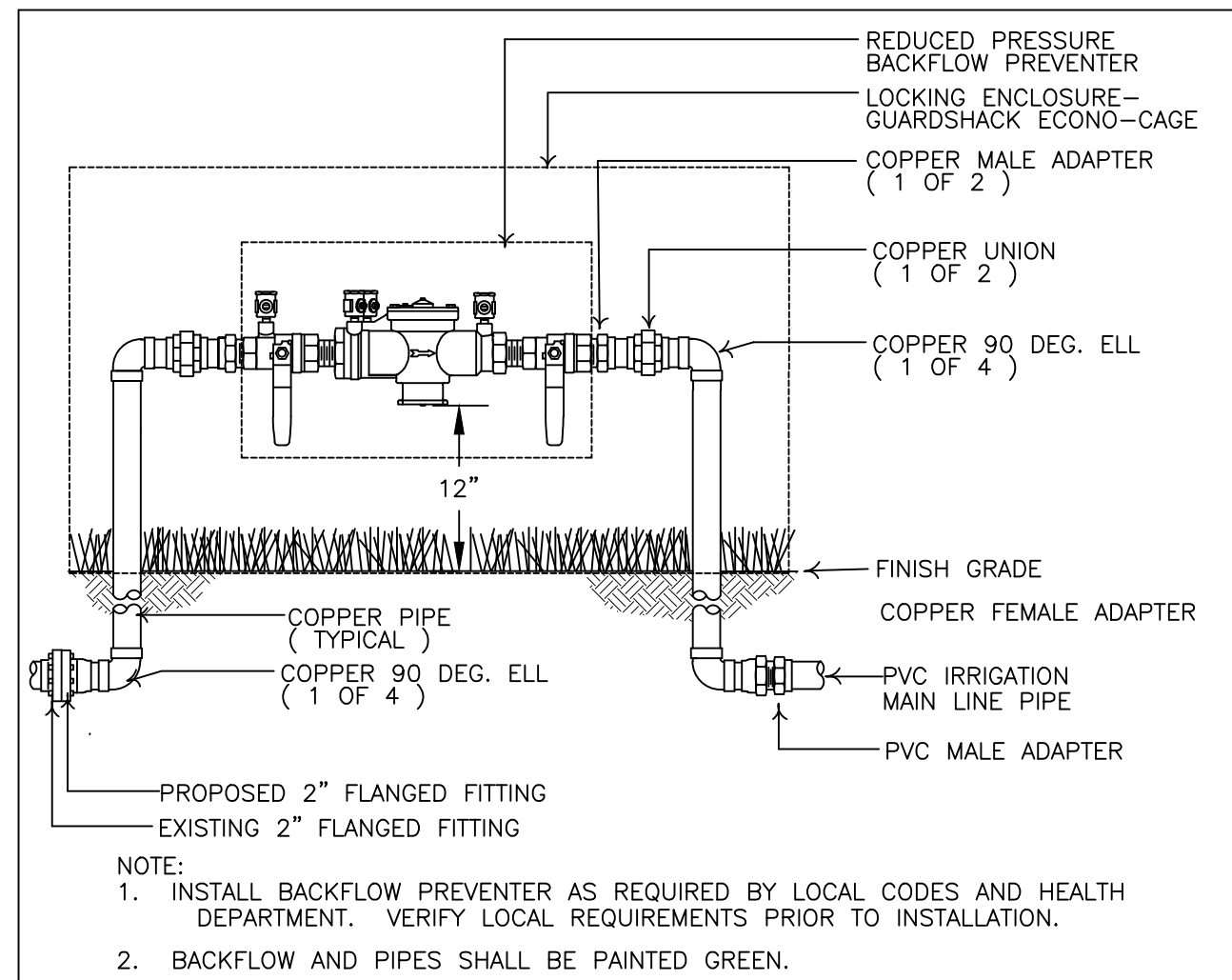


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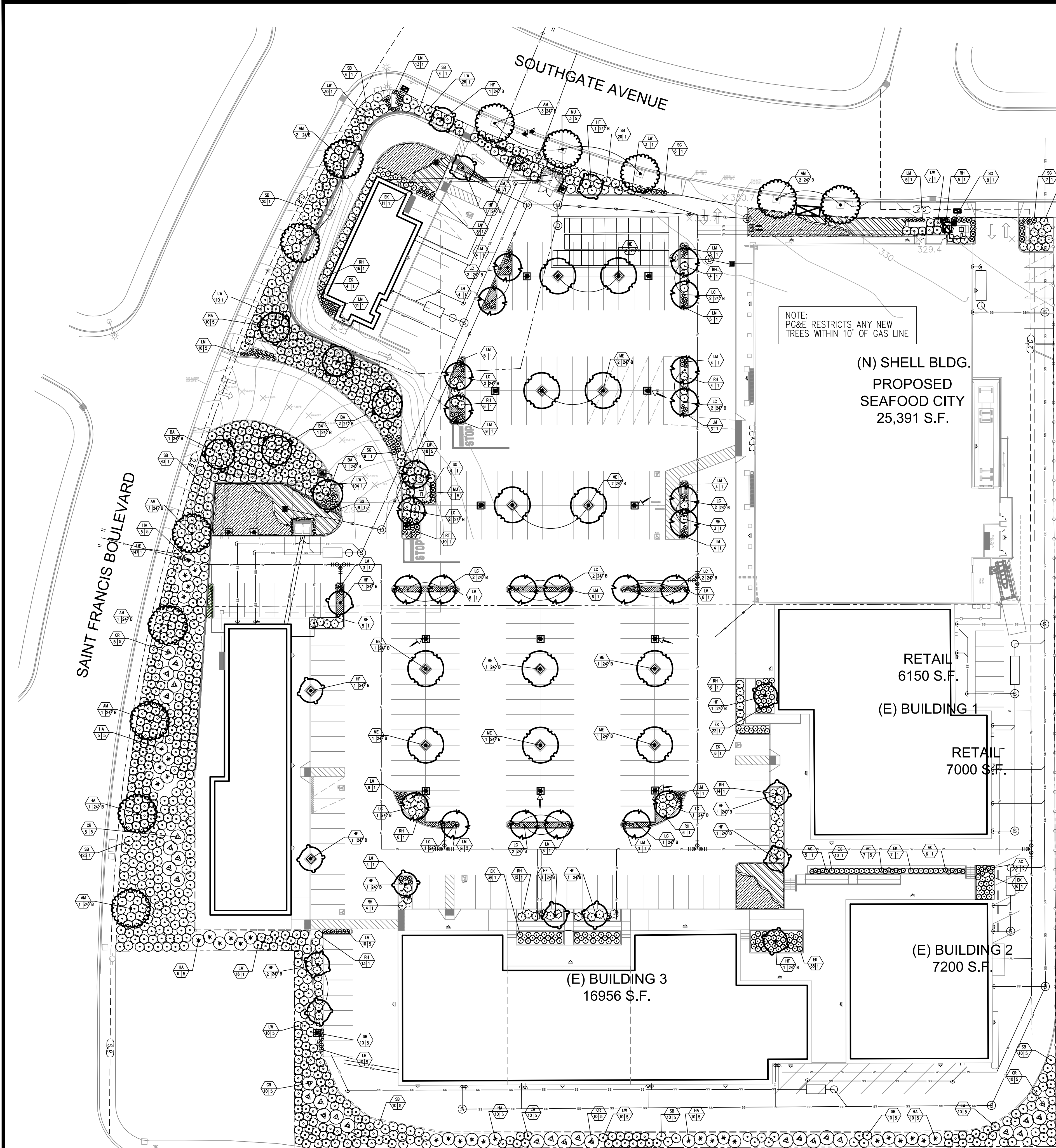
$$1'' = 30'-0''$$

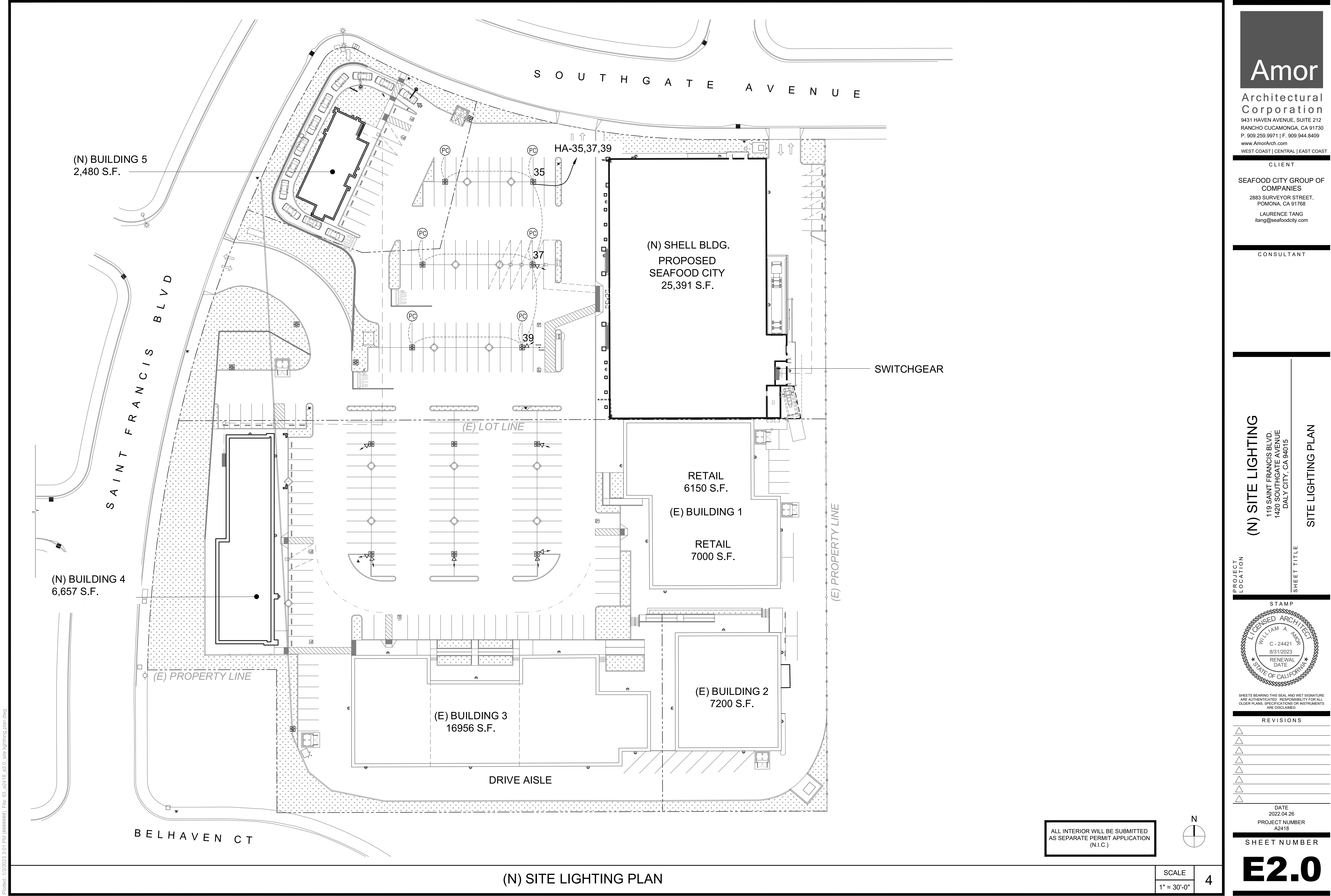
L-2

L-2



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





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Architectural Corporation

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CLIENT

SEAFOOD CITY GROUP OF COMPANIES
2883 SURVEYOR STREET,
POMONA, CA 91768
LAURENCE TANG
ltang@seafoodcity.com

CONSULTANT

PROJECT LOCATION

(N) SITE LIGHTING
119 SAINT FRANCIS BLVD.
1420 SOUTHGATE AVENUE
DAILY CITY, CA 94015

SHEET TITLE

SITE LIGHTING PLAN

STAMP

LICENSED ARCHITECT

WILLIAM A. AMOR

C - 24421

8/31/2023

RENEWAL DATE

STATE OF CALIFORNIA

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

REVISIONS

DATE

2022.04.26

PROJECT NUMBER

A2418

SHEET NUMBER

E2.0

SCALE

1" = 30'-0"

4



Luminaire Schedule							
Symbol	Qty	Label	Tag	Description	Arrangement	Lum. Watts	Total Watts
	40	A	UpDown 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
	6	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	DL162476	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.

The information contained in this document is proprietary to CBMC Lighting Solutions. This document is prepared for a specific site and incorporates calculations based on data available from the client at this time. By accepting and using this document, the recipient agrees to protect its contents from further dissemination, (other than that within the organization necessary to evaluate such specification) without the written permission of CBMC Lighting Solutions. the contents of this document are not to be reproduced or copied in whole or in part without the written permission of CBMC Lighting Solutions. **copyright © 2018 CBMC Lighting Solutions all rights reserved.**

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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

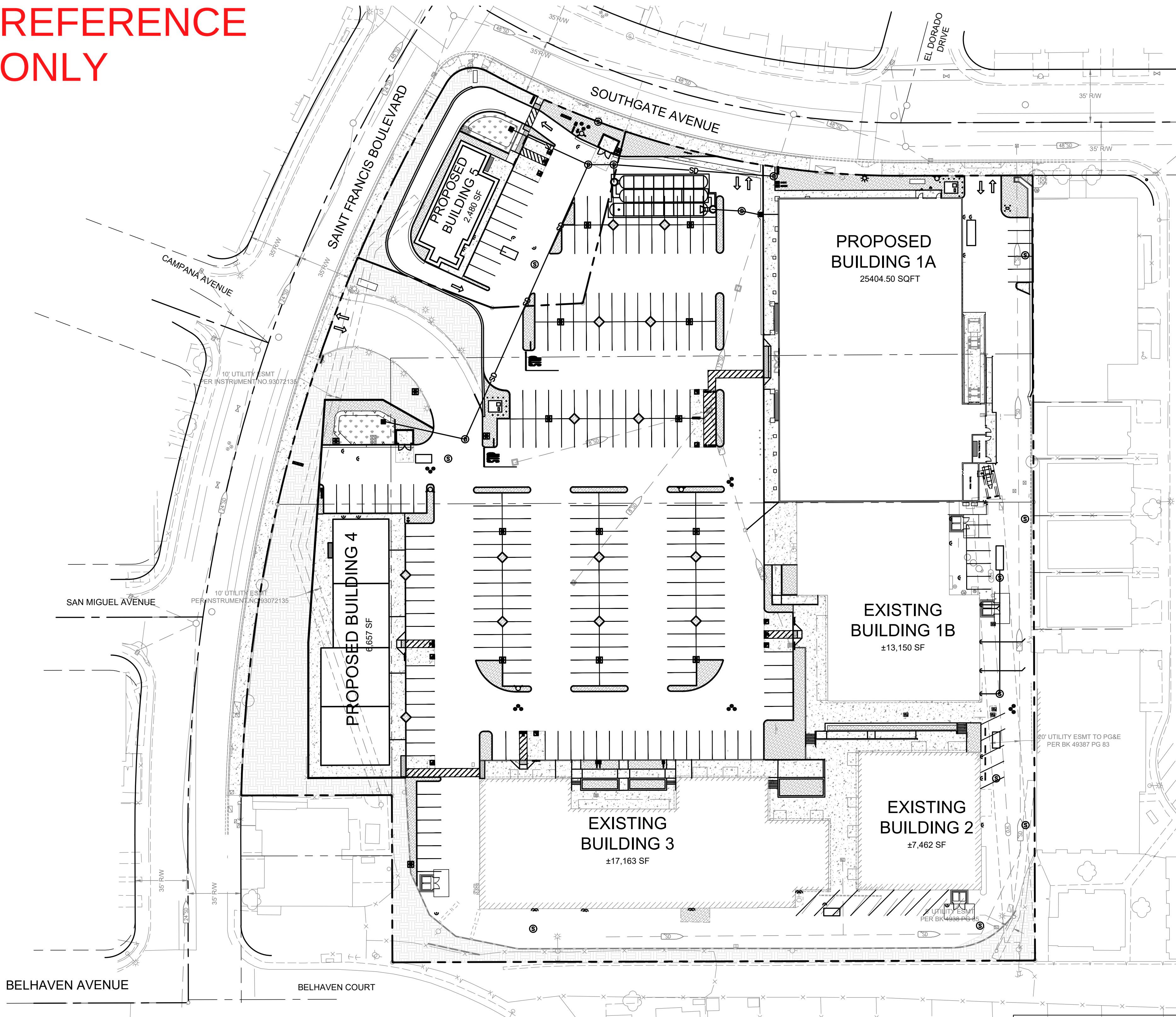
SITE IMPROVEMENT PLANS SEAFOOD CITY

1420 SOUTHGATE AVE
DALY CITY, CA 94015

ABBREVIATIONS

AC	ASPHALT CONCRETE
APN	ASSESSOR PARCEL NUMBER
BW	BACK OF WALK
C&G	CURB & GUTTER
CL	CENTER LINE
CONC	CONCRETE
COND	CONDITION
DI	DRAIN INLET
ECAB	ELECTRICAL CABINET
ELEC.	ELECTRIC
ELEV.	ELEVATION
EPB	ELECTRICAL PULL BOX
EXIST.	EXISTING
EVL	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
PL	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 GRADE
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

FOR
REFERENCE
ONLY



OVERALL SITE LAYOUT

SCALE: 1"=40'

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.

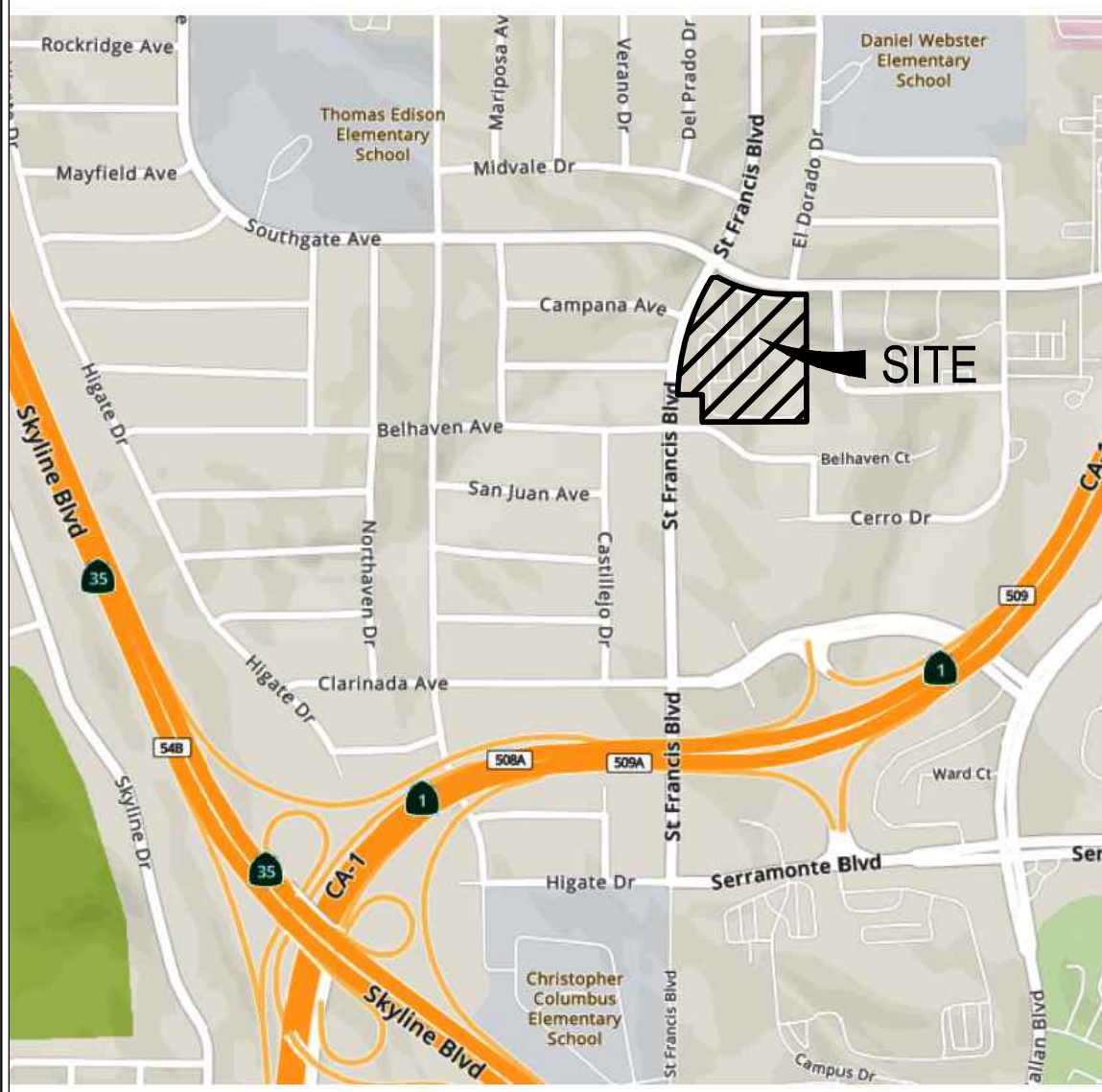
BASIS OF BEARINGS:
BEARINGS BASED ON
CENTERLINE OF BELHAVEN AVE.
N89°50'00"E.

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:

- THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES PRIOR TO ANY NEW CONSTRUCTION TO VERIFY EXACT DIMENSIONS AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- REFER TO GEOTECHNICAL INVESTIGATION REPORT PREPARED BY ACHIEVEMENT ENGINEERING CORP. PROJECT NO. 5062 DATED APRIL 25, 2022. ALL RECOMMENDATIONS SHALL BE IMPLEMENTED DURING CONSTRUCTION.
- THE MINIMUM FILL DENSITY COMPACTION SHALL BE IN ACCORDANCE WITH ASTM D-1557.
- 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.
- ALL WORK SHALL BE IN CONFORMANCE WITH CITY OF DALY CITY STANDARDS AND SPECIFICATIONS UNLESS NOTED OTHERWISE.

VICINITY MAP



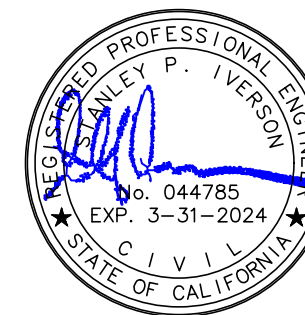
SHEET INDEX

SHEET NO.	SHEET TITLE
C1	COVER SHEET
C2	NOTES
C3	EXISTING CONDITIONS PLAN
C3.1	DEMOLITION PLAN
C4	SITE & HORIZONTAL CONTROL PLAN
C5	GRADING PLAN
C5.1	GRADING PLAN-NORTH
C5.2	GRADING PLAN-SOUTH
C5.3	GRADING DETAILS
C6	UTILITY PLAN
C7	EROSION CONTROL PLAN
C8	EROSION CONTROL NOTES
C9	SMCWPPP CONSTRUCTION BMPS
C10	OFFSITE IMPROVEMENT-SOUTHGATE AVE
C10.1	OFFSITE IMPROVEMENT-SAINT FRANCIS BLVD
C11	DETAIL SHEET
C12	DETAIL SHEET
C13	DETAIL SHEET
C14	DETAIL SHEET

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 AUTUMNVILLE DRIVE, UNIT E SAN JOSE, CA 95131 TEL: (408) 217-9174 PROJECT NO. 5062 DATED: 4/25/2022

PREPARED UNDER THE SUPERVISION OF
TAIT & ASSOCIATES, INC.



STANLEY P. IVERSON
CALIFORNIA P.E. #044785

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

DRAWING NO. SP8948
CHECKED: JLV
DATE: 1/18/23
REVISION #:
DATE:
JOB NO. SP8948

C1

Jan 18, 2023 - 8:56am by stakeholder © CLIENTS\SP\SP89480 - Seaford City - Daly City, CA\ENG\Construction Drawings\On-Site Improvement Plans\SP89480_CS.dwg

GENERAL NOTES

- ALL UNDERGROUND UTILITIES SHALL BE COMPLETE BEFORE PLACING OF BASE ROCK UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL CONFORM TO THE RULES AND REGULATIONS OF THE STATE CONSTRUCTION SAFETY ORDINANCE PER PERTAINING TO EXCAVATIONS AND TRENCHES.
- 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.
- 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.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AMPLE COVER FOR THE PROTECTION OF ALL INSTALLED UTILITIES DURING THE CONSTRUCTION OF THE PROJECT.
- THE CONTRACTOR IS RESPONSIBLE FOR WATCHING 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.
- 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.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL NECESSARY UTILITY RELOCATIONS IF REQUIRED.
- 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.
- 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.
- 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.
- 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.
- GRADE BREAKS TO BE ROUNDED OFF IN CONCRETE FORM WORK AND FINISH SURFACING.
- 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.
- 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.
- 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.
- 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.
- 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.
- CONTRACTOR TO COORDINATE HIS WORK & P.O.C'S WITH OTHERS (PLUMBING, LANDSCAPING, IRRIGATION, ELECTRICAL, ETC.)
- ON-SITE STORM DRAIN INLETS SHALL BE CLEARLY MARKED WITH THE WORDS "NO DUMPING DRAINS TO BAY/OCEAN" USING THERMOPLASTIC MARKINGS OR EQUIVALENT.
- ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY'S GENERAL CONDITIONS, STANDARD SPECIFICATIONS AND DRAWINGS.

ADA NOTES

- 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.
- CURB RAMPS SHALL NOT EXCEED A SLOPE OF 1:12 (8.33%).
- 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%).
- 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.
- 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).
- 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

- 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.
- THE CONTRACTOR SHALL CONTACT THE FIRE DEPARTMENT TO DETERMINE THE MINIMUM FIRE FLOW & STATIC PRESSURE REQUIRED FOR THE FIRE SPRINKLER SYSTEM.

GEOTECHNICAL INFORMATION

- 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.
- 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.
- 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.
- 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.
- 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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UNAUTHORIZED CHANGES & USES

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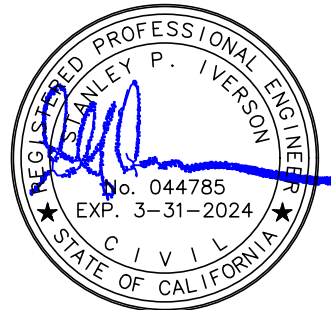
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N89°50'00"E.

BENCH MARK:
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ELEVATION=440.912 NVDG1991
DESCRIPTION: CAST IRON CITY
MONUMENT AT INTERSECTION
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- REFER TO GEOTECHNICAL INVESTIGATION REPORT PREPARED BY ACHIEVEMENT ENGINEERING CORP. PROJECT NO. 5062 DATED APRIL 25, 2022. ALL RECOMMENDATIONS SHALL BE IMPLEMENTED DURING CONSTRUCTION.
- THE MINIMUM FILL DENSITY COMPACTION SHALL BE IN ACCORDANCE WITH ASTM D-1557.
- 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.
- 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.



STANLEY P. IVERSON
CALIFORNIA P.E. #044785

DRAWING NO.
DATE: 1/18/23
CHECKED: JLV
DATE: 1/18/23
REVISION #:
DATE:
JOB NO. SP8948

C2

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NOTES

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



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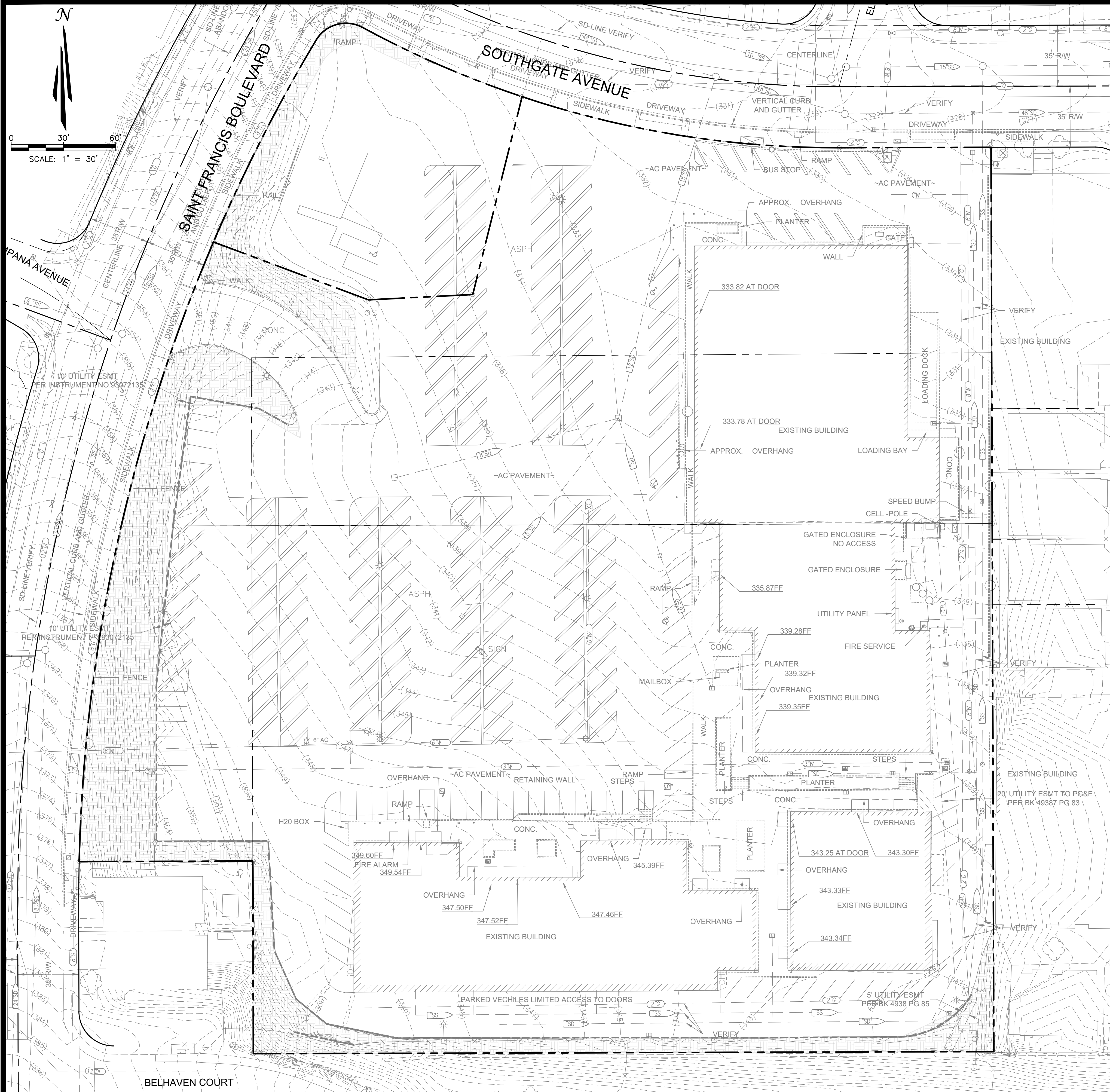
EXISTING CONDITIONS PLAN

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3 OF 19



LEGEND

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| 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 |
| 2" G | EXISTING GAS LINE |
| 12" SS | EXISTING SANITARY SEWER LINE |
| 18" SD | EXISTING STORM DRAIN LINE |
| 6" W | EXISTING WATER LINE |
| | EXISTING WALL |

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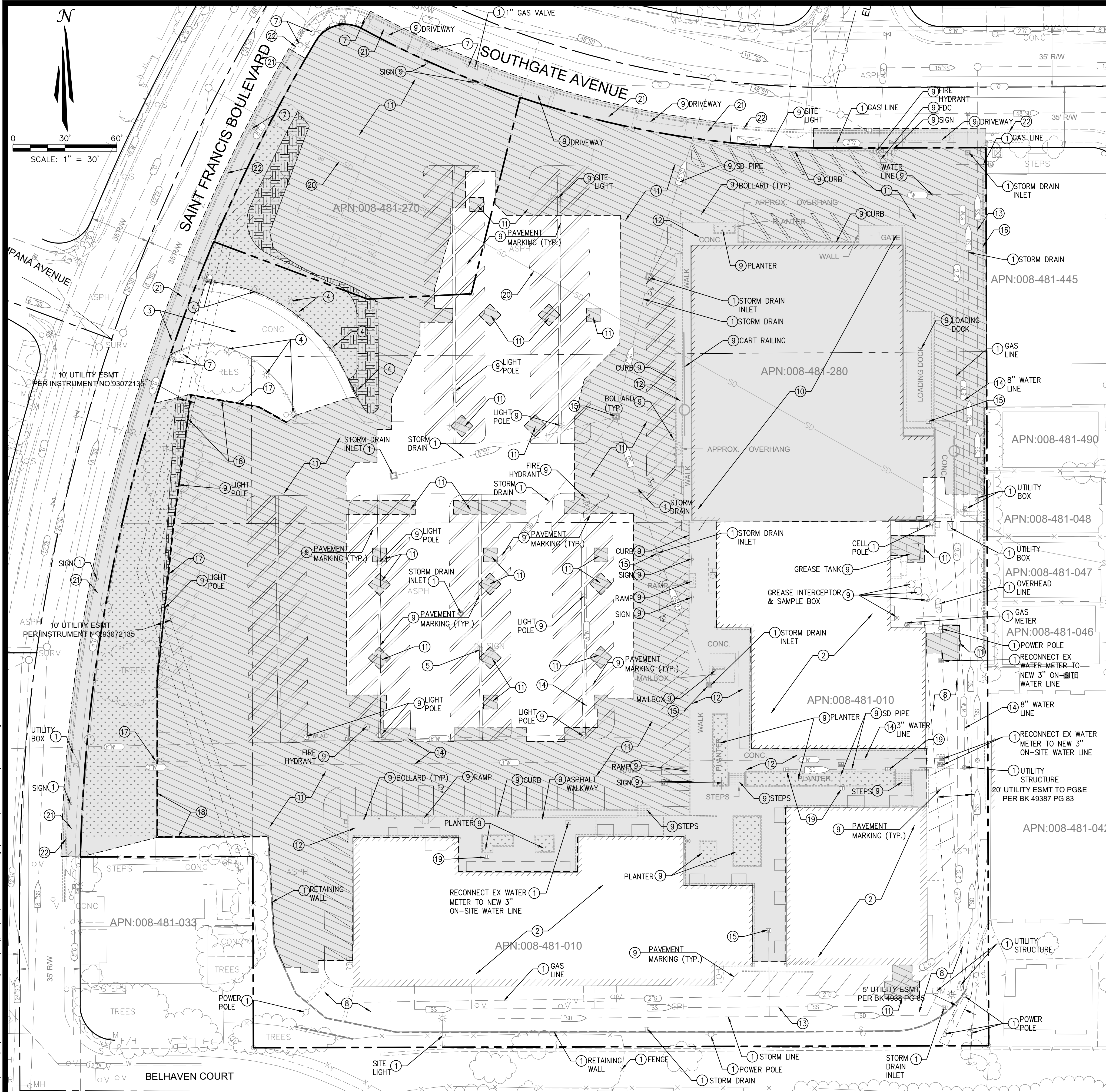
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| SS | EXISTING SANITARY SEWER LINE |
| SD | EXISTING STORM DRAIN LINE |
| 8"W | EXISTING WATER LINE |
| --- | EXISTING WALL |
| ■ | DEMOLITION AREA |
| ▨ | REMOVE EXISTING ASPHALT |
| ▨ | REMOVE EXISTING LANDSCAPE |

DEMOLITION NOTES:

- EXISTING UTILITIES/STRUCTURES TO REMAIN. PROTECT IN PLACE. ADJUST TO GRADE AS NECESSARY.
- EXISTING BUILDING TO REMAIN. PROTECT IN PLACE. FACADE IMPROVEMENT UNDER SEPARATE PERMIT.
- EXISTING DRIVEWAY AND CONCRETE DRIVE LANE TO REMAIN. PROTECT IN PLACE.
- EXISTING LIGHT POLE TO REMAIN. PROTECT IN PLACE.
- EXISTING MONUMENT TO REMAIN. PROTECT IN PLACE.
- EXISTING CONCRETE SIDEWALK TO REMAIN. PROTECT IN PLACE.
- EXISTING SIGN TO REMAIN. PROTECT IN PLACE.
- EXISTING ASPHALT PAVEMENT TO REMAIN. PROTECT IN PLACE.
- REMOVE EXISTING NOTED ITEMS.
- REMOVE EXISTING BUILDING. UNDER SEPARATE PERMIT.
- REMOVE EXISTING ASPHALT PAVEMENT.
- REMOVE EXISTING CONCRETE PAVEMENT.
- REMOVE AND REPLACE EXISTING SANITARY SEWER. SEE UTILITY PLAN SHEET C6.
- REMOVE EXISTING 8", 6", AND 3" WATER LINE.
- EXISTING STORM DRAIN INLET TO REMAIN. PROTECT IN PLACE. ADJUST TO GRADE IF NECESSARY.
- REMOVE EXISTING WOODEN CURB.
- RELOCATE EXISTING SIGN.
- REMOVE AND REPLACE RETAINING WALL. SEE GRADING PLAN SHEETS C5.1 AND C5.2.
- REMOVE EXISTING STORM DRAIN INLET.
- EXISTING 48" STORM DRAIN SUBDRAIN TO REMAIN. PROTECT IN PLACE.
- REMOVE AND REPLACE EXISTING OFFSITE CURB, GUTTER, AND SIDEWALK. SEE OFFSITE IMPROVEMENT PLANS SHEETS C10 AND C10.1.
- EXISTING CURB, GUTTER, AND SIDEWALK TO REMAIN. PROTECT IN PLACE.

FOR
REFERENCE
ONLY

GENERAL NOTES:

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- 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.



STANLEY P. IVERSON
CALIFORNIA P.E. #044785

DEMOLITION PLAN
ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFORD 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

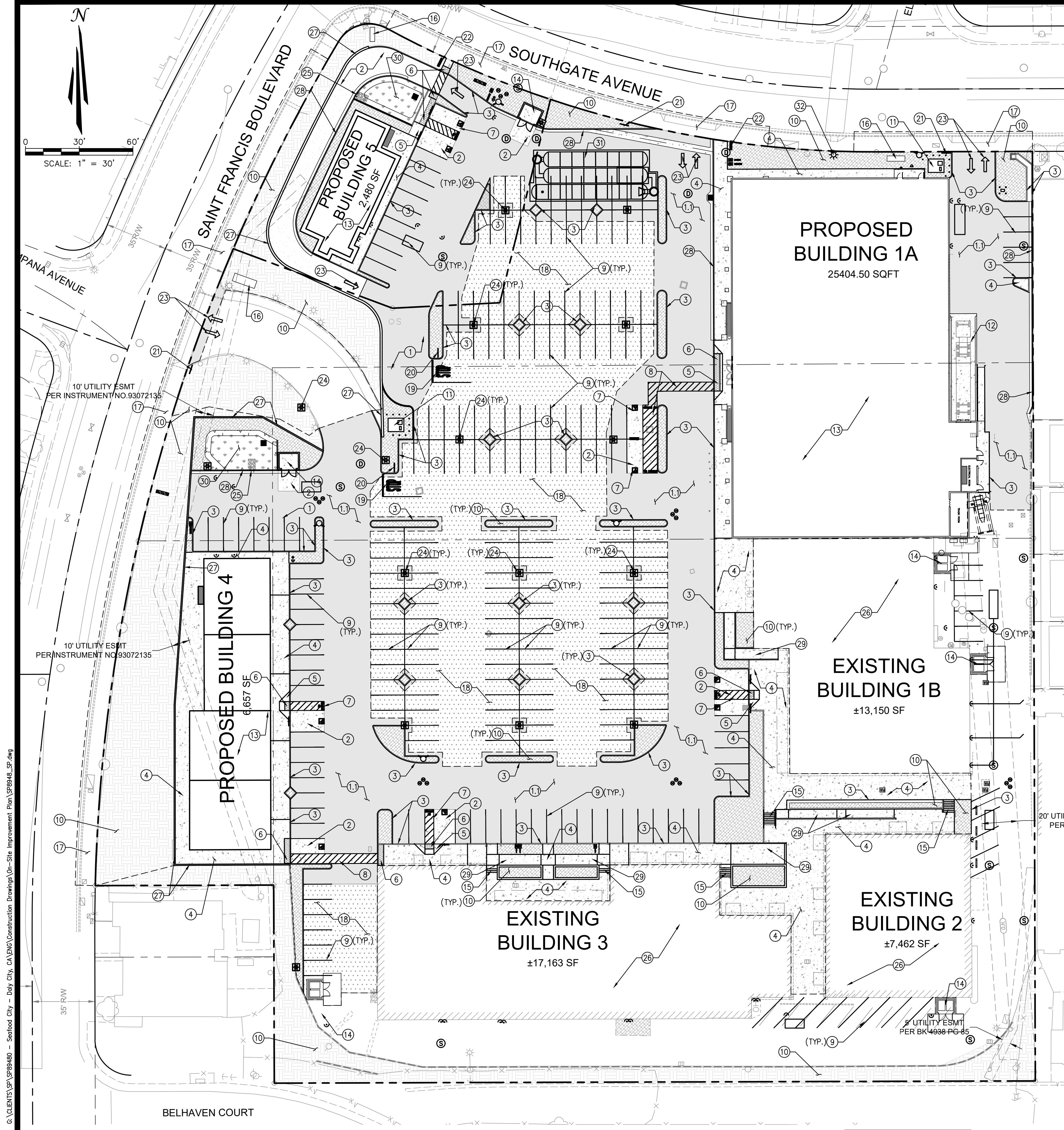
C3.1

4 OF 19

NO.	DESCRIPTION	BY	DATE

11280 Trade Center Drive
Rancho Cordova, CA 95742
p. 916.635.2444
www.tait.com
ENGINEERING ENVIRONMENTAL BUILDING LAND
DALY AND SACRAMENTO
SINCE 1964

TAIT
& ASSOCIATES
Civil Engineers, Planners, Architects



LEGEND

AC	ASPHALT
IRR	IRRIGATION
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 SANITARY SEWER CLEANOUT
+	EXISTING SIGN
⊗	EXISTING TRANSFORMER
○	EXISTING TREE
□	EXISTING VAULT
⊕	EXISTING WATER METER
⊕	EXISTING WATER VALVE
⊕	PROPOSED WATER METER
⊕	PROPOSED BACKFLOW PREVENTER
⊕	PROPOSED CATCH BASIN
⊕	PROPOSED LIGHT POLE
⊕	PROPOSED SANITARY SEWER CLEANOUT
⊕	PROPOSED SANITARY MANHOLE
⊕	PROPOSED SIGN
⊕	PROPOSED STORM DRAIN MANHOLE
---	EXISTING PROPERTY LINE
---	SAWCUT LINE
---	EXISTING WALL
---	GRIND & OVERLAY
---	PROPOSED ASPHALT PAVING
---	CONCRETE PAVING
---	LANDSCAPE AREA

SITE PLAN CONSTRUCTION NOTES:

- CONSTRUCT 4" ASPHALT CONCRETE OVER 6" AGGREGATE BASE ASPHALT PAVEMENT PER GEOTECHNICAL REPORT RECOMMENDATIONS AND DETAIL 1 ON SHEET C11.
- CONSTRUCT 5" HEAVY DUTY ASPHALT CONCRETE OVER 8" AGGREGATE BASE ASPHALT PAVEMENT PER GEOTECHNICAL REPORT RECOMMENDATIONS AND DETAIL 1 ON SHEET C11.
- CONSTRUCT 6" PORTLAND CEMENT CONCRETE OVER 6" AGGREGATE BASE CONCRETE PAVEMENT PER GEOTECHNICAL REPORT RECOMMENDATIONS AND DETAIL 2 ON SHEET C11.
- CONSTRUCT XX" HEAVY DUTY PORTLAND CEMENT CONCRETE OVER 6" AGGREGATE BASE CONCRETE PAVEMENT PER GEOTECHNICAL REPORT RECOMMENDATIONS AND DETAIL XX ON SHEET C11.
- CONSTRUCT 6" CURB PER DETAIL 4 SEE SHEET C11.
- CONSTRUCT 4" CONCRETE SIDEWALK OVER 4" AGGREGATE BASE PER DETAIL 3 ON SHEET C11.
- CONSTRUCT CONCRETE CURB RAMP PER CBC REQUIREMENTS AND DETAIL 6 ON SHEET C11.
- INSTALL DETECTABLE WARNING SURFACE (FEDERAL YELLOW) PER CBC REQUIREMENTS AND DETAIL 7 ON SHEET C11.
- INSTALL ACCESSIBLE PARKING WITH STRIPING (2 COATS) AND SIGNAGE PER ADA AND CBC REQUIREMENTS. SEE DETAIL 8 AND 15 ON SHEET C11.
- INSTALL ACCESSIBLE PATH OF TRAVEL WITH 4" WIDE DIAGONAL WHITE PAVEMENT STRIPING (2 COATS) AT 3'-0" ON CENTER.
- INSTALL 4" WIDE PARKING STALL STRIPING. PAINT TRAFFIC WHITE (2 COATS).
- LANDSCAPE PLANTER AREA. SEE LANDSCAPE AND IRRIGATION PLANS FOR MORE INFORMATION.
- INSTALL NEW TRANSFORMER CONCRETE PAD WITH BOLLARDS.
- CONSTRUCT TRUCK LOADING DOCK PER ARCHITECTURAL PLANS.
- CONSTRUCT NEW BUILDING IMPROVEMENT PER ARCHITECTURAL PLANS.
- 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.
- INSTALL CONCRETE STEPS AND HANDRAILS PER ARCHITECTURAL PLANS.
- INSTALL MONUMENT SIGN UNDER SEPARATE PERMIT.
- 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.
- GRIND AND OVERLAY EXISTING PAVEMENT.
- PAINT "STOP" WITH STOP BAR PER DETAIL 10 ON SHEET C11.
- INSTALL STOP SIGN PER DETAIL 11 ON SHEET C11.
- INSTALL UNAUTHORIZED PARKING SIGN PER DETAIL 5 ON SHEET C11.
- INSTALL DOUBLE-SIDED ACCESSIBLE PATH SIGN PER DETAIL 9 ON SHEET C11.
- INSTALL PAVEMENT DIRECTIONAL ARROWS AND DRIVE THRU MARKINGS PER DETAIL 10 ON SHEET C11 (2 COATS).
- INSTALL NEW SITE LIGHTING POLE WITH FOUNDATION, CONDUITS, WIRING, CIRCUITRY, ETC. PER ELECTRICAL PLANS.
- CONSTRUCT CURB CUTS WITH COBBLE ENTRY PER DETAIL 13 ON SHEET C11.
- EXISTING BUILDING TO REMAIN. FACADE IMPROVEMENT PER ARCHITECTURAL PLANS.
- CONSTRUCT RETAINING WALL PER STRUCTURAL PLAN.
- CONSTRUCT 6" CURB AND GUTTER PER DETAIL 12 ON SHEET C11.
- CONSTRUCT RAMP WITH HANDRAILS PER ARCHITECTURAL PLANS. SEE GRADING PLAN SHEETS C5.1, C5.2, AND C5.3 FOR GRADES.
- CONSTRUCT BIORETENTION STORMWATER TREATMENT AREA PER DETAIL 14 ON SHEET C11.
- ON-SITE STORMWATER TREATMENT AND INFILTRATION SYSTEM. SEE SHEETS C5.1 AND C13.
- 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.

**FOR
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ONLY**

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PREPARED UNDER THE SUPERVISION OF
TAIT & ASSOCIATES, INC.



STANLEY P. IVERSON
CALIFORNIA P.E. #044785

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

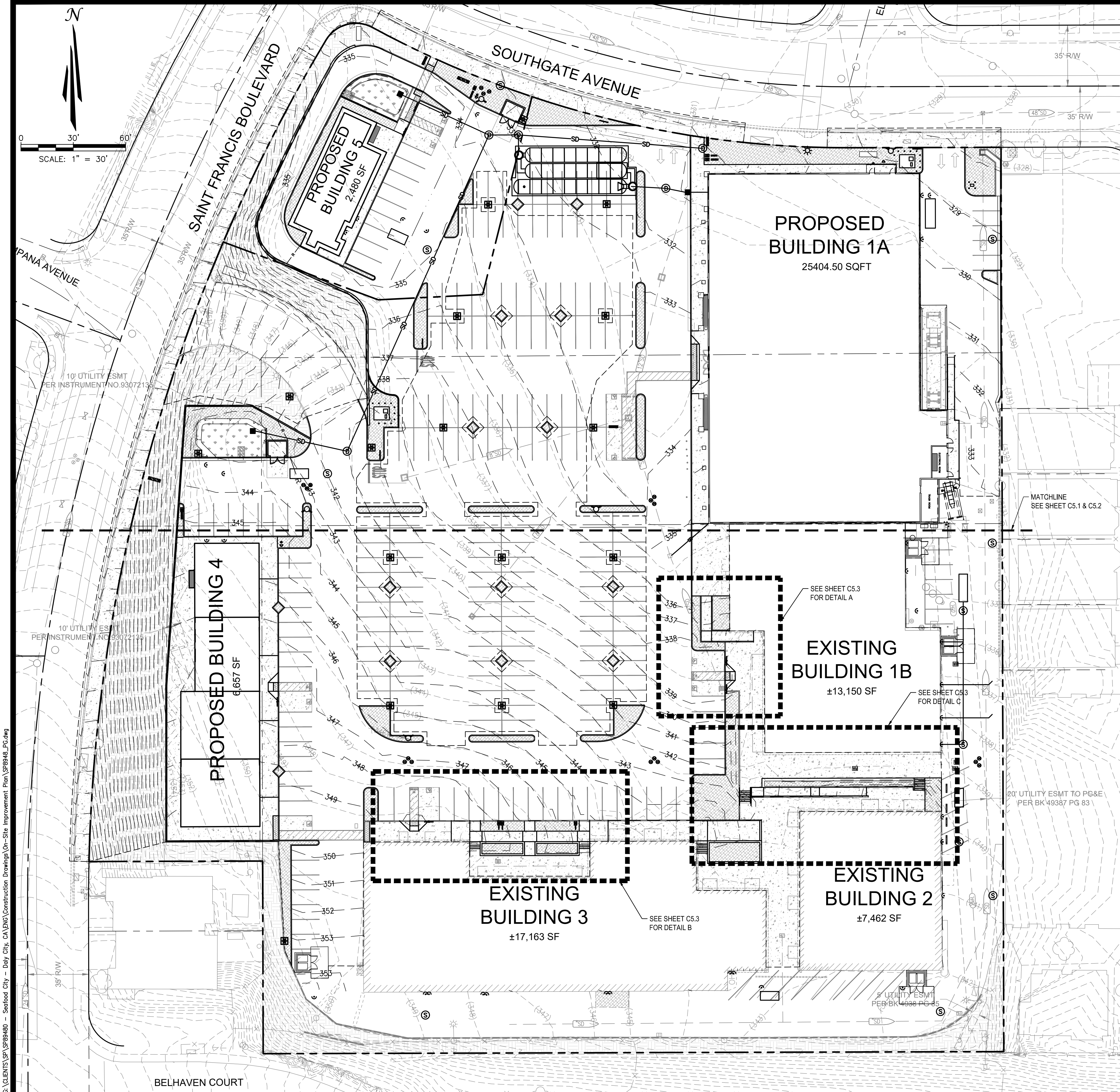
THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, PIPES, AND/OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THERE MAY BE EXISTING UTILITIES NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION OF THOSE UNDERGROUND 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.



Know what's below
Call before you dig.



FOR
REFERENCE
ONLY



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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.

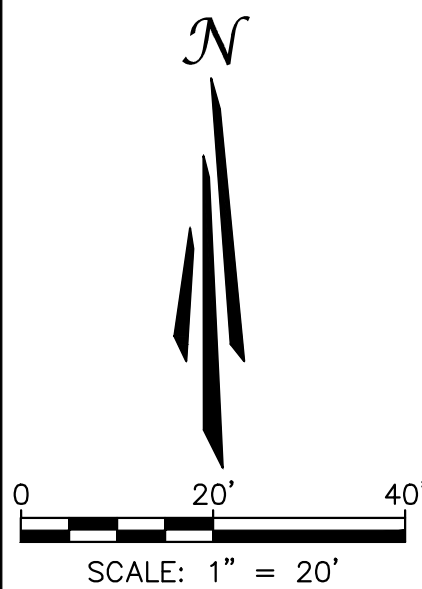
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 5. ALL WORK SHALL BE IN CONFORMANCE WITH CITY OF DALY CITY STANDARDS AND SPECIFICATIONS UNLESS NOTED OTHERWISE.

PREPARED UNDER THE SUPERVISION OF
TAIT & ASSOCIATES, INC.

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

DRAWING NO. SP8948		DATE: 1/18/23		CHECKED: JLV		DATE: 1/18/23		REVISION #:		DATE:		JOB NO. SP8948									
ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN SEAFOOD CITY 1420 SOUTHGATE AVE. DALY CITY, CA 94015												C5		6 OF 19							
GRADING PLAN												NO.		DESCRIPTION		REVISIONS		BY		DATE	
TAIT & ASSOCIATES 11280 Trade Center Drive Rancho Cordova, CA 95742 p. 916.632.2444 www.tait.com ENGINEERING ENVIRONMENTAL BUILDING LAND SURVEYING AND SITE DESIGN DALY CITY, CA 94015												NO.		DESCRIPTION		REVISIONS		BY		DATE	

Jun 18, 2023 - 8:55am by: dclark (S:\Projects\SP\SP8948) - Seaford City, CA\GIS\Construction Drawings\On-Site Improvement Plans\SP8948_P0.dwg



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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.

LEGEND

AC	ASPHALT	△	EXISTING GAS VALVE
BW	BACK OF WALK	●	EXISTING GUARD POST
DI	DRAIN INLET	□	EXISTING PUBLIC STREET LIGHT
FF	FINISHED FLOOR	□	EXISTING PULL BOX
FL	FLOWLINE	○	EXISTING SANITARY SEWER CLEANOUT
FS	FINISHED SURFACE	+	EXISTING SIGN
INV	INVERT ELEVATION	⊗	EXISTING TRANSFORMER
IRR	IRRIGATION	○	EXISTING TREE
LIP	LIP OF GUTTER	□	EXISTING VAULT
MHDI	MANHOLE DRAIN INLET	⊞	EXISTING WATER METER
RIM	RIM ELEVATION	⊞	EXISTING WATER VALVE
SSMH	SANITARY SEWER MANHOLE	□	EXISTING DRAIN INLET
SD	STORM DRAIN	○	EXISTING FIRE HYDRANT
TC	TOP OF CURB	○	EXISTING GAS METER
TG	TOP OF GRATE		
TOF	TOP OF WALL FOOTING		
TOW	TOP OF WALL		
WM	WATER METER		

SDCB	PROPOSED BACKFLOW PREVENTER	□	GRIND & OVERLAY
□	PROPOSED CATCH BASIN	□	PROPOSED ASPHALT PAVING
□	PROPOSED GREASE INTERCEPTOR	□	CONCRETE PAVING
●	PROPOSED LANDSCAPE PLANTER POT	□	LANDSCAPE AREA
⊞	PROPOSED LIGHT POLE		
○	PROPOSED SANITARY SEWER CLEANOUT		
+	PROPOSED SIGN		
⊞	PROPOSED STORM DRAIN MANHOLE		
○	EXISTING ELEVATION		
○	PROPOSED ELEVATION		
→	DRAINAGE ARROWS		
— R — R —	RIDGE LINE		

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PREPARED UNDER THE SUPERVISION OF
TAIT & ASSOCIATES, INC.



STANLEY P. IVERSON
CALIFORNIA P.E. #044785

GRADING PLAN-NORTH

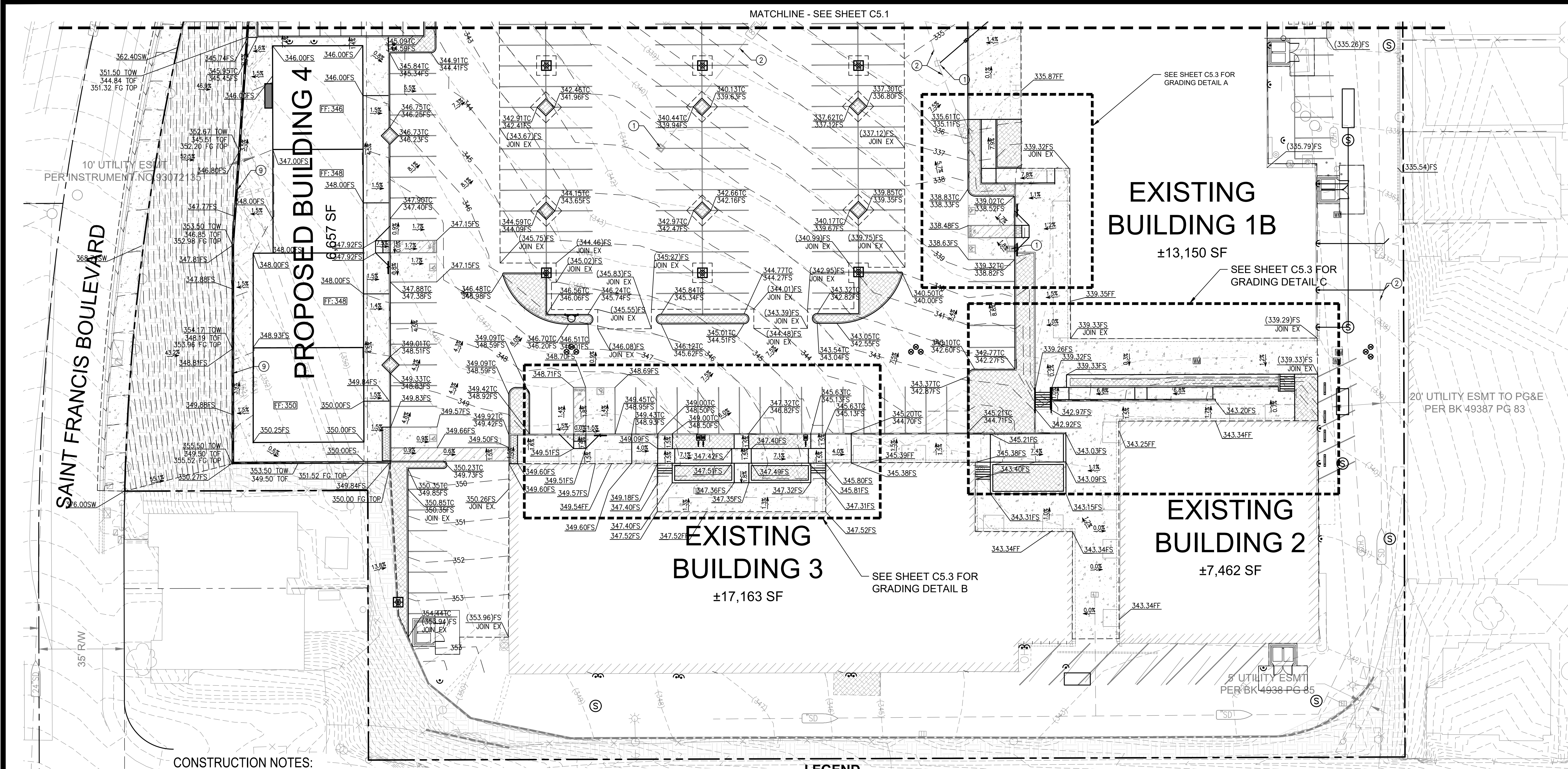
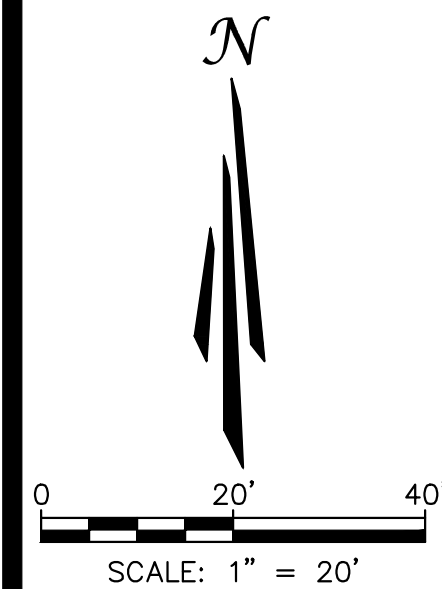
ST. FRANCIS SQUARE ON-SITE IMPROVEMENTS PLAN
SEAFORD CITY
1420 SOUTHGATE AVE.
DALY CITY, CA 94015

DRAWING NO. SP8948
DATE: 1/18/23
CHECKED: JLV
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DATE:
JOB NO. SP8948

C5.1

7 OF 19

Jun 18, 2023 - 8:55am by: stecor © CLIENTS\SP\SP89480 - Seaford City, CA\ENR\Construction Drawings\On-Site Improvement Plan\SP89480_PC.dwg



CONSTRUCTION NOTES:

- EXISTING DRAIN INLET TO REMAIN. PROTECT IN PLACE. ADJUST TO GRADE IF NECESSARY.
- EXISTING STORM DRAIN LINE TO REMAIN. PROTECT IN PLACE. ADJACENT LETTER "S" FOR PIPE IDENTIFICATION IN OTHER CONSTRUCTION DOCUMENTS.
- EXISTING PUBLIC STORM DRAIN MANHOLE TO REMAIN. PROTECT IN PLACE.
- INSTALL NEW ASTM D3034 SDR35 PVC STORM DRAIN PIPE. TRENCH EXCAVATE AND BACKFILL PER SOILS REPORT RECOMMENDATIONS. INSTALL PIPE SIZE, LENGTH, AND SLOPE PER PLAN. ADJACENT LETTER "S" FOR PIPE IDENTIFICATION IN OTHER CONSTRUCTION DOCUMENTS.
- INSTALL NEW 24"x24" JENSEN PRECAST PRIVATE CATCH BASIN INLET. MARK INLET WITH NPDES MEDALLION "NO DUMPING! FLOW TO BAY".
- INSTALL STANDARD PRECAST CONCRETE DRAINAGE MANHOLE PER DALY CITY STANDARD DETAIL SD-4.
- CONSTRUCT BIORETENTION STORMWATER TREATMENT AREA PER DETAIL 14 ON SHEET C11.
- INSTALL ADS STORMTECH INFILTRATION TREATMENT STRUCTURE PER MANUFACTURER DRAWINGS AND SPECIFICATIONS. SEE DETAILS ON SHEET C13.
- CONSTRUCT NEW RETAINING WALL.
- CONNECT BUILDING DOWNSPOUT TO BACK OF PROPOSED CATCH BASIN.
- CONNECT BUILDING DOWNSPOUT TO EXISTING CATCH BASIN.
- REPLACE EXISTING GRATE WITH ACCESSIBLE COMPLIANT GRATE.
- INSTALL ADS BARRACUDA HYDRODYNAMIC SEPARATOR PRETREATMENT DEVICE PER MANUFACTURER DRAWINGS AND SPECIFICATIONS. SEE DETAILS ON SHEET C13.

LEGEND

AC	ASPHALT	△	EXISTING GAS VALVE	SDCB	PROPOSED BACKFLOW PREVENTER		GRIND & OVERLAY
BW	BACK OF WALK	●	EXISTING GUARD POST	□	PROPOSED CATCH BASIN		PROPOSED ASPHALT PAVING
DI	DRAIN INLET	□	EXISTING PUBLIC STREET LIGHT	○	PROPOSED GREASE INTERCEPTOR		CONCRETE PAVING
FF	FINISHED FLOOR	□	EXISTING PULL BOX	●	PROPOSED LANDSCAPE PLANTER POT		LANDSCAPE AREA
FL	FLOWLINE	○	EXISTING SANITARY SEWER CLEANOUT	○	PROPOSED LIGHT POLE		
FS	FINISHED SURFACE	○	EXISTING SIGN	○	PROPOSED SANITARY SEWER CLEANOUT		
INV	INVERT ELEVATION	○	EXISTING TRANSFORMER	○	PROPOSED SIGN		
IRR	IRRIGATION	○	EXISTING TREE	○	PROPOSED STORM DRAIN MANHOLE		
LIP	LIP OF GUTTER	○	EXISTING VAULT	○	EXISTING ELEVATION		
MHDI	MANHOLE DRAIN INLET	○	EXISTING WATER METER	○	PROPOSED ELEVATION		
RIM	RIM ELEVATION	○	EXISTING WATER VALVE	○	DRAINAGE ARROWS		
SSMH	SANITARY SEWER MANHOLE	○		○	RIDGE LINE		
SD	STORM DRAIN	○		○			
TC	TOP OF CURB	○		○			
TG	TOP OF GRATE	○		○			
TOF	TOP OF WALL FOOTING	○		○			
TOW	TOP OF WALL	○		○			
WM	WATER METER	○		○			
□	EXISTING DRAIN INLET	○		○			
○	EXISTING FIRE HYDRANT	○		○			
○	EXISTING GAS METER	○		○			

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

BENCH MARK:
DALY CITY BM AG23
ELEVATION=440.912 MVDG1991
DESCRIPTION: CAST IRON CITY
MONUMENT AT INTERSECTION
OF LAKESHIRE DRIVE AND
BELHAVEN AVE.

NOTE TO CONTRACTOR

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**FOR
REFERENCE
ONLY**

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- 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.
- 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.



STANLEY P. IVERSON
CALIFORNIA P.E. #044785

GRADING PLAN-SOUTH

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

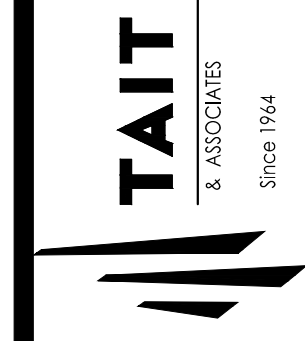
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DATE: 1/18/23
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JOB NO. SP8948

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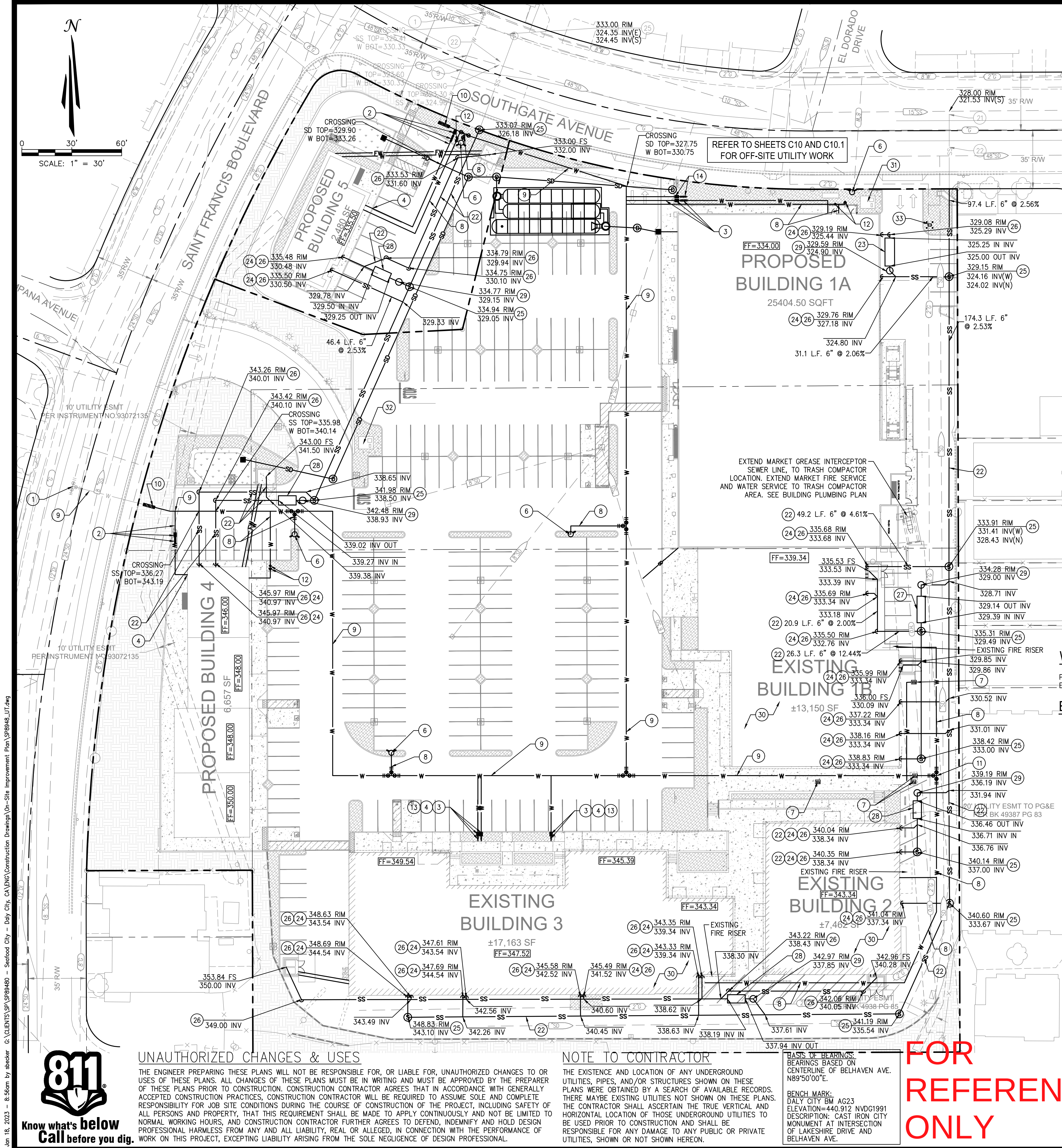
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LEGEND

- 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
- CL CENTER LINE
- 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
- SAWCUT LINE
- EXISTING MANHOLE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER LINE
- EXISTING STORM DRAIN LINE
- EXISTING WATER LINE
- PROPOSED FIRE WATER LINE
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED STORM DRAIN LINE
- PROPOSED WATER METER
- PROPOSED BACKFLOW PREVENTER
- PROPOSED CATCH BASIN
- PROPOSED SANITARY SEWER CLEANOUT
- PROPOSED LIGHT POLE
- PROPOSED SANITARY MANHOLE
- PROPOSED SIGN
- PROPOSED STORM DRAIN MANHOLE

WATER EASEMENT NOTE

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

BACKFLOW PREVENTION NOTES

- REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLIES MEETING THE APPROVAL OF THE DEPARTMENT OF HEALTH SERVICES ARE REQUIRED FOR SYSTEM PROTECTION.
- ALL BACKFLOW PREVENTION ASSEMBLIES MUST HAVE CITY APPROVED SCREENS. TECHNICIANS MUST HAVE ACCESSIBILITY TO ASSEMBLIES FOR PERIODIC INSPECTIONS AND TESTING.
- RISERS COMING FROM 12 INCHES BELOW THE GROUND AND TO THE ASSEMBLY SHALL BE TYPE "L" COPPER OR BETTER WITH APPROPRIATE TRANSITION FITTINGS.
- 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.
- A PLUMBING PERMIT FROM THE CITY BUILDING DIVISION IS REQUIRED PRIOR TO INSTALLATION OF A BACKFLOW PREVENTION ASSEMBLY.
- 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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WET UTILITY CONSTRUCTION NOTES:

- 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.
- 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.
- 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.
- INSTALL WATERLINE SERVICE TO BUILDING.
- INSTALL WATER METER PER DALY CITY STANDARDS.
- INSTALL FIRE HYDRANT ASSEMBLY PER DALY CITY STANDARD W-5. SEE SHEET C12. INSTALL HYDRANT TEE WITH VALVE AT MAIN CONNECTION.
- RECONNECT EXISTING WATER METER WITH NEW 8" WATER LINE. ADD BACKFLOW PREVENTION DEVICE.
- INSTALL 6" AWWA C900 DR14 WATER LINE WITH BELL JOINT RESTRAINT AND CONCRETE THRUST BLOCKS PER DALY CITY SPECIFICATIONS SECTION 02710.
- 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.
- INSTALL 8" RPDA BACKFLOW PREVENTION PER CITY OF DALY CITY STANDARDS.
- 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.
- INSTALL FIRE DEPARTMENT CONNECTION AND POST INDICATOR VALVE PER FIRE DEPARTMENT REQUIREMENT.
- RECONNECT NEW WATER METERS AND BACKFLOWS TO EXISTING BUILDINGS.
- 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.
- NEW SEWER LINE CONNECT TO EXISTING SEWER MANHOLE. CONTRACTOR TO FIELD VERIFY.
- INSTALL 6" PVC, CONFORMING TO ASTM 3034, SDR-35 GRAVITY SEWER LATERAL INCLUDING ALL BENDS AND FITTINGS PER DALY CITY SPECIFICATIONS.
- INSTALL NEW 3,000 JENSEN PRECAST GREASE INTERCEPTOR. SEE SHEET C14. PROVIDE CLEANOUT PRIOR TO GREASE INTERCEPTOR INLET.
- INSTALL SANITARY SEWER TO BUILDING. PROVIDE CLEANOUT ON LATERAL 24" OUTSIDE OF BUILDING FOUNDATION.
- INSTALL PRECAST SEWER MANHOLE PER DALY CITY STANDARD SS-4. SEE SHEET C12. MANHOLE REQUIRED AT ANY CHANGE OF DIRECTION OF MAIN.
- 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.
- INSTALL NEW 2,000 JENSEN PRECAST GREASE INTERCEPTOR. SEE SHEET C14. PROVIDE CLEANOUT PRIOR TO GREASE INTERCEPTOR INLET.
- INSTALL NEW 1,500 JENSEN PRECAST GREASE INTERCEPTOR. SEE SHEET C14. PROVIDE CLEANOUT PRIOR TO GREASE INTERCEPTOR INLET.
- INSTALL NEW SANITARY JENSEN PRECAST SAMPLING MANHOLE.
- RECONNECT EXISTING SEWER TO NEW SANITARY SEWER LINE.
- 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.
- 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.
- 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.

UTILITY NOTES

- WATER PIPE CLEARANCES: SEPARATION REQUIREMENTS SET FORTH IN SECTION 02710, 3.05 OF THE CITY OF DALY CITY STANDARD CONDITIONS AND DRAWINGS SHALL BE FOLLOWED AT ALL TIMES.
- WATER VALVE BOXES AND ANGLE MARKERS SHALL BE INSTALLED PER SECTION 02710 OF THE DALY CITY SPECIFICATIONS AND DRAWINGS.
- A CERTIFIED DALY CITY DISTRIBUTION SYSTEM OPERATOR MUST BE PRESENT FOR ALL HYDROSTATIC TESTING, CHLORINATION, FLUSHING, BACTERIA TESTING AND CONNECTIONS TO THE EXISTING SYSTEM, PER CALIFORNIA DEPARTMENT OF PUBLIC HEALTH, OPERATOR CERTIFICATION REGULATIONS, SECTION 63770. THE DWMR MUST RECEIVE THE REQUEST FOR THE CERTIFIED OPERATOR TO BE PRESENT FOR THESE OPERATIONS IN WRITING NO LESS THAN SIX (6) WORKING DAYS PRIOR TO THE ANTICIPATED DATE OF WORK.
- ALL WATER AND SEWER CONNECTIONS SHALL COMPLY WITH DALY CITY STANDARD SPECIFICATIONS AND DRAWINGS.
- ALL EXISTING WATER SERVICES SHALL BE ABANDONED AT MAIN.
- ALL EXISTING SEWER SERVICES SHALL BE ABANDONED AT MAIN.
- PROVIDE 3-WAY VALVE CLUSTER AND MAIN CONNECTION.

UNAUTHORIZED CHANGES & USES

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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' MVDG1991
DESCRIPTION: CAST IRON CITY MONUMENT AT INTERSECTION OF LAKESHIRE DRIVE AND BELHAVEN AVE.

FOR REFERENCE ONLY



PREPARED UNDER THE SUPERVISION OF
TAIT & ASSOCIATES, INC.

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

DRAWING NO. SPB948
DATE: 1/18/23
CHECKED: JLV
DATE: 1/18/23
REVISION #:
DATE:
JOB NO. SPB948

UTILITY PLAN

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

11280 Trade Center Drive
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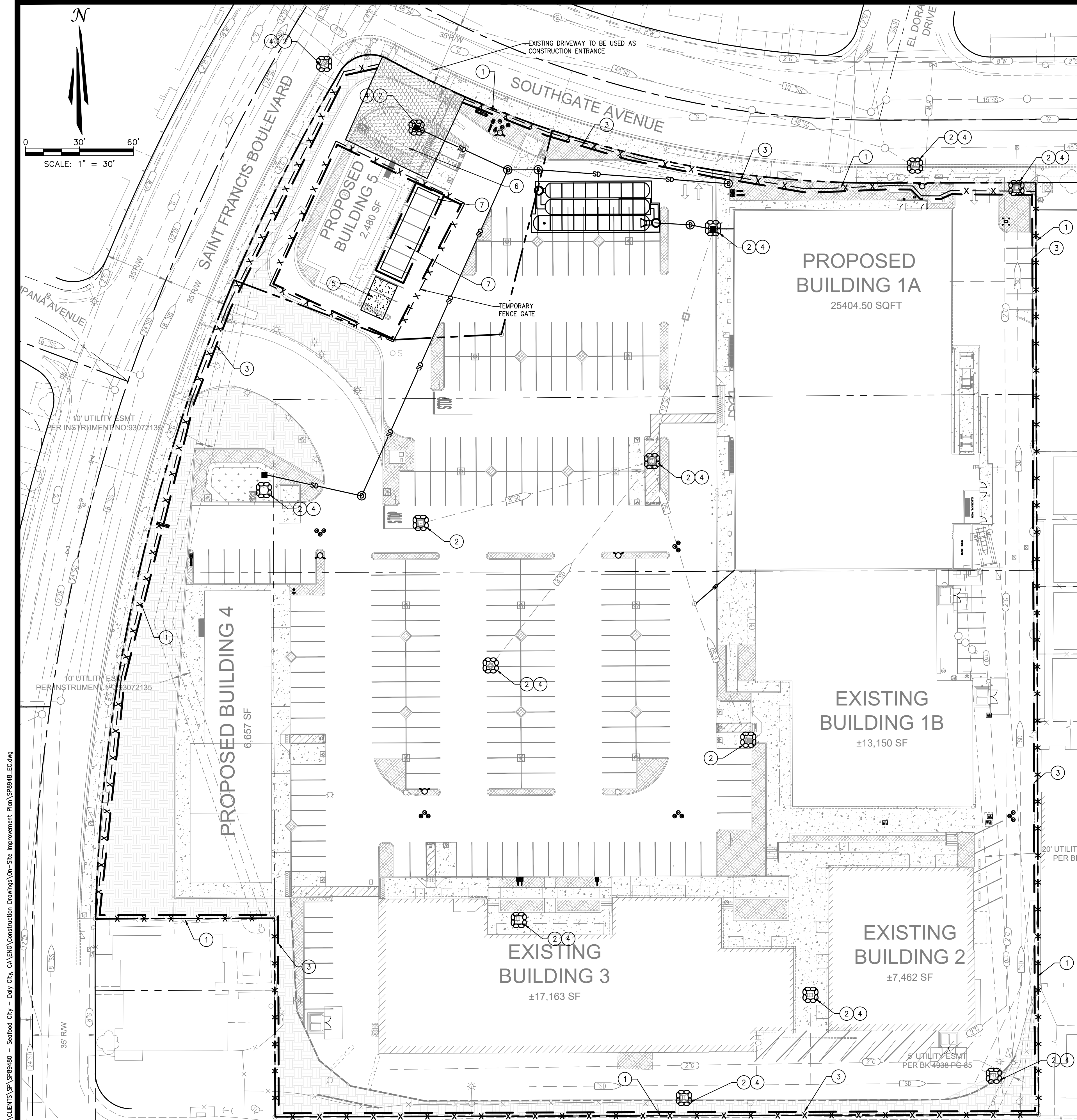
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EROSION CONTROL NOTES:

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

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

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EROSION CONTROL PLAN

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

DRAWING NO. 11823
DATE: 11/8/23
CHECKED: JLV
DATE: 11/8/23
REVISION #:
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JOB NO. SP8848

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11 OF 19

Know what's below
Call before you dig.

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Jun 18, 2023 - 8:56am by sticker © CLIENTS\SP\SP89480 - Seafood City - Daly City, CA\N\Construction Drawings\On-Site Improvement Plan\SP8948_EC.dwg

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.CABMHPHANDBOOKS.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 BMP'S. 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" (SWPPP) DEVELOPER (DSD) SHALL BE PROVIDED TO THE CITY PRIOR TO ISSUANCE OF A GRADING PERMIT. A SWPPP 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 BROMIUS 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; FERTILIZERS, 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 SWEEPED 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 SCRAPPED 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.

PREPARED UNDER THE SUPERVISION OF
TAIT & ASSOCIATES, INC.

STANLEY P. IVERSON
CALIFORNIA P.E. #044785

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.

EROSION CONTROL NOTES

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

DRAWING NO. SP8948
DATE: 1/18/23
CHECKED: JLV
DATE: 1/18/23
DESIGNED: JLV
DATE: 1/18/23
JOB NO. SP8948

C8

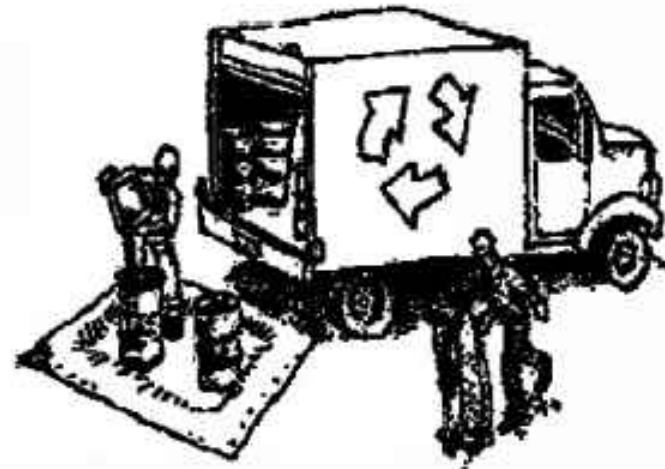
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Construction Best Management Practices (BMPs)

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, absorb, 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



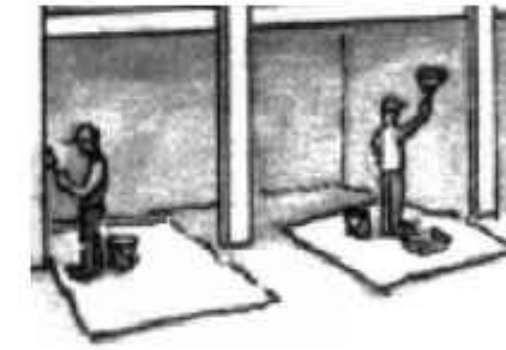
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that 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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ONLY**

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PREPARED UNDER THE SUPERVISION OF
TAIT & ASSOCIATES, INC.



STANLEY P. IVERSON
CALIFORNIA P.E. #044785

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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
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Know what's below
Call before you dig.



CONSTRUCTION NOTES:

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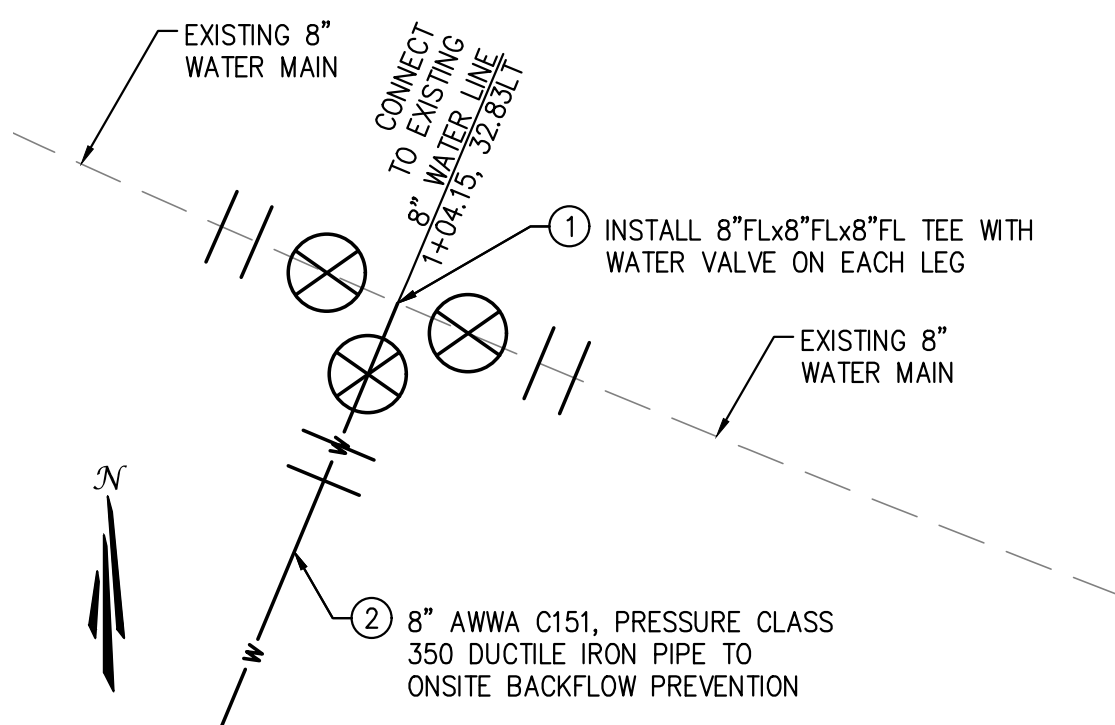
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SOUTHGATE AVENUE WATER LINE CONNECTION



SCALE: 1"=5'-0"

PROPOSED
BUILDING 1A
25404.50 SQFT

FOR
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ONLY

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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
SSMH	SANITARY SEWER MANHOLE
SD	STORM DRAIN
TC	TOP OF CURB
TOG	TOP OF GRATE
WM	WATER METER
CL	CENTER LINE
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	
SAWCUT LINE	
EXISTING MANHOLE	
EXISTING GAS LINE	
EXISTING SANITARY SEWER LINE	
EXISTING STORM DRAIN LINE	
EXISTING WATER LINE	
PROPOSED WATER LINE	
PROPOSED SANITARY SEWER LINE	
PROPOSED STORM DRAIN LINE	
EXISTING ELEVATION	
PROPOSED ELEVATION	
DRAINAGE ARROWS	
PROPOSED WATER METER	
PROPOSED BACKFLOW PREVENTER	
PROPOSED CATCH BASIN	
PROPOSED SANITARY SEWER CLEANOUT	
PROPOSED LIGHT POLE	
PROPOSED SANITARY MANHOLE	
PROPOSED SIGN	
PROPOSED STORM DRAIN MANHOLE	
CONCRETE PAVING	
LANDSCAPE AREA	

UTILITY NOTES

1. ALL WATER AND SEWER CONNECTIONS SHALL COMPLY WITH DALY CITY STANDARD SPECIFICATIONS SECTION 2710 & 2720, AND DRAWINGS.
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4. PROVIDE 3-WAY VALVE CLUSTER AT MAIN CONNECTION.

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CALIFORNIA P.E. #044785

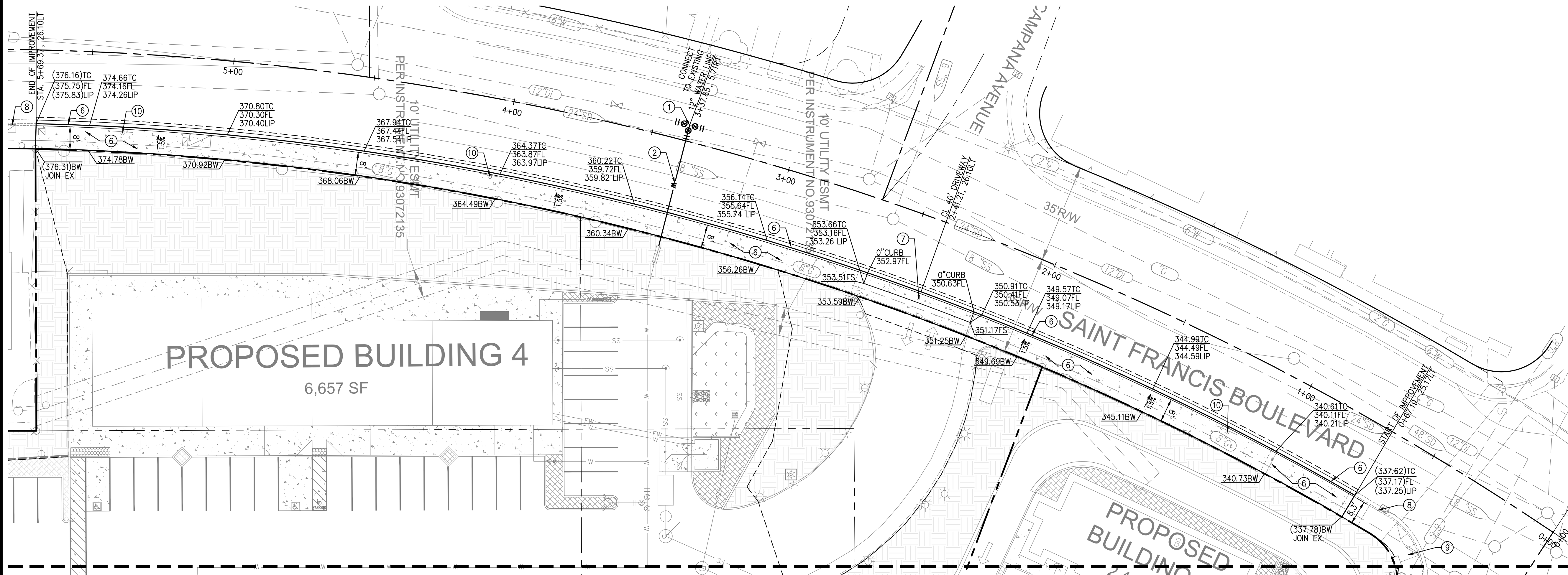
OFFSITE IMPROVEMENT-SOUTHGATE AVE

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

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

C10

14 OF 19



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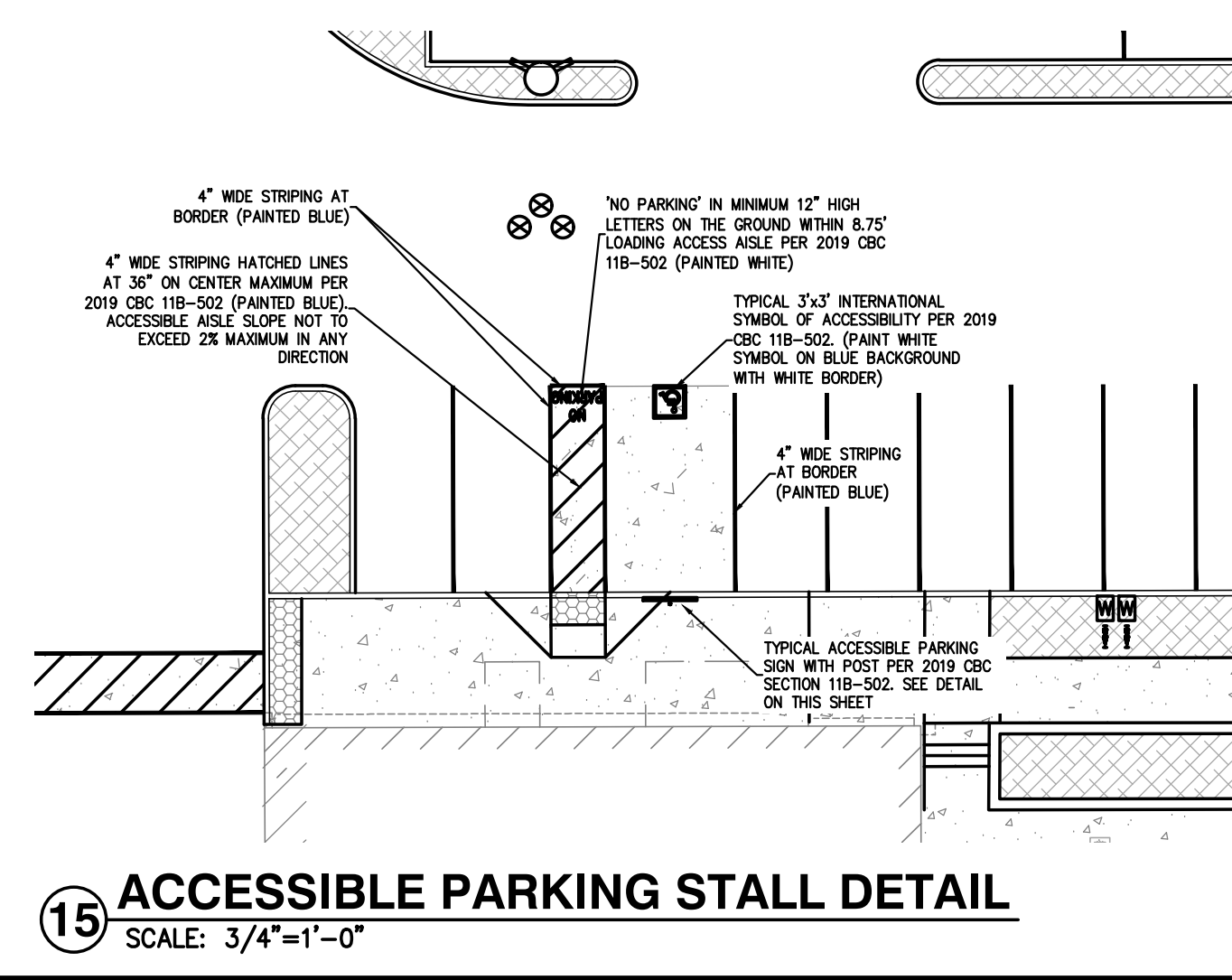
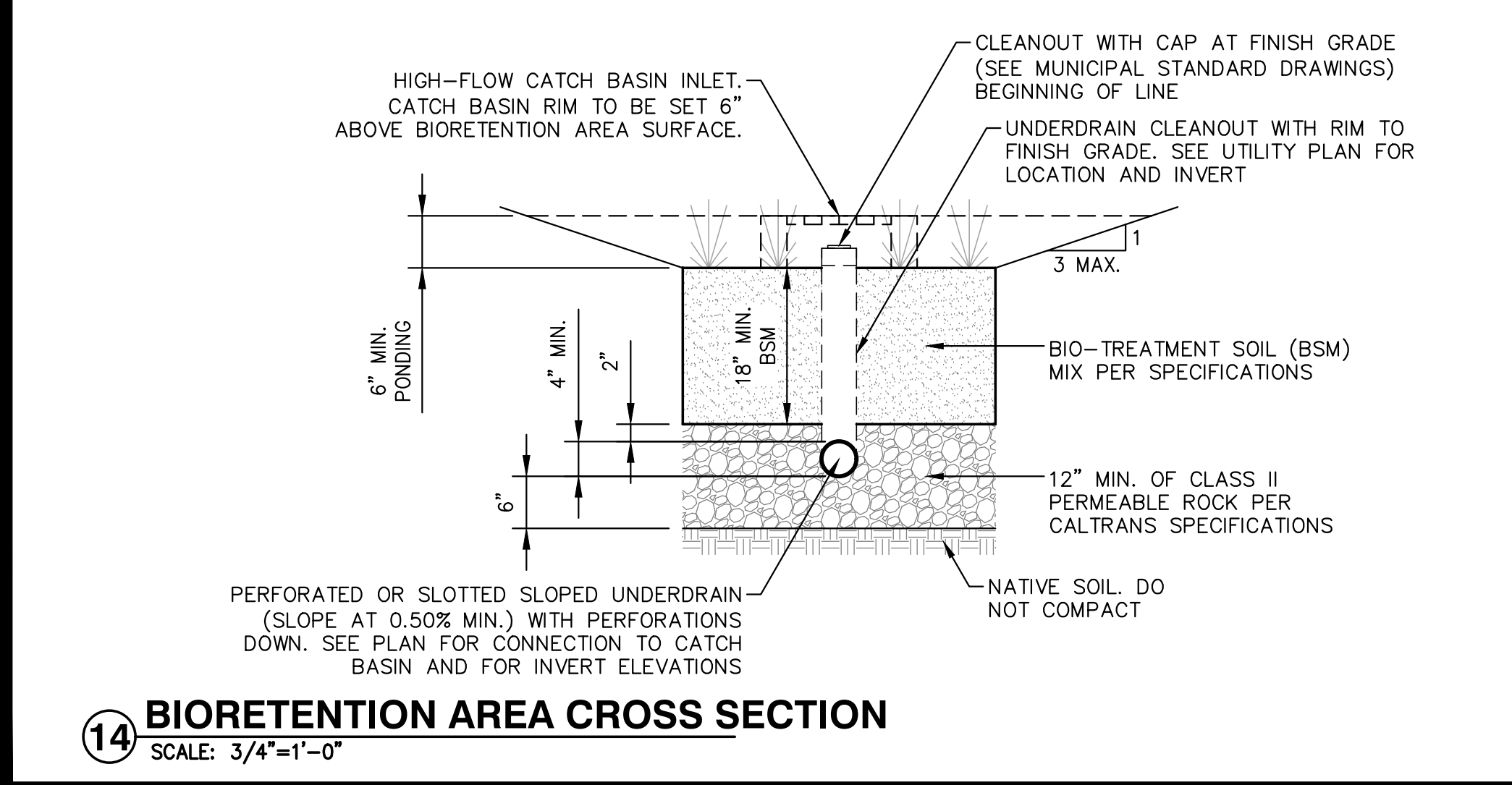
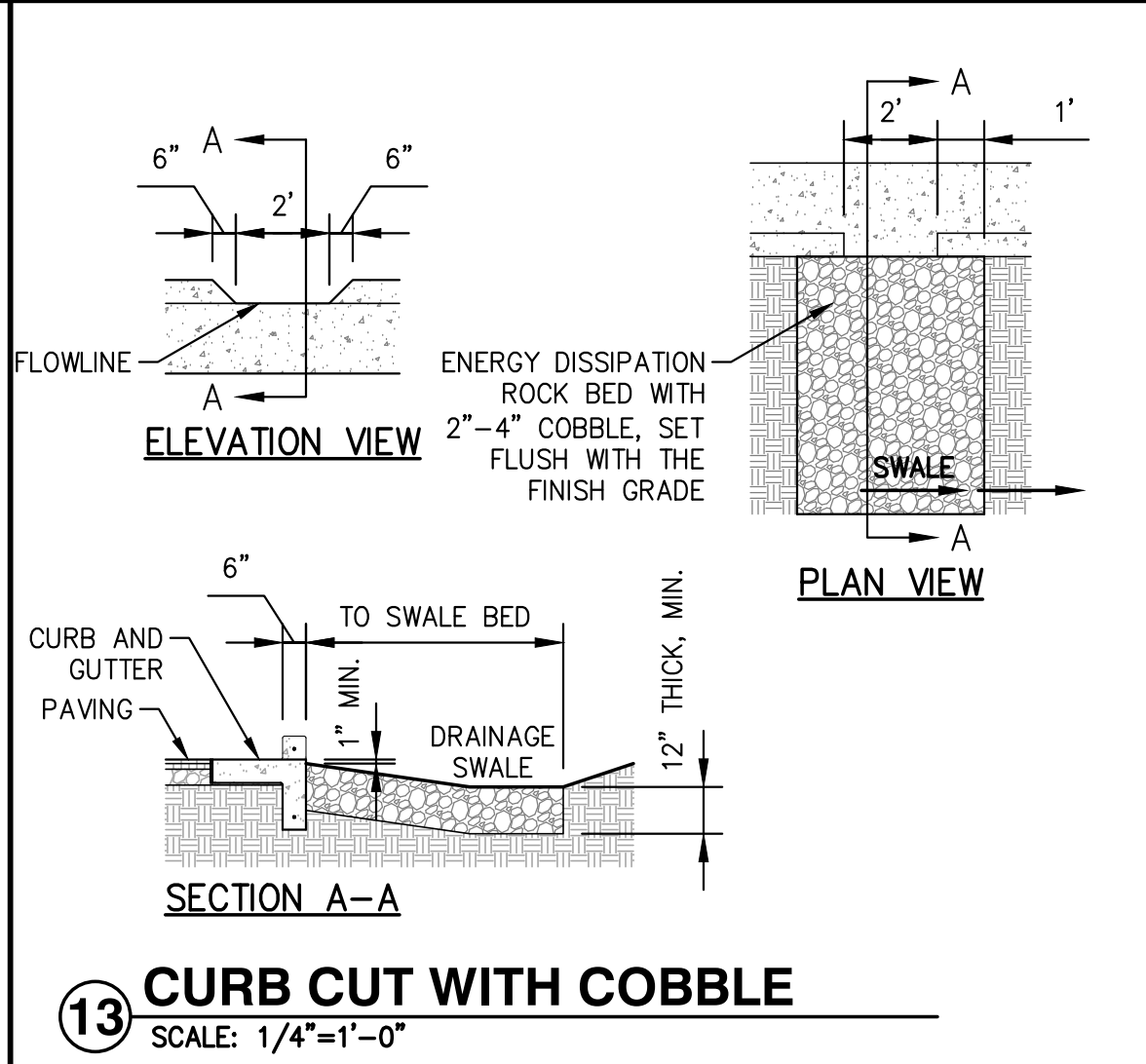
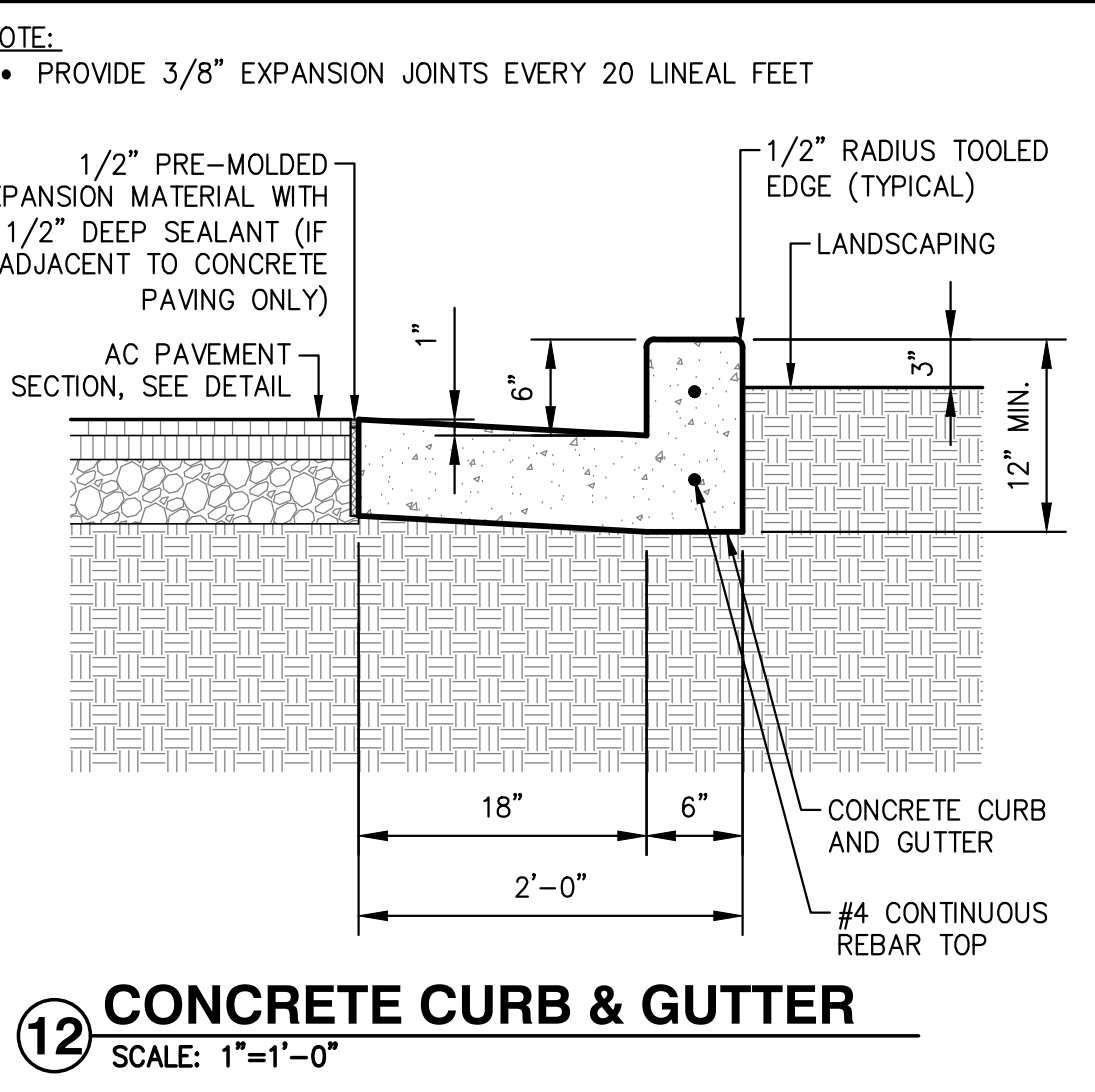
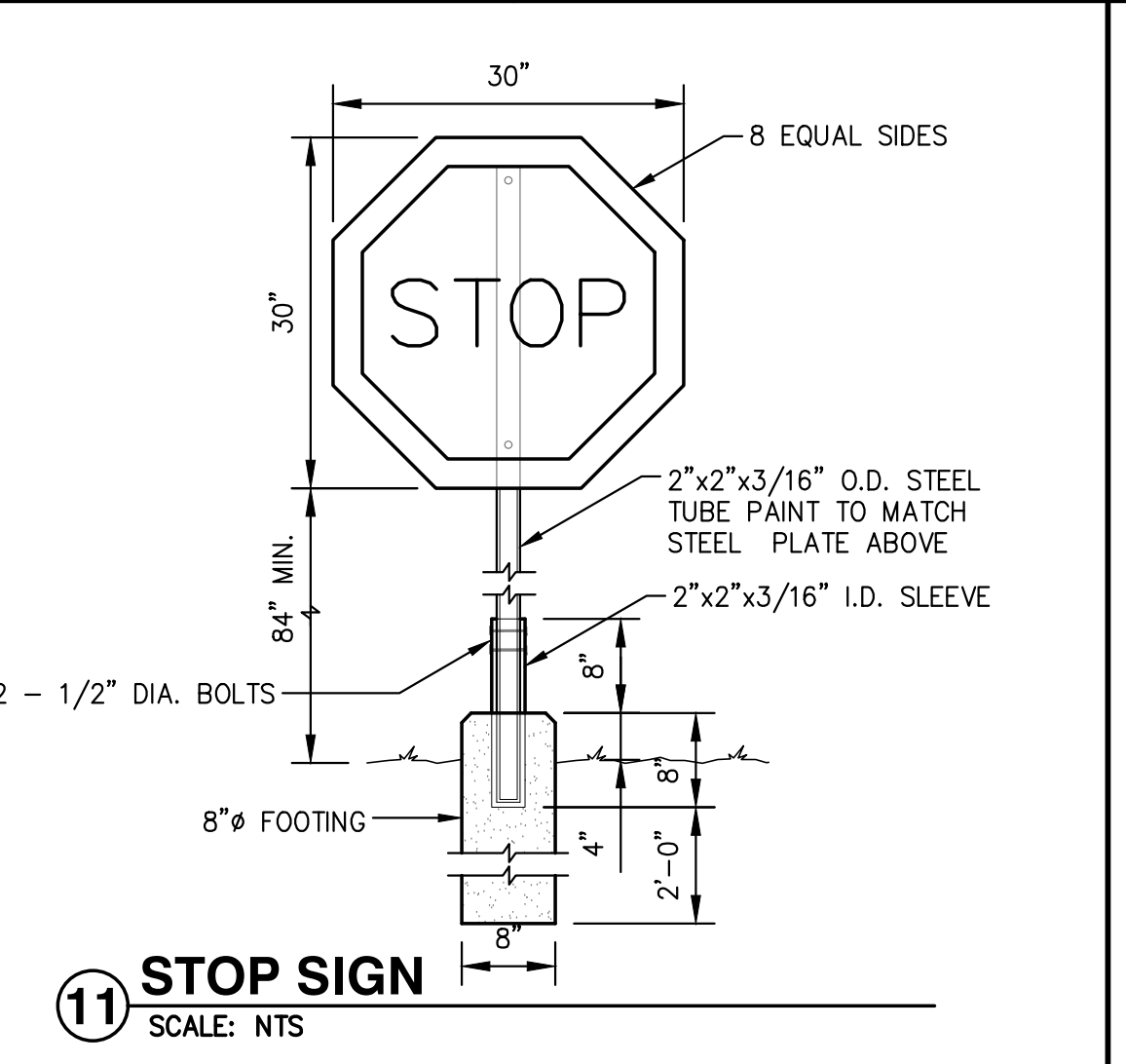
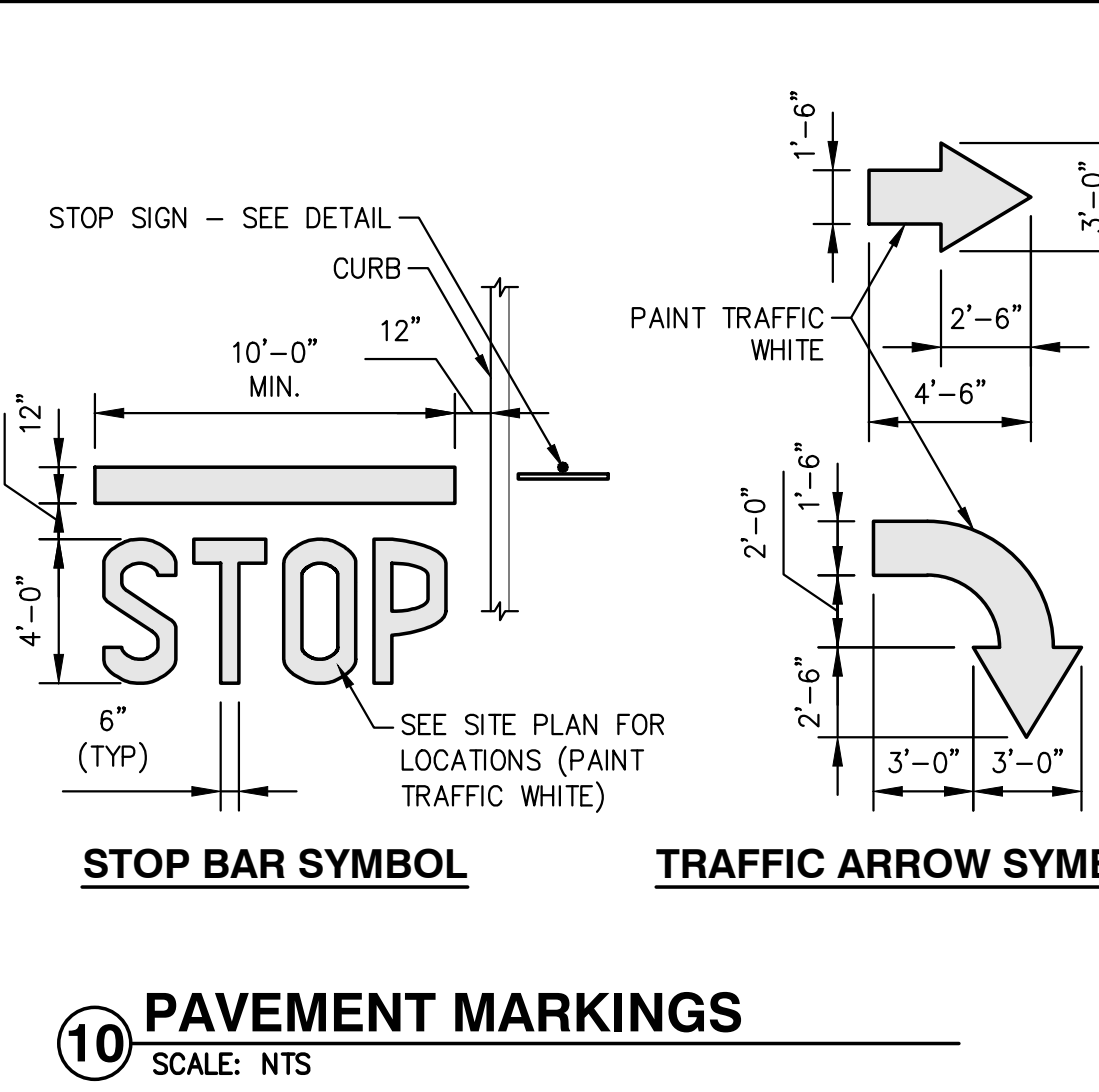
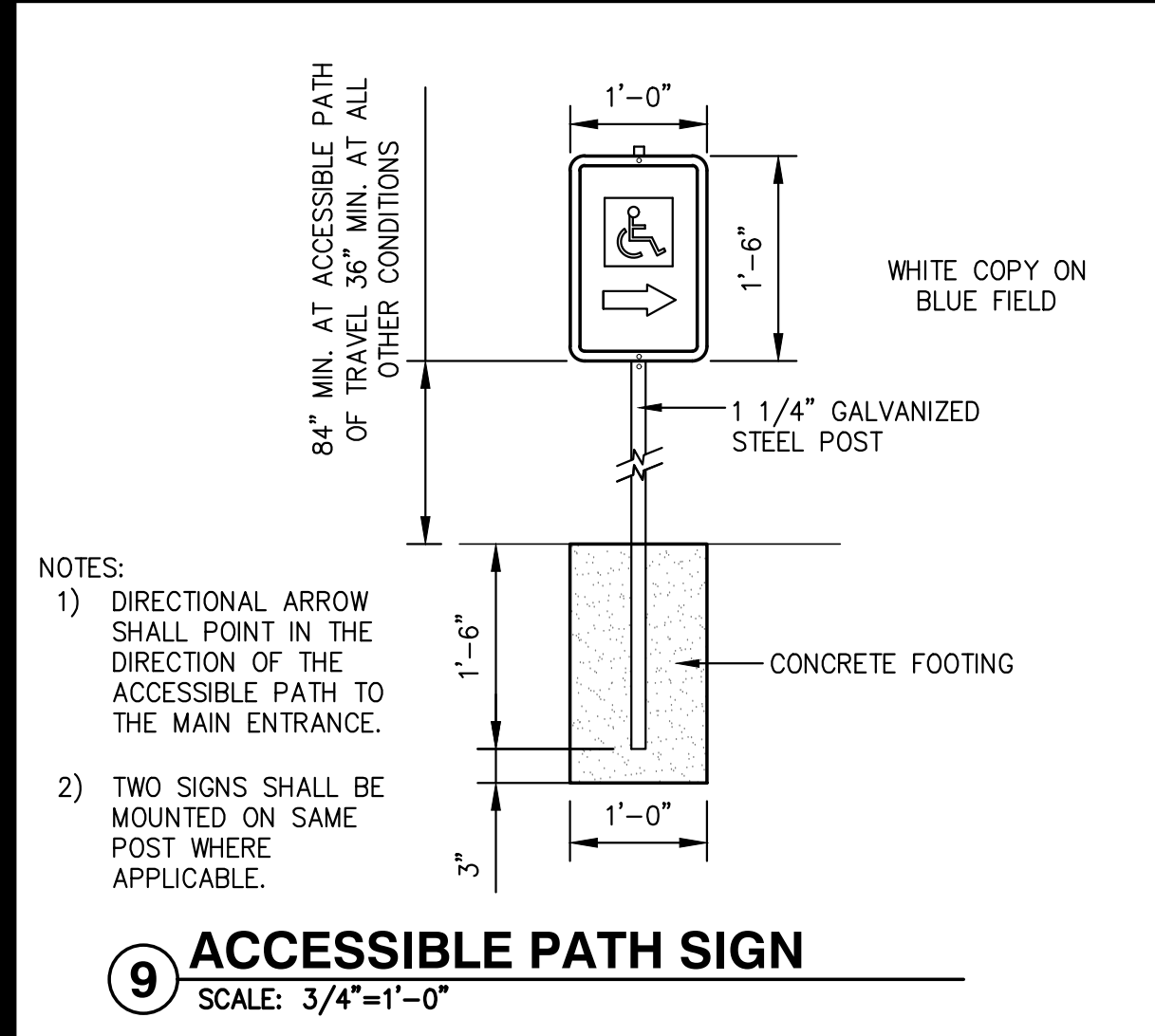
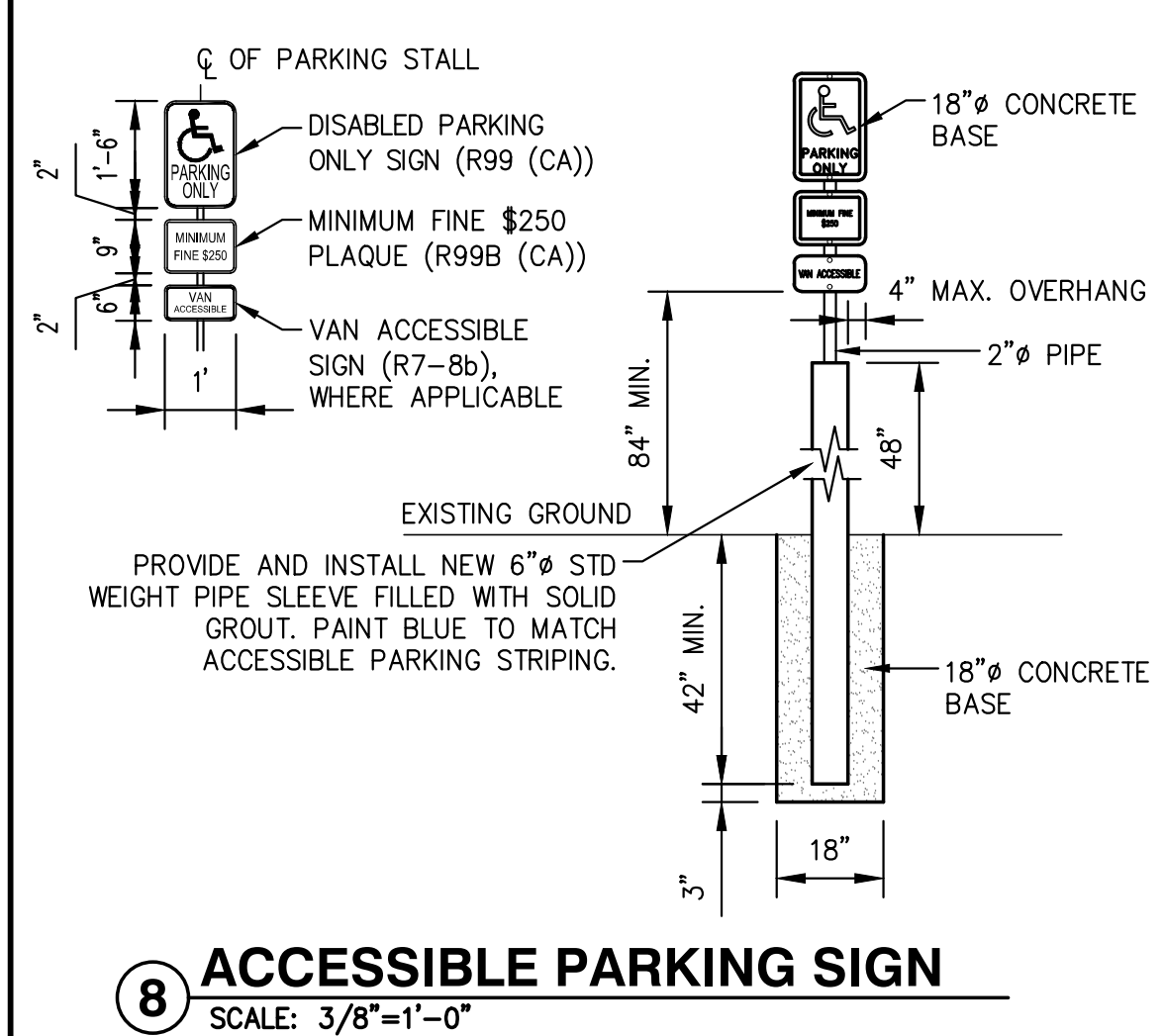
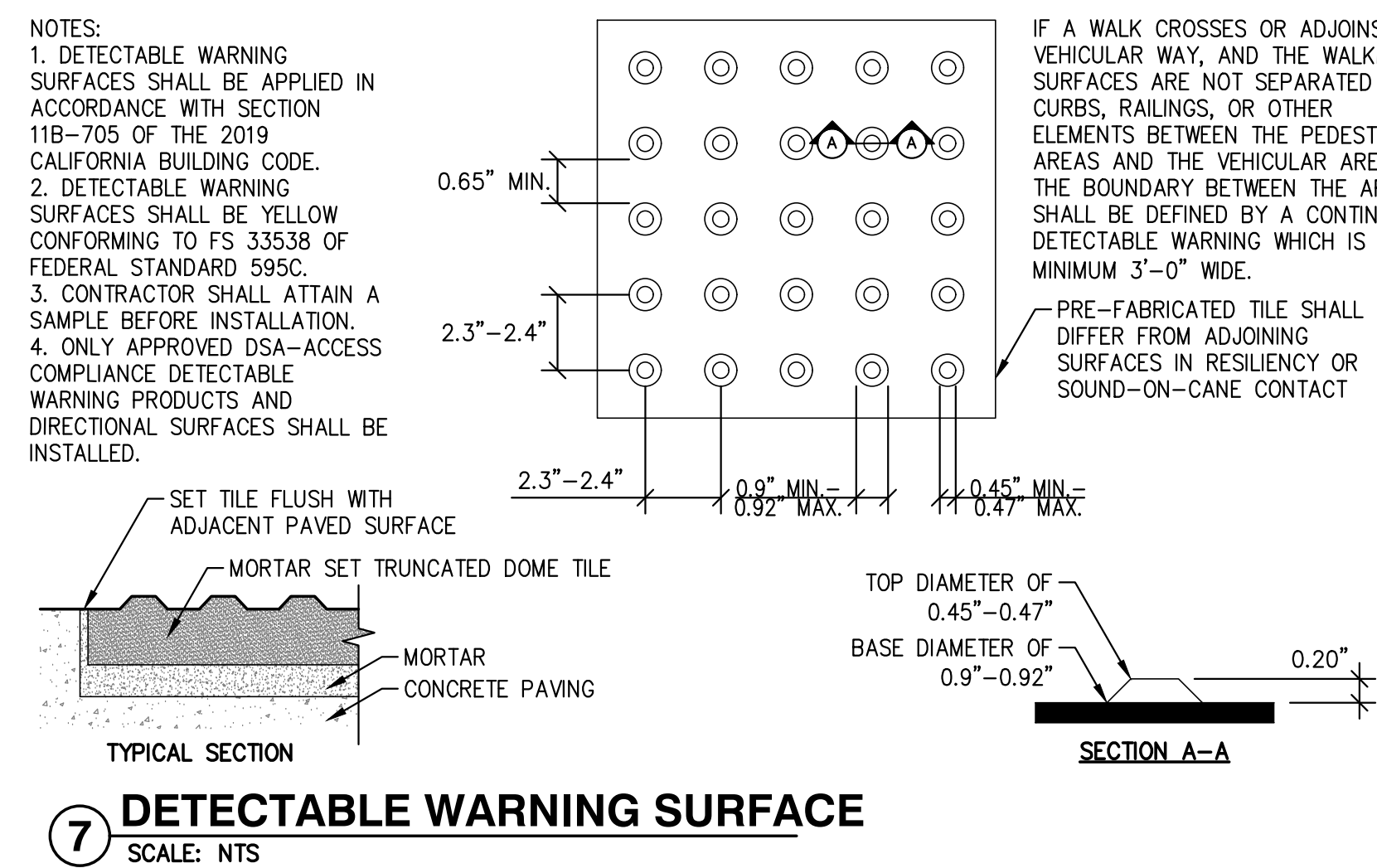
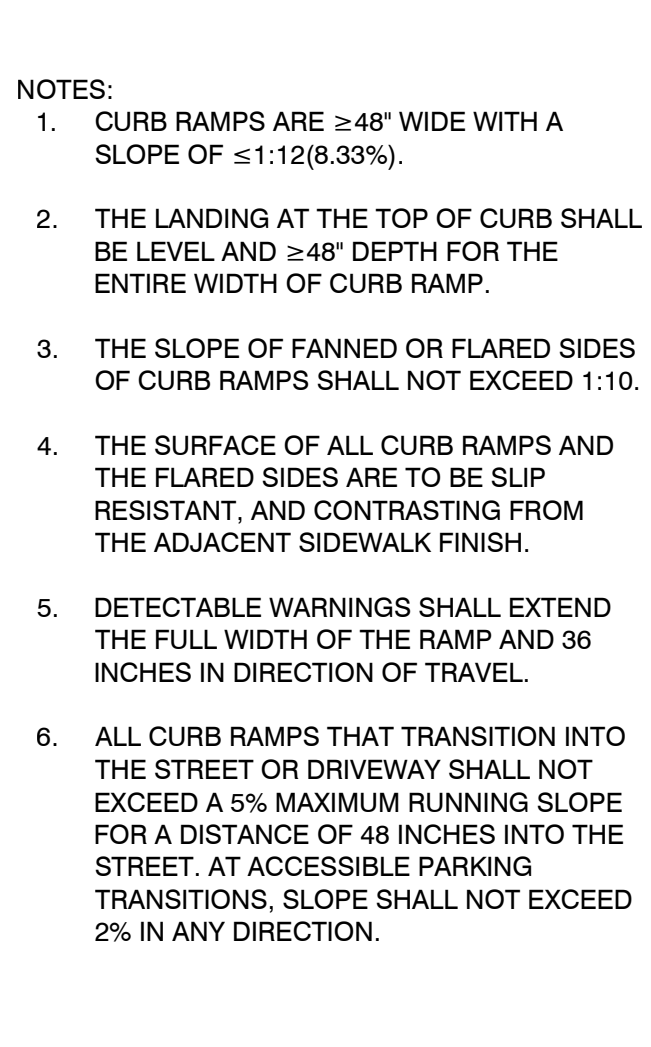
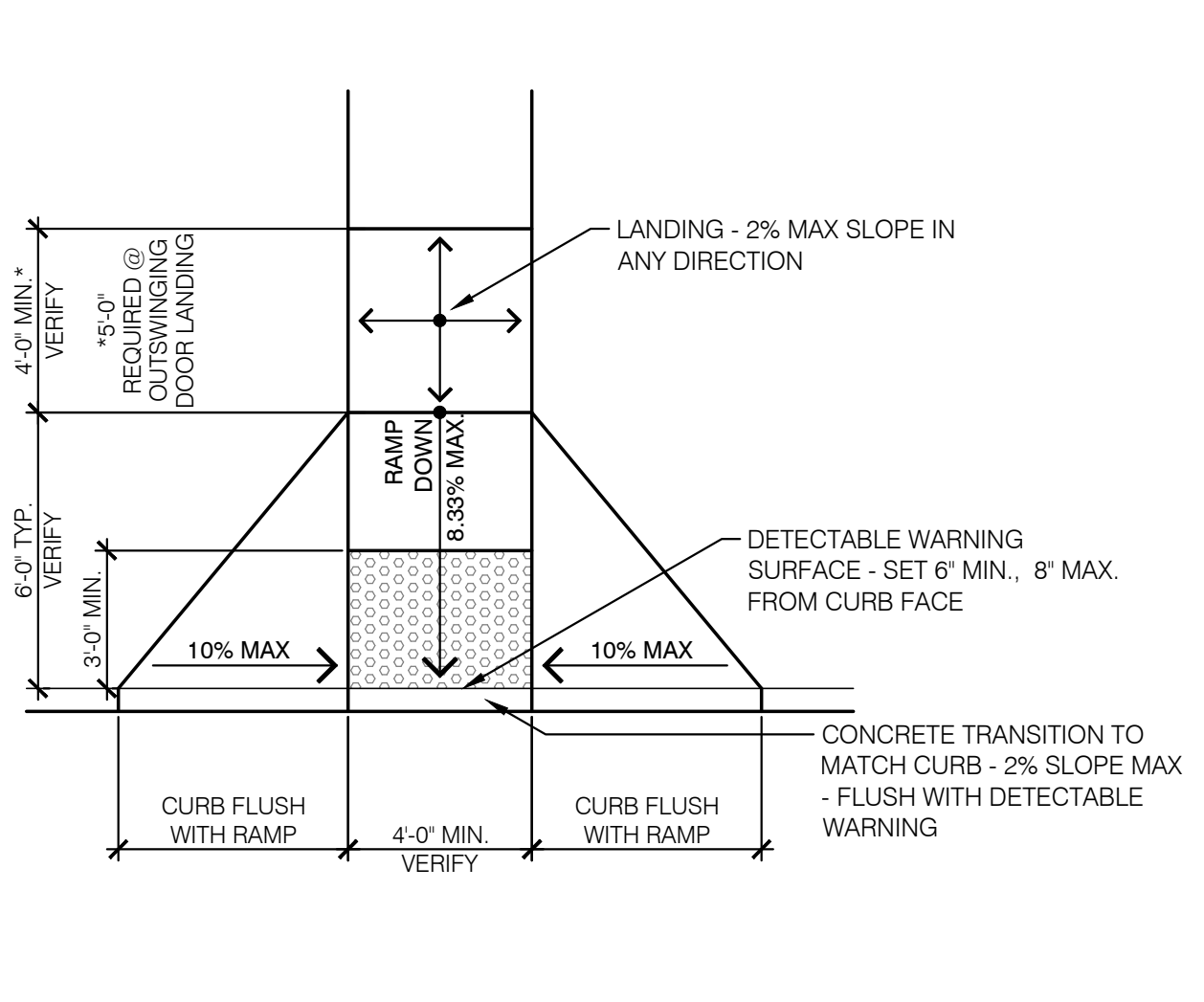
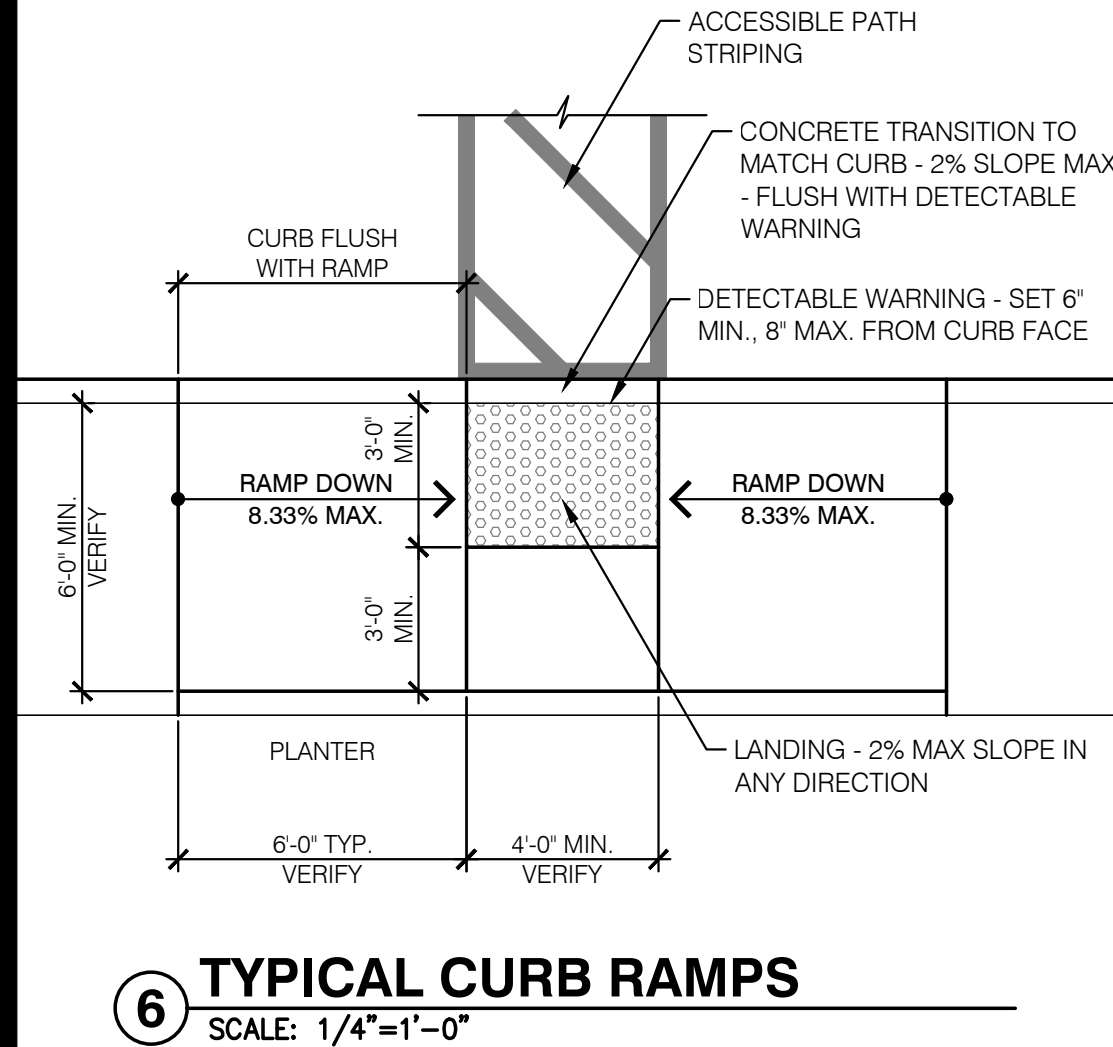
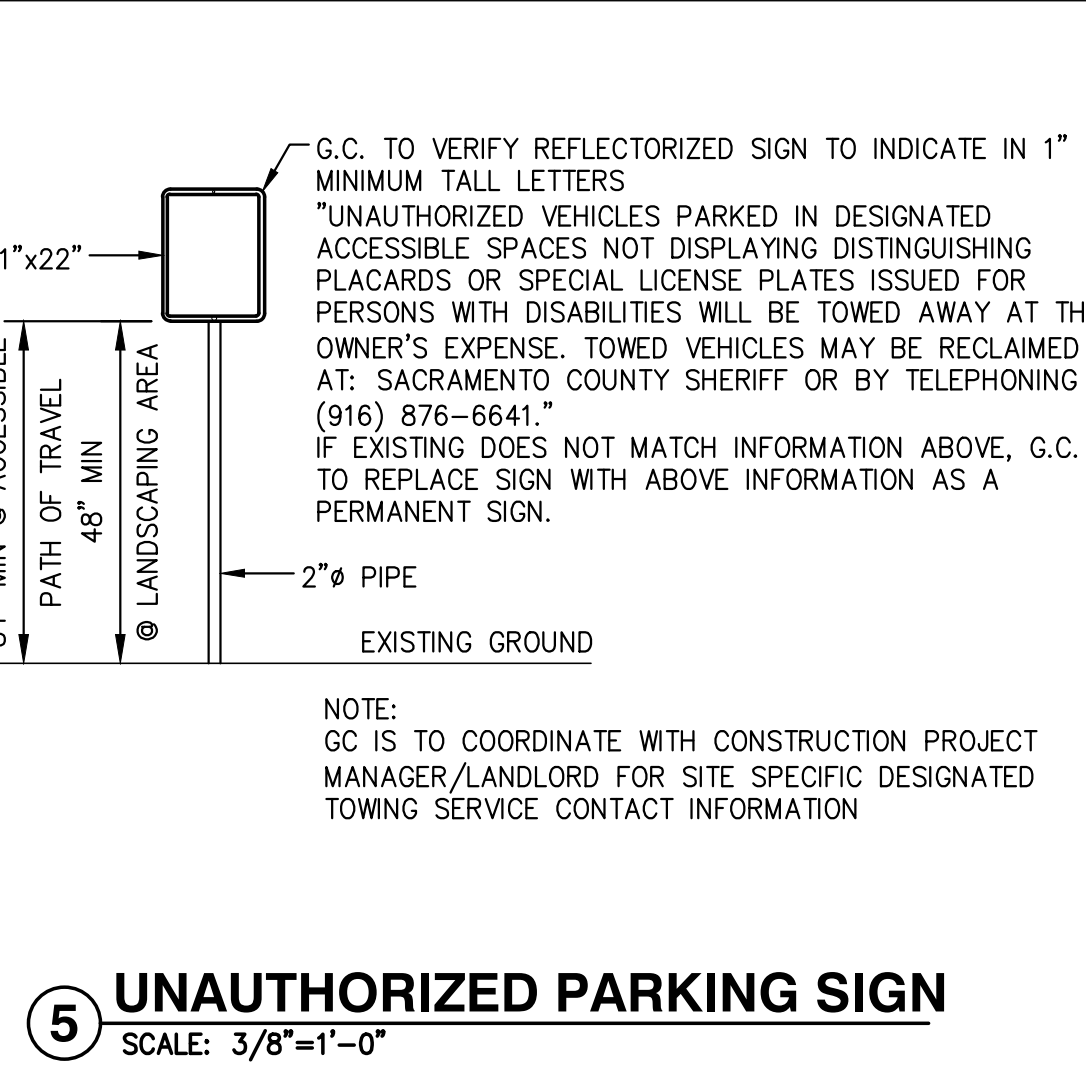
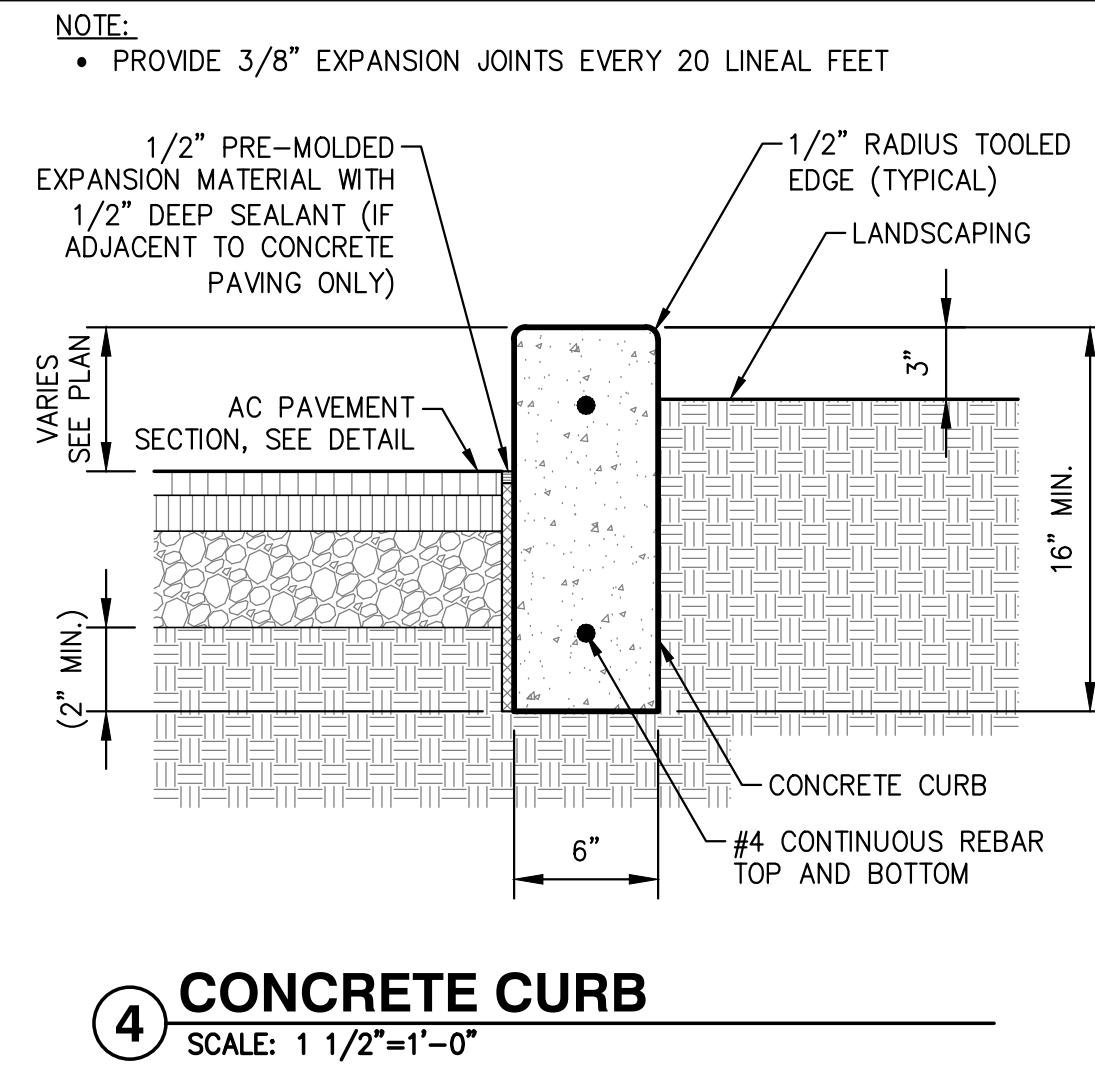
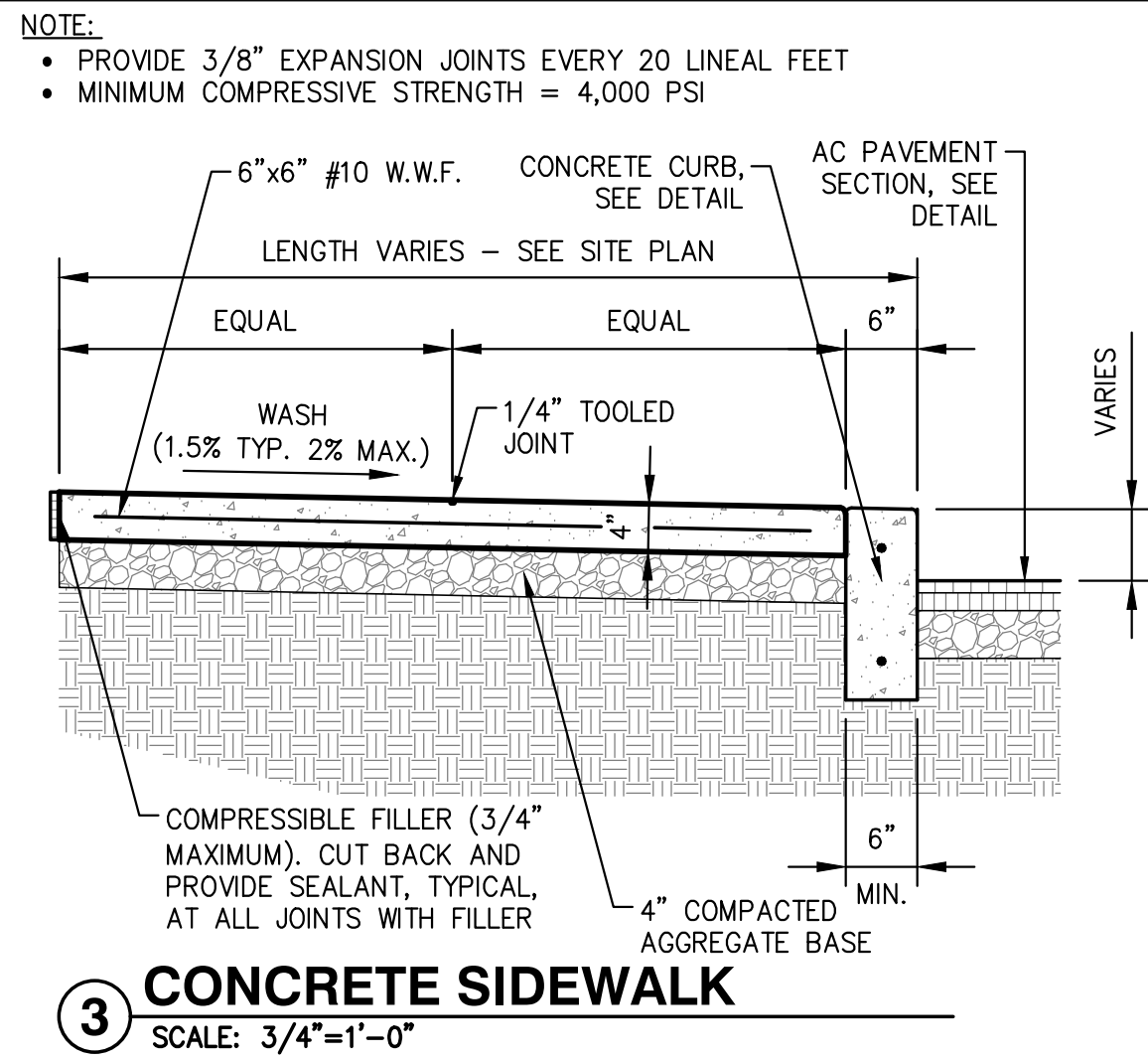
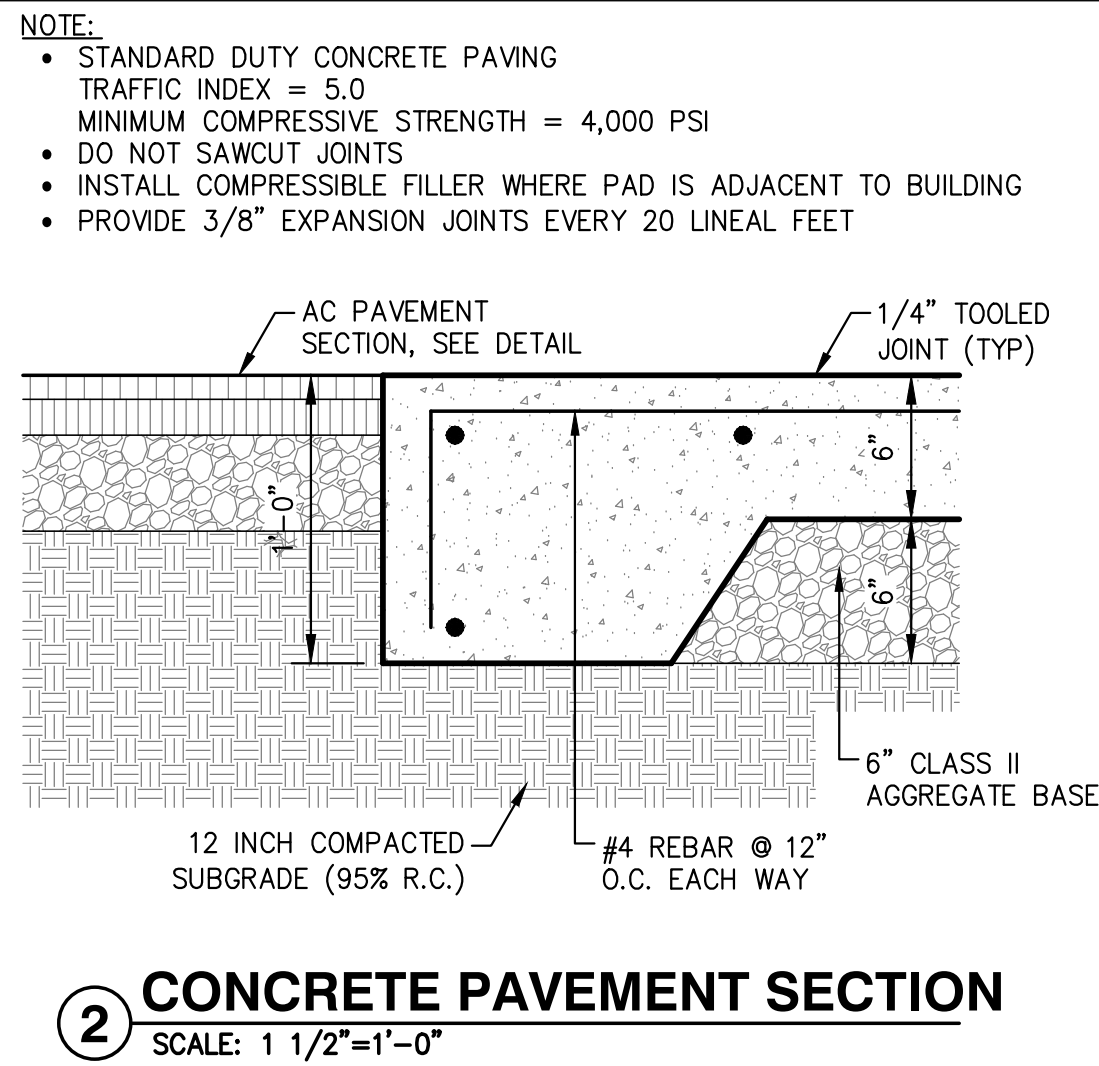
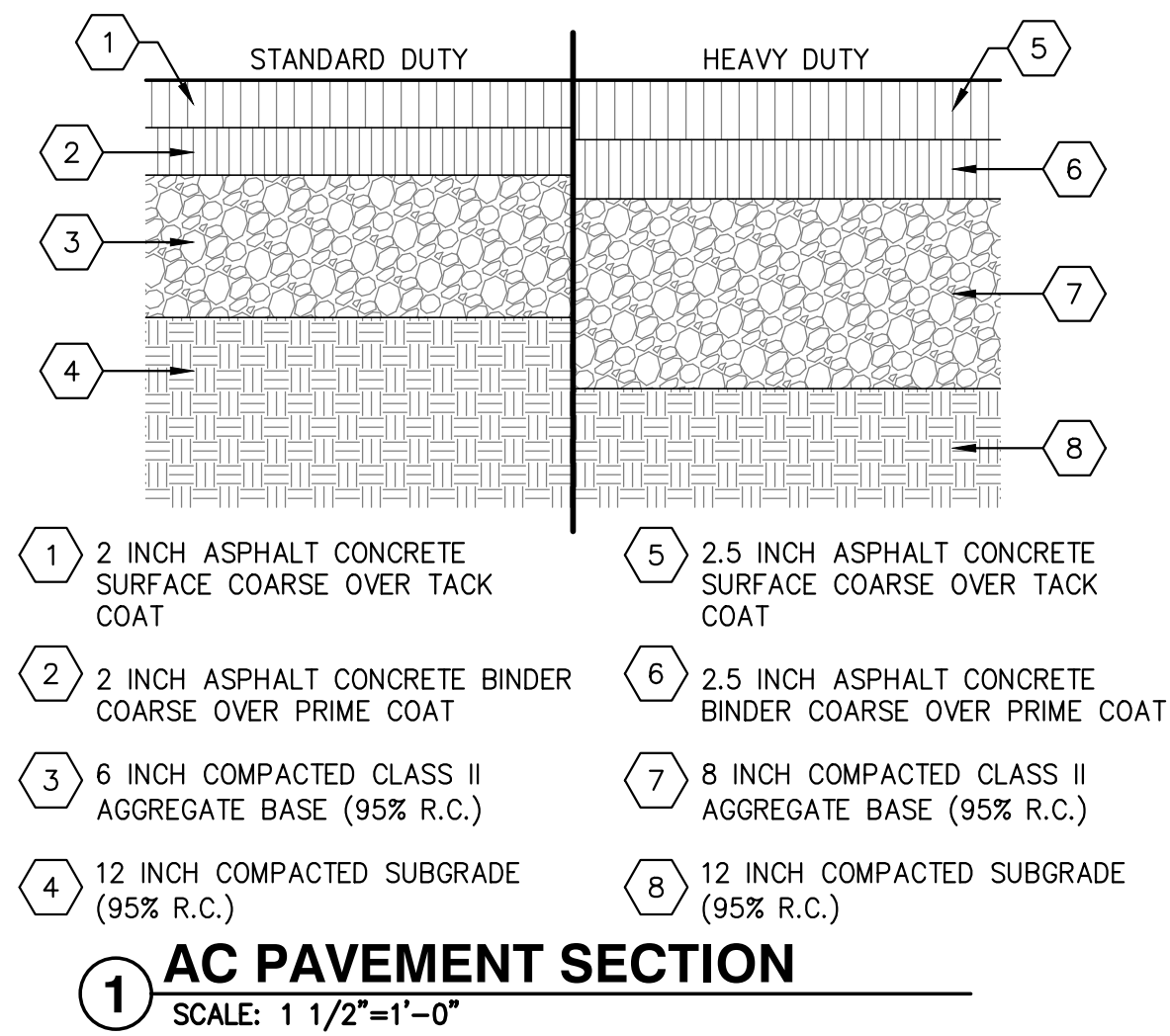
STANLEY P. IVERSON
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IMPROVEMENT-SAINT FRANCIS BLVD
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 DALY CITY, CA 94015

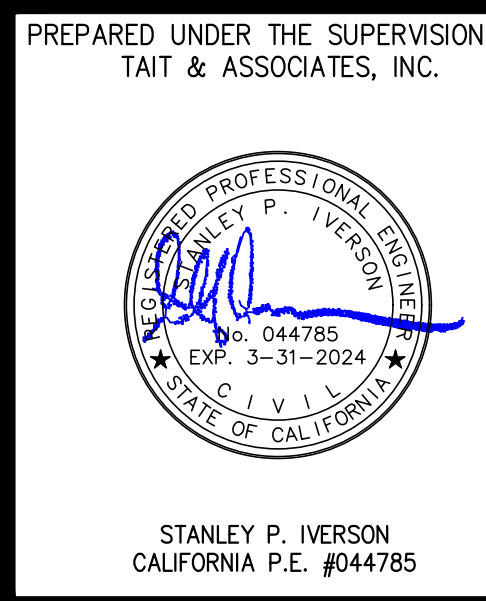
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15 OF 19

Jan 18, 2023 - 8:57am by abedker (S) (SP89480) - Seafood City - Daly City, CA (VNC) Construction Drawings (On-Site Improvement Plan) (SP89480_D1.dwg)

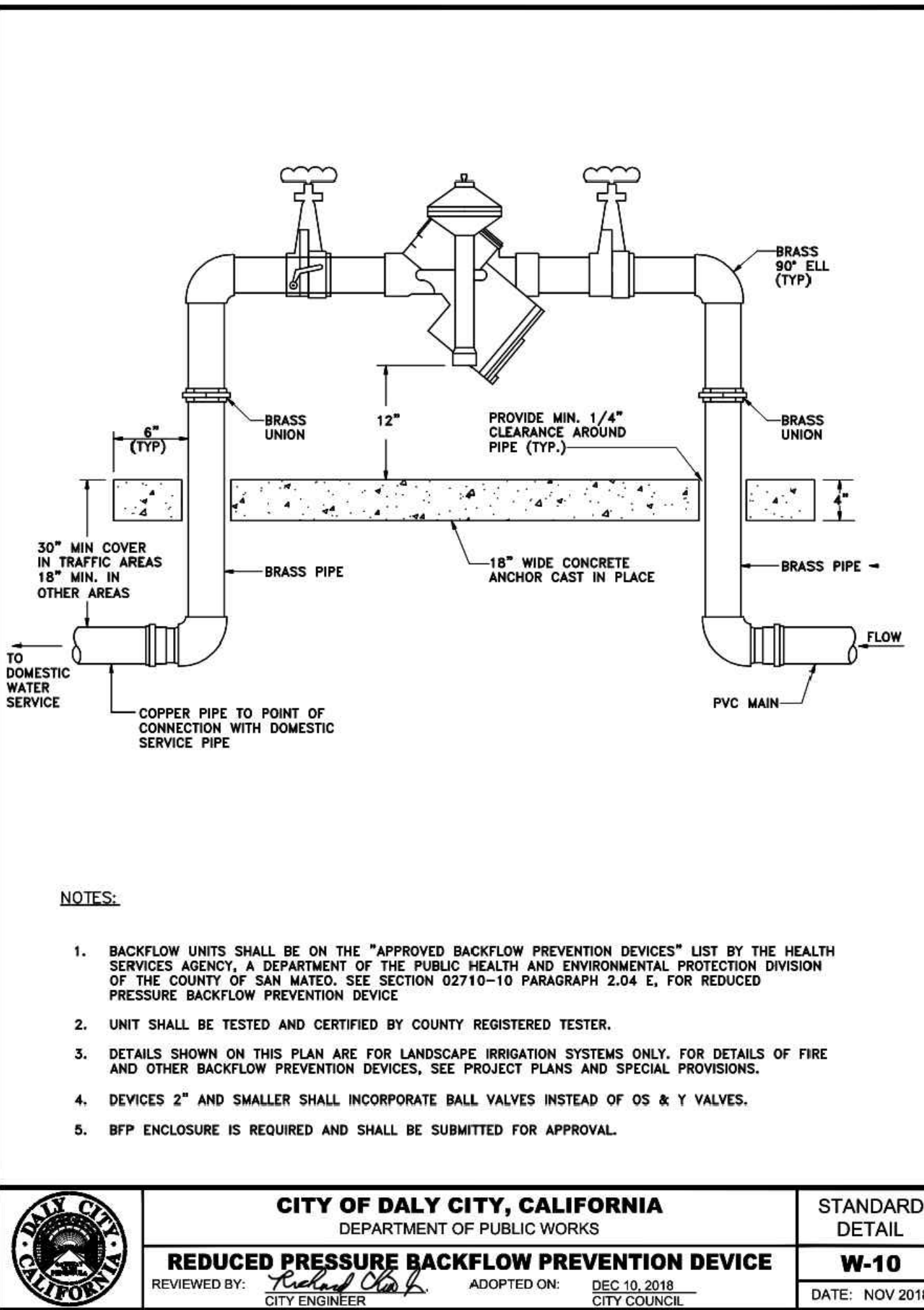
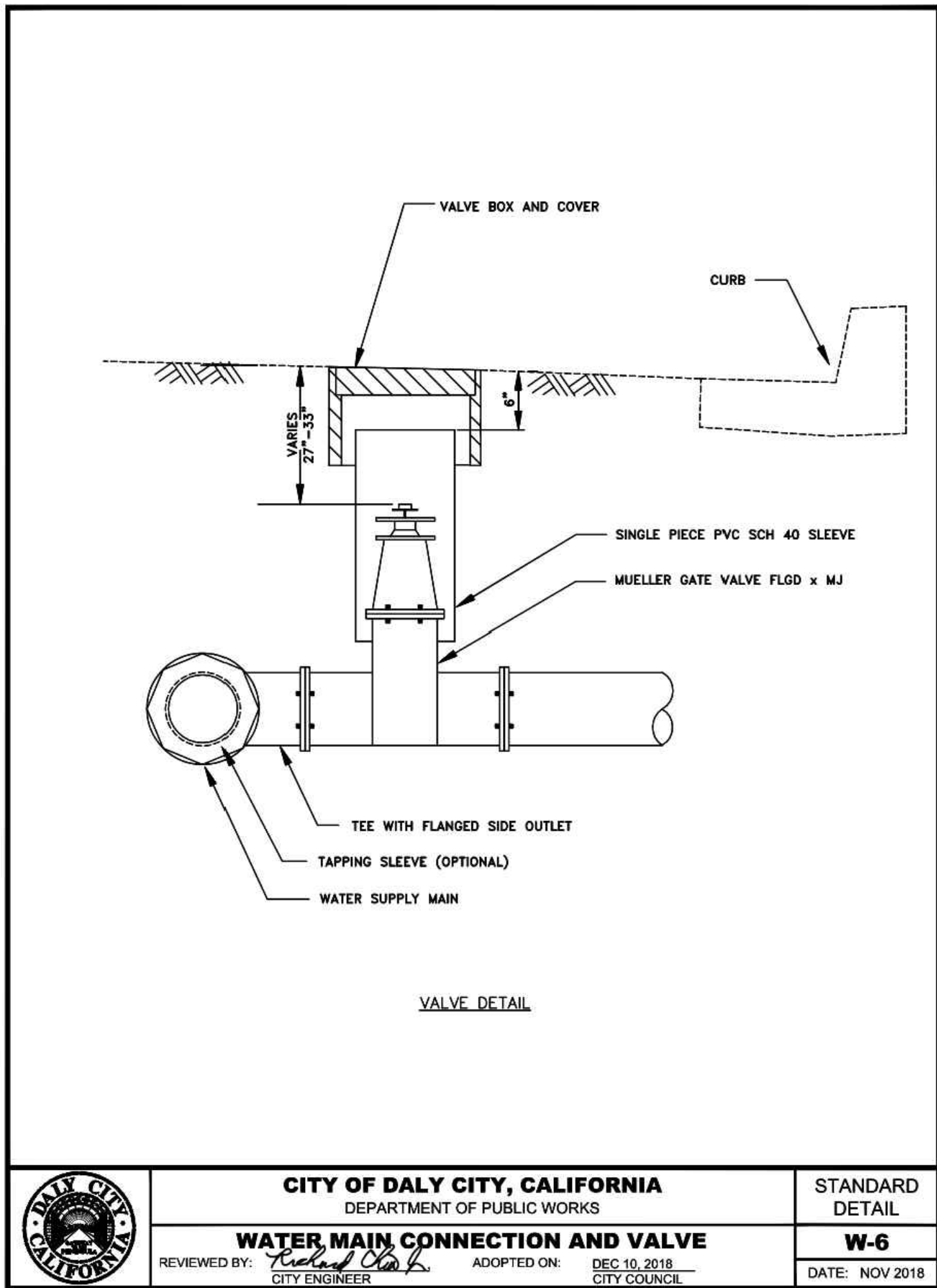
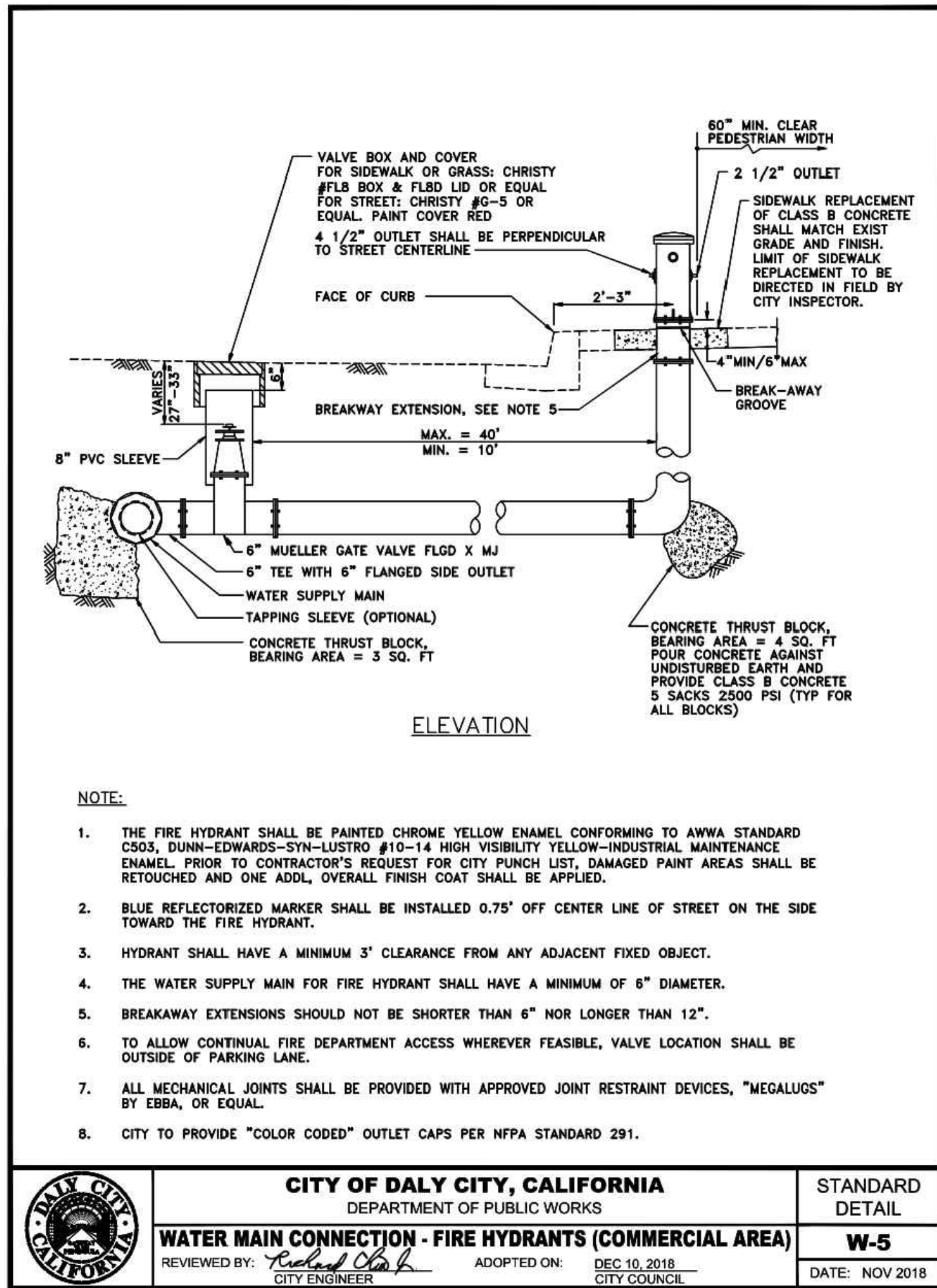
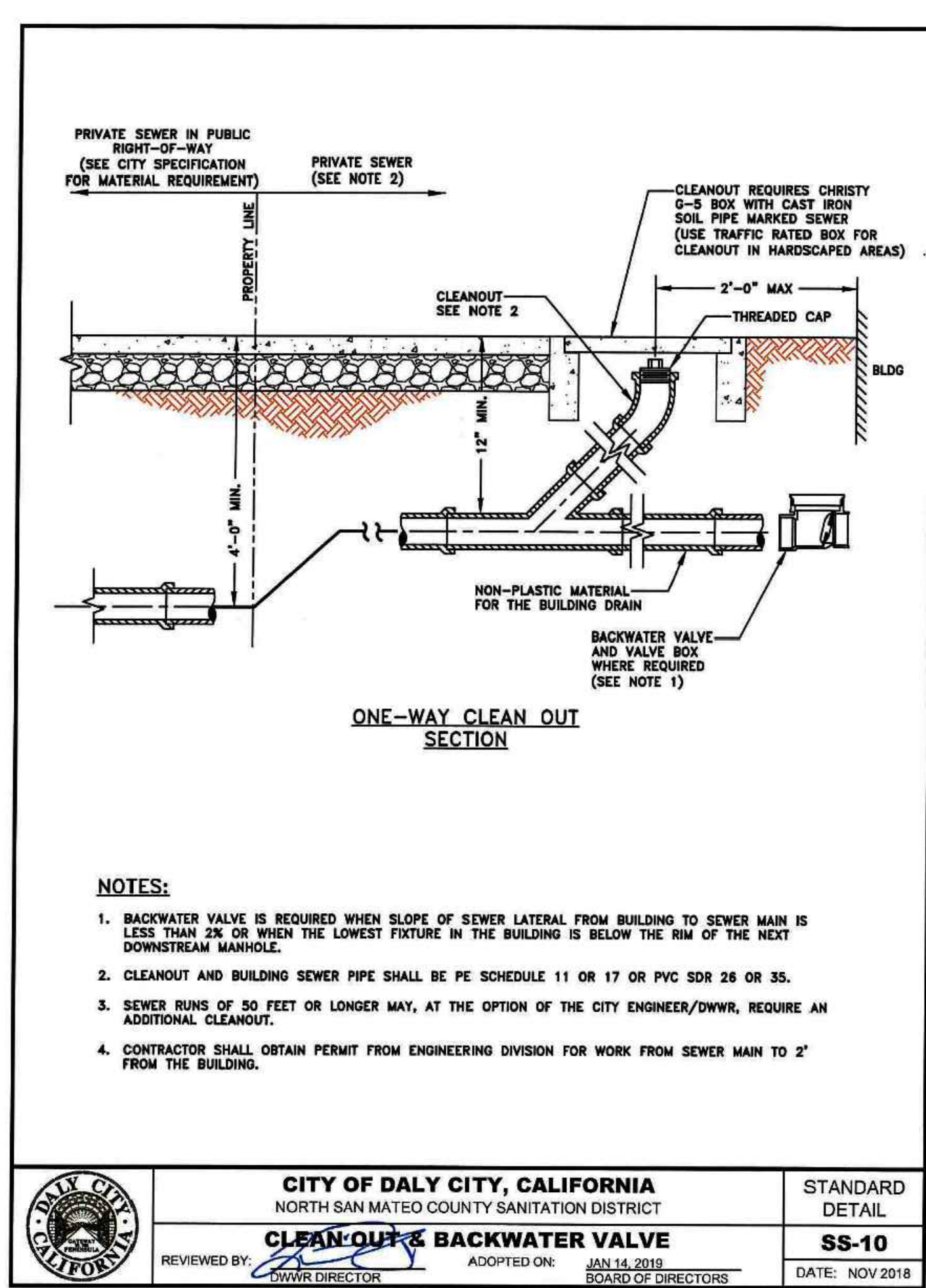
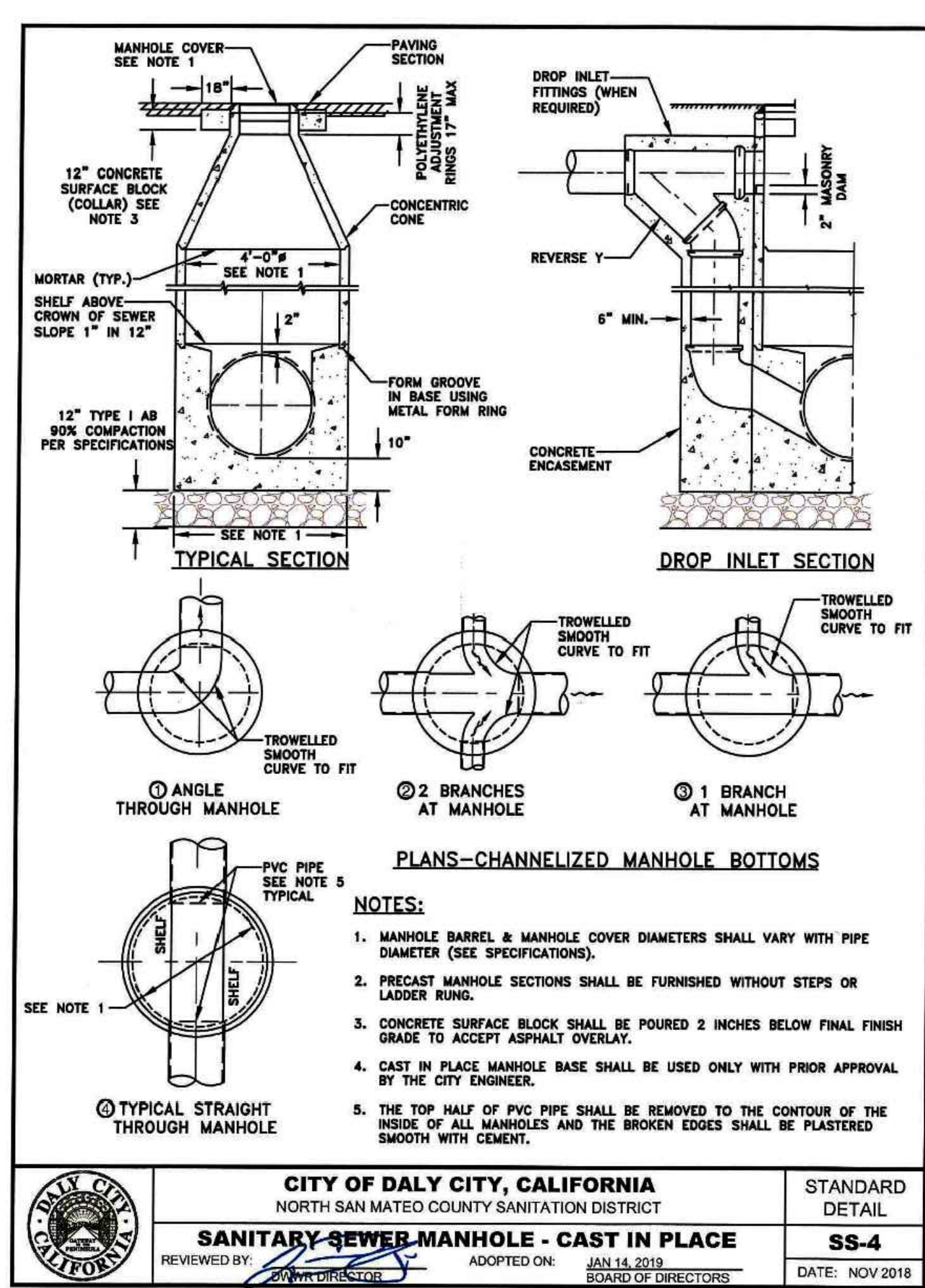
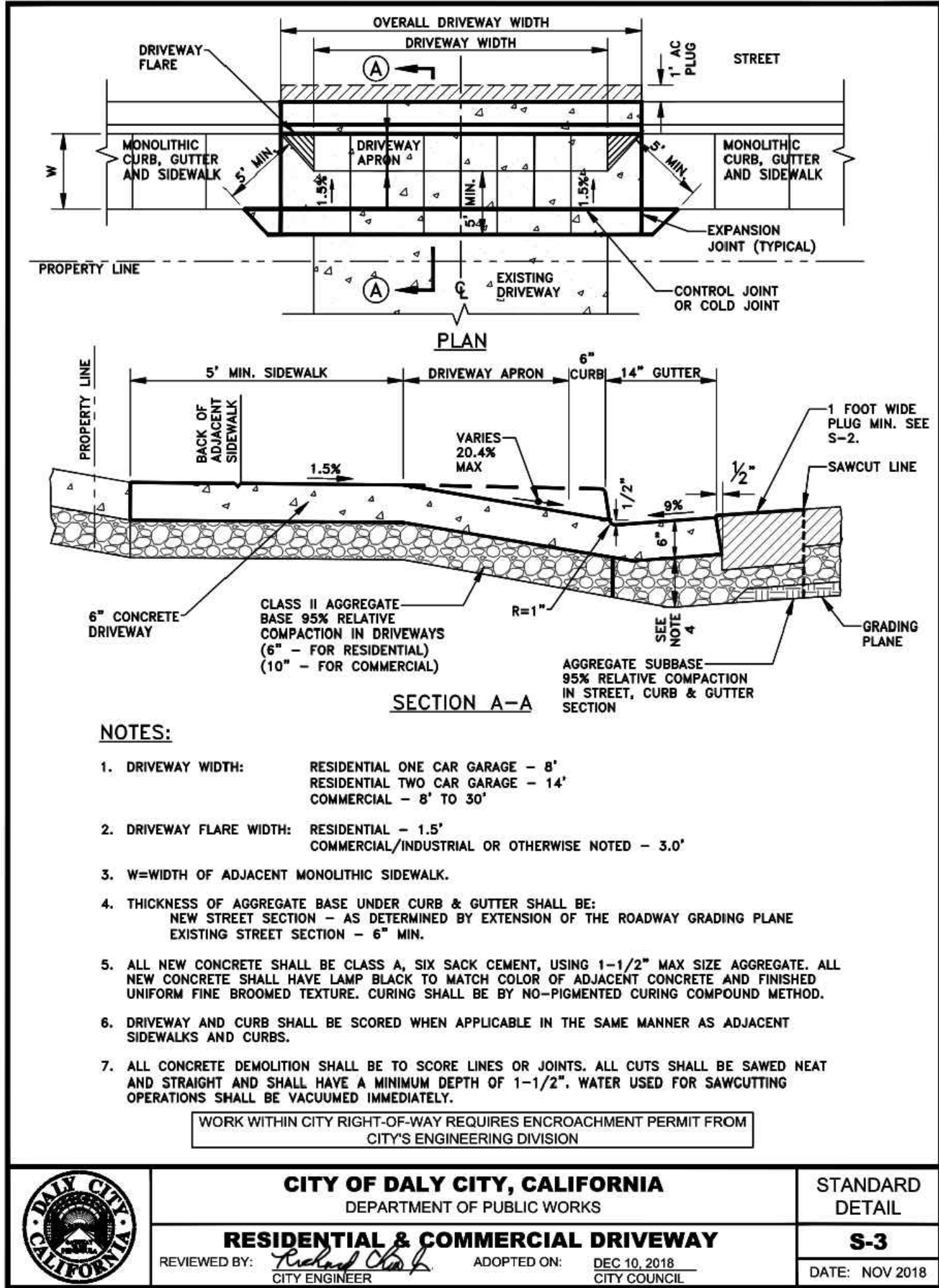
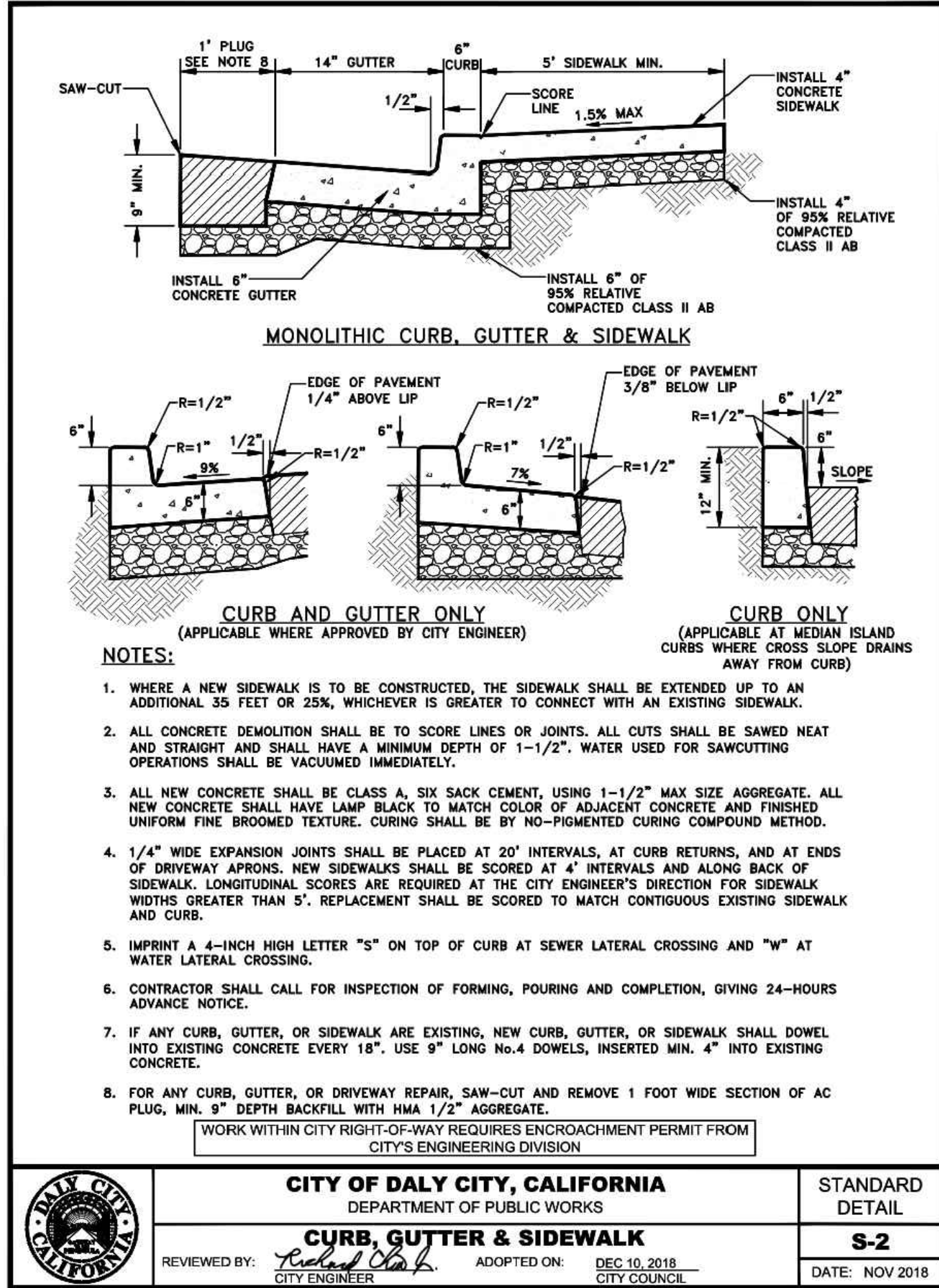


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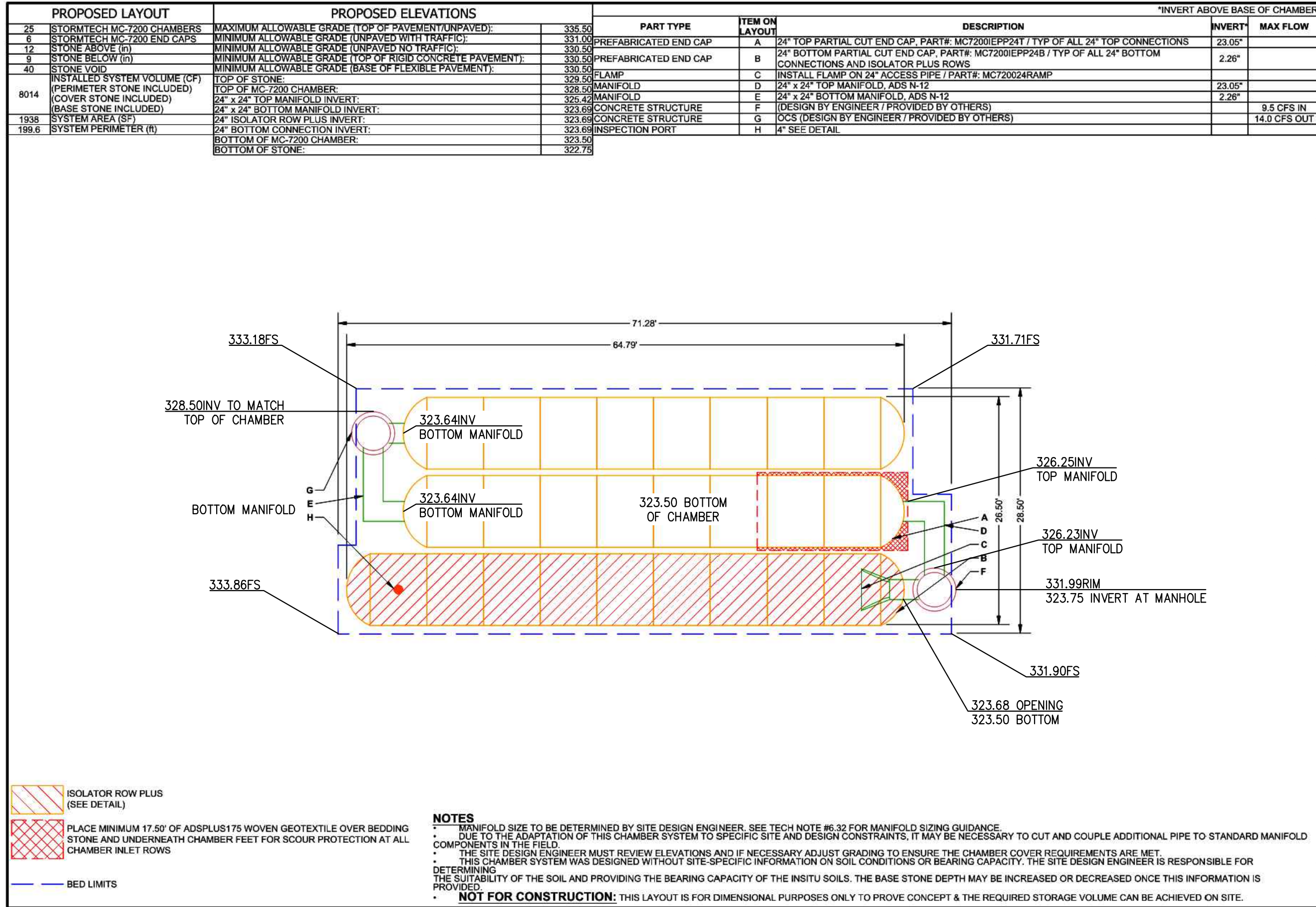
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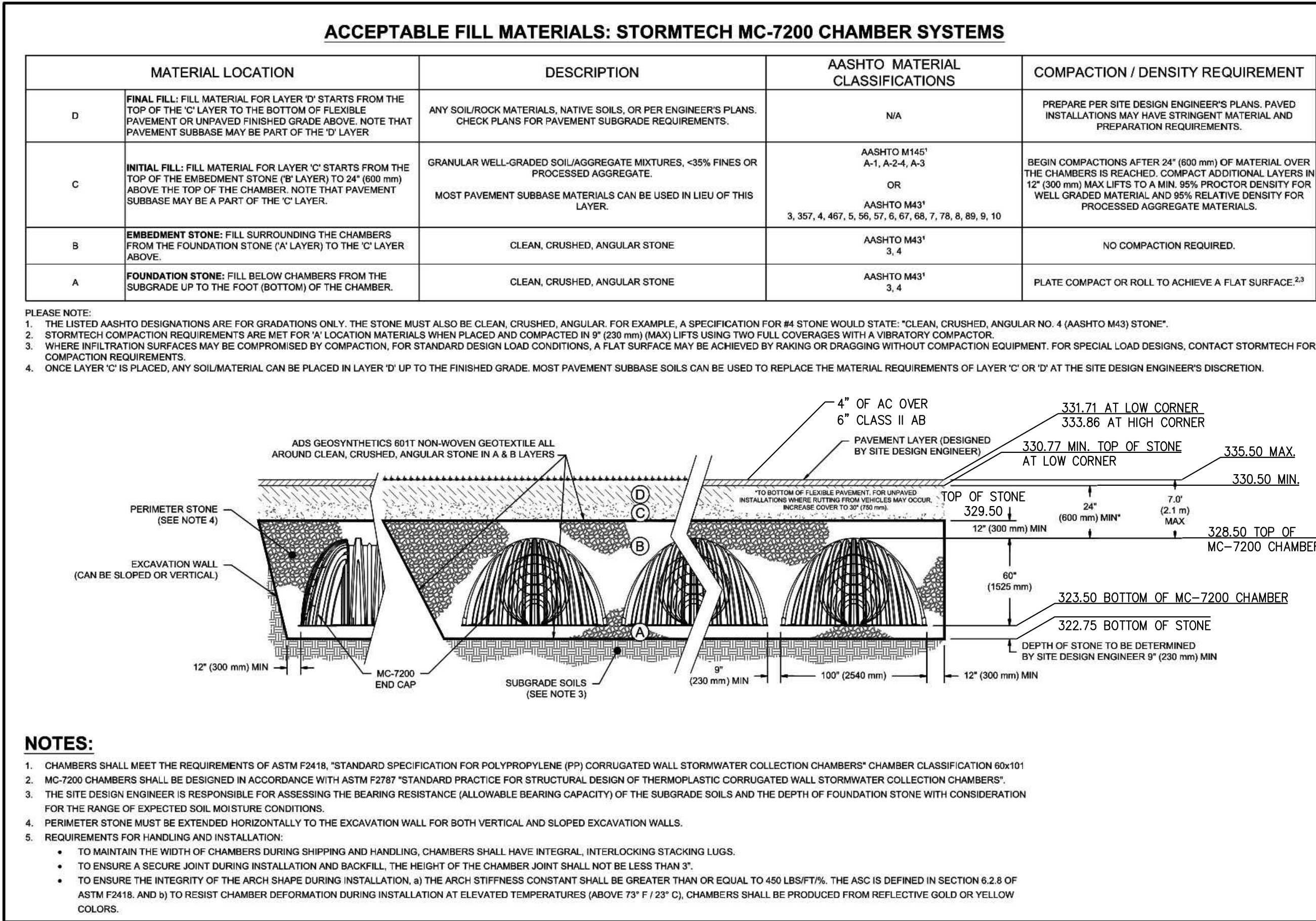
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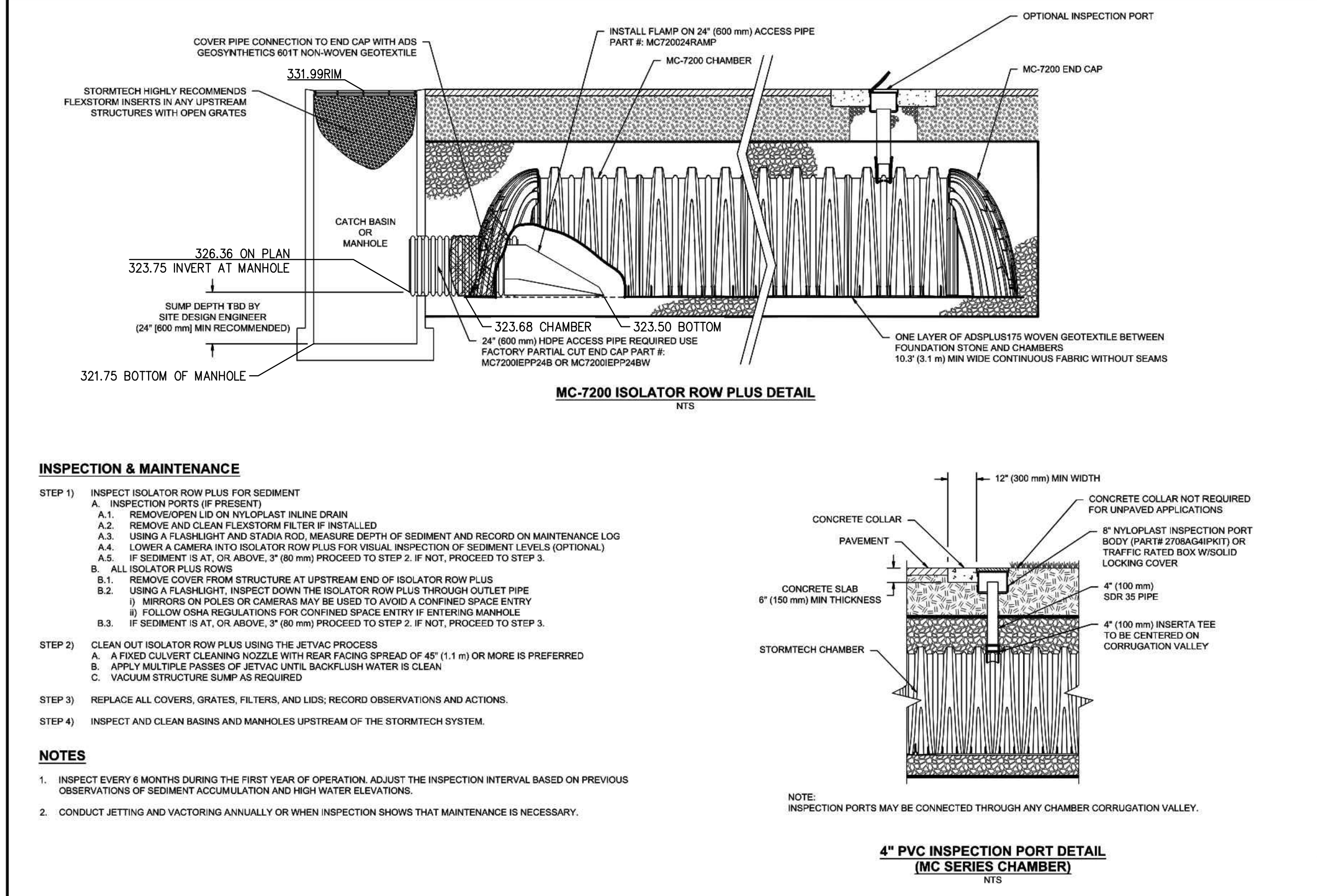
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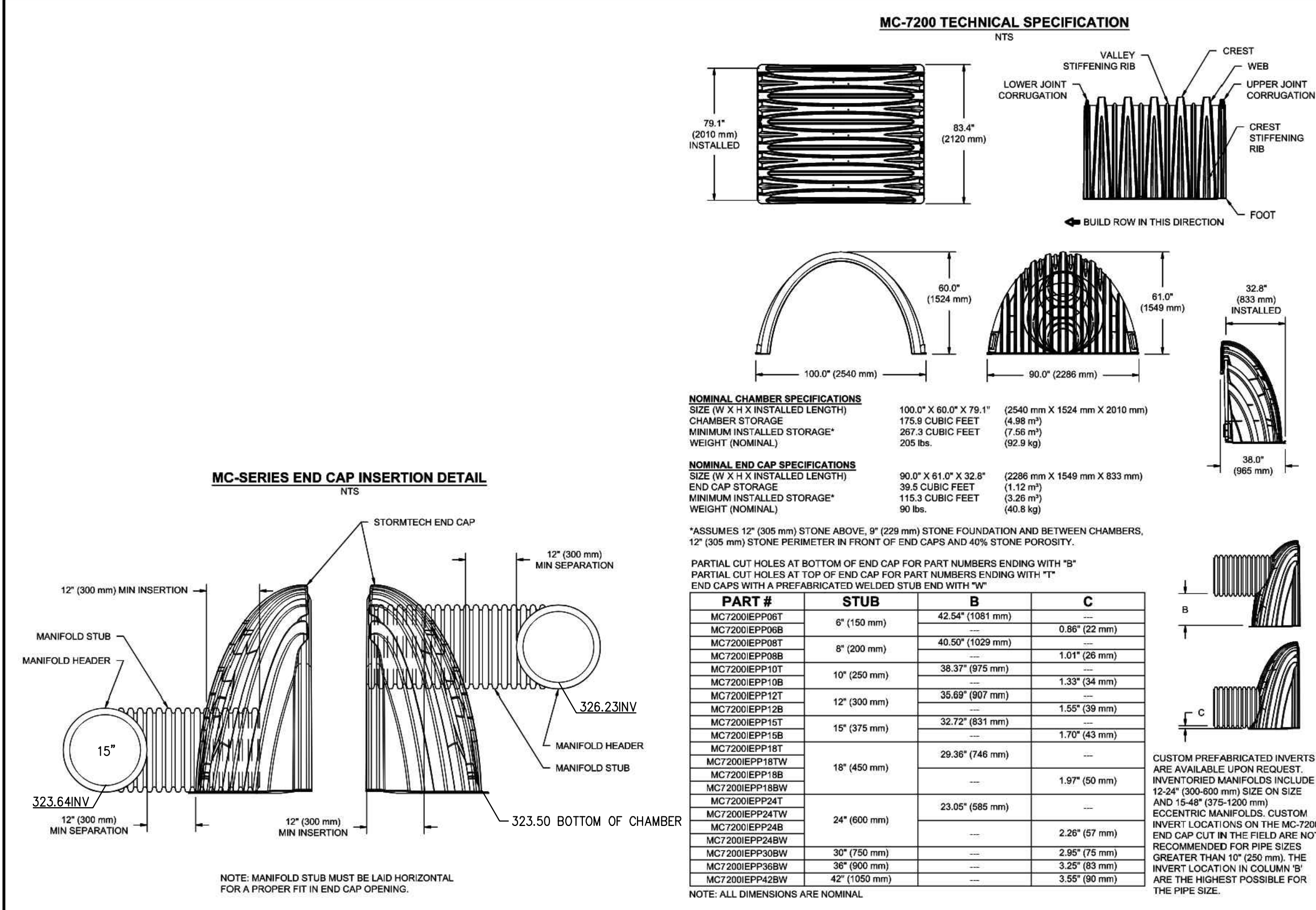
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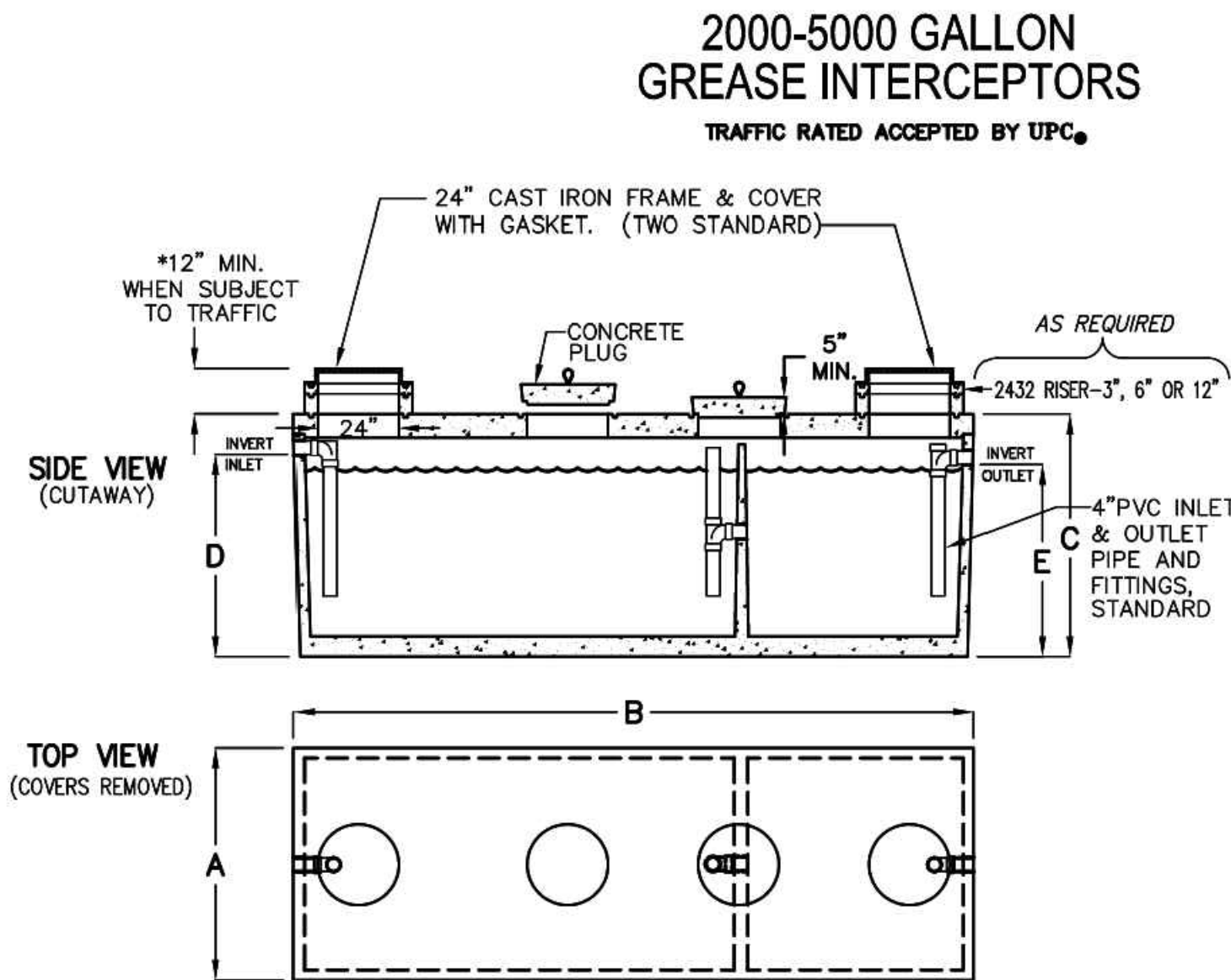
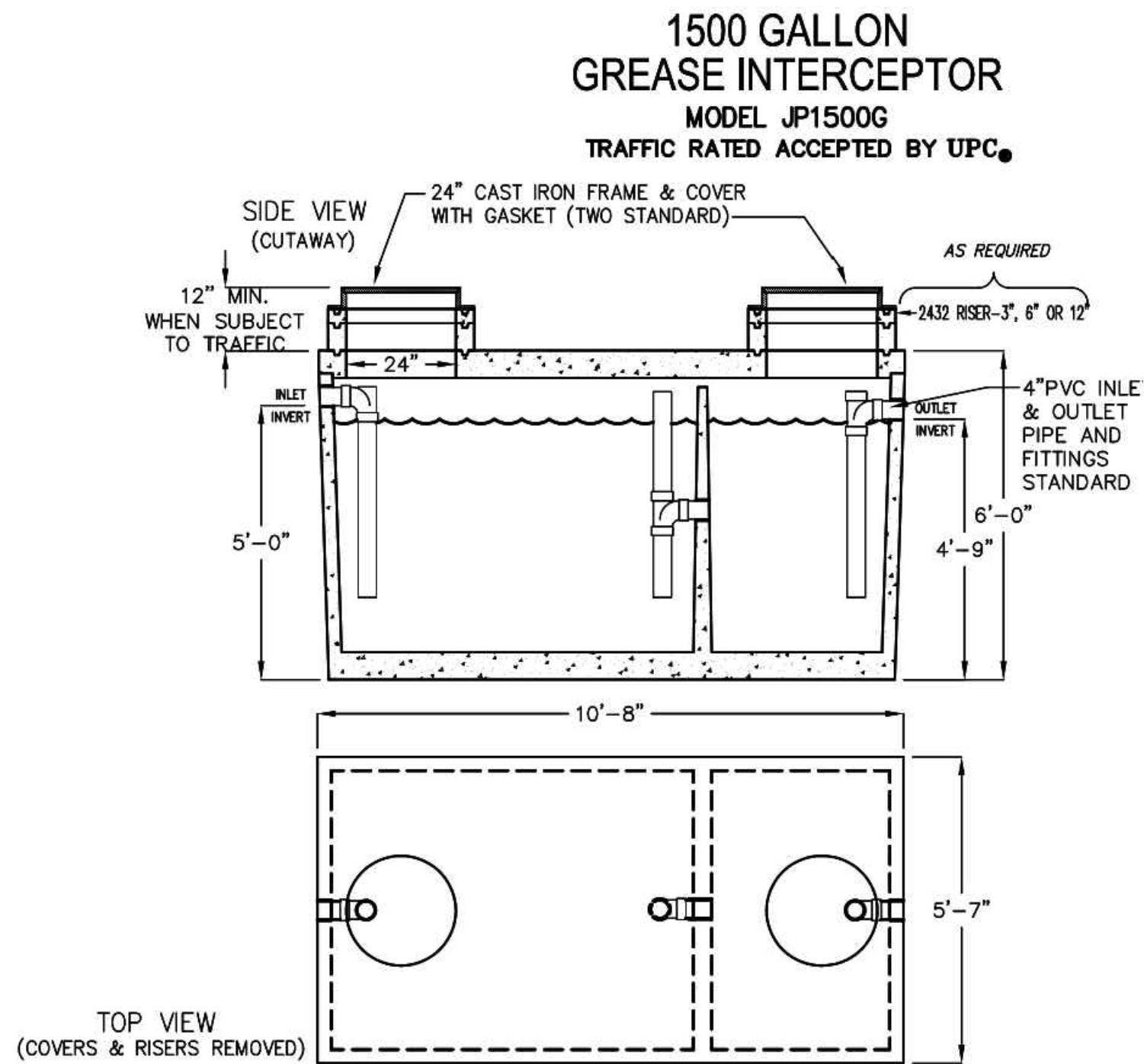
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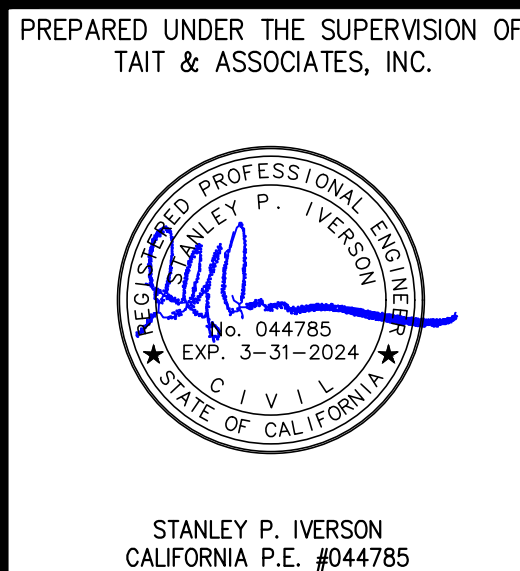
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KJP2000G	2000	4'-11"	15'-11"	6'-0"	5'-0"	4'-9"	5'-11"	16'-11"	6" MAX.	19,200
KJZ2500G	2500	5'-9"	16'-10"	6'-0"	5'-0"	4'-9"	6'-9"	17'-10"	5" MAX.	22,700
KJZ3000G	3000	5'-9"	16'-10"	6'-9"	5'-9"	5'-6"	6'-9"	17'-10"	5" MAX.	24,000
KJZ4000G	4000	7'-8"	16'-7"	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

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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.

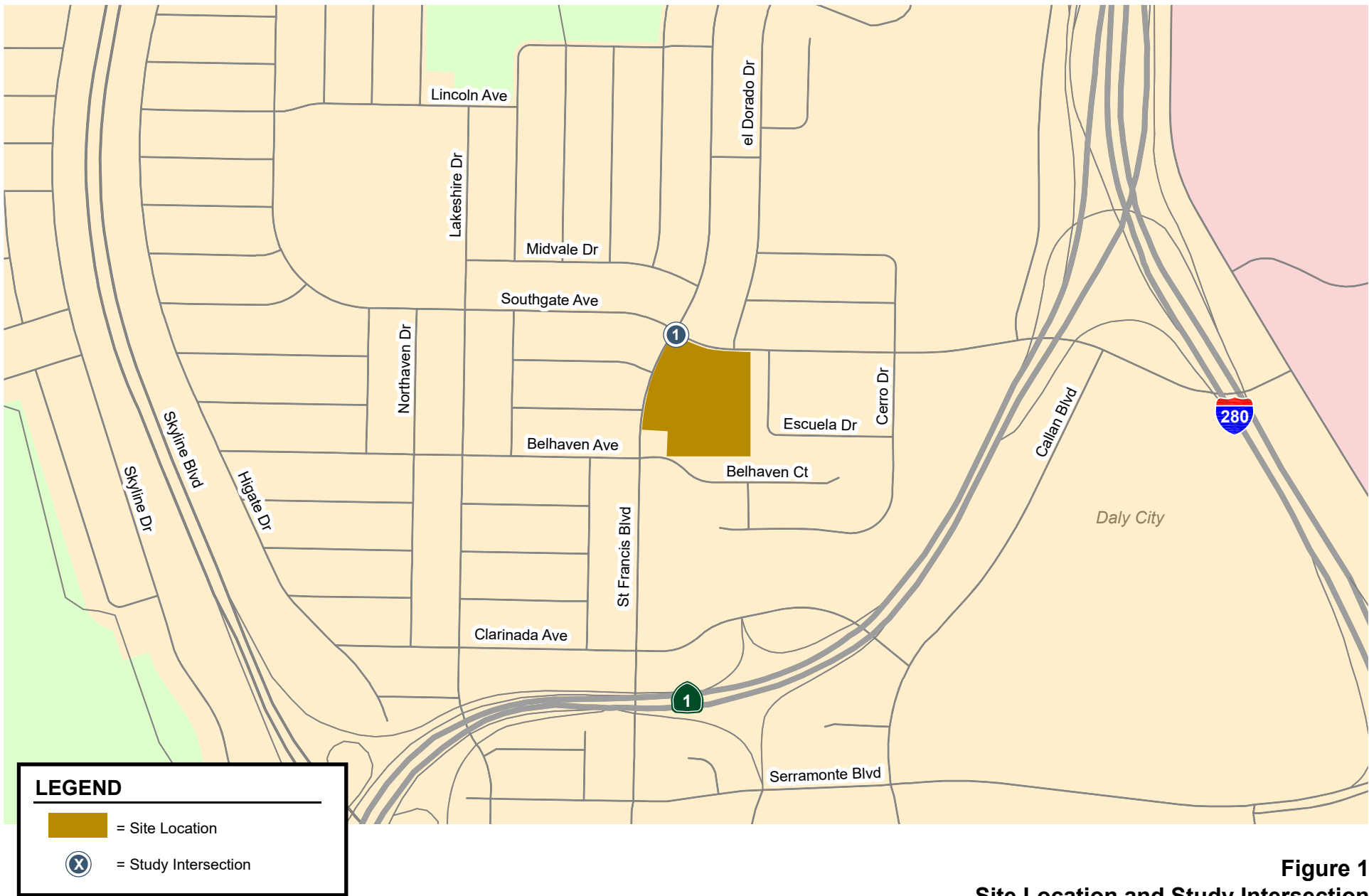


Figure 1
Site Location and Study Intersection





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		AM Peak Hour				PM Peak Hour			
		Trip Rate	Trips	Trip Rate	Trips			Trip Rate	Trips		
					In	Out	Total		In	Out	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 <i>Trip Generation Manual, 11th Edition</i> .											
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).

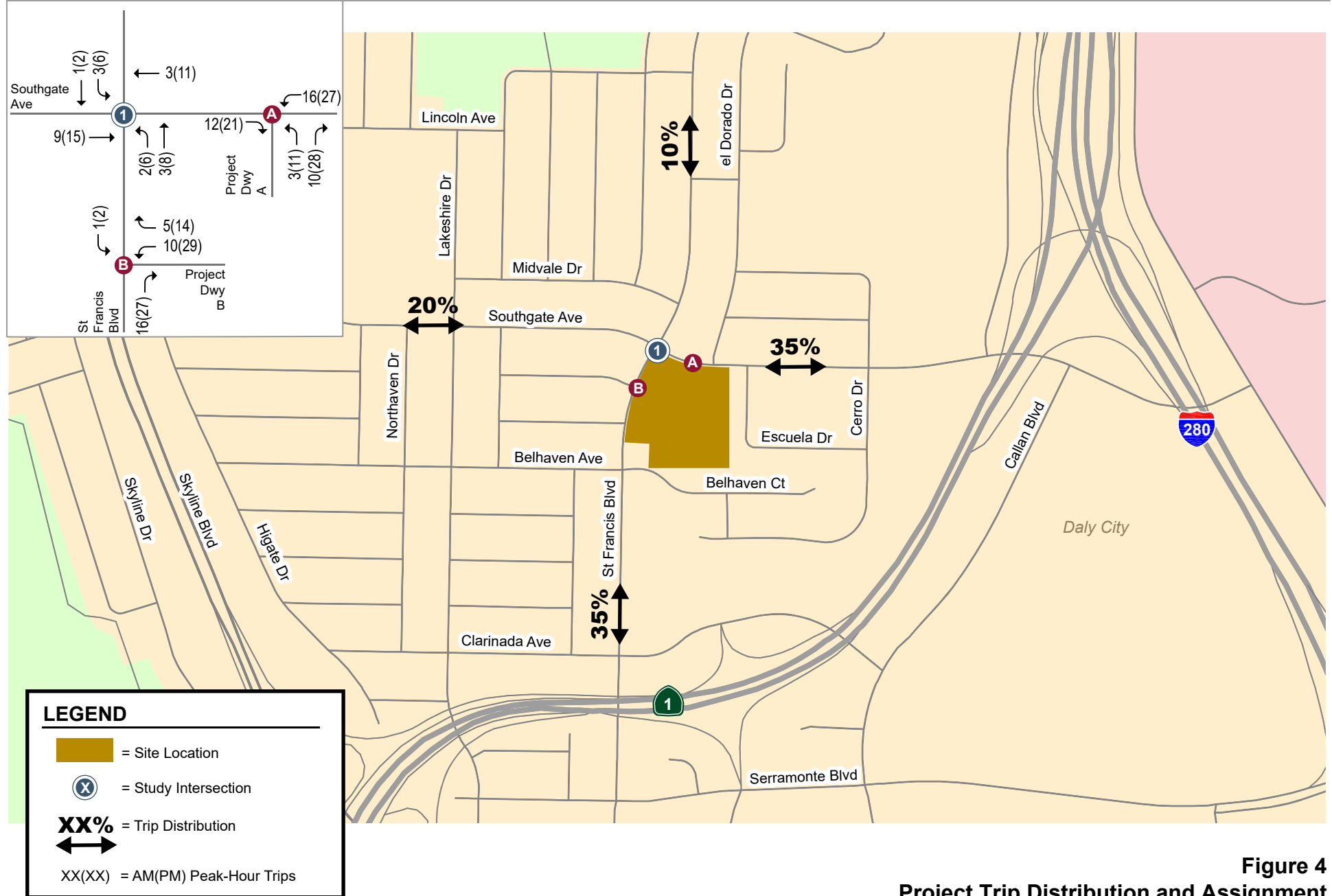


Figure 4
Project Trip Distribution and Assignment

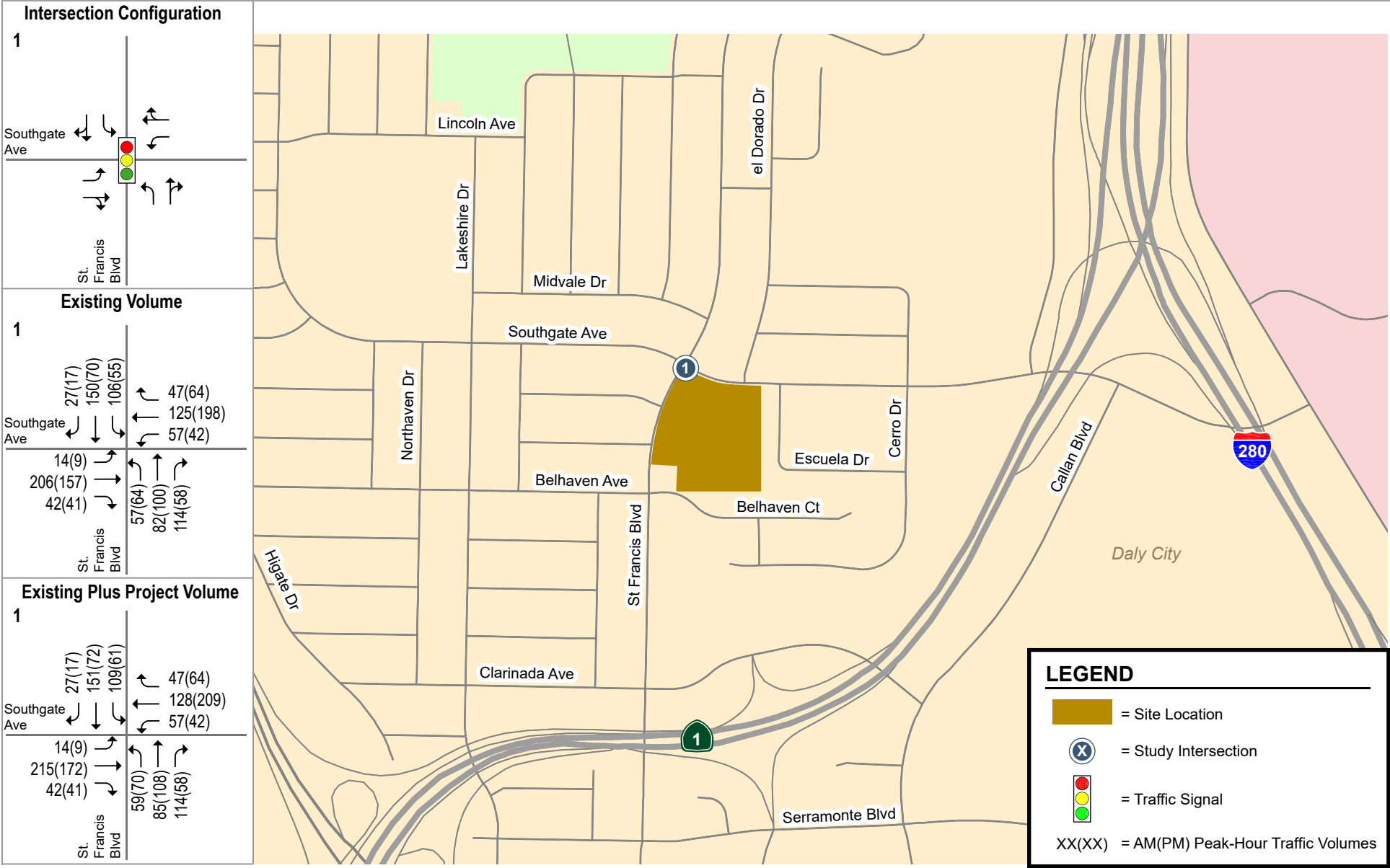


Figure 5
Intersection Lane Configuration and Traffic Volumes

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, <i>2010 Highway Capacity Manual</i> .		

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

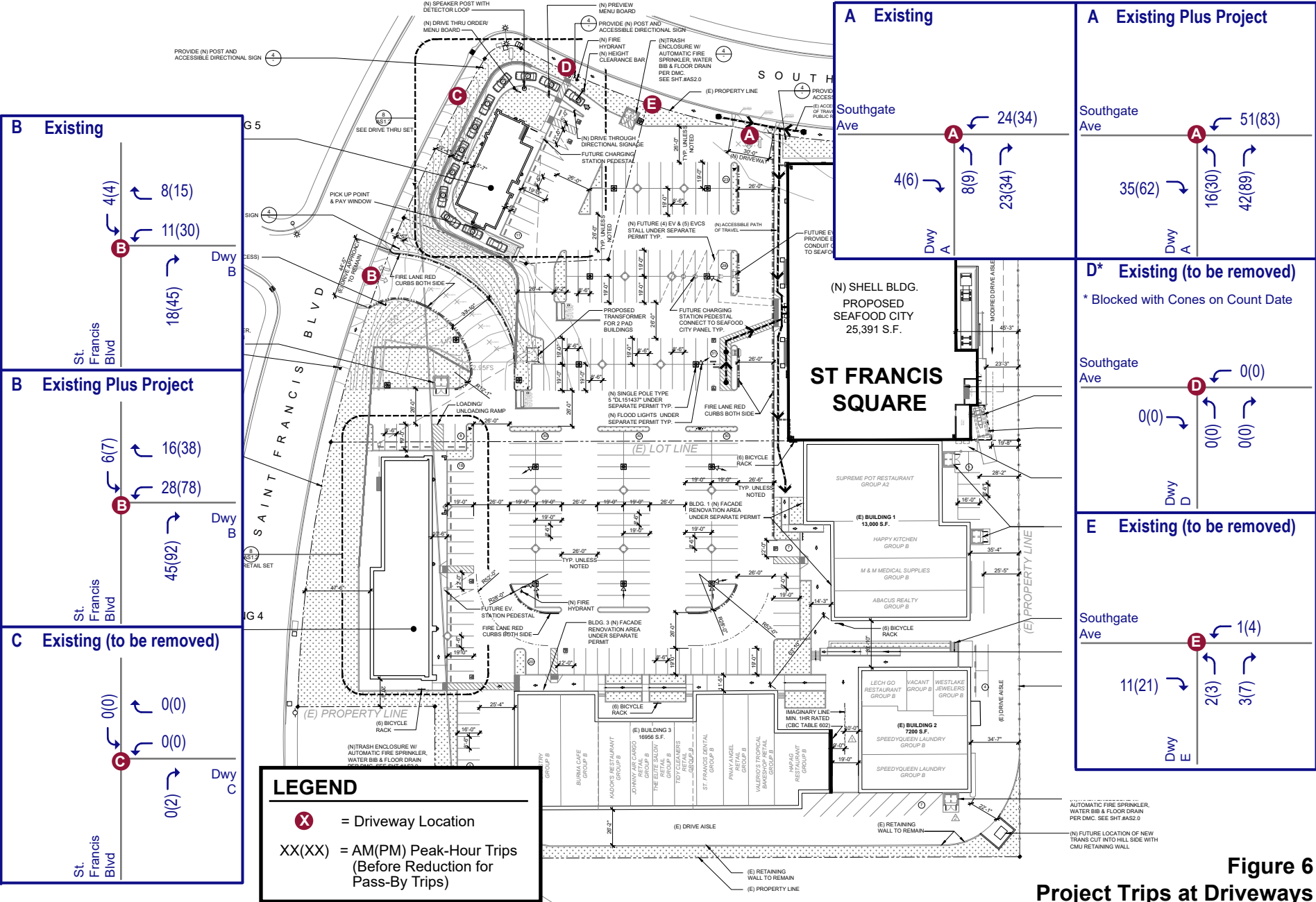


Figure 6
Project Trips at Driveways

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	-
<i>Existing Chowking/Jollibee Ratio</i>	<i>30%</i>	<i>59%</i>	<i>0%</i>	<i>30%</i>	<i>58%</i>	<i>0%</i>
New Chowking in Daly City²	483	245	238	547	286	261
<i>New Chowking/Jollibee Ratio</i>	<i>59%</i>	<i>59%</i>	<i>59%</i>	<i>58%</i>	<i>58%</i>	<i>58%</i>

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 Beginning	Existing Occupied Spaces ¹		Fast-Food Restaurant ²		Additional Shopping Center Space ³		Total Demand	
	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 <i>Parking Generation Manual, 5th Edition</i> . 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 <i>Shared Parking Manual, 3rd edition</i> . 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		AM Peak Hour			PM Peak Hour								
		Trip Rate	Trips	Trip Rate	Trips			Trip Rate	Splits		Trips				
					In	Out	Total		In	Out	In	Out	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 development 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).

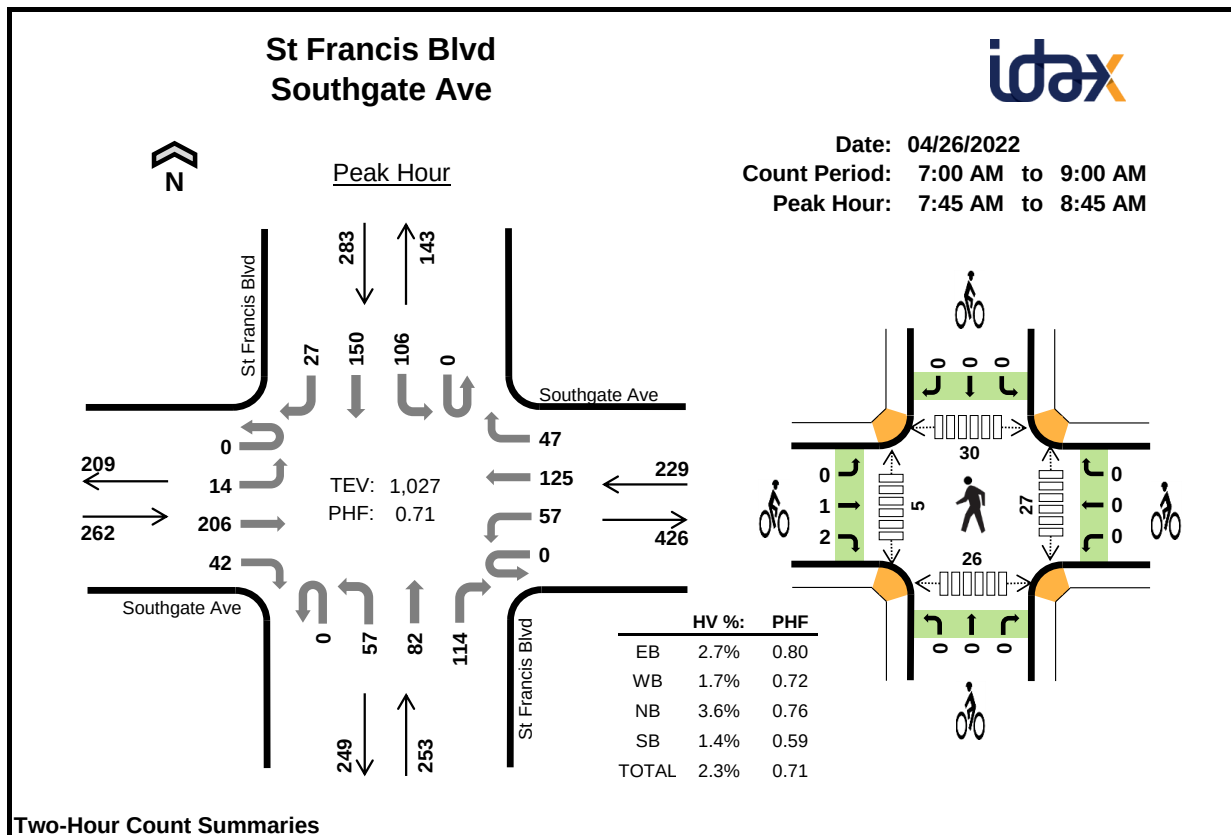
4. Daily, AM and PM peak-hour trips were estimated using the average trip rate (in trips per 1,000 square feet) for Fast-Food Restaurant with Drive-Through Window (Land Use 934).

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

**Two-Hour Count Summaries**

Interval Start		Southgate Ave				Southgate Ave				St Francis Blvd				St Francis Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		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
	HV	0	0	2	5	0	0	1	3	0	6	1	2	0	1	3	0	24	0
	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				Southgate Ave				St Francis Blvd				St Francis Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	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	0	3	0
7:15 AM	0	0	0	1	0	0	0	0	0	2	0	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	0	3	0
7:45 AM	0	0	0	1	0	0	0	1	0	1	0	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	0	9	18
8:15 AM	0	0	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0	5	20
8:30 AM	0	0	1	1	0	0	1	0	0	1	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	0	3	24
Count Total	0	0	4	9	0	0	1	4	0	11	1	2	0	1	3	0	0	36	0
Peak Hour	0	0	2	5	0	0	1	3	0	6	1	2	0	1	3	0	0	24	0

Two-Hour Count Summaries - Bikes																			
Interval Start	Southgate Ave			Southgate Ave			St Francis Blvd			St Francis Blvd			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	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	0	0	0	0	0
7:15 AM	0	0	0	0	0	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	0	0	0	1	0	0	2	0	0	0
7:45 AM	0	0	0	0	0	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	0	0	0	0	0	2
8:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	5
8:30 AM	0	0	0	0	0	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	0	0	0	0	0	3
Count Total	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	0
Peak Hour	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

St Francis Blvd Southgate Ave

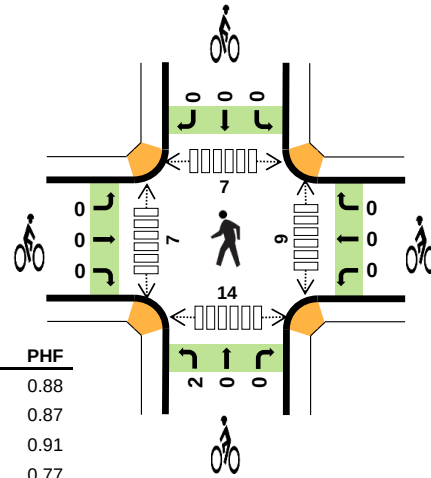
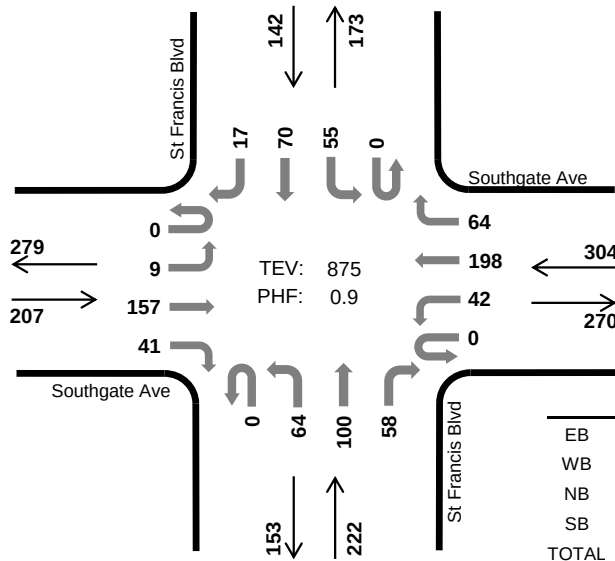


Peak Hour

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				Southgate Ave				St Francis Blvd				St Francis Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		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				Southgate Ave				St Francis Blvd				St Francis Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	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	0	5	0
4:15 PM	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	1	0	5	0
4:30 PM	0	0	0	1	0	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	0	2	0	0	0	0	0	0	5	19
5:00 PM	0	0	1	2	0	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	0	2	0	0	0	0	0	0	3	17
5:30 PM	0	0	1	2	0	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	0	1	0	0	0	0	0	0	3	16
Count Total	0	0	3	12	0	1	1	2	0	0	11	3	0	0	1	1	0	35	0
Peak Hour	0	0	1	6	0	0	0	1	0	0	7	1	0	0	1	0	0	17	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Southgate Ave			Southgate Ave			St Francis Blvd			St Francis Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	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	0	1	1	3			
Count Total	0	1	0	0	0	0	2	0	0	0	0	1	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.



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				Total
	In		Out		
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

HCM 2010 Signalized Intersection Summary
1: Southgate Ave & St. Francis Blvd

Existing AM
05/10/2022

												
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											

HCM 2010 Signalized Intersection Summary
1: Southgate Ave & St. Francis Blvd

Existing PM
05/10/2022

												
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											

HCM 2010 Signalized Intersection Summary
1: Southgate Ave & St. Francis Blvd

Existing+Proj AM
05/12/2022

												
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								

HCM 2010 Signalized Intersection Summary
1: Southgate Ave & St. Francis Blvd

Existing+Proj PM
05/12/2022

												
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

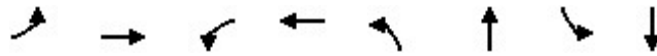
Vehicle Queuing Calculations

Queues

Existing AM

05/10/2022

1: Southgate Ave & St. Francis Blvd



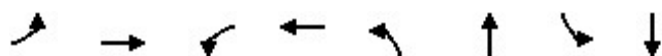
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	270	62	187	62	213	115	192
v/c Ratio	0.06	0.63	0.32	0.43	0.09	0.20	0.16	0.17
Control Delay	16.8	25.1	22.7	18.3	5.9	3.5	6.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	25.1	22.7	18.3	5.9	3.5	6.5	5.7
Queue Length 50th (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								

Queues

Existing PM

1: Southgate Ave & St. Francis Blvd

05/10/2022



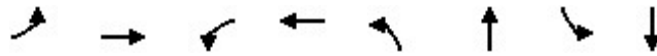
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	216	46	285	70	172	60	94
v/c Ratio	0.05	0.47	0.17	0.62	0.09	0.17	0.09	0.09
Control Delay	14.4	17.7	16.2	21.2	6.4	5.2	6.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	17.7	16.2	21.2	6.4	5.2	6.4	5.3
Queue Length 50th (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								

Queues

Existing+Proj AM

05/12/2022

1: Southgate Ave & St. Francis Blvd



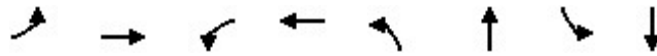
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	280	62	190	64	216	118	193
v/c Ratio	0.06	0.63	0.32	0.43	0.09	0.20	0.17	0.17
Control Delay	16.5	25.1	22.4	18.2	6.3	3.8	6.8	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	25.1	22.4	18.2	6.3	3.8	6.8	5.9
Queue Length 50th (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								

Queues

Existing+Proj PM

05/12/2022

1: Southgate Ave & St. Francis Blvd



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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1086
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1086
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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
Stage 1	288	-	-
Stage 2	279	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	485	751	-
Stage 1	761	-	-
Stage 2	768	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	482	751	-
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	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	554	1248
HCM Lane V/C Ratio	-	-	0.086	0.005
HCM Control Delay (s)	-	-	12.1	7.9
HCM Lane LOS	-	-	B	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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1244
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1244
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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
Stage 1	265	-	-
Stage 2	177	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	573	774	-
Stage 1	779	-	-
Stage 2	854	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	569	774	-
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	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	623	1245
HCM Lane V/C Ratio	-	-	0.202	0.006
HCM Control Delay (s)	-	-	12.2	7.9
HCM Lane LOS	-	-	B	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)

Date: 5/5/2022, 5/7/22
Counter: Kathy
Intersection Name: St. Francis Blvd
Weather: Fair

AUTO CENSUS

Traffic Monitoring and Analysis

7536 Lighthouse Drive
Stockton, CA 95219
Phone: 408-533-3398

	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

From: [Bill Beebe](#)
To: [Michael Van Lonkhuysen](#)
Cc: [Sam Fielding](#)
Subject: RE: [EXTERNAL] Planning Commission Public Comment
Date: Wednesday, May 10, 2023 8:23:40 AM

CAUTION: EXTERNAL SENDER. Verify before you respond, click links or open attachments. Questions? Contact ISD.

Michael,

Thank you. I do believe we have satisfied their concerns by incorporating comments from your Engineering Department.

Bill Beebe
Director of Business Development

Cell 840-207-8952 – New Number(Working remotely; use cell please.)

bbeebe@amorarch.com www.amorarch.com

From: Michael Van Lonkhuysen <mvanlonkhuysen@dalcycity.org>
Sent: Monday, May 1, 2023 3:03 PM
To: Bill Beebe <bbeebe@amorarch.com>
Cc: Sam Fielding <sfielding@dalcycity.org>
Subject: FW: [EXTERNAL] Planning Commission Public Comment

Bill – please see attached.

From: Melinda Hue <melindahue@gmail.com>
Sent: Monday, May 1, 2023 2:39 PM
To: Michael Van Lonkhuysen <mvanlonkhuysen@dalcycity.org>
Cc: Shirley Chan <schan@dalcycity.org>; Richard Chiu, Jr. <rchiu@dalcycity.org>; Kevin Fehr <kfehr@dalcycity.org>; NATASHA OPFELL <natasha.opfell@gmail.com>; Alan Uy <alanjnuv3@gmail.com>; Clayton Koo <claykoo@gmail.com>; hmart61@gmail.com; Rachel Goodman <xneverwherex@gmail.com>; kathy <rkatzgilbert@aol.com>
Subject: [EXTERNAL] Planning Commission Public Comment

CAUTION: EXTERNAL SENDER. Verify before you respond, click links or open attachments. Questions? Contact ISD.

Hi Michael,

I am writing in regards to Item 7. Use Permit UPR-1-22-15498 and Design Review Permit DR-07-22-015775 (Chow King) on the May 2, 2023 Planning Commission agenda. Can you please forward my comments and attachment to the Planning Commission and the City Council? Thank you!

Dear Planning Commissioners,

My name is Melinda and I am a parent of a future kindergartner at Thomas Edison. We are excited for the fall when we can walk our son to and from school. I am also a member of the Daly City Bicycle and Pedestrian Advisory Committee (B/PAC) and work at the San Francisco Municipal Transportation Agency (SFMTA).

While my family supports a new restaurant at 79 Saint Francis Square, we oppose the drive thru. This location is along a high injury network, where 83% of our serious and fatal crashes occur. For the safety of my son and for the other kids and elders using that route to get to school (Thomas Edison, Fernando Rivera, Daniel Webster), we urge the Planning Commission to approve the restaurant **WITHOUT** the drive thru.

The zoning code requires the Planning Commission to make a finding that the drive thru will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood. As we have experienced in Daly City, drive thru's absolutely are detrimental to the health, safety, and comfort of our residents. Also, we just have to look at shopping centers at Ranch 99 and King Plaza to see the how bad traffic will be at 79 St. Francis Square.

The Chow King has a location in SSF that does not include a drive thru which shows that it does not need a drive thru to be profitable. I don't think Daly City residents have to suffer the negative impacts of drive thrus when other nearby cities don't have to.

Given the reasons above, I urge the Planning Commission to recommend approving the restaurant **WITHOUT** the drive thru.

Thank you for your consideration on this matter.

Best,

Melinda



Daly City Planning Commission Agenda Report

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

Meeting Date: June 6, 2023

Application: Use Permit UPR-03-23-016129 – Sign Program

Project Planner: Sam Fielding, Associate Planner

Project Location: 79 Saint Francis Boulevard (#008-481-010, #-270 and #-280)

Project Description: Saint Francis Shopping Center Sign Program

Applicant: Nathan Moreno
Ad Art, Incorporated
150 Executive Park Boulevard, #2100
San Francisco, CA 94124

Property Owner: Seafood City Supermarket
2883 Surveyor Street
Pomona, CA 91768

Environmental Assessment: Categorically Exempt per CEQA Guidelines Section 15301 (Existing Facilities) Minor alteration of existing private structures involving negligible or no expansion of existing or former use.

Applicable Daly City Municipal Code Sections: Chapter 17.32 Signs
Chapter 17.44 Use Permits

Site Information

Property Size	Existing Use	Proposed Use	General Plan Designation	Current Zoning
2,480 sq. ft.	Shopping Center Signage	Shopping Center Sign Program	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)

Background

The applicant, Ad Art, Incorporated, on behalf of the property owner, Seafood City Supermarket, is requesting approval of a use permit for the Saint Francis Shopping Center Sign Program (see Attachment A – Location Map). The existing shopping center has no sign program and the existing signs do not display uniformity in colors, materials, area, and design. In addition, many of the signs are weathered and need of repairs and upgrades. The applicant is applying for a Use Permit for a Sign Program to allow some flexibility in the design and standards of the tenant signage and the pylon and monument signs for the shopping center and to provide visual consistency and design uniformity to the shopping center. The new signage will complement the recently approved retail building façade improvements. The proposed signage for the sign program conforms to the commercial zone development standards sign requirements.

The sign program will complement the design and architecture of the Design Review DR-01-22-015499 Saint Francis Square Shopping Center Renovation Project which entailed review and approved retail building façade improvements and a new retail building. For example, the base veneer of the pylon and monument signs will consist of brick veneer matching the brick veneer of the new supermarket. This design of the shopping center was approved on March 6, 2023, by the Design Review Committee.

Discussion

As is the case of all sign programs in the city, the objective of the Saint Francis Shopping Center Master 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 master sign plan includes text and concept drawings to communicate its requirements.

The master sign program would upgrade all the exterior multi-tenant and wayfinding signs in the shopping center, including the pylon and monument signs that currently exist at the Saint Francis Square Shopping Center (see Attachment B – Proposed Sign Program). As indicated in Project Description provided by the applicant, the property owner desires to provide a coordinated design for the newly remodeled shopping center (see Attachment C – Project Description).

The new freestanding signs (pylon and monument sign) will integrate design elements consistent with the new buildings being constructed in the shopping center, the new supermarket and restaurant with drive through. The proposed signs for the retail tenants will encourage a variety and diversity of signage with different colors and designs for the tenants. Signs with creative names and or logos will be encouraged. The wall sign areas will be balanced and in scale with the context of the sign space and building. Text thickness, height, and color of the sign lettering will be visually balanced in proportion to the building. The primary anchor (supermarket) sign lighting will be face illuminated signage. All retail shop tenant signage shall be halo-illuminated. The proposed new restaurant signage will be halo-illuminated signage. No signage of any type shall be within or lower than eight feet (8') above the finished grade. The proposed signage development standards are summarized as follows:

Center ID Pylon Sign (PS):

The proposed pole-mounted ground sign is located at the corner of St Francis Blvd. and Southgate Ave on a primary lot frontage of over 550 feet; does not encroach upon the public right-of-way; has an overall height of 22 feet, with a face area of 51 square feet. All dimensions are within the parameters outlined in the Daly City sign ordinance. The sign's exterior finishes are intended to coordinate with the newly proposed wood siding and brick veneer utilized by the supermarket. The proposed sign design incorporates internally illuminated tenant panels with polycarbonate faces and translucent vinyl graphics. The Center ID will also have illuminated copy to read: St. Francis Square.

Entry Monument Sign (MS):

The proposed pole-mounted ground sign is located at the entryway to the St Francis Square Shopping Center along St Francis Blvd. The primary lot frontage is over 550 feet; does not encroach upon the public right-of-way; has an overall height of six feet, with a face area of 39.10 square feet. All dimensions are within the parameters outlined in the Daly City sign ordinance. Like the pylon sign, the monument sign's brick veneer base exterior finish is intended to coordinate with the newly proposed wood siding and brick veneer utilized by the supermarket. The proposed sign design incorporates internally illuminated tenant panels with polycarbonate faces and translucent vinyl graphics. The Entry Monument Sign will also have illuminated copy to read: St. Francis Square.

Anchor/Market Tenant Signage (TS1):

The proposed signage for the anchor tenant, Seafood City Supermarket, allows for a modest increase to 250 square feet for the anchor tenant. The increase in allowable square footage would ensure building signage is architecturally and aesthetically compatible with the building and adjacent spaces. By ordinance, the anchor tenant would be restricted 100 square feet – putting the anchor tenant signage well out of scale with the overall façade. The lighting will be face illuminated signage.

Tenant Signs within St Francis Square Shops/Retail (TS2):

Currently no tenants in the shopping center fall into this category. Tenants with TS2 sign type resemble standard city sign allowances – minimum 50 square feet allowed with a maximum of 100 square feet; ½ square feet per lineal foot of lease frontage.

Tenant Signs within St Francis Square Shops/Retail (TS3):

Apart from the anchor tenant, halo-illumination is required for all new tenants that do not have existing, pre-approved, signage. All tenants, outside of Seafood City Supermarket, fall into this category. Tenants with TS3 sign type resemble standard city sign allowances – minimum 25 square feet allowed with a maximum of 75 square feet; ¾ square feet per lineal foot of lease frontage. **NOTE:** All new tenant signage is required to be halo illuminated.

Tenant Signs Drive Thru (WF/MB1/MB2/CB):

The sign types for the Drive Thru are standard signage requirements. They consist of a Wayfinding Directional, Menu Boards at the Drive Thru and a Clearance Bar. Examples are provided in the sign program.

Tenant Mural (PM/Anchor Tenant – North Elevation facing Southgate):

As part of the conditions of approval from the Design Review Committee, the anchor tenant will employ a muralist to provide a hand-painted mural that incorporates cultural and historical themes reflecting Filipino heritage in Daly City. The overall space was agreed upon with the client and the city and will encompass an approximate 10'-0" x 40'-0" space facing Southgate Avenue elevation. Review and approval of the mural artwork by staff will be subject of conditions of approval.

Staff has evaluated and reviewed the proposed Saint Francis Square Shopping Center Master Sign Program and supports approval of the sign program. Staff agrees that the existing 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 master sign program for the shopping center will enhance the shopping area and benefit the community. The proposed tenant signage areas, colors, materials, type of signage and lighting as proposed, meet the purpose and intent of the sign program requirements for commercial districts.

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 (Existing Facilities) – Minor alteration of existing private structures involving negligible or no expansion of existing or former use.

Findings

Staff finds that the approval of Use Permit UPR-02-23-016129, 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. Staff recommends that the Planning Commission adopt the following findings, should it decide to forward the sign program to the City Council with a recommendation for approval:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing on June 6, 2023; notice of said hearing was by newspaper publication on May 25, 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 program complies in general with the Daly City Sign Code, DCMC Chapter 17.32 with some exceptions for larger wall sign area for the anchor tenant.

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 tenant and shopping center sign program colors and material is compatible with the existing and new Saint Francis Square Shopping Center buildings.
6. The allowance for the area colors and materials for the proposed halo-illumination tenant wall signs offers an opportunity for tenants to advertise their business in a uniform, consistent design that is consistent with the character and architectural style of the shopping center buildings.
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-02-23-016129, 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 and sign program 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 applicant shall employ a muralist to provide a hand-painted mural that incorporates cultural and historical themes reflecting Filipino heritage in Daly City. The overall space shall encompass an area approximately 10'-0" x 40'-0" facing Southgate Avenue elevation. Review and approval of the mural artwork by staff shall occur prior to sign installation and building permit.

B. BUILDING DEPARTMENT

4. Applicant shall submit plans for the master sign program to the Building Department for review and building permit approval.

C. ENGINEERING DIVISION

5. Ensure that the Monument Sign (MS) at the St Francis Boulevard driveway is out of the Public Utility Easement. There is a 10' easement in the vicinity of the current sign location shown on Sheet 6.
6. Ensure that the location of the Pylon Sign (PS) shown on Sheet 6 allows for a 3' work area around the traffic signal controller cabinet at the SE corner of the intersection at St Francis Boulevard and Southgate Avenue.

D. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

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

E. FIRE DEPARTMENT

9. Comply with California Fire, Building and Electrical codes, as well as Daly City Municipal Codes.
10. Provide and maintain a minimum of 3' foot clearance from any fire appliance, such as Fire Department Connections (FDC), fire hydrants and backflow devices.

Staff Recommendation

1. Adopt the Findings as outlined herein;
2. Affirm the Environmental Assessment; and
3. Approve UPR-02-23-016129 (Sign Program), subject to the Conditions of Approved outlined herein.

Respectfully submitted,



Sam Fielding
Associate Planner



Tatum Mothershead
Director of Economic and Community
Development

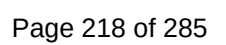
Attachments

Attachment A – Location Map

Attachment B – Proposed Sign Program

Attachment C – Project Description

Site Location



May 30, 2023

City of Daly City – Planning Department
330 90th Street
Daly City, CA 94015

RE: Exterior Signage Review for St. Francis Square Shopping Center Renovation Project

Ad Art, Inc. have been authorized by Seafood City Supermarket to provide a comprehensive sign program for the tenants in the St. Francis Shopping Center.

The renovation project involves a complete demolish and reconstruct of a supermarket (Seafood City Supermarket), construct a new retail building, and façade improvements to three existing retailing buildings.

Our proposal seeks to apply existing freestanding sign guidelines to two new signs: one new pylon sign and one (1) new monument sign.

In addition, the proposal seeks to allow a modestly increased signage allowance for the anchor tenant, Seafood City, including a custom hand-painted mural, as well as provide a uniform sign lighting standard throughout the center.

Overview of Newly Proposed Signage

Center ID Pylon Sign (PS – Page 20):

The proposed pole-mounted ground sign is located at the corner of St Francis Blvd. and Southgate Ave on a primary lot frontage of over 550 feet; does not encroach upon the public right-of-way; has an overall height of twenty-two feet, with a face area of 51.00 square feet. All dimensions are within the parameters outlined in the Daly City sign ordinance.

The sign's exterior finishes are intended to coordinate with the newly proposed wood siding (BM Moonlight White OC-125) and brick veneer (McNear Town Series "Manchester") utilized throughout the center.

The proposed sign design incorporates internally illuminated tenant panels with polycarbonate faces and translucent vinyl graphics. The Center ID will also have illuminated copy to read: St. Francis Square.

Entry Monument Sign (MS – Page 21):

The proposed pole-mounted ground sign is located at the entryway to the St Francis Square shopping center along St Francis Blvd. The primary lot frontage is over 550 feet; does not encroach upon the public right-of-way; has an overall height of six feet, with a face area of 26.25 square feet. All dimensions are within the parameters outlined in the Daly City sign ordinance.

Like the pylon sign, the monument sign's exterior finishes are intended to coordinate with the newly proposed wood siding and brick veneer utilized throughout the center. The proposed sign design incorporates internally illuminated tenant panels with polycarbonate faces and translucent vinyl graphics. The Entry Monument Sign will also have illuminated copy to read: St. Francis Square.

Proposed Adjustments

Anchor/Market Tenant Signage (TS1 – Page 6, 8-9, 23):

Our proposed signage for the anchor tenant, Seafood City Supermarket, allows for a modest increase to 250 square feet for the anchor tenant. The increase in allowable square footage would ensure building signage is architecturally and aesthetically compatible with the building and adjacent spaces. By ordinance, the anchor tenant would be restricted 100 square feet – putting the anchor tenant signage well out of scale with the overall façade.

As for sign lighting method, the anchor tenant would have the option to choose the sign lighting method of their choice as outlined in Daly City's sign ordinance.

Tenant Signs within St Francis Square Shops/Retail (TS2 – Pages 6 and 23):

Currently no tenants in the shopping center fall into this category.

Tenants with TS2 sign type resemble standard city sign allowances – minimum 50 square feet allowed with a maximum of 100 square feet; ½ square feet per lineal foot of lease frontage.

Tenant Signs within St Francis Square Shops/Retail (TS3 – Page 6, 7, 10-18 and 23):

Apart from the anchor tenant, halo-illumination required for all new tenants that do not have existing, pre-approved, signage. All tenants, outside of Seafood City Supermarket, fall into this category.

Tenants with TS3 sign type resemble standard city sign allowances – minimum 25 square feet allowed with a maximum of 75 square feet; ¾ square feet per lineal foot of lease frontage.

NOTE: All new tenant signage is required to be halo illuminated.

Tenant Signs Drive Thru (WF/MB1/MB2/CB Pages 6, 26-28):

The sign types for the Drive Thru are standard signage requirements. They consist of a Wayfinding Directional, Menu Boards at the Drive Thru and a Clearance Bar. Examples provided in the sign program.

Tenant Mural (PM/Anchor Tenant – North Elevation facing Southgate Pages 6 and 9):

As requested in the city in the conditions of approval, the anchor tenant will provide employ a muralist to provide a hand-painted mural. The overall space was agreed upon with the client and the city and will encompass an approximate 10'-0" x 40'-0" space facing Southgate Ave elevation.

The purpose of our design program is to provide a coordinated design for a newly remodeled shopping center. The new freestanding signs will integrate design elements consistent with the new buildings being constructed in the shopping center. Sign lighting will now be consistent throughout the center. Each signage component outlined above plays an integral part in the renovation and modernization of the St. Francis Square Shopping Center.

Should you have any further questions and/or comments, please feel free to contact me direct at (559) 281-2022.

Regards,

Nathan Moreno
Senior Project Manager
Ad Art, Inc.

ST. FRANCIS SQUARE

SEAFOOD CITY®

MASTER SIGN PROGRAM

79 Saint Francis Blvd.
Daly City, CA 94015



SIGN CONSULTANT

Ad Art Sign Company
5090 N. Fruit Ave., Suite 101
Fresno, CA 93710
David Esajian (559) 696-5412

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GENERAL DESIGN GUIDELINES

Plans and specifications must be prepared by Architects and Engineers licensed in the appropriate jurisdiction and must conform to all governing codes and laws. Drawings prepared by General Contractors, or other unlicensed persons will be returned to the Tenant for resubmission. The services of a professional Architect experienced in retail store design, as well as a licensed signage vendor, are in the Tenant’s best interest for an innovative, effective, cost-efficient design.

All drawings must be submitted to the Landlord’s Representative. Tenant shall not submit any plans to Daly City or other regulatory agencies for permit applications or plan approvals without the Landlord’s prior written approval.

Tenants shall comply with this Criteria in addition to City requirements. The most restrictive requirements shall govern.

Signage is a major visual element to be provided by the Tenant. Imaginative, progressive and creative signage is essential to the success of the Tenant’s store. Signage may be provided for each elevation of the Tenant’s premises as approved by Landlord. All signage is subject to the Landlord’s written approval. Additionally, signs which are visible from the parking area or public street are subject to the approval of, and must meet the sign requirements of Daly City’s Municipal Code(s) and the Master Sign Program for St. Francis Square, from which a sign permit is required. The Landlord reserves the right to reject any signage that does not comply with the Landlord’s criteria as contained herein. Any signs fabricated and installed without prior approval in writing from the Landlord will be removed by the Landlord. All costs for removal, including but not limited to patch and repair of the building, will be at the Tenant’s expense.

GENERAL DESIGN GUIDELINES

The primary objective of the signage design criteria is to generate high quality, creative Tenant signage. Tenants are encouraged to combine a variety of materials, lighting methods, colors, typestyles, and graphic elements for unique storefront signage at St. Francis Square. Signs may be located adjacent to entries or storefronts only, unless otherwise indicated in these Criteria. The number of Primary signs is dependent on the type and location of the tenant:

- Market
- Shop
- Retail
- Drive-Thru

When permitted by the Lease, a limited number of Tenants will also have a panel on the Pylon or Monument Sign and/or on the Parking Garage.

All sign concepts are to be generated from “cameraready” logo artwork prepared by a professional graphic designer, and submitted to the Landlord for approval prior to concept development of any sign. All signs must be 3-dimensional and finished on all sides with a maximum return of 5". Variety and diversity are encouraged, therefore tenants may not have the same sign color or design as neighboring tenants. All storefront window signs shall state the store name and/or logo as stated on the lease, and must not advertise or list merchandise or services. Signs that incorporate creative logos or graphic elements along with the business identity are encouraged. Signs, copy and graphic elements shall fit comfortably into sign area, leaving sufficient margins and negative space on all sides. Wall signs shall appear balanced and in scale within the context of the sign space and the building as a whole. Thickness, height, and color of sign lettering shall be visually balanced and in proportion to other signs on the building. Unless noted otherwise in this manual, no signage of any type shall be within or lower than eight feet (8'-0") above the finished grade, floor surface.

Dimensional letters and plaques shall be affixed without visible means of attachment, unless attachments make an intentional design statement and are approved by the Landlord. Any special conditions or deviations from the guidelines in the sign criteria are to be approved in writing by to the Landlord.

SIGN LIGHTING

The use of creative signage lighting is required. Where signs are internally illuminated, light-transmitting surfaces shall be non-gloss, matte materials. Only letters and logos shall transmit light while background remains solid opaque. No illuminated backgrounds or boxes are allowed. Where a sign is externally illuminated, the light source must be shielded so that it is not visible from the front or side of the light fixture. Lighted signs shall be illuminated during, and thirty minutes after, mall business hours. These signs shall be controlled by a time clock and circuited separately from other Tenant lighting.

SIGN COLORS

Sign colors shall provide for sufficient contrast against building background colors and are to be varied among adjacent tenants. Color of letter returns shall contrast with building colors for good daytime readability. All sign colors are subject to review and approval by the Landlord as part of the Tenant signage submittal.

CALCULATING SIGNAGE AREA

Copy area shall be computed by surrounding each letter/graphic element with an eight point shape, calculating the area contained within the shapes, and then computing the sum of the areas. Elements such as swashes, simple lines, back plates or other decorative touches must be included within limits of the geometric shapes and shall be included as part of the copy area.

PROHIBITED SIGN TYPES

The following sign types and finishes are prohibited:

- Promotional temporary signage unless otherwise approved by Landlord.
- Signs with exposed conduit, junction boxes or transformers.
- Rotating, animated and flashing signs.
- Pole signs and other signs with exposed structural supports not intended as a design element except for code-required signs.
- Vehicle signs, except for the identification of a business enterprise or advertisement upon a vehicle used primarily for business purposes, provided the identification is affixed in a permanent manner.
- Signs attached, painted on, or otherwise affixed to trees, other living vegetation, landscaping or natural materials.
- Balloons and inflatable signs.
- Signs which emit sound, odor or visible matter or which bear or contain statements, words or pictures of an obscene, pornographic or immoral character.
- Operational signs indicating hours of operations, telephone numbers, and specialty rules.

- Other signs or graphic images deemed unsuitable by the Landlord

Non-conforming signs shall be subject to removal at the Landlord’s direction. If the sign is removed the Tenant or Landlord shall replace the sign at the Tenant’s expense.

TENANT LOGO & COPY LAYOUT SPECIFICATIONS

AREA

The entire sign face within a continuous perimeter enclosing the extreme limits of the display surface including any framing, trim, or molding shall be included in the computation of sign area. The supporting structure or bracing of a sign shall be omitted from measurement, unless such structure or bracing is made part of the message or face of the sign.

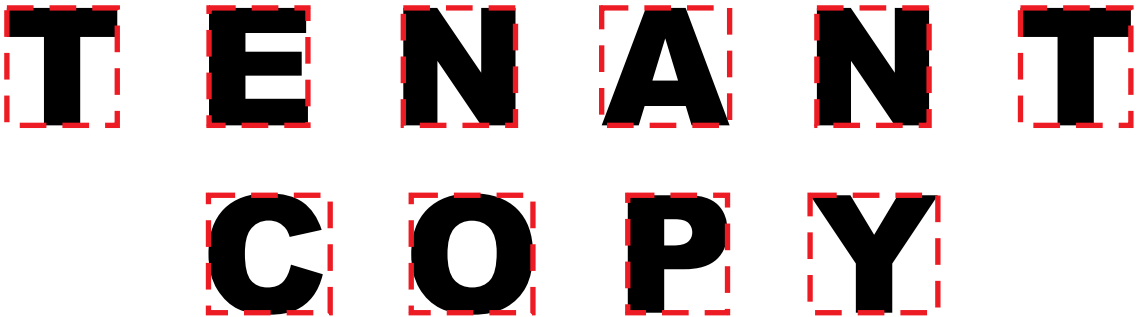
MEASUREMENT

The area of all signs shall be computed by use of standard mathematical methods. An unlimited number of lines may be used to enclose the extreme limits of the sign, including all frames, backing, face plates, non-structural trim or other component parts not otherwise used for support.

COPY

For the purpose of public safety, the name of the business shall be indicated in the English language or English alphabet on at least one location on each business. Tenants are allowed up to (2) two lines of copy.

Allowed Sign Area Multiple Boxes
(Unlimited Boxes to Encompass Each Letter/Element Individually)



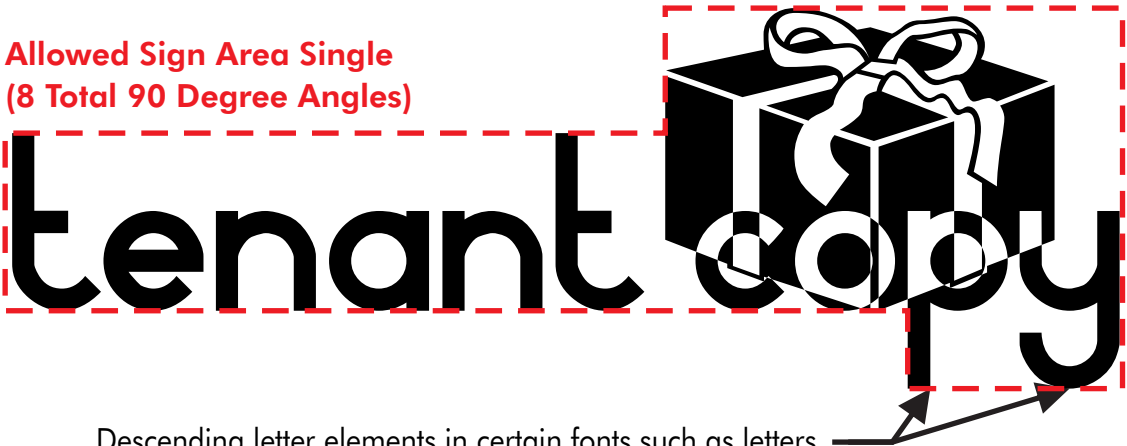
Irregular shaped icons & logos should be considered in sign design for increased visual impact.

Allowed Sign Area (Copy Logo)



Descending letter logo elements changed from the intended font will count against allowable copy height and square footage. In such cases the allowed maximum height will be limited to the copy height for that elevation's criteria.

Allowed Sign Area Single
(8 Total 90 Degree Angles)



Descending letter elements in certain fonts such as letters f, g, j, p, q, y & z will count against allowable copy height and square footage.

PROJECT:		
CUSTOMER: Saint Francis Square		
LOCATION: 79 Saint Francis Square - Daly City, CA 94015		
DATE: 2/14/2023		
SALES: David Esajian		
DESIGNER: James Franks		

REVISION	DATE	DESCRIPTION
1	3/14/23	Revise per City comments
2	3/30/23	Add mural designation
3	5/19/23	Update pylon sign

APPROVALS	
SALES:	
CUSTOMER:	
LANDLORD:	

CONCEPTUAL DRAWINGS ONLY:
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SIGN LOCATIONS



Site Plan - Scale: 1/64" = 1'-0"



ADART
700 Parker Sq., Ste. 205
Flower Mound, TX 75028
T 800.675.6353
www.adart.com

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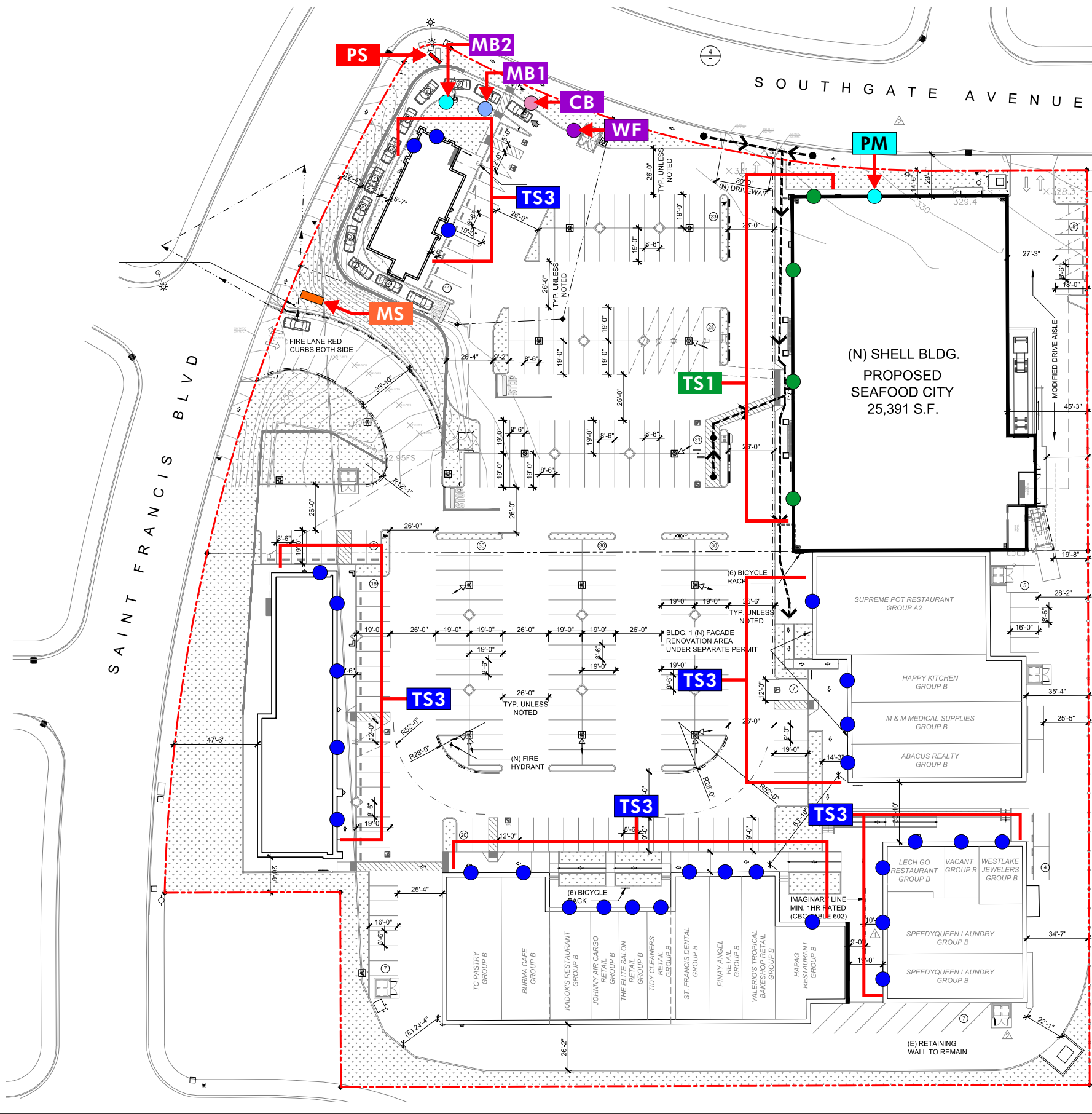
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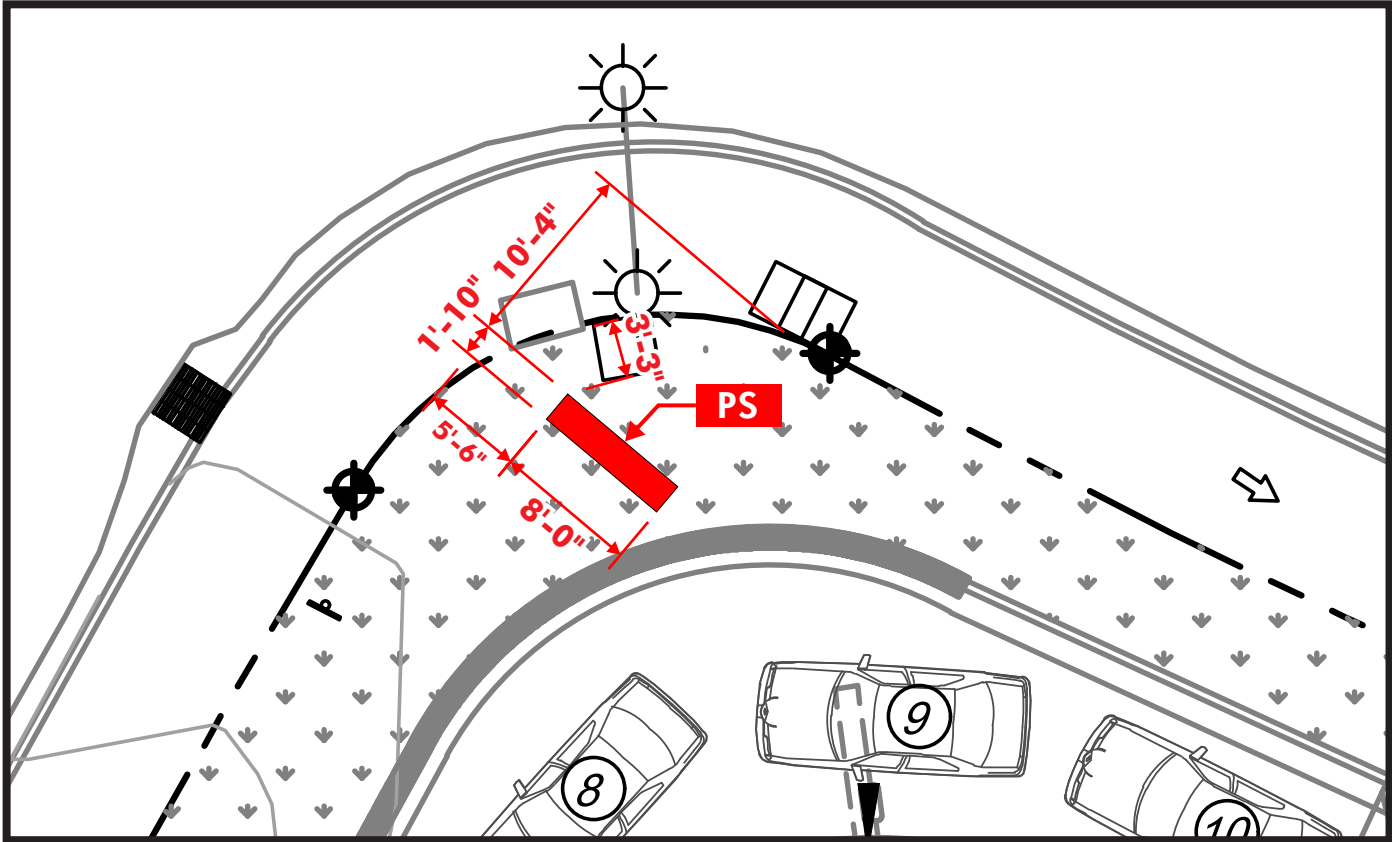
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SHEET
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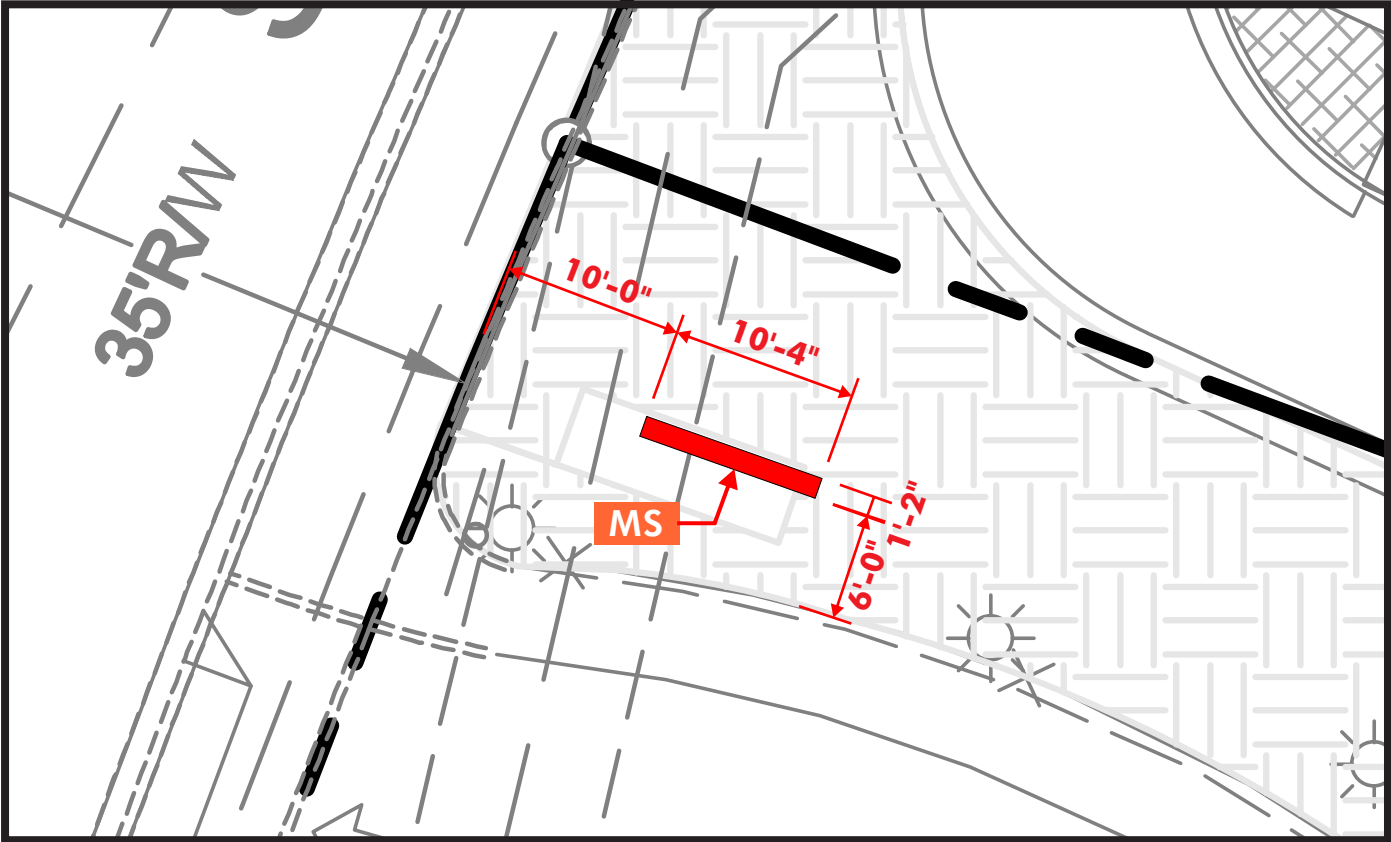


SITE Signage
Allowed Sign Locations

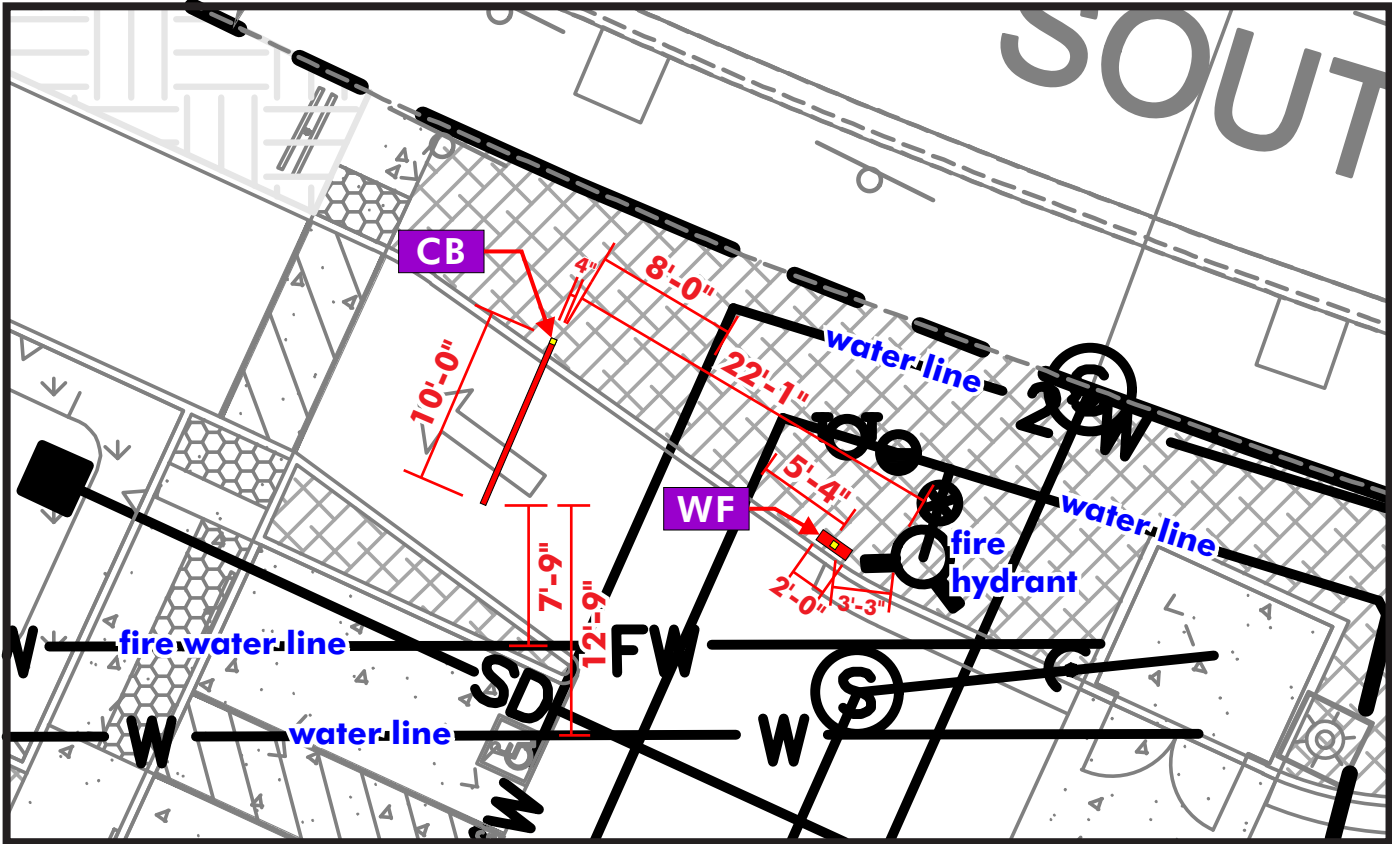
- TS1** Tenant Signs - Elevations with over 200'-0" frontage
Primary Frontage: 1.25 Sq. ft. of signage per linear foot of frontage (min. 250 sq. ft.)
Secondary Frontage: .75 Sq. ft. of signage per linear foot of frontage
- TS2** Tenant Signs - Elevations with 100'-0" - 200'-0" frontage
Primary Frontage: .50 Sq. ft. of signage per linear foot of frontage (min. 50 / max. 100 sq. ft.)
Secondary Frontage: .25 Sq. ft. of signage per linear foot of frontage
- TS3** Tenant Signs - Elevations with less than 100'-0" frontage
Primary Frontage: .75 Sq. ft. of signage per linear foot of frontage (min. 25 / max. 75 sq. ft.)
Secondary Frontage: .38 Sq. ft. of signage per linear foot of frontage
- PM** Painted Mural - Allowed only in designated location
Artwork to be provided by tenant
- PS** Pylon Sign
- MS** Monument Sign
- WF** Wayfinding Sign (Drive-Thru Only)
- MB1** Preview Menu Board (Drive-Thru Only)
- MB2** Menu Board with OCS (Drive-Thru Only)
- CB** Clearance Bar (Drive-Thru Only)
- Property Line



Pylon Sign Location - Scale: 3/32" = 1'-0"



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



Wayfinding Sign & Clearance Bar - Scale: 3/32" = 1'-0"

NOTE:
-All freestanding signs must have a minimum clearance of 3'-0" to fire hydrants and 5'-0" from water lines.
-Sign and electrical conduit separation from water and sewer infrastructure shall be 5' when parallel and 2 1/2' when crossing (by others).

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SALES: David Esajian		
DESIGNER: James Franks		
REVISION	DATE	DESCRIPTION
1	3/14/23	Revise per City comments
2	3/30/23	Add mural designation
3	5/19/23	Update pylon sign

APPROVALS	
SALES:	
CUSTOMER:	
LANDLORD:	

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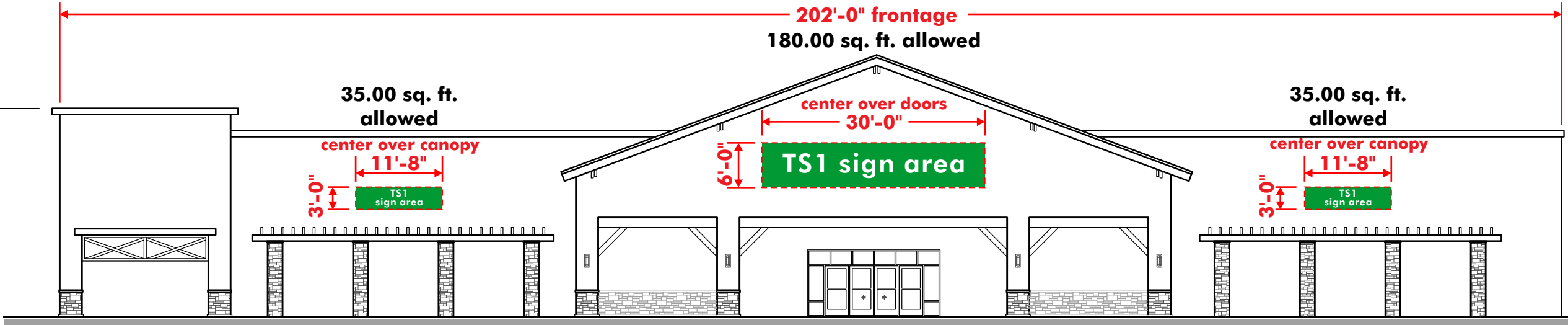
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SHEET

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SO# A49934

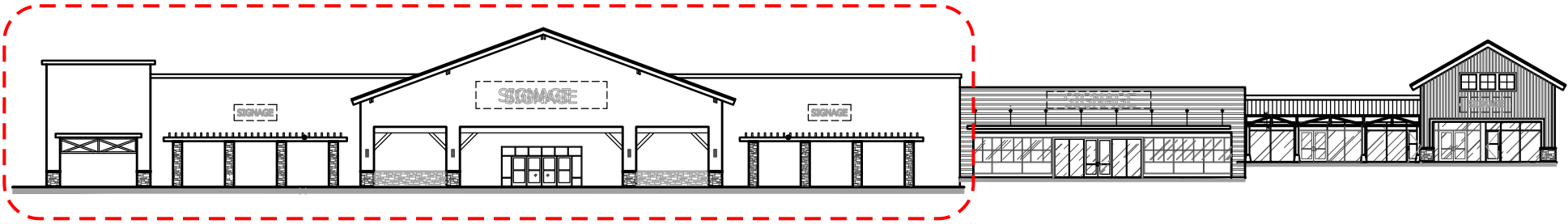
MARKET



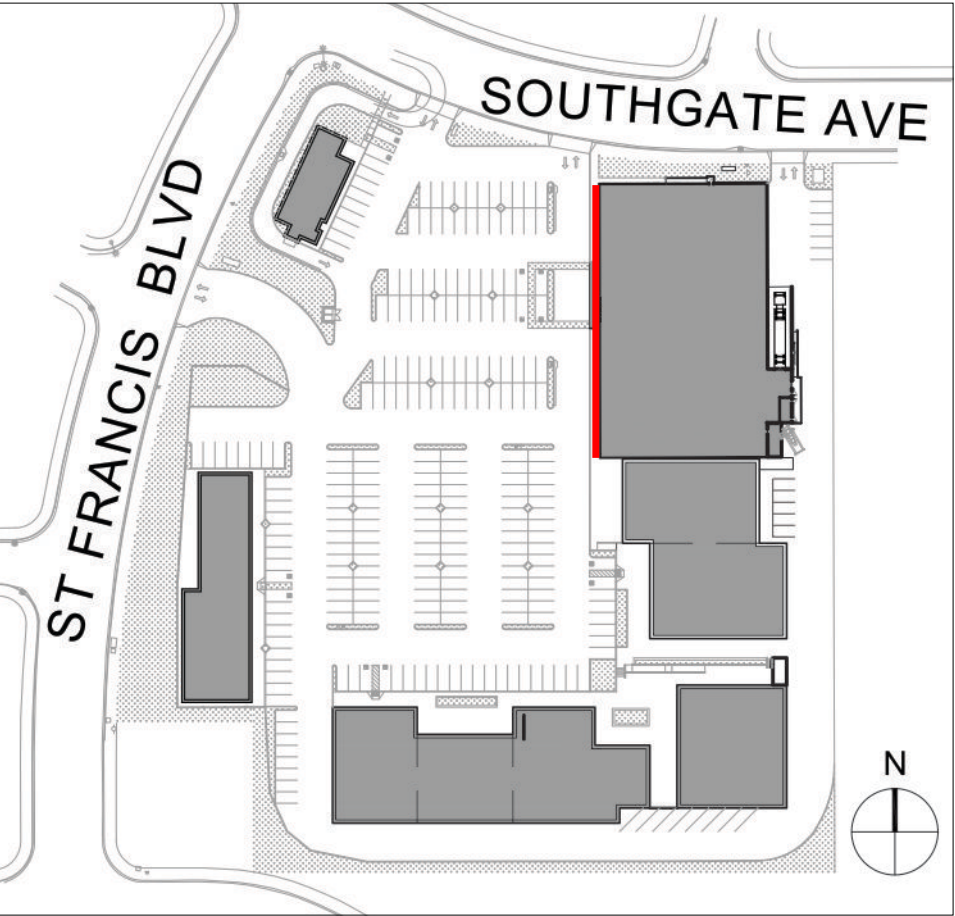
West Elevation - Scale: 1/16" = 1'-0"
Anchor tenant/Market to have face illuminated signs - Details on page 23

TS1 Tenant Signs - Elevations with over 200'-0" frontage
Primary Frontage: 1.25 Sq. ft. of signage per linear foot of frontage (min. 250 sq. ft.)
Secondary Frontages: .75 Sq. ft. of signage per linear foot of frontage

Tenant to determine copy height to fit within allotted sign area as per their nationally recognized trademark



Overall West Elevation



Location Plan

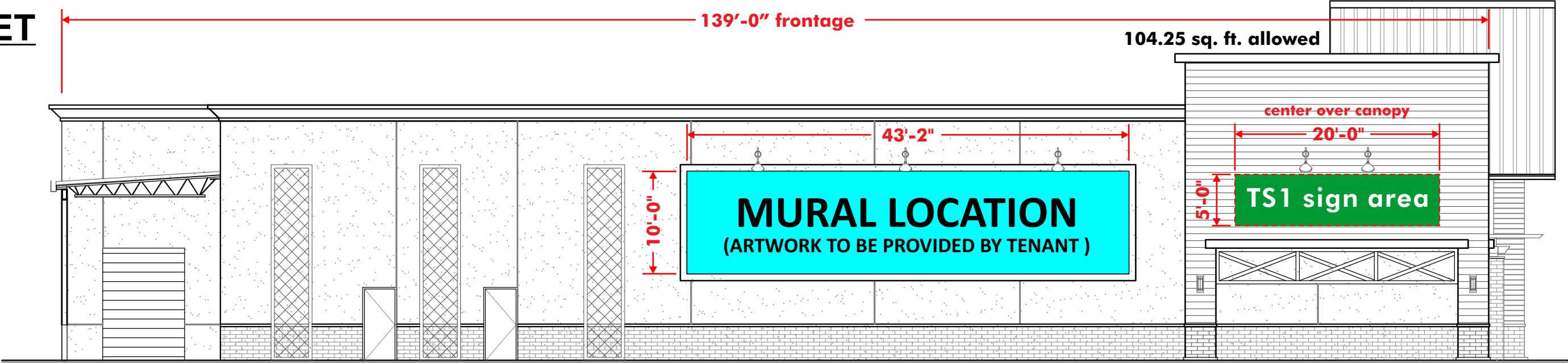
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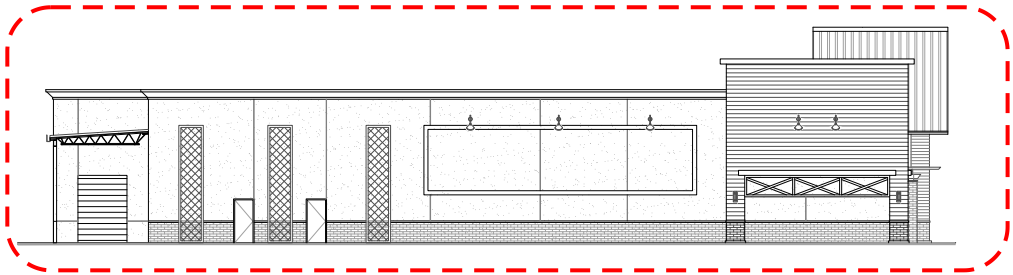
MARKET



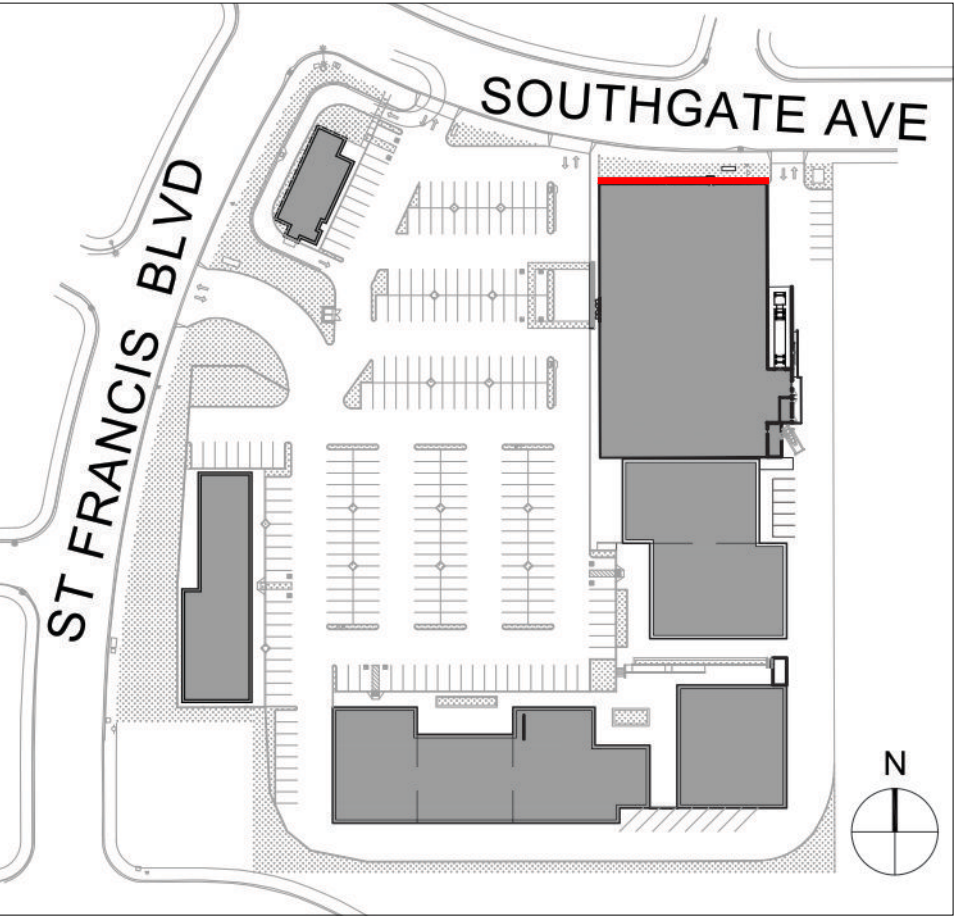
North Elevation - Scale: 3/32" = 1'-0"
Anchor tenant/Market to have face illuminated signs - Details on page 23

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- PM** Painted Mural - Allowed only in designated location
Artwork to be provided by tenant

Tenant to determine copy height to fit within allotted sign area as per their nationally recognized trademark



Overall North Elevation



Location Plan

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DATE: 2/14/2023			
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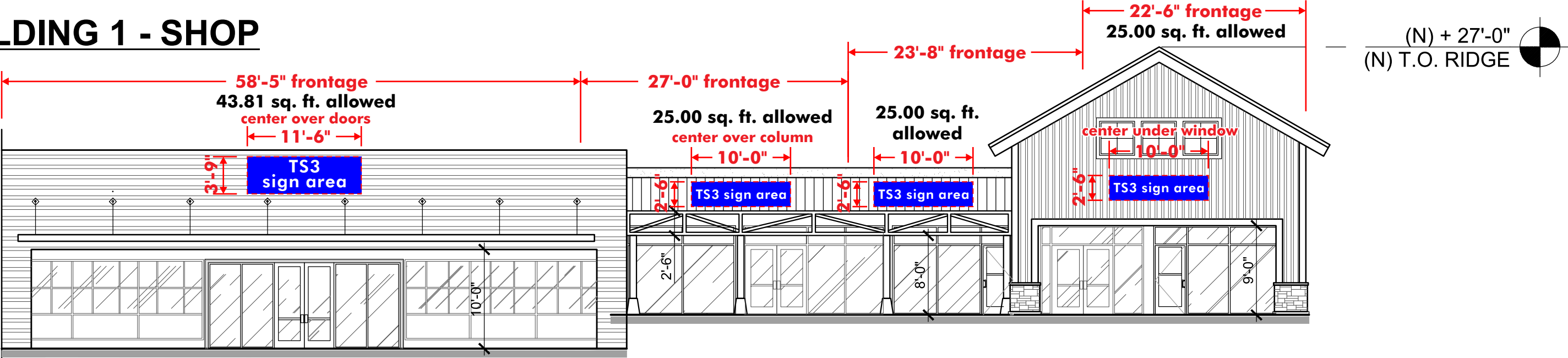
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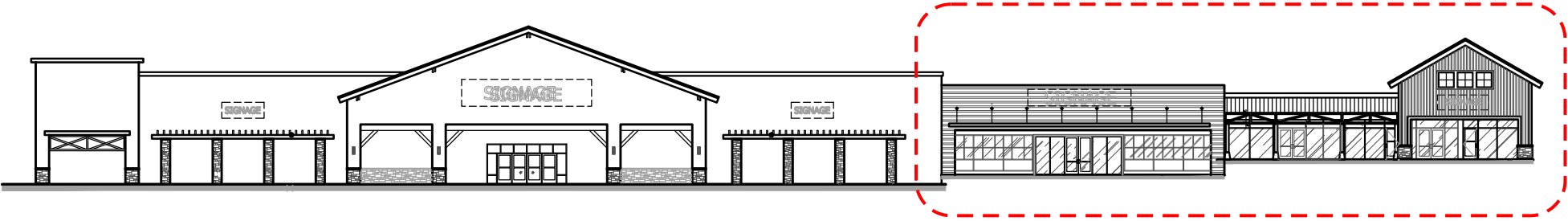
BUILDING 1 - SHOP



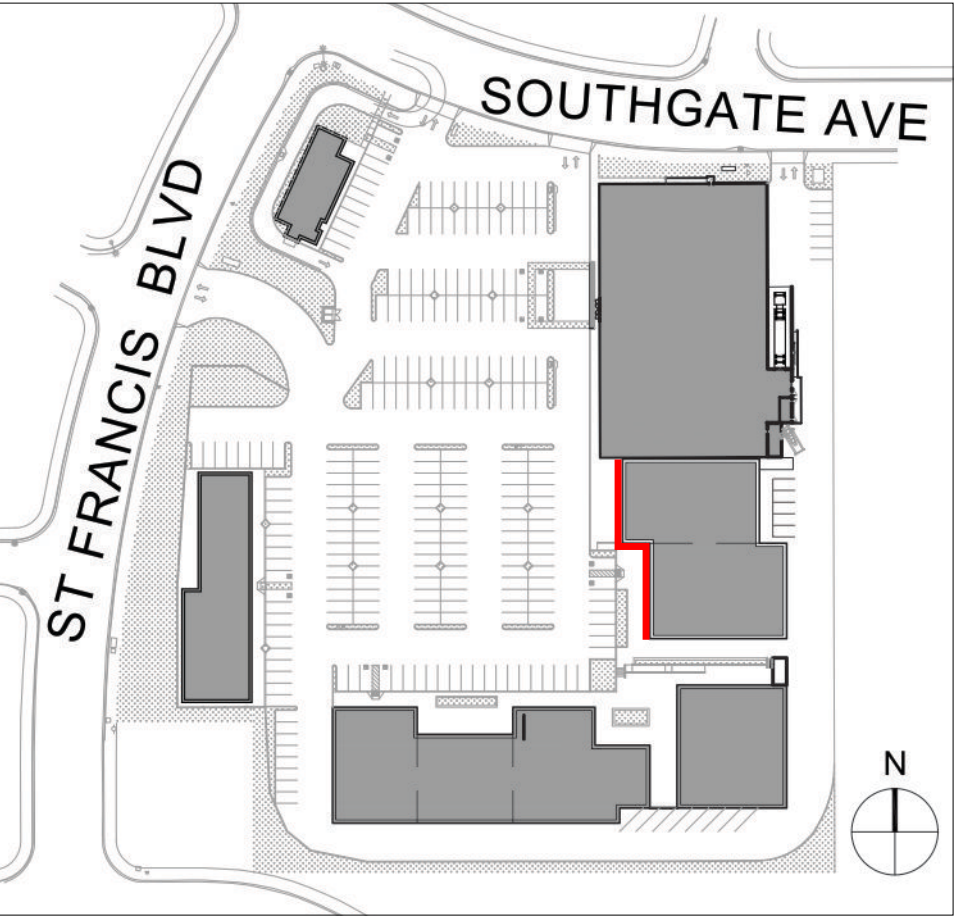
West Elevation - Scale: 3/32" = 1'-0"
Shop tenants to have halo illuminated signs - Details on page 24

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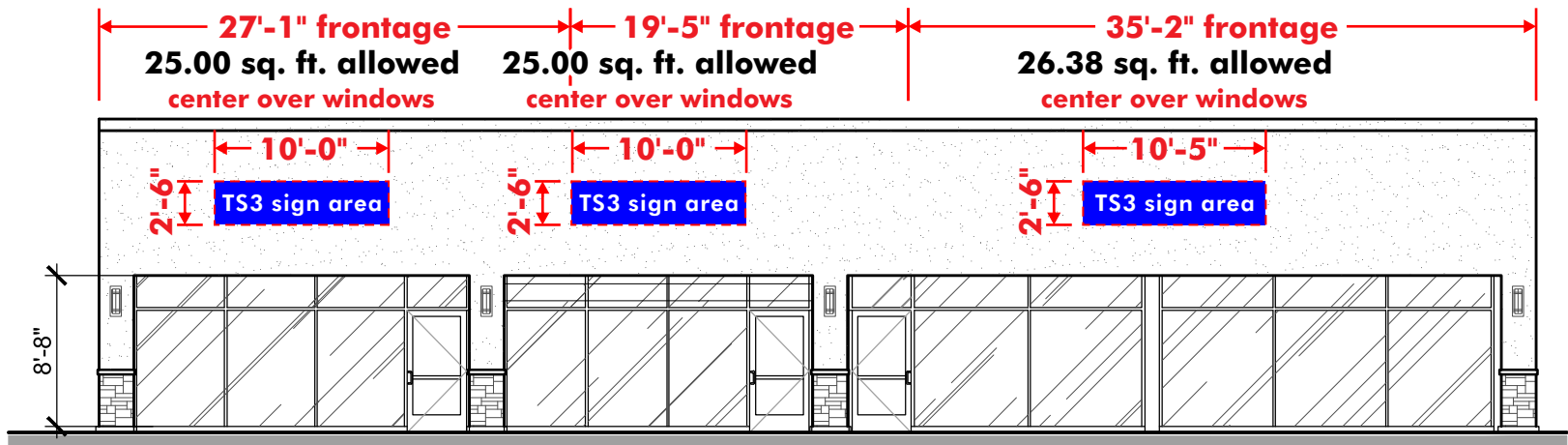


Overall West Elevation



Location Plan

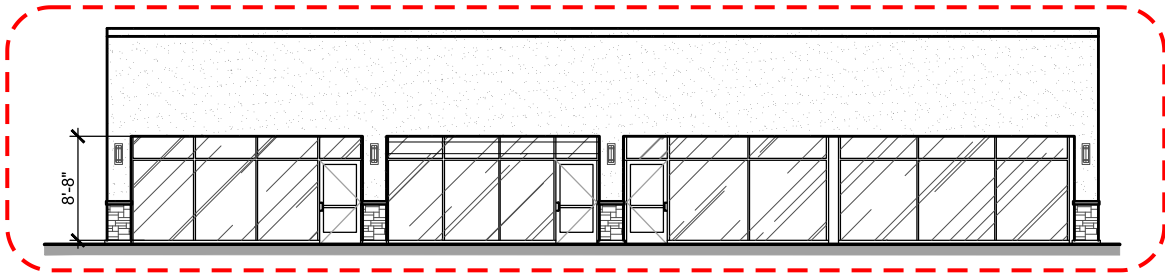
BUILDING 2 - SHOP



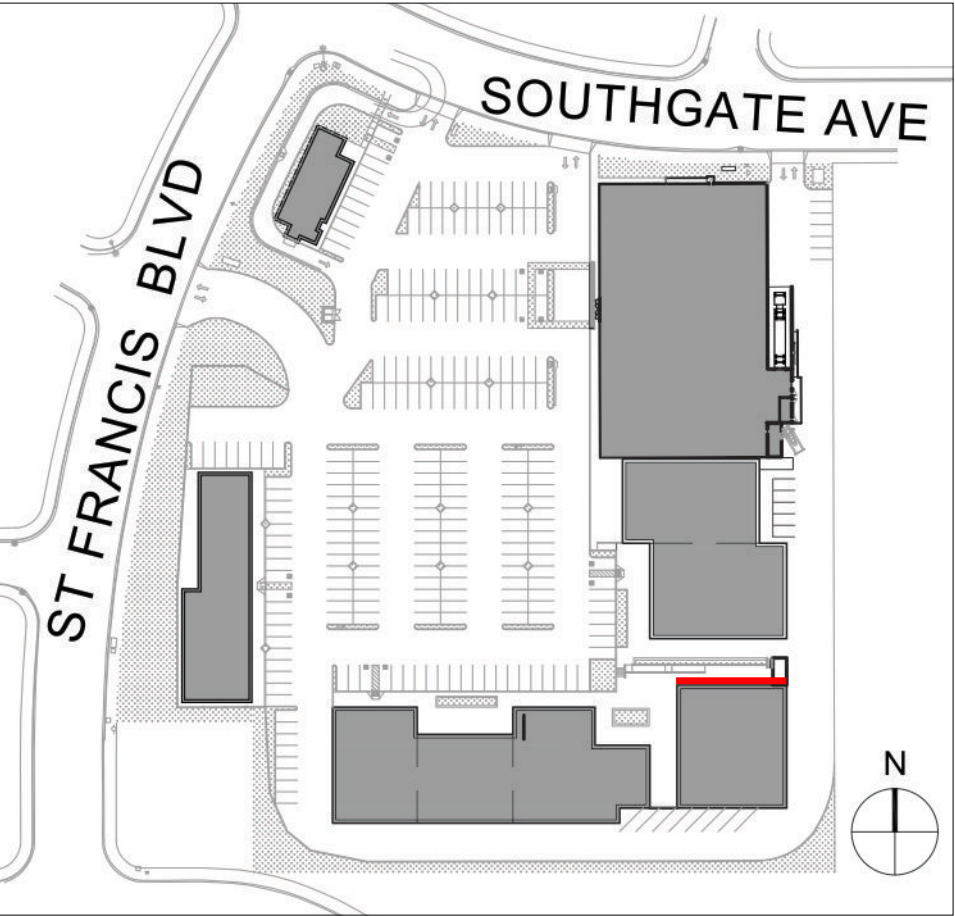
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Overall North Elevation



Location Plan



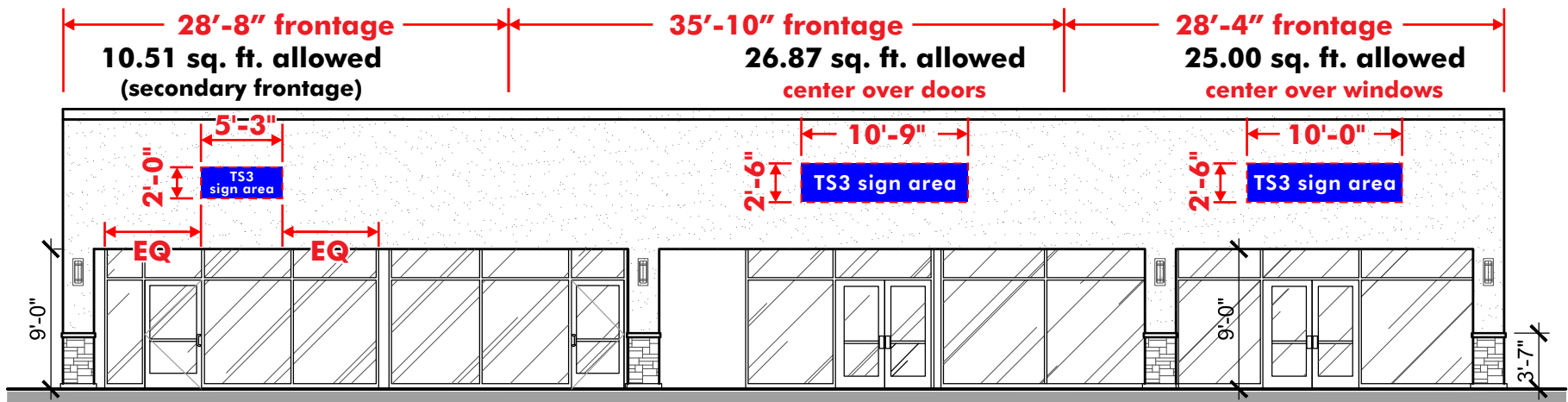
ADART

700 Parker Sq., Ste. 205
Flower Mound, TX 75028
T 800.675.6353
www.adart.com

PROJECT:			REVISION	DATE	DESCRIPTION	APPROVALS		CONCEPTUAL DRAWINGS ONLY: Dimensions are approximate & may change due to construction factors or exact field conditions. Colors shown are as close as printing will allow. Always follow written specifications.	SHEET
CUSTOMER: Saint Francis Square			1	3/14/23	Revise per City comments	SALES:		ALL RIGHTS RESERVED: This design has been created for you in connection with a project being planned for you by AD ART. It may not be shown to anyone outside your organization, and may not be reproduced in any manner without prior consent.	11
LOCATION: 79 Saint Francis Square - Daly City, CA 94015			2	3/30/23	Add mural designation	CUSTOMER:			
DATE: 2/14/2023			3	5/19/23	Update pylon sign	LANDLORD:			
SALES: David Esajian									
DESIGNER: James Franks								SO# A49934	

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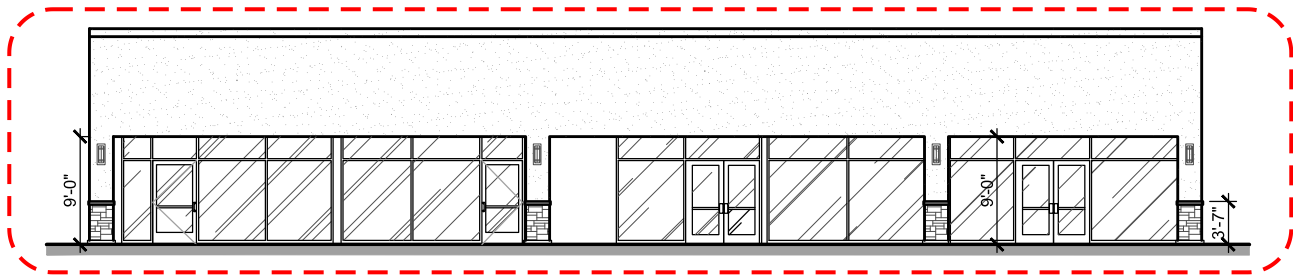
BUILDING 2 - SHOP



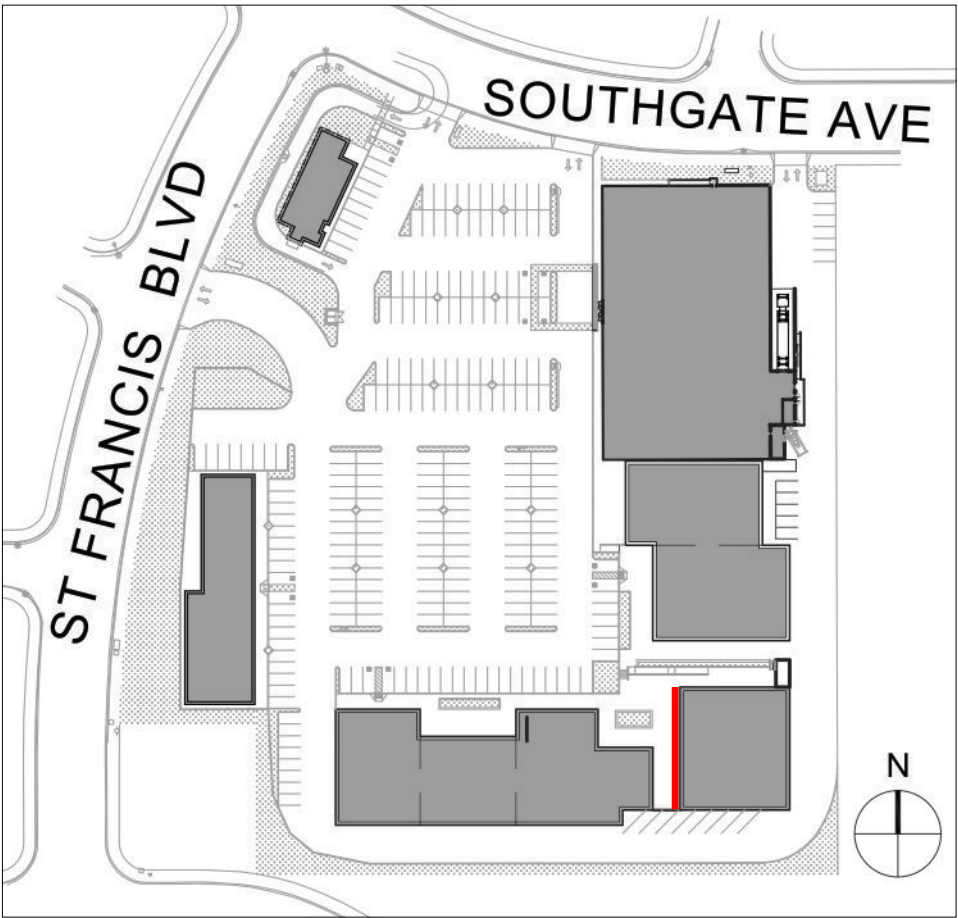
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Overall West Elevation



Location Plan

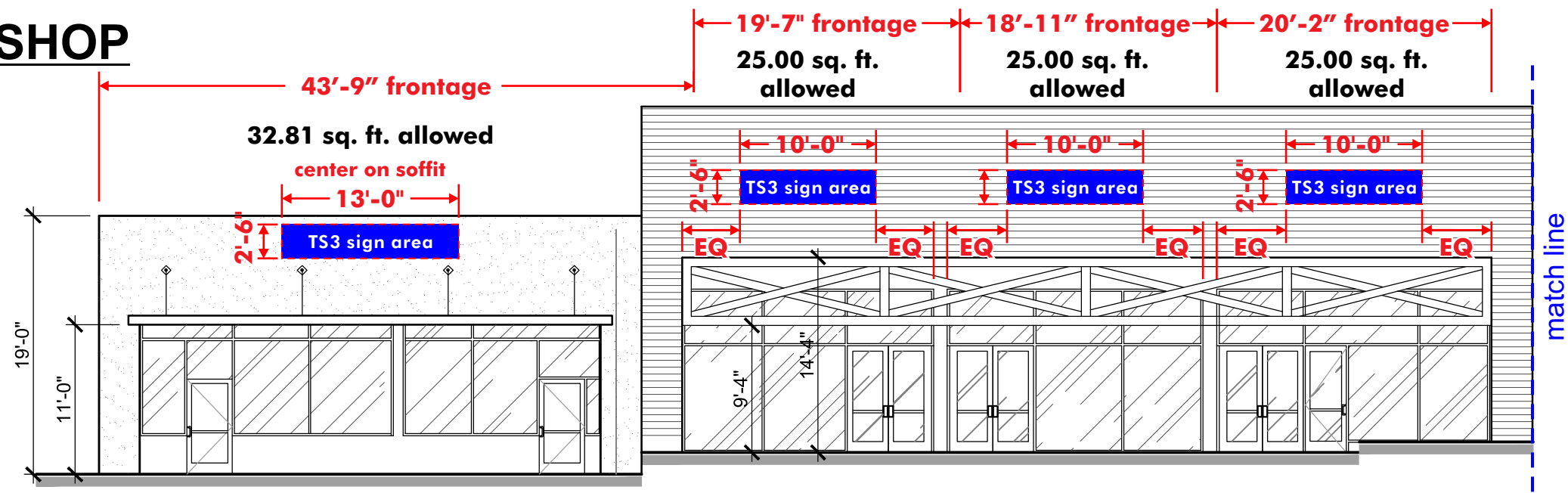
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DATE: 2/14/2023		
SALES: David Esajian		
DESIGNER: James Franks		

REVISION	DATE	DESCRIPTION
1	3/14/23	Revise per City comments
2	3/30/23	Add mural designation
3	5/19/23	Update pylon sign

APPROVALS	
SALES:	
CUSTOMER:	
LANDLORD:	

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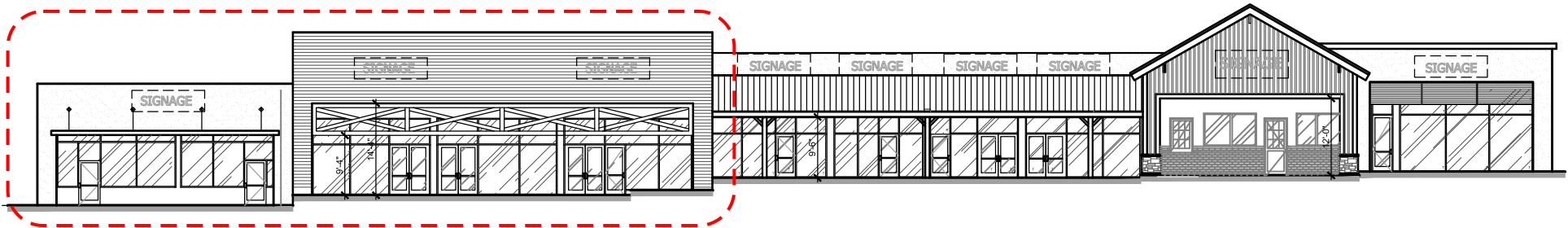
BUILDING 3 - SHOP



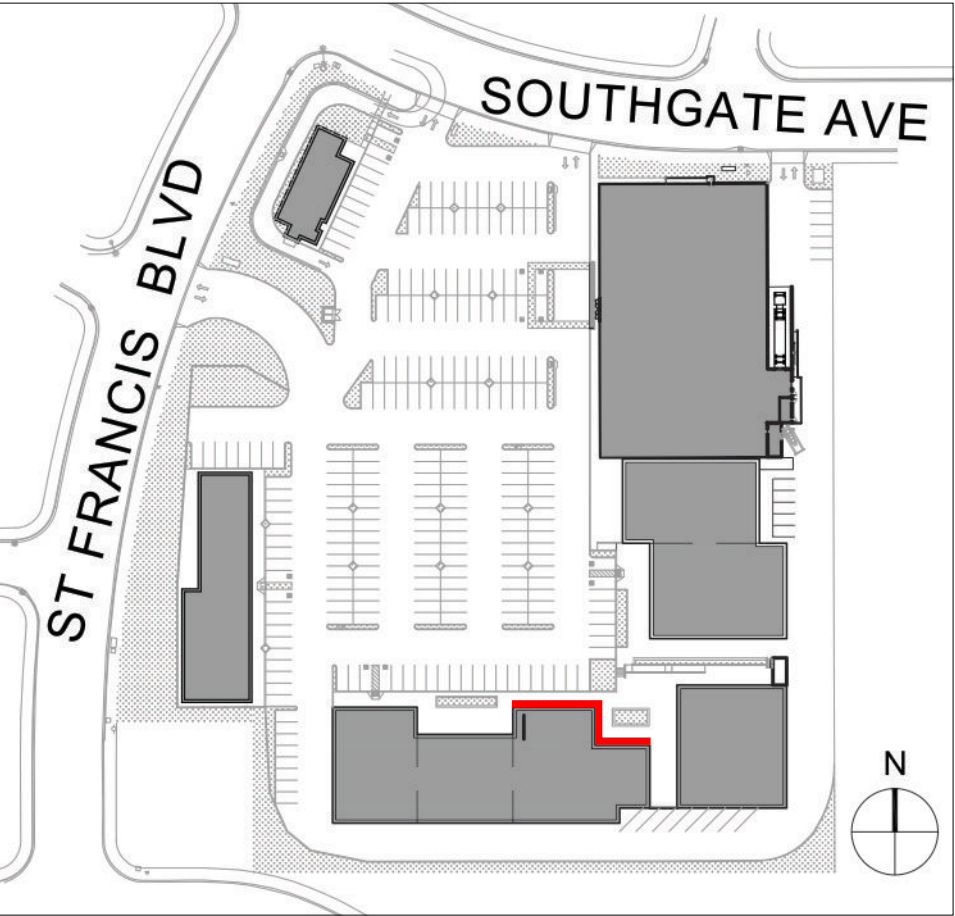
North Elevation - Scale: 3/32" = 1'-0"
Shop tenants to have halo illuminated signs - Details on page 24

TS3 Tenant Signs - Elevations with less than 100'-0" frontage
Primary Frontage: .75 Sq. ft. of signage per linear foot of frontage (min. 25 / max. 75 sq. ft.)
Secondary Frontages: .38 Sq. ft. of signage per linear foot of frontage

Tenant to determine copy height to fit within allotted sign area as per their nationally recognized trademark

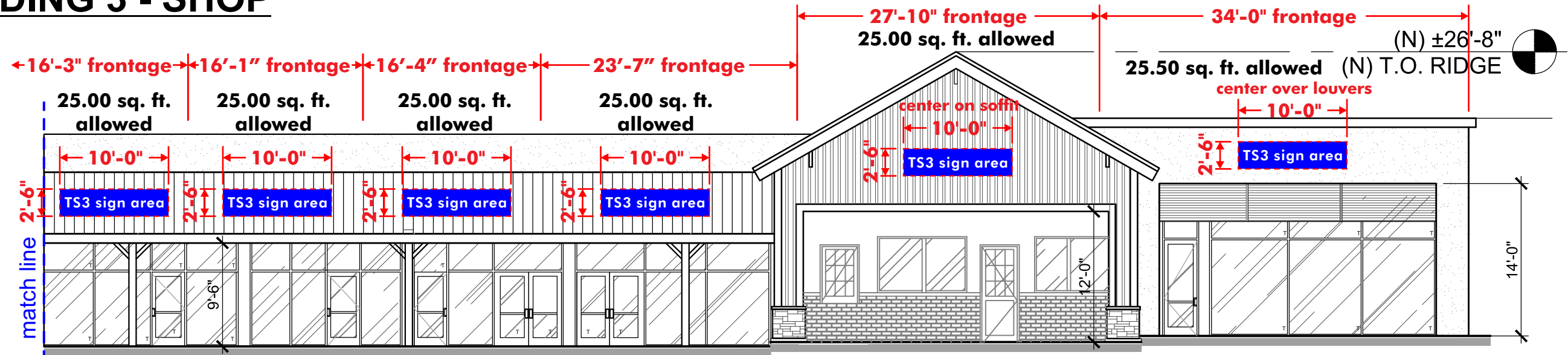


Overall North Elevation



Location Plan

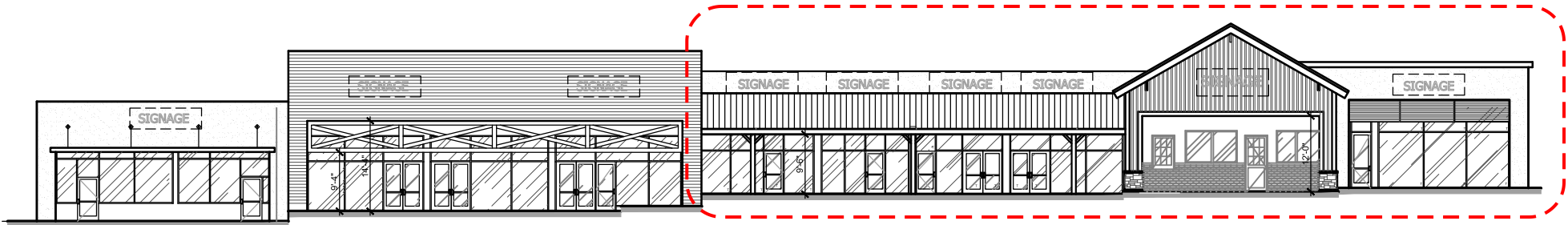
BUILDING 3 - SHOP



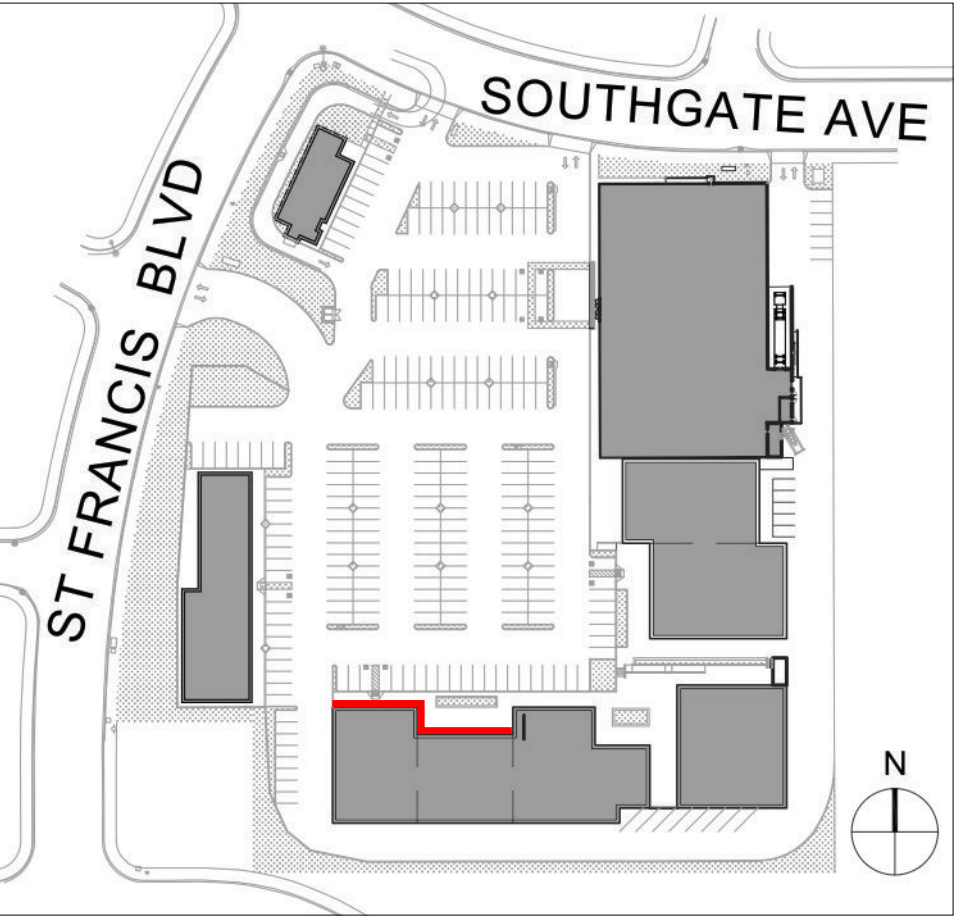
North Elevation - Scale: 3/32" = 1'-0"
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Tenant to determine copy height to fit within allotted sign area as per their nationally recognized trademark

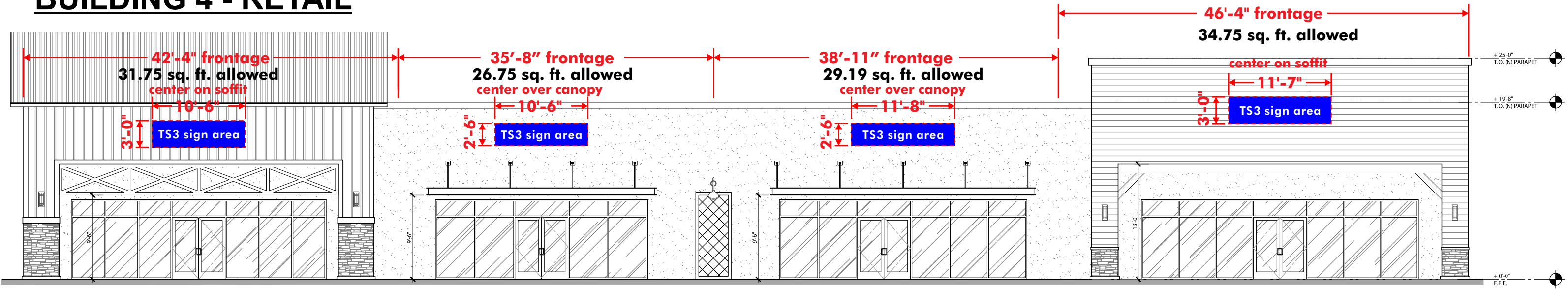


Overall North Elevation



Location Plan

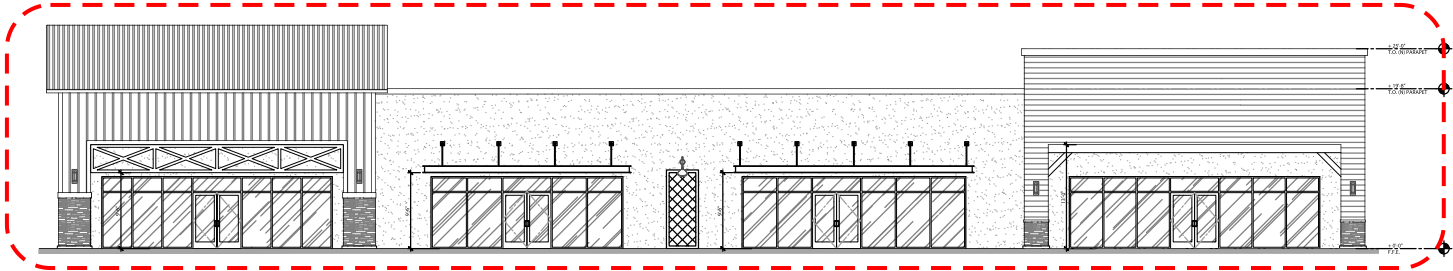
BUILDING 4 - RETAIL



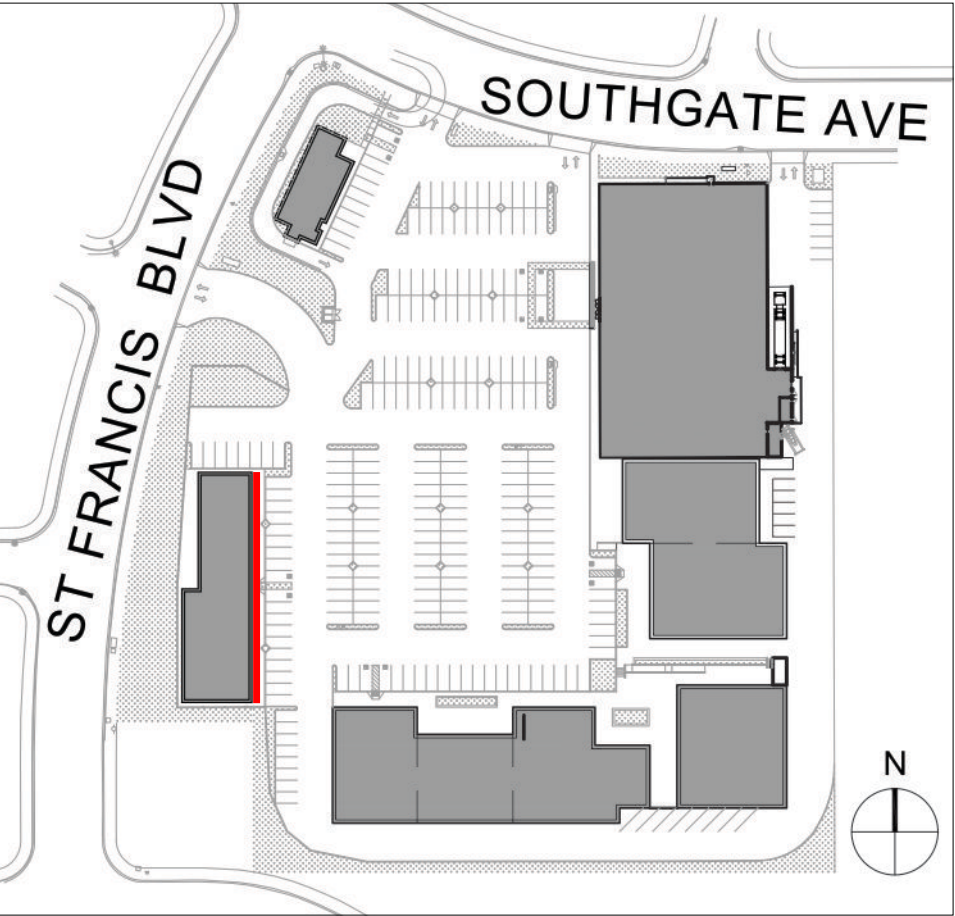
East Elevation - Scale: 3/32" = 1'-0"
Retail tenants to have halo illuminated signs - Details on page 24

TS3 Tenant Signs - Elevations with less than 100'-0" frontage
Primary Frontage: .75 Sq. ft. of signage per linear foot of frontage (min. 25 / max. 75 sq. ft.)
Secondary Frontages: .38 Sq. ft. of signage per linear foot of frontage

Tenant to determine copy height to fit within allotted sign area as per their nationally recognized trademark

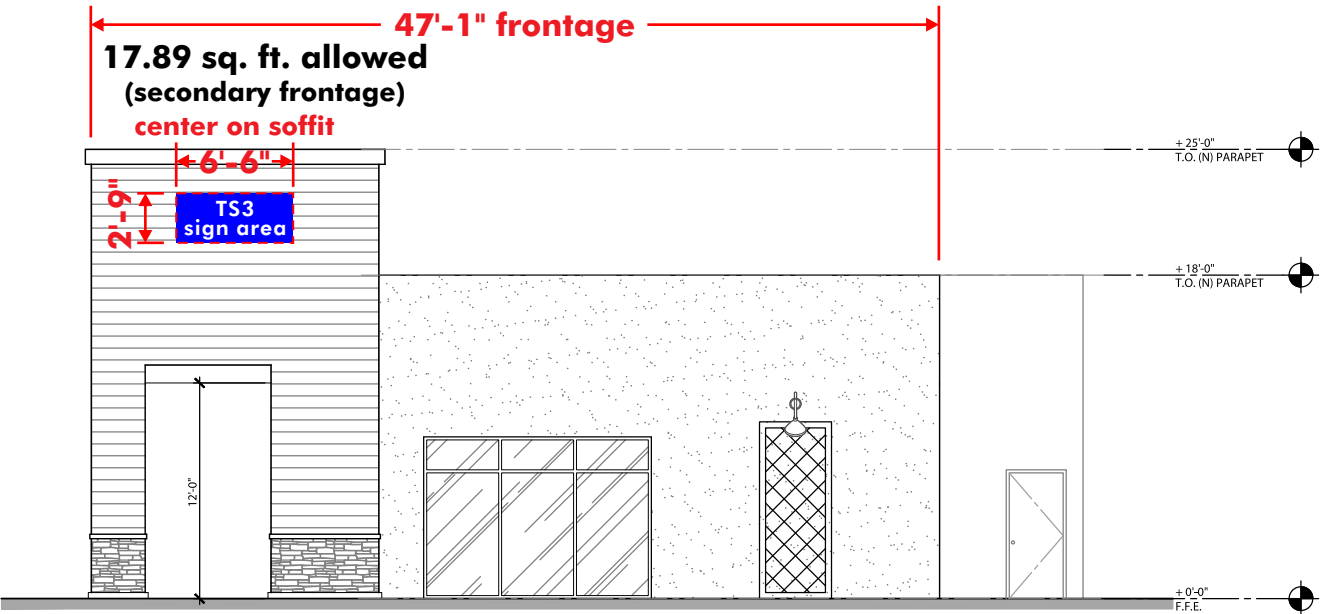


Overall East Elevation



Location Plan

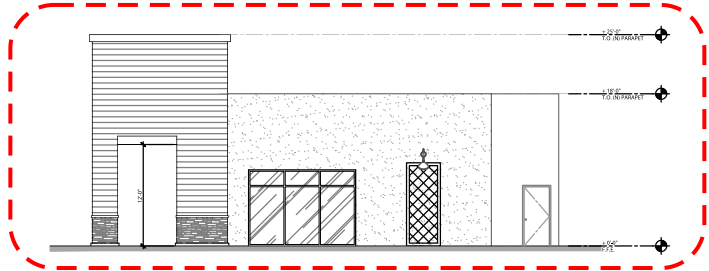
BUILDING 4 - RETAIL



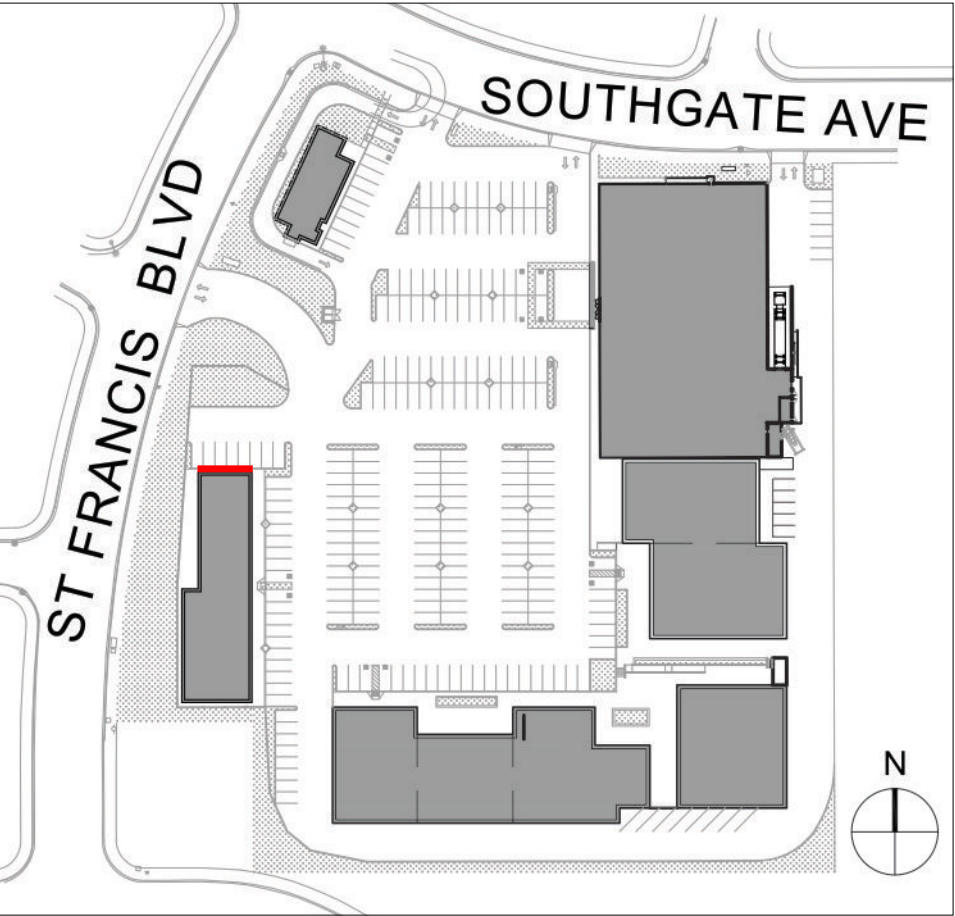
North Elevation - Scale: 3/32" = 1'-0"
Retail tenants to have halo illuminated signs - Details on page 24

TS3 Tenant Signs - Elevations with less than 100'-0" frontage
Primary Frontage: .75 Sq. ft. of signage per linear foot of frontage (min. 25 / max. 75 sq. ft.)
Secondary Frontages: .38 Sq. ft. of signage per linear foot of frontage

Tenant to determine copy height to fit within allotted sign area as per their nationally recognized trademark

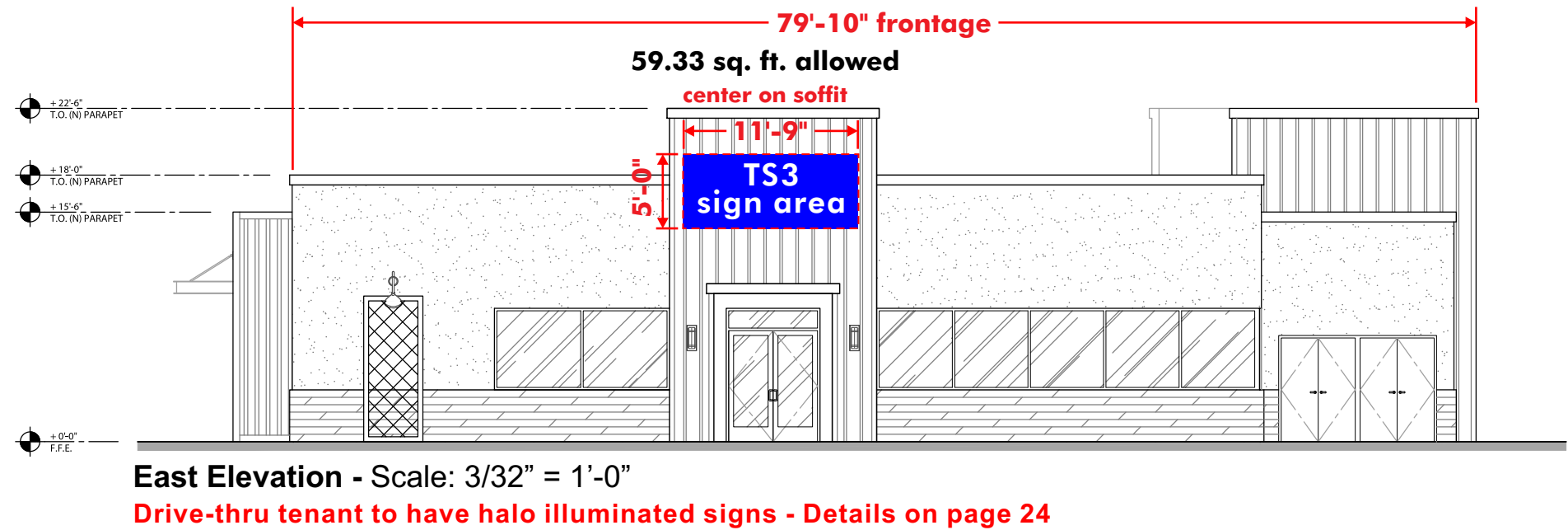


Overall North Elevation



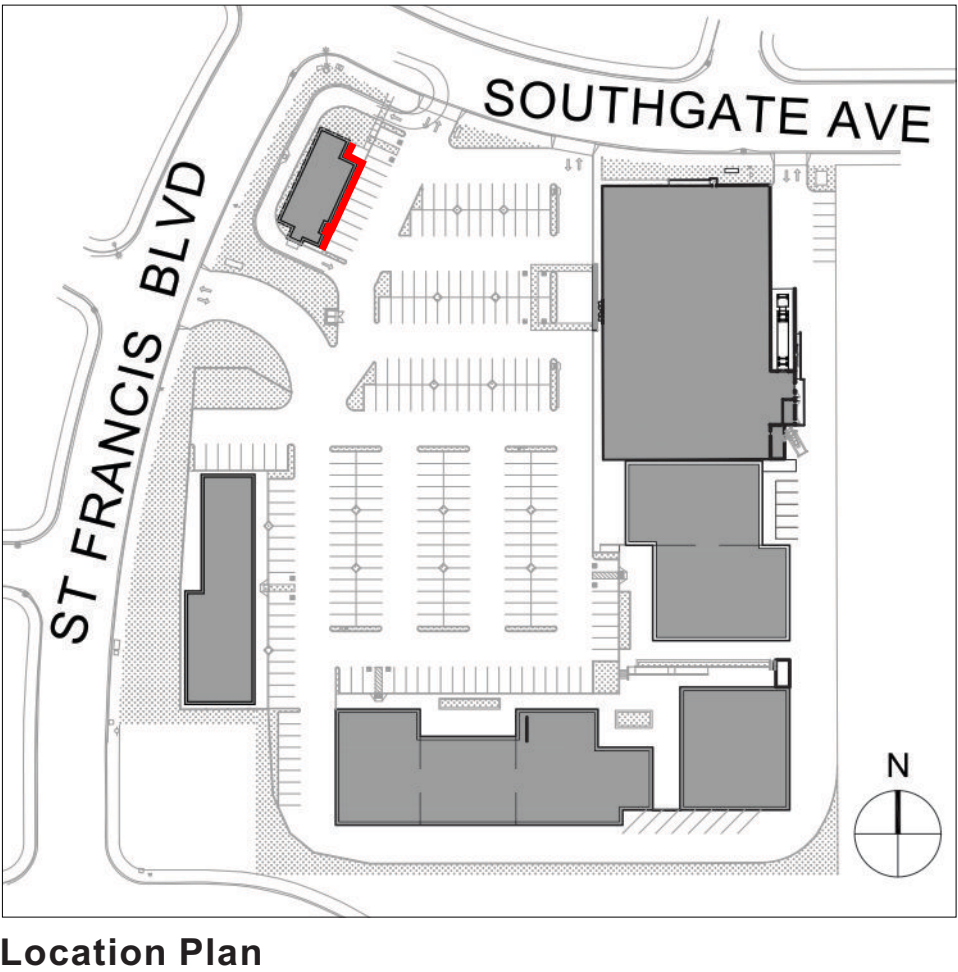
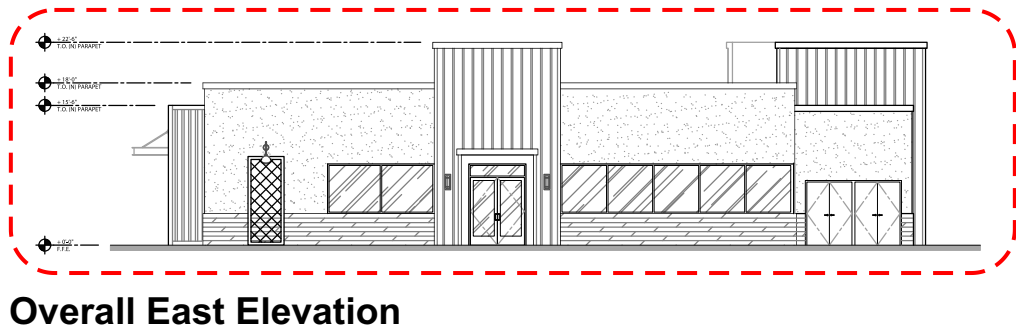
Location Plan

BUILDING 5 - DRIVE THRU

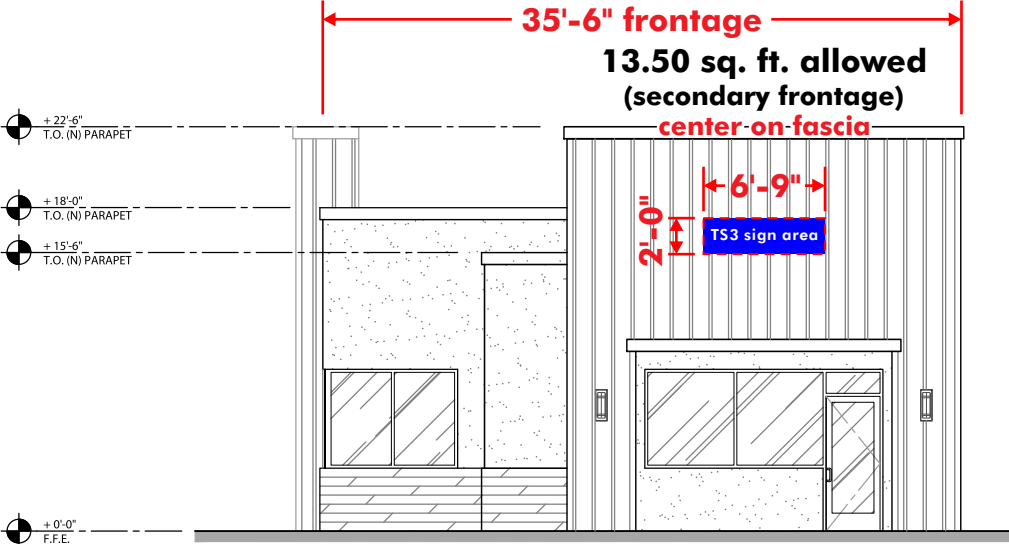


TS3 Tenant Signs - Elevations with less than 100'-0" frontage
Primary Frontage: .75 Sq. ft. of signage per linear foot of frontage (min. 25 / max. 75 sq. ft.)
Secondary Frontages: .38 Sq. ft. of signage per linear foot of frontage

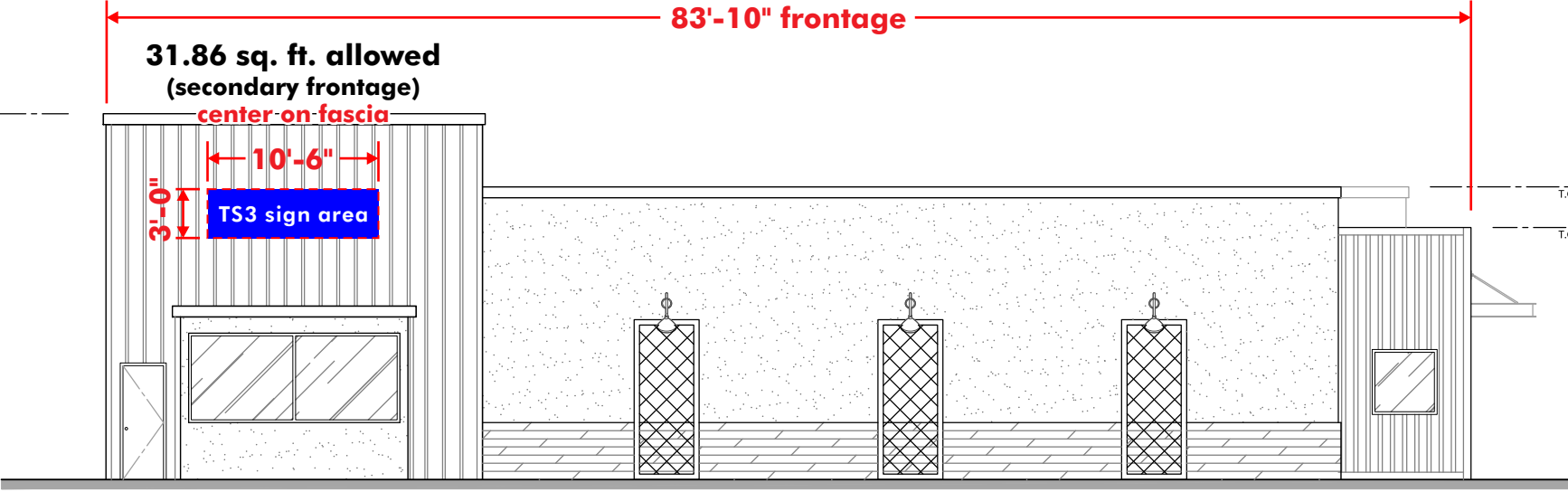
Tenant to determine copy height to fit within allotted sign area as per their nationally recognized trademark



BUILDING 5 - DRIVE THRU



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



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

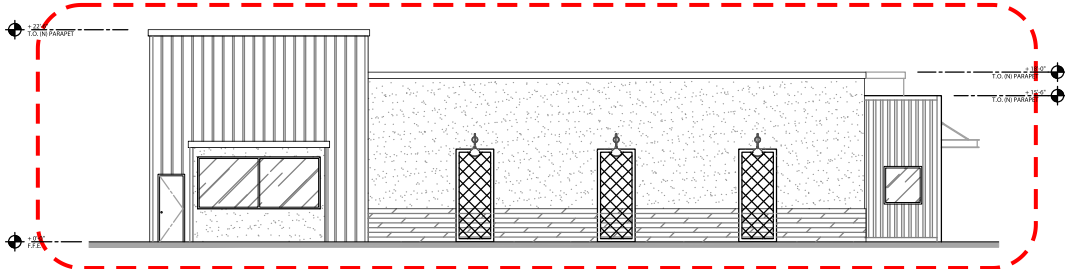
Drive-thru tenant to have halo illuminated signs - Details on page 24

TS3 Tenant Signs - Elevations with less than 100'-0" frontage
Primary Frontage: .75 Sq. ft. of signage per linear foot of frontage (min. 25 / max. 75 sq. ft.)
Secondary Frontages: .38 Sq. ft. of signage per linear foot of frontage

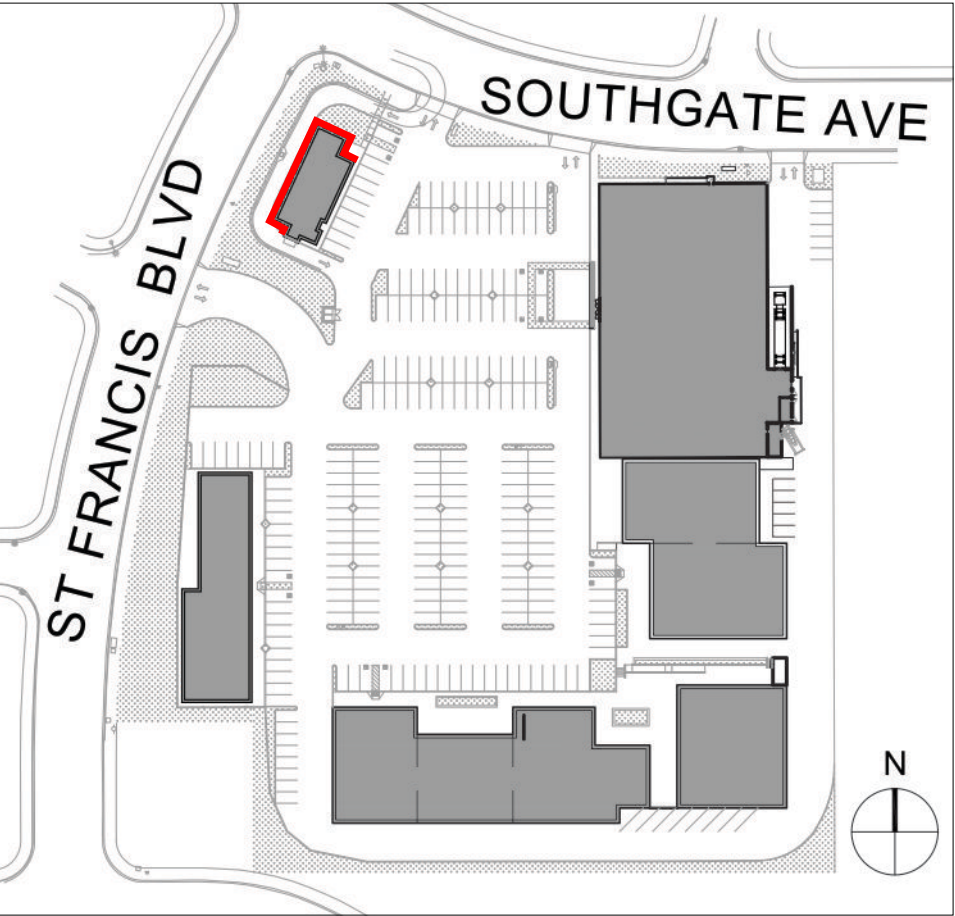
Tenant to determine copy height to fit within allotted sign area as per their nationally recognized trademark



Overall North Elevation



Overall West Elevation



Location Plan

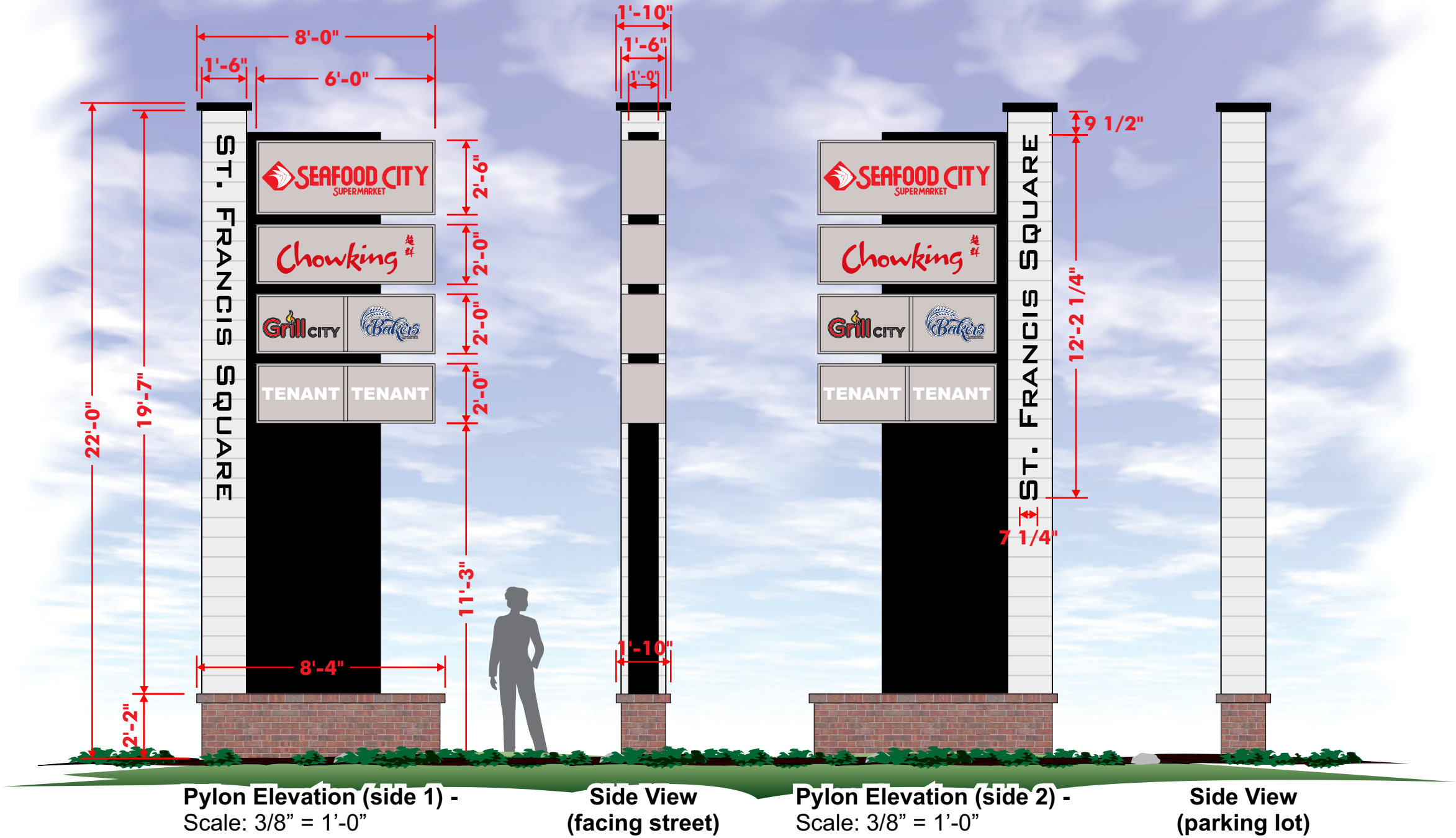
FREESTANDING SIGNS

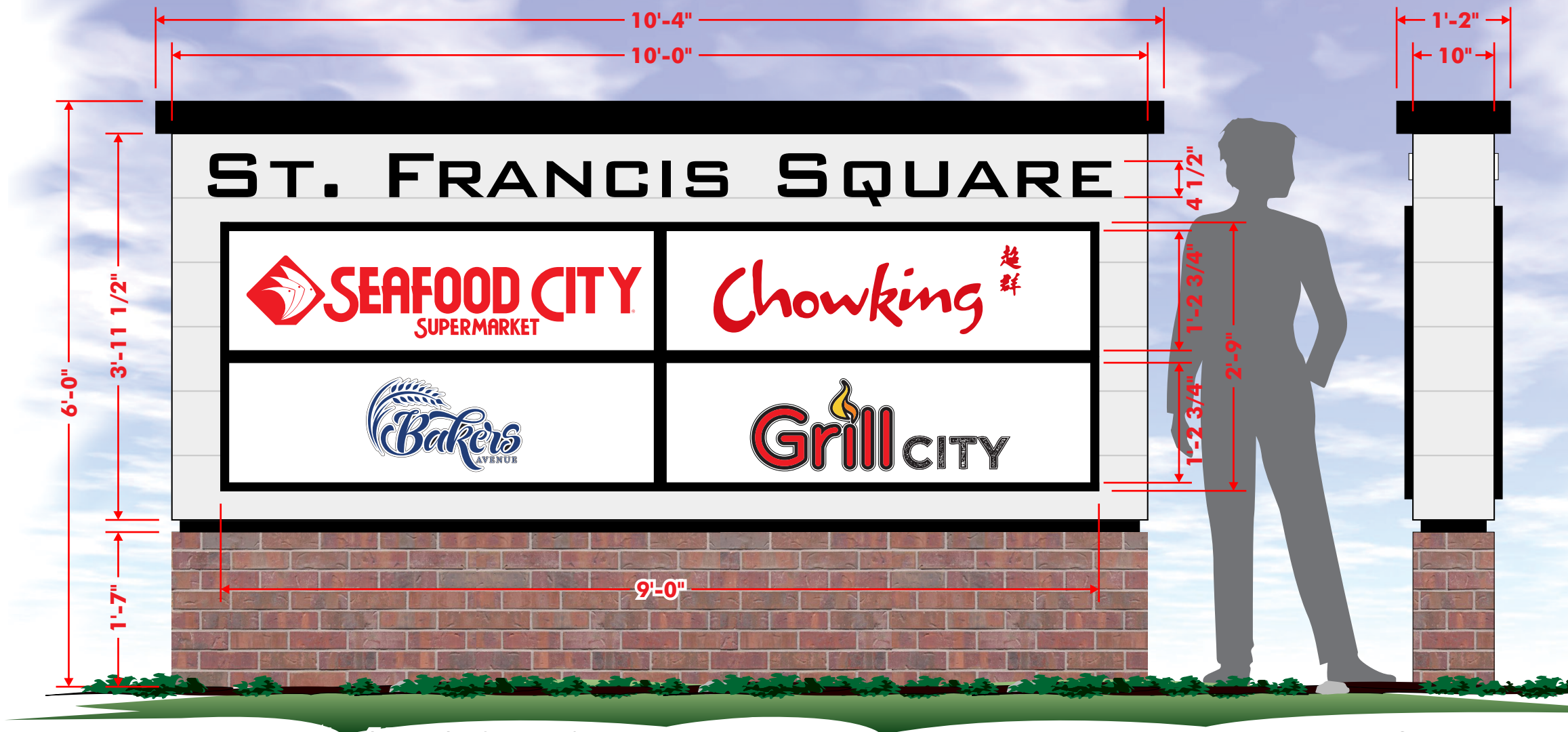
PYLON SPECIFICATIONS

Manufacture and install one (1) double faced, internally-illuminated pylon sign. Tenant panels consist of aluminum faces backed with acrylic. Center ID is edge lit, embedded LED letters with opaque face for halo illumination.

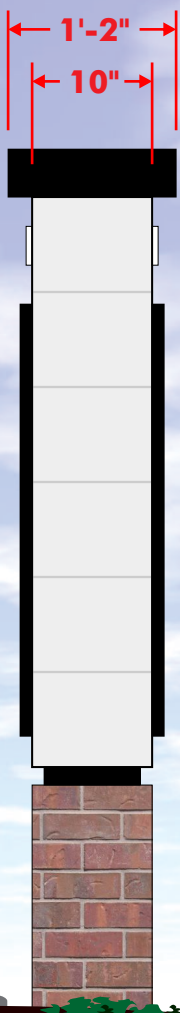
Description	Specification/Material	Finish	Color
Main Pylon Structure	Fabricated aluminum	Base - Brick veneer ----- Upper cabinet - Wood siding-- Top cap & fin - Paint -----	McNear Town Series "Manchester" BM Moonlight White OC-125 Black
Center ID Letters	1/2" Acrylic, embedded LED letters	Opaque face	Black face with clear sides

Description	Specification/Material	Finish	Color
Tenant Cabinet	Farciated aluminum	Paint (satin)	PMS Cool Gray 3 C
Tenant Faces	Aluminum w/ rout out copy	Paint (satin)	PMS Cool Gray 3 C
Tenant Copy	3/16" White acrylic backed	Vinyl applied 1st surface	Per tenant artwork
Retainers	1" Alum. retainers & 1 1/2" T-Bars	Paint (satin)	PMS Cool Gray 3 C





Pylon Elevation (side 1) - Scale: 3/4" = 1'-0"



Side View



Night View

MS MONUMENT SPECIFICATIONS

Manufacture and install one (1) double faced, internally-illuminated monument sign. Tenant panels consist of polycarbonate faces with translucent vinyl graphics. Center ID is edge lit, embedded LED letters with opaque face for halo illumination.

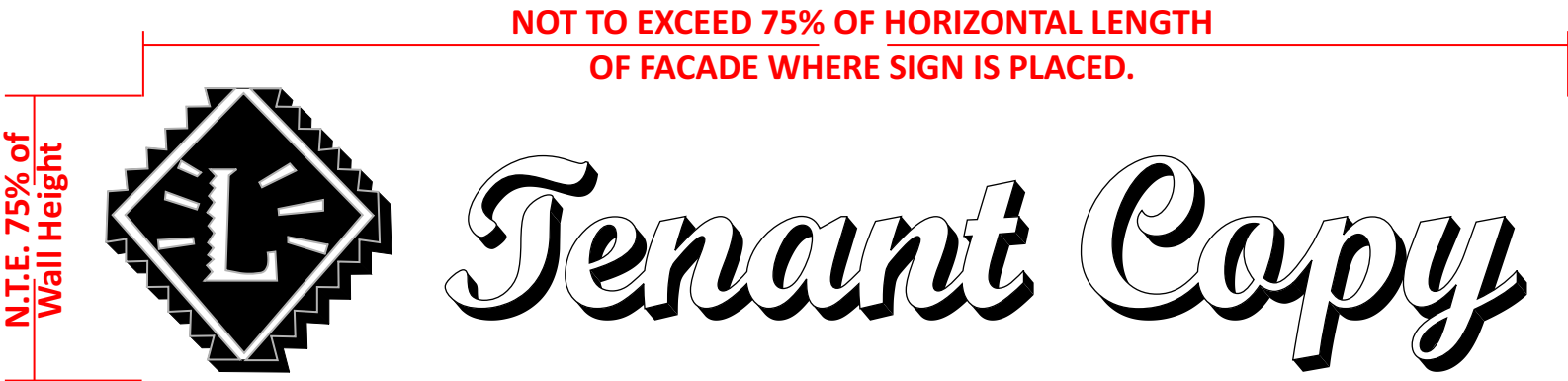
Description	Specification/Material	Finish	Color
Main Monument Structure	Fabricated aluminum	Base - Brick veneer ----- Upper cabinet - Wood siding --- Top cap & reveal - Paint -----	McNear Town Series "Manchester" BM Moonlight White OC-125 Black
Center ID Letters	1/2" Acrylic, embedded LED letters	Opaque face	Black face with clear sides

Description	Specification/Material	Finish	Color
Tenant Cabinet	Farciated aluminum	Paint (satin)	Black
Tenant Faces	3/16" White polycarbonate	Vinyl applied 1st surface	Per tenant artwork
Retainers	1" Alum. retainers & 1 1/2" T-Bars	Paint (satin)	Black

TENANT SIGN TYPES

Face Illuminated Signs Allowed for Market Tenant Only

Tenant to Determine Logo & Copy Color along with shapes as per their Nationally Recognized Trademarks. Layout orientation (single / double line, logo left / right) may be selected by Tenant as needed for optimal contrast as long as it fits within their allotted sign area and max allowable square footage.



Face Illuminated Channel Logo & Letters

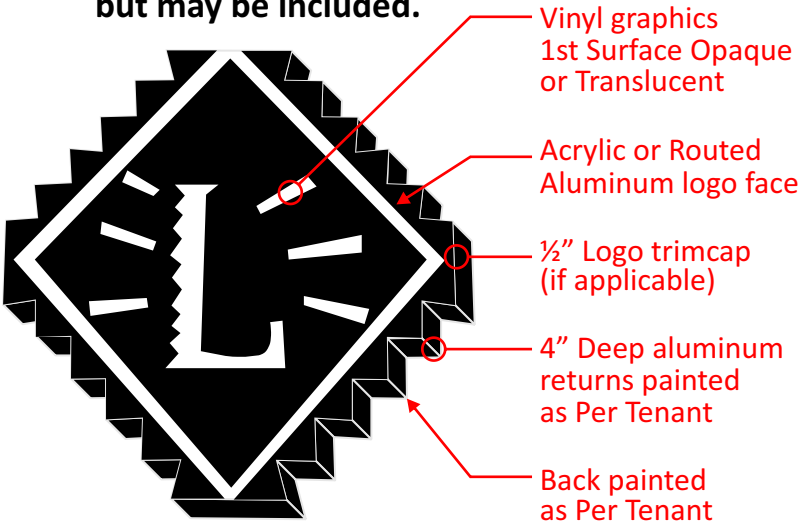
Description: Set of channel letters with face LED illumination.

Component	Type	Specifications	Color / Finish
Faces	Acrylic	Natural gloss finish	As per Tenant
Logo Graphics	3M Cast Vinyl	1st Surface Opaque	As per Tenant
Trimcap	1" metal core	Gloss	As per Tenant
Returns	.063 aluminum	Painted	As per Tenant
Illumination	LED w/Tape Backs	Sloan LEDs	White 6500K

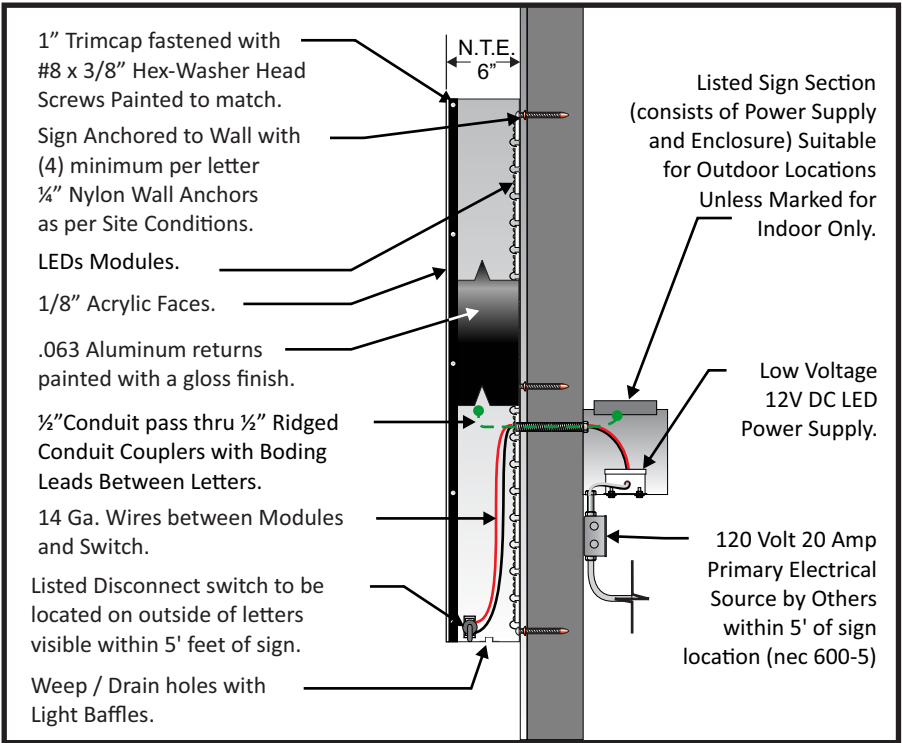


Nighttime Simulation

Logos are not required but may be included.



Logo detail - Scale: NTS



Suggested but not Required
Section detail - Scale: NTS



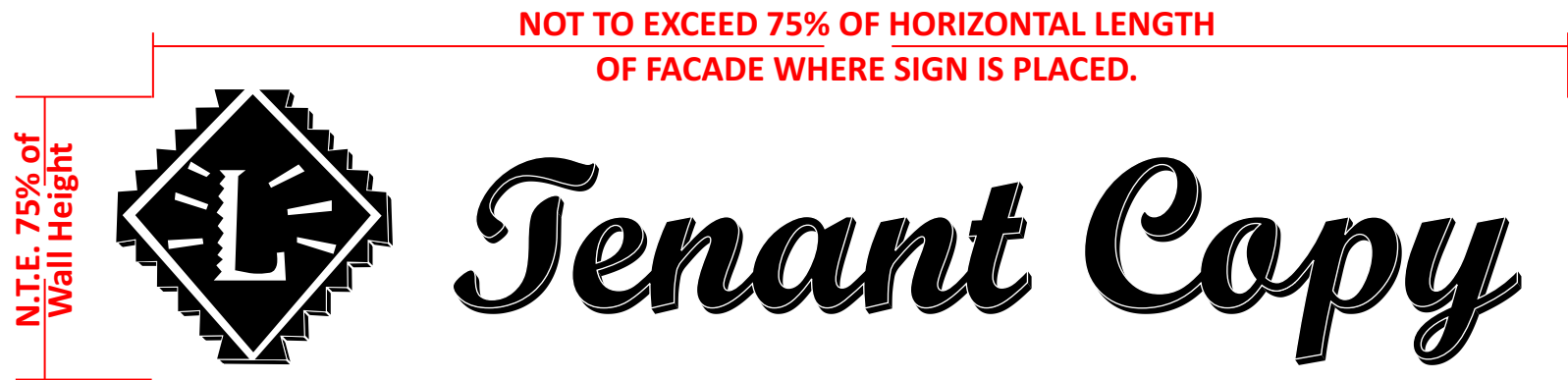
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PROJECT:		REVISION	DATE	DESCRIPTION	APPROVALS		CONCEPTUAL DRAWINGS ONLY: Dimensions are approximate & may change due to construction factors or exact field conditions. Colors shown are as close as printing will allow. Always follow written specifications.	SHEET
CUSTOMER: Saint Francis Square		1	3/14/23	Revise per City comments	SALES:		ALL RIGHTS RESERVED: This design has been created for you in connection with a project being planned for you by AD ART. It may not be shown to anyone outside your organization, and may not be reproduced in any manner without prior consent.	23
LOCATION: 79 Saint Francis Square - Daly City, CA 94015		2	3/30/23	Add mural designation	CUSTOMER:			
DATE: 2/14/2023		3	5/19/23	Update pylon sign	LANDLORD:			
SALES: David Esajian								SO# A49934 Page 243 of 285
DESIGNER: James Franks								

Halo Illuminated Signs Allowed for all Tenants

Tenant to Determine Logo & Copy Color along with shapes as per their Nationally Recognized Trademarks. Layout orientation (single / double line, logo left / right) may be selected by Tenant as needed for optimal contrast as long as it fits within their allotted sign area and max allowable square footage.



Halo-Illuminated Channel Logo & Letters

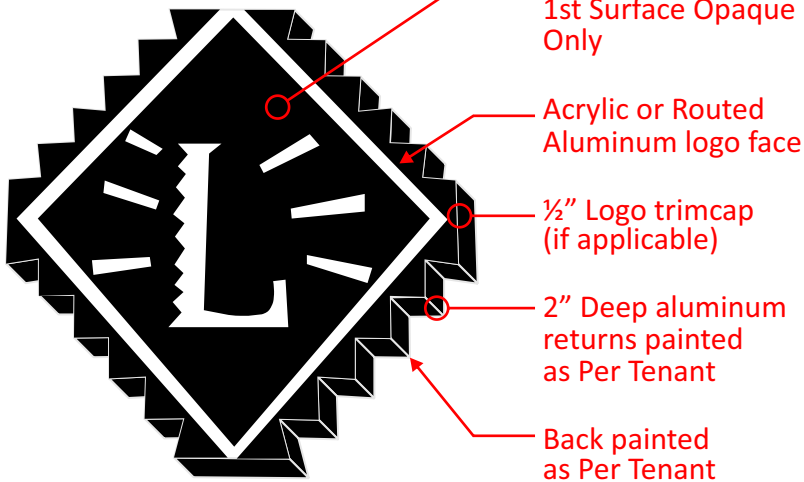
Description: Set of channel letters with halo LED illumination.

Component	Type	Specifications	Color / Finish
Logo Faces	Acrylic or Alum.	Natural gloss finish	As per Tenant
Logo Graphics	3M Cast Vinyl	1st Surface Opaque Reverse Cut	As per Tenant
Letter Faces	.063 Routed aluminum	Painted	As per Tenant
Logo Trimcap	½" metal core	Gloss	As per Tenant
Returns	.040 aluminum	Painted	As per Tenant
Illumination	LED w/Tape Backs	Sloan LEDs	White 6500K

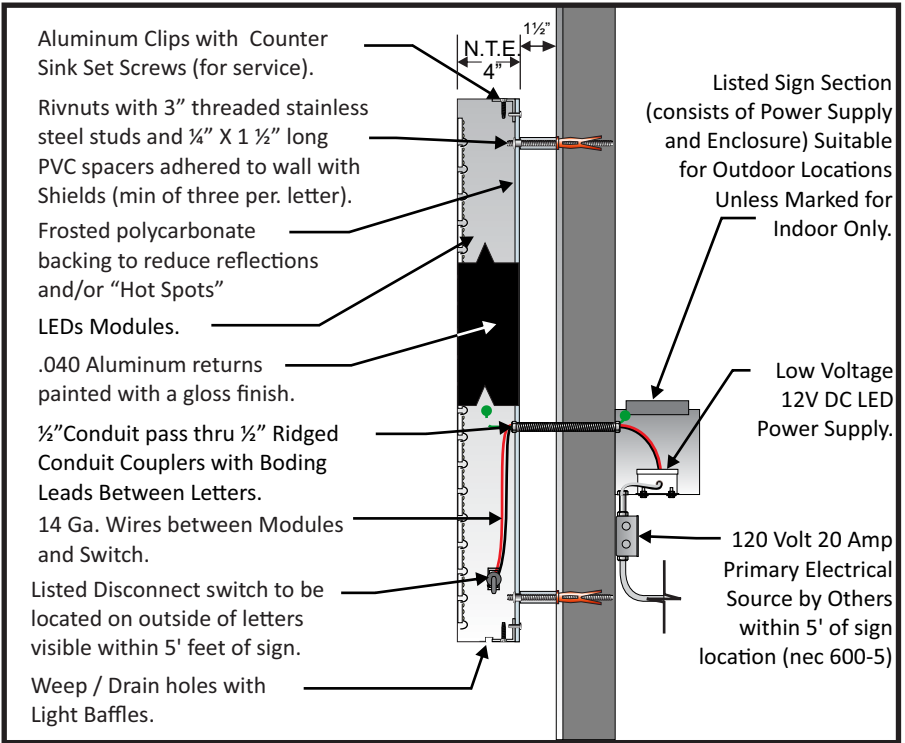


Nighttime Simulation

Logos are not required but may be included.



Logo detail - Scale: NTS



Suggested but not Required
Section detail - Scale: NTS



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CUSTOMER: Saint Francis Square		
LOCATION: 79 Saint Francis Square - Daly City, CA 94015		
DATE: 2/14/2023		
SALES: David Esajian		
DESIGNER: James Franks		

REVISION	DATE	DESCRIPTION
1	3/14/23	Revise per City comments
2	3/30/23	Add mural designation
3	5/19/23	Update pylon sign

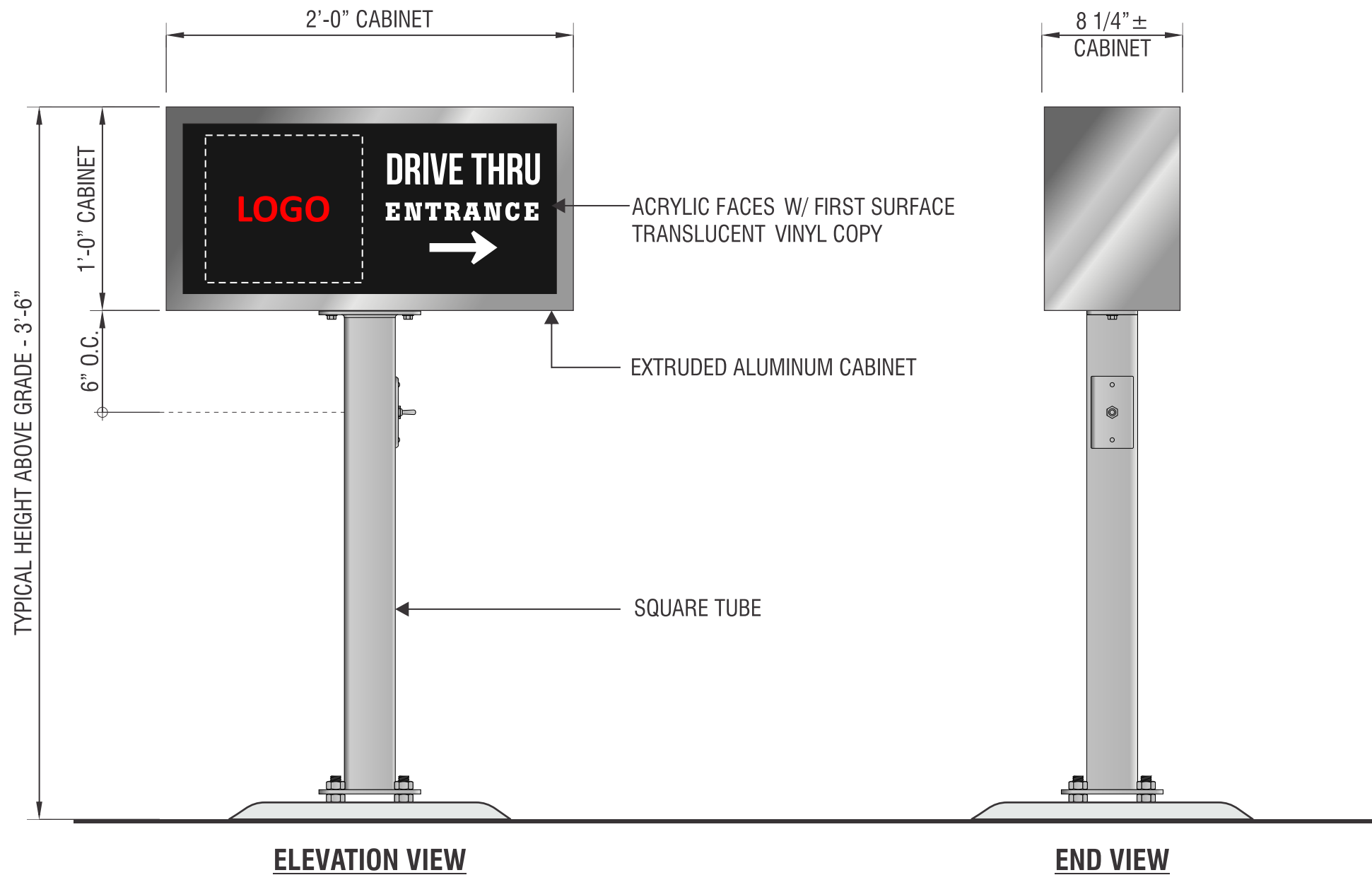
APPROVALS	
SALES:	
CUSTOMER:	
LANDLORD:	

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SHEET
24

DRIVE-THRU SIGNAGE



WF D/F 1'-0" X 2'-0" DIRECTIONAL SIGN 2.0 SQUARE FEET

SCALE: 1"=1'-0"

NOTE: Directional sign is shown for reference only. Tenants actual directional sign may differ.



ADART

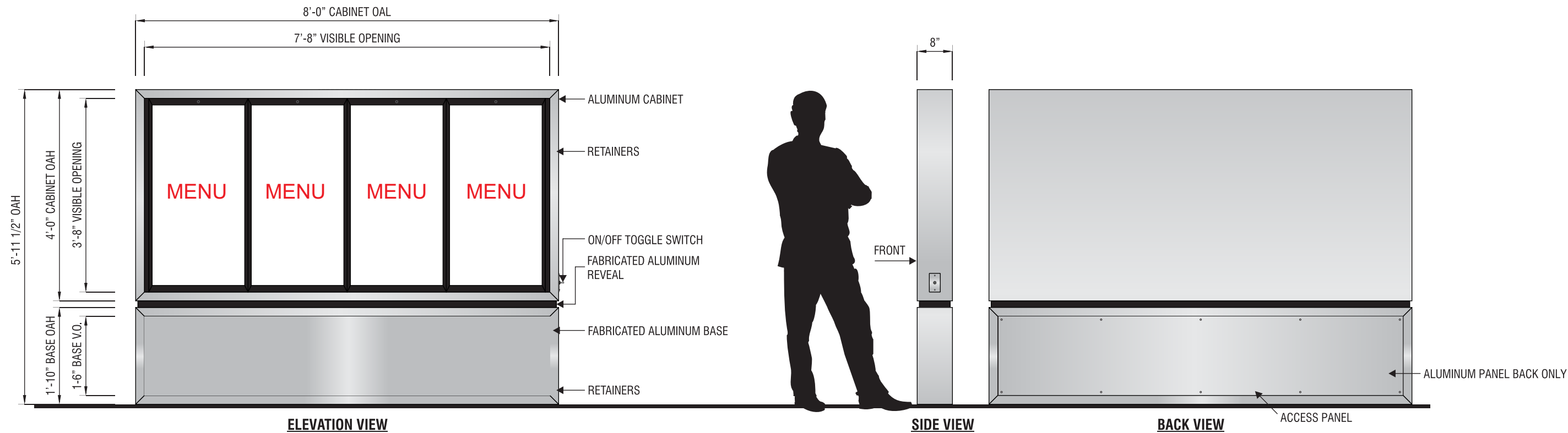
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PROJECT:			REVISION	DATE	DESCRIPTION	APPROVALS		CONCEPTUAL DRAWINGS ONLY: Dimensions are approximate & may change due to construction factors or exact field conditions. Colors shown are as close as printing will allow. Always follow written specifications.	SHEET
CUSTOMER: Saint Francis Square			1	3/14/23	Revise per City comments	SALES:		ALL RIGHTS RESERVED: This design has been created for you in connection with a project being planned for you by AD ART. It may not be shown to anyone outside your organization, and may not be reproduced in any manner without prior consent.	26
LOCATION: 79 Saint Francis Square - Daly City, CA 94015			2	3/30/23	Add mural designation	CUSTOMER:			
DATE: 2/14/2023			3	5/19/23	Update pylon sign	LANDLORD:			
SALES: David Esajian									
DESIGNER: James Franks									SO# A49934

Page 246 of 285

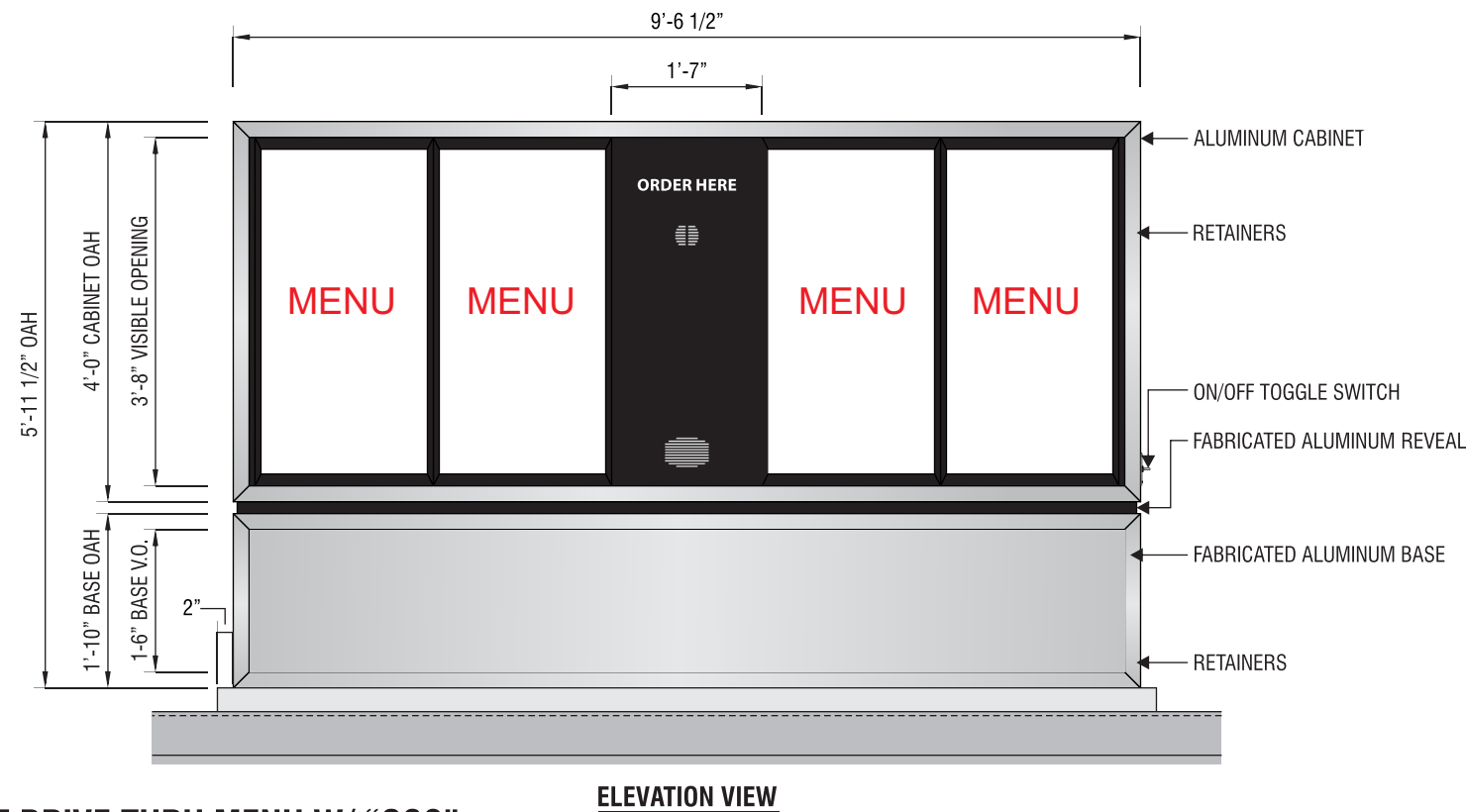
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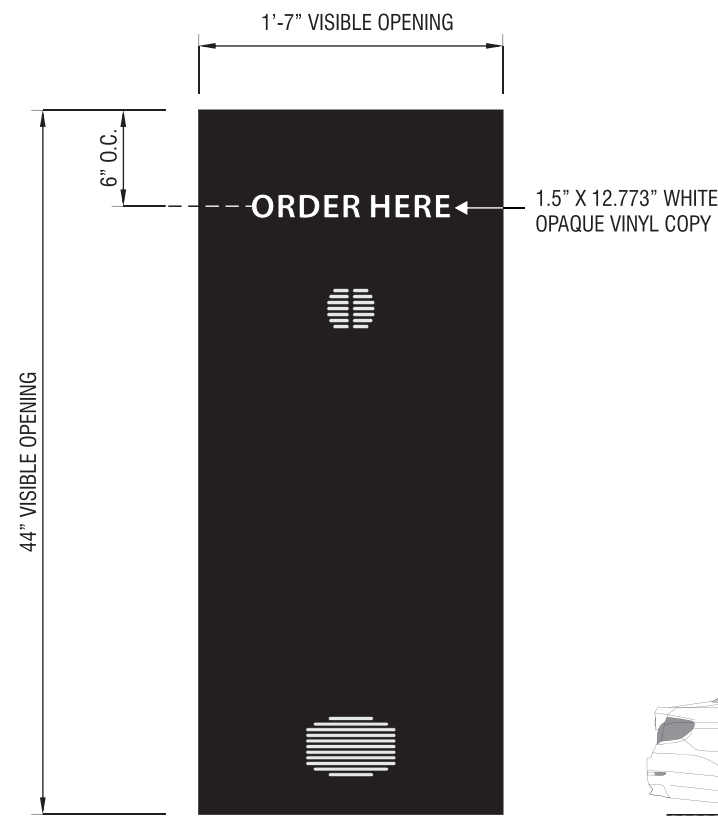
MB1 S/F DRIVE-THRU PREVIEW MENU

SCALE: 1/2" = 1'-0"
NOTE: Preview menu is shown for reference only. Tenants actual preview menu may differ.

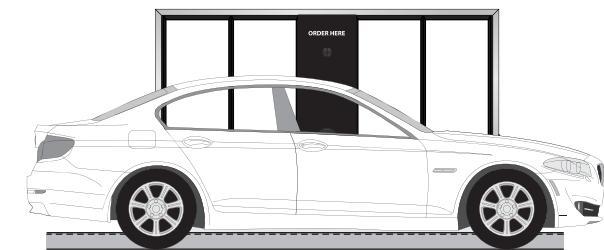


MB2 S/F DRIVE-THRU MENU W/ "OCS"

SCALE: 1/2" = 1'-0"
NOTE: Drive thru menu is shown for reference only. Tenants actual drive thru menu may differ.



ORDER CONFIRMATION PANEL
SCALE: 1" = 1'-0"



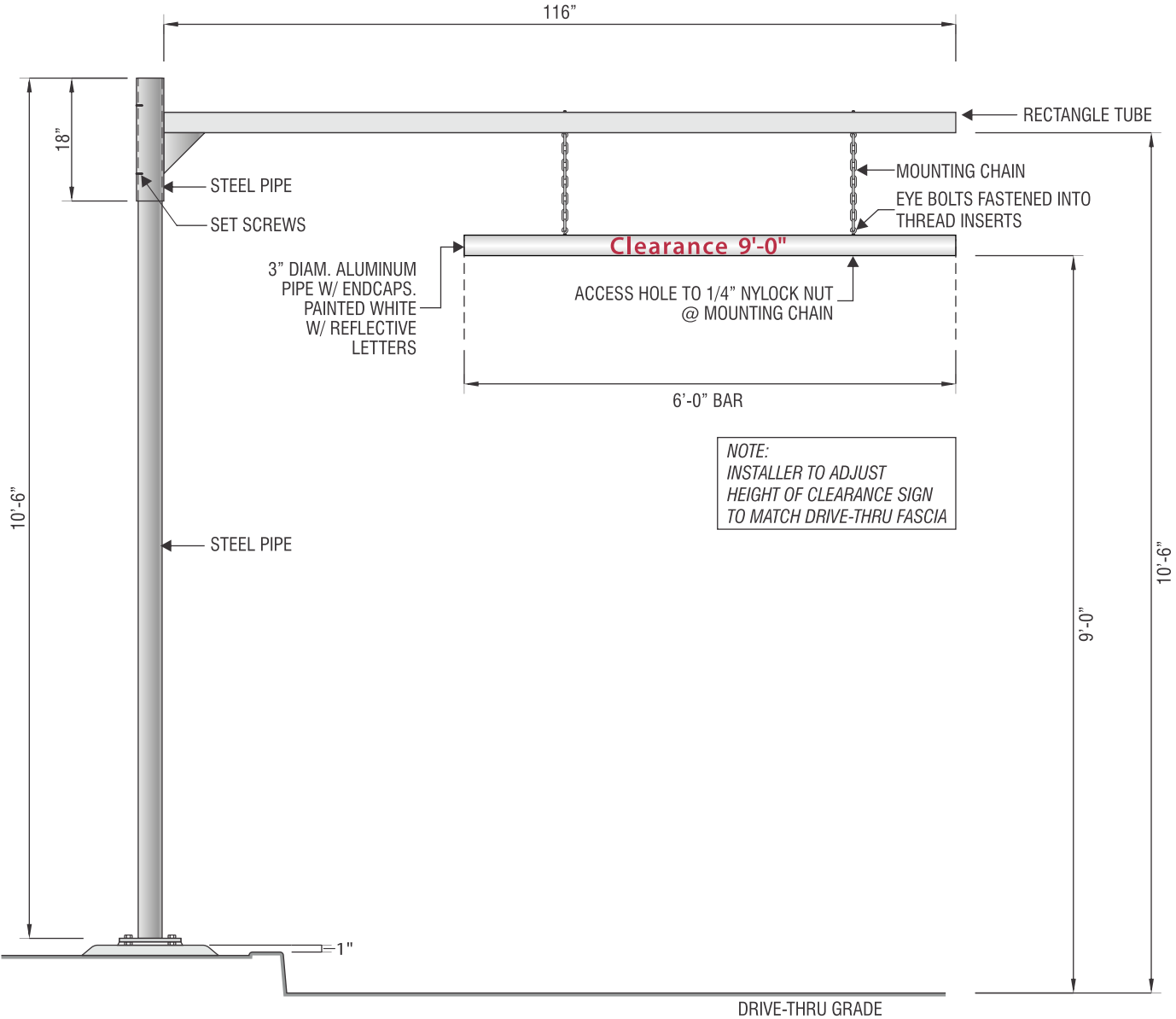
ELEVATION VIEW
SCALE: 3/16" = 1'-0"

PROJECT:		
CUSTOMER: Saint Francis Square		
LOCATION: 79 Saint Francis Square - Daly City, CA 94015		
DATE: 2/14/2023		
SALES: David Esajian		
DESIGNER: James Franks		

REVISION	DATE	DESCRIPTION
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APPROVALS	
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CB

CLEARANCE BAR

SCALE: 1/2" = 1'-0"

NOTE: Clearance bar is shown for reference only. Tenants actual clearance bar may differ.



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PROJECT:			REVISION			APPROVALS		
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LOCATION: 79 Saint Francis Square - Daly City, CA 94015			2	3/30/23	Add mural designation	CUSTOMER:		
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SHEET

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SO# A49934



Daly City Planning Commission Agenda Report

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

Meeting Date: June 6, 2023

Application: Parcel Map PM-03-23-016140

Project Planner: Michael Van Lonkhuysen, Planning Manager

Project Location: 341 Gellert Boulevard (APN 091-541-220)

Environmental Assessment: Exempt from the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15315 – Minor Land Divisions

Project Description: Request for an airspace subdivision to convert an existing medical office building into three office condominiums

Applicant: David Cauchi
615 Vernon Way
Burlingame, CA 94010

Owner: Sequoia Property Management
341 Gellert Boulevard
Daly City, CA 94015

Applicable Daly City Municipal Code Provisions: Title 16 Subdivisions
Chapter 17.18 – C-1 Light Commercial District

Site Information

Property Size	Existing Use	Proposed Use	General Plan Designation	Current Zoning
10,050 sq. ft. (0.23 acres)	Medical offices	Medical offices	Commercial -Retail and Office (C-R/O)	C-1 Light Commercial District

Area Information

Location: Land Use	Zoning
North: Office	C-1 Light Commercial District
South: Office	C-1 Light Commercial District
West: Parking lot	C-1 Light Commercial District
East: Office	C-1 Light Commercial District

Background

The applicant, David Cauchi, is requesting approval for a three-unit airspace subdivision of existing medical offices located at 341 Gellert Boulevard (see Attachment A – Site Location). The medical building is situated on an existing 10,050 square foot parcel, which itself would not be subdivided.

Discussion

The requested airspace subdivision is situated in an existing building in the Serramonte Plaza office complex (see Attachment B – Proposed Parcel Map). The building shares a parking, landscape areas, and drive aisles and with other buildings in the same complex, all of which would be unaffected by the airspace subdivision.

The proposed parcel map was routed to all affected and potentially affected agencies. The site is surrounded by developed parcels and is adjacent to existing infrastructure that can adequately serve the parcels with all required utilities and services. The Planning Division is recommending the following Conditions of Approval to ensure the safety of motorists in Serramonte Plaza:

1. The applicant shall repaint all existing STOP bars to the satisfaction of the City prior to City release of the parcel map for recordation. This Conditions shall apply to all parking areas to which the applicant has legal access in the Serramonte Plaza center.
2. The applicant shall replace and repair all non-functioning parking lot lighting to the satisfaction of the City prior to City release of the parcel map for recordation. This Conditions shall apply to all parking areas to which the applicant has legal access in the Serramonte Plaza center.

The Public Works Department has also included several Condition of Approval, compliance with which would be required prior to the recordation of the parcel map, including the requirement that the map be fully plan checked by the Engineering Division prior to recordation.

General Plan and Zoning

The General Plan land use designation for the site is Commercial – Retail and Office, allowing all the uses that presently exist on the subject parcel. Since the proposed airspace subdivision advances the medical office use on the parcel, the proposal is consistent with the General Plan. Likewise, the zoning for the parcel C-1 Light Commercial also allows the use and the proposal is consistent with the Zoning Ordinance. Since the application does not propose to subdivide land, the minimum 2,500 square foot lot area minimum does not apply, nor to park in-lieu fees, which pertain to residential subdivisions only.

Subdivision Requirements

Pursuant to Section 66474 of the Subdivision Map Act, a legislative body of a city or county may approve a parcel map if it makes the following findings:

1. The proposed subdivision and/or design or improvement must be consistent with applicable general and specific plans.
 - The General Plan land use designation for the site is Commercial – Retail and Office, allowing all the uses that presently exist on the subject parcel. Since the proposed airspace subdivision advances the medical office use on the parcel, the proposal is consistent with the General Plan. Likewise, the zoning for the parcel C-1 Light Commercial also allows the use and the proposal is consistent with the Zoning Ordinance.
2. The site must be physically suitable for the type and density of the proposed subdivision.
 - The proposal is for an airspace subdivision in an existing office building. The site and intensity of the existing building are unaffected by the proposed subdivision.
3. The design of the proposed subdivision or improvements must not cause substantial environmental damage or injure fish or wildlife or their habitat.
 - Staff has determined that the proposed minor subdivision will not cause significant environmental damage or injure fish, wildlife, or their habitat. The proposed project would be constructed in a fully urbanized area. A Categorical Exemption per CEQA will be prepared.
4. The design of the proposed subdivision must not cause serious public health problems.
 - No new construction is proposed. The applicant will be required to apply for a building permit for the change of use from office to condominium and meet Building Code requirements, which set minimum safety standards for such conversions.
5. The design of the proposed subdivision or improvements must not conflict with any easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
 - There are no known easements that would be impacted by the proposed airspace subdivision. The proposed subdivision will be subject to a thorough plan check by the Public Works Department prior to recordation.

Utility Providers

The proposed airspace subdivision is located within a fully urbanized area with all public services capable of continuing to serve the subject building in which it is proposed. Utilities to serve the project are already in place, and will continue to have the capacity to accommodate existing medical office use. These include electrical, water, and sewer services.

<i>Utility</i>	<i>Provider</i>
Water and Storm Drains	City of Daly City
Sanitary Sewers	City of Daly City

Gas & Electric	PG&E
Telephone	AT and T
Cable Television	Astound
Fire/Police Protection	DCPD/North County Fire Authority

Environmental Assessment

The proposed parcel map is exempt from the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15315 – Minor Land Divisions. No further environmental review is required.

Findings

Staff finds that the proposed Parcel Map PM-03-23-016140 is in accordance with Chapter 16 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 airspace subdivision would not be injurious or detrimental to property and improvements in the neighborhood or result in substantial environmental damage or disturbance. Staff recommends that the Planning Commission adopt the following findings, should it decide to forward the airspace subdivision to the City Council with a recommendation for approval:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing on June 6, 2023. Notice of said hearing was by newspaper publication, and posting and first class mailing to property owners within 300 feet of the site, on May 25, 2023;
2. The General Plan land use designation for the site is Commercial – Retail and Office, allowing all the uses that presently exist on the subject parcel. Since the proposed airspace subdivision advances the medical office use on the parcel, the proposal is consistent with the General Plan. Likewise, the zoning for the parcel C-1 Light Commercial also allows the use and the proposal is consistent with the Zoning Ordinance;
3. The proposal is for an airspace subdivision in an existing office building. The site and intensity of the existing building are unaffected by the proposed subdivision;
4. The Planning Commission has determined that the proposed minor subdivision will not cause significant environmental damage or injure fish, wildlife, or their habitat. The proposed project would be constructed in a fully urbanized area. A Categorical Exemption per CEQA will be prepared;
5. The design of the proposed subdivision must not cause serious public health problems. No new construction is proposed. The applicant will be required to apply for a building permit for the change of use from office to condominium and meet Building Code requirements, which set minimum safety standards for such conversions;
6. There are no known easements that would be impacted by the proposed airspace subdivision. The proposed subdivision will be subject to a thorough plan by the Public Works Department prior to recordation;

7. The Planning Commission reviewed the proposed airspace subdivision under the requirements of the California Environmental Quality Act (CEQA) and determined that it is Categorically Exempt, per Section 15315: Minor Land Divisions; 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 approval of Parcel Map PM-03-23-016140, subject to the following conditions and Daly City General Conditions of Approval for Minor Subdivisions.

A. ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

1. The minor subdivision shall be valid only in conjunction with detailed plans submitted and approved by the City Council. Any modifications required due to the Conditions of Approval 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.
2. All technical corrections or modifications required by the City Engineer shall be incorporated into the recorded maps, and all applicable fees paid prior to approval for recordation.
3. The parcel map shall conform to the City Standards Conditions for Minor Subdivisions.
4. The parcel map approval granted herein shall be valid for a period of two years. If the parcel map has not been recorded within this timeframe, the applicant may apply for a time extension.
5. The applicant shall repaint/replace all existing STOP bars, STOP legends, and STOP signs in the Serramonte Plaza Center private streets to the satisfaction of the City prior to City release of the parcel map for recordation. Stop signs shall be 30" x 30". Striping shall be thermoplastic. This requirement shall apply to all streets to which the applicant has legal access in the Serramonte Plaza Center. The applicant shall coordinate the work with the City Engineer and the cost of these improvements shall not exceed \$10,000. If this amount is insufficient to cover the costs repainting/replacing all existing STOP bars, STOP legends, and STOP signs in the Serramonte Plaza Center, the applicant coordinate with the City Engineer as to which STOP bars, STOP legends, and STOP signs shall receive priority.

B. ENGINEERING DIVISION

6. The applicant shall submit the airspace subdivision to the Engineering Division for plan check and the Division shall approve the map prior to any recordation. The applicant shall be all costs incurred by the plan check.
7. At the time of parcel map plan check, the applicant shall submit plans showing existing utility and other proposed on-site utility improvements and all off-site improvements.
8. An encroachment permit shall be required to be issued by the Public Works Department for all work proposed within the public right-of-way.
9. The applicant shall comply with the applicable requirements of the City of Daly City Standard Details and Specifications.
10. The applicant shall pay applicable City fee for plan review, map review, etc, and deposit for a copy of the recorded map required to be submitted to the City.

C. BUILDING DIVISION

11. The applicant apply for a building permit for the change of use from office to condo

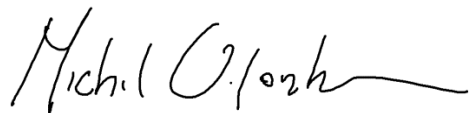
Recommendation

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. Approve Parcel Map PM-03-23-016140, subject to the Conditions of Approval identified herein.

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 – Location Map
Attachment B – Proposed Parcel Map

1) PROPERTY AND RIGHT OF WAY LINES SHOWN HEREON ARE BASED ON
RECORD DATA AND NOT INTENDED TO BE A DETAILED FINAL SURVEY OF THE
PROPERTY. BOUNDARY INFO SHOWN HEREON IS FOR PLANNING PURPOSES ONLY.

ELEVATIONS SHOWN HEREON ARE BASED ON AN ASSUMED VERTICAL DATUM. A MAG NAIL AND WASHER PLACED IN THE WESTERLY CURB OF LOT 16 WAS TAKEN AS AN ASSUMED ELEVATION OF 100.00'

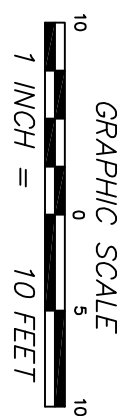
SEQUOIA PROPERTIES MANAGEMENT, LLC A NEVADA LIMITED LIABILITY COMPANY.

JOB No. #22081

EASEMENT NOTE

ACCESS AND UTILITY EASEMENTS ARE GRAPHICALLY SHOWN PER 72 RSM 2 AND 86 RSM 46-47. THE PROPERTY IN QUESTION IS ALSO SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE FOLLOWING DOCUMENTS PERTAINING TO RECIPROCAL ACCESS EASEMENTS AND PARKING EASEMENTS WHICH ARE NOT PLOTTED HEREON.

DOC:2002-060929
DOC:2002-169260
DOC:97-041416
DOC:2006-186018
DOC:2002-189860



301 CALIFORNIA DRIVE SUITE #2
BURLINGAME, CA 94010
415-735-6180

TENTATIVE PARCEL MAP

**341 GELLERT BLVD. A THREE UNIT COMMERCIAL
CONDOMINIUM CONVERSION PROJECT
APN 091-541-220 DALY CITY, CA**

DATE: 12-14-22	DRAWN: GT	
DATE:		REVISED:

SHEET 2
OF
2 SHEETS

JOB No.
#22081



Daly City Planning Commission Agenda Report

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

Meeting Date: June 6, 2023

Application: Zone Change ZC-03-23-016151

Project Planner: Michael Van Lonkhuysen, Planning Manager

Project Location: 1618 Sullivan Avenue (APN 006-352-120)

Project Description: Rezone parcel to be included within the CC Commercial Cannabis Combining District

Applicant: Culture Cannabis Club
1 Corporate Park, Suite 112
Irvine, CA 92606

Property Owner: Dan Tealdi
320 Washington Street #106
Daly City, CA 94015

Environmental Assessment: Exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines 15061 – Review for Exemption

Applicable Daly Municipal Code Sections: Chapter 5.104 – Commercial Cannabis Regulations
Chapter 17.56 – CC-Commercial Cannabis Combining District

Site Information

Property Sizes	Existing Use	Proposed Use	General Plan Designation	Current Zoning
7,280 sq. ft. (0.17 acres)	Two-story retail/office building	Two-story retail/office building (changes proposed to include commercial cannabis retail)	Commercial – Retail/Office (C-R/O) – Sullivan Corridor Specific Plan	Commercial – Retail/Office (C-R/O)

Area Information

Land Use	Zoning
North: Automotive repair garage (“SpeedDee”)	Commercial – Retail/Office (C-R/O)
South: AT&T office/corporation yard facility	Commercial – Retail/Office (C-R/O)
West: AT&T office/corporation yard facility	Commercial – Retail/Office (C-R/O)
East: SFPUC Pump Station	Unzoned

Background

The applicant, Culture Cannabis Club, is proposing to rezone the entire parcel at 1618 Sullivan Avenue to be included in the Commercial Cannabis (-CC) Combining District (see Attachment A – Site Location). The property is presently zoned C-R/O Commercial Retail and Office by the Sullivan Corridor Specific Plan and would be rezoned to C-R/O-CC, Commercial Retail and Office, Commercial Cannabis under the current proposal.

The Planning Commission forwarded a similar proposal to the City Council two years ago with a recommendation for approval. On June 28, 2021, the City Council denied the request however on a 2-2 vote. The current application is different from the previous proposal because this applicant is proposing that 1618 Sullivan Avenue be the only property situated within a newly created eligibility zone. Where the previous proposal added the property to the 23 properties in Eligibility Zone #1, this proposal does not increase the number of potential cannabis retailers in Eligibility Zone #1, which lies roughly between Sullivan Avenue and Junipero Serra Boulevard, north of Washington Street.

The existing two-story building contains approximately 9,600 square feet and is occupied by six tenants, including Dos Charros, Mailbox USA, Golden Nail Salon, SF Dermatology, Washington Dental, and Farmer Insurance (Attachment B – Site Photos). The applicant would occupy a 2,000 square foot space in the building's second floor.

Discussion

In March 2021, the City Council amended Title 17 of the Daly City Municipal Code (Zoning Ordinance) to include the Commercial Cannabis (-CC) Combining District, an overlay district where cannabis retail sales can occur without the requirement for a use permit. The amendment was part of a series of actions by the City Council to allow the legal retail sale of cannabis in Daly City after California voters enacted Proposition 64 in 2016. The proposition effectively allowed the legal retail sale of non-medical cannabis throughout the state, subject to local approval.

In adopting the Commercial Cannabis (-CC) Combining District, the City Council implemented an approximate 600-foot buffer zone around schools and youth centers throughout Daly City. Certain properties were excluded from the overlay district even if they were outside the buffer zone, including gasoline stations and those properties zoned PD (Planned Development). The latter exclusion removed the ability for cannabis retail sales at Serramonte Shopping Center and Westlake Shopping Center. The City Council also opted to preclude the retail sales of cannabis in several areas, including School Street, Mission Street, Geneva Avenue, and Junipero Serra Boulevard.

Aggregating the buffer zones around schools and youth centers, the exclusions identified in the previous paragraph, and properties excluded by the City Council, the following areas were permitted for the retail sale of cannabis:

1. Skyline Plaza Shopping Center
2. Saint Francis Square Shopping Center
3. Alto Serramonte Shopping Center
4. Gellert Marketplace
5. Serramonte Plaza (office building south of Gellert Marketplace)
6. City Heights Shopping Center
7. Commercially-zone properties north of Pierce Street between Sullivan Avenue and Edgeworth Avenue

As approved, the combining district now applies to approximately 63 properties in six distinct eligibility zones (see Attachment C – Adopted Retail Cannabis Eligibility Zones). Because each eligibility zone permits one cannabis retailer, the total number of potential retailers is presently capped at six, citywide.

Under the current proposal, the applicant requests not only to rezone the property for inclusion in Commercial Cannabis (-CC) Combining District, but also that the City Council establish a new *seventh* eligibility zone. The applicant has provided a letter explaining the rationale for this request (see Attachment D – Letter from Culture Cannabis Club). The primary reason for this specific aspect of the request is to eliminate the potential for a second cannabis retail facility in Eligibility Zone #1.

Staff remains supportive of this location as a retail cannabis use because the subject property seems well-suited for the use. There are no residences adjacent to the property, the property is not within 600 feet of any school or youth center, and the property is situated in an area generally occupied by retail, office, and automotive service uses (see Attachment E – Cannabis Buffer Zone Map). The adjacent property to the south and west is an AT&T office/corporation yard facility. The property across Sullivan Avenue to the east is an SFPUC pumping station, with Interstate 280 beyond. A Speedee Oil Change and Tune Up facility is immediately adjacent to the north. The nearest residential use exists across Washington Street in the mixed-use office apartment building situated at the northwest corner of Washington and Sullivan Avenues.

If the rezoning is approved, a cannabis retailer could occupy any of the building's spaces, subject to the limitations established by the overlay. The Planning Division consulted with the Police Department and the Department had no objection to the rezoning. The rezoning would have no impacts to utility provision at the site.

Environmental Assessment

The proposed rezoning is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section of 15061 - Review for Exemption. The proposed rezoning would not have the potential to cause significant effects on the environment and it can be seen with certainty that there is no possibility that the regulations would have a significant effect on the environment.

Findings

Staff has found that the proposed Zone Change ZC-03-23-016151, rezoning 1618 Sullivan Avenue to be included in the CC Commercial Cannabis Combining District is in accordance with Titles 5 and 17 of the Daly City Municipal Code. Approval of the proposed amendments to the Zoning Ordinance will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in Daly City. The proposed project would not be injurious or detrimental to property and improvements in any neighborhood or result in substantial environmental damage or disturbance. Staff is recommending that the Planning Commission adopt the following findings of fact:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing on June 6, 2023; notice of said hearing was by newspaper publication, and posting and first class mailing to property owners within 300 feet of any property proposed for rezoning to the Commercial Cannabis Combining District, on May 25, 2023;
2. In October 2019, the City Council amended Title 5 of the Daly City Municipal Code to include Chapter 5.104 – Commercial Cannabis Regulations, authorizing commercial cannabis activities and establishing the process for permitting and regulating commercial cannabis activities in Daly City;
3. In March 2021, the City Council amended Title 17 of the Daly City Municipal Code (Zoning Ordinance) to include the Commercial Cannabis (-CC) Combining District, an overlay district where cannabis retail sales can occur without the requirement for a use permit;
4. As approved, the combining district now applies to approximately 63 properties in six distinct eligibility zones;
5. The applicant has proposed rezoning the entire parcel at 1618 Sullivan Avenue to be included in the Commercial Cannabis (-CC) Combining District, whereby the new zoning C-R/O-CC, Commercial Retail and Office, Commercial Cannabis;
6. The Planning Commission finds that the subject property is well-suited for a retail cannabis use. There are no residences adjacent to the property, the property is not within 600 feet of any school or youth center, and the property is situated in an area generally occupied by retail, office, and automotive service uses;
7. Based on the merits of the proposed rezoning, the Daly City Police Department has issued no objection to it. Any future potential retailer at the subject address would be required to obtain a commercial cannabis business license at which time further review of the specific application would be considered by the City; and
8. The proposed rezoning is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section of 15061 - Review for Exemption. The proposed rezoning would not have the potential to cause significant effects on the environment and it can be seen with certainty that there is no possibility that the regulations would have a significant effect on the environment.

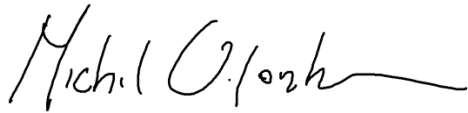
Recommendations

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. Find that the proposed regulations are exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section of 15061 - Review for Exemption; and
3. Recommend to the City Council the approval of Zone Change ZC-03-23-016151, rezoning 1618 Sullivan Avenue to be included in the CC Commercial Cannabis Combining District.

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

Respectfully submitted,



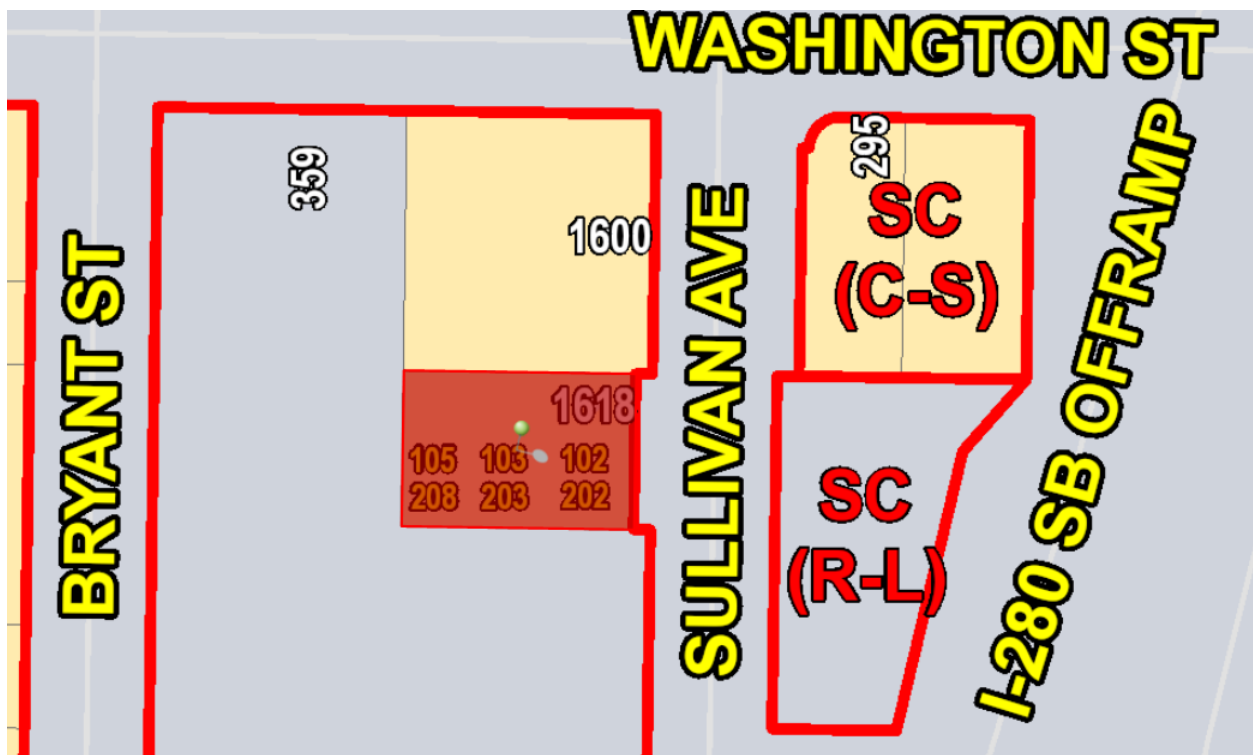
Michael Van Lonkhuysen
Planning Manager

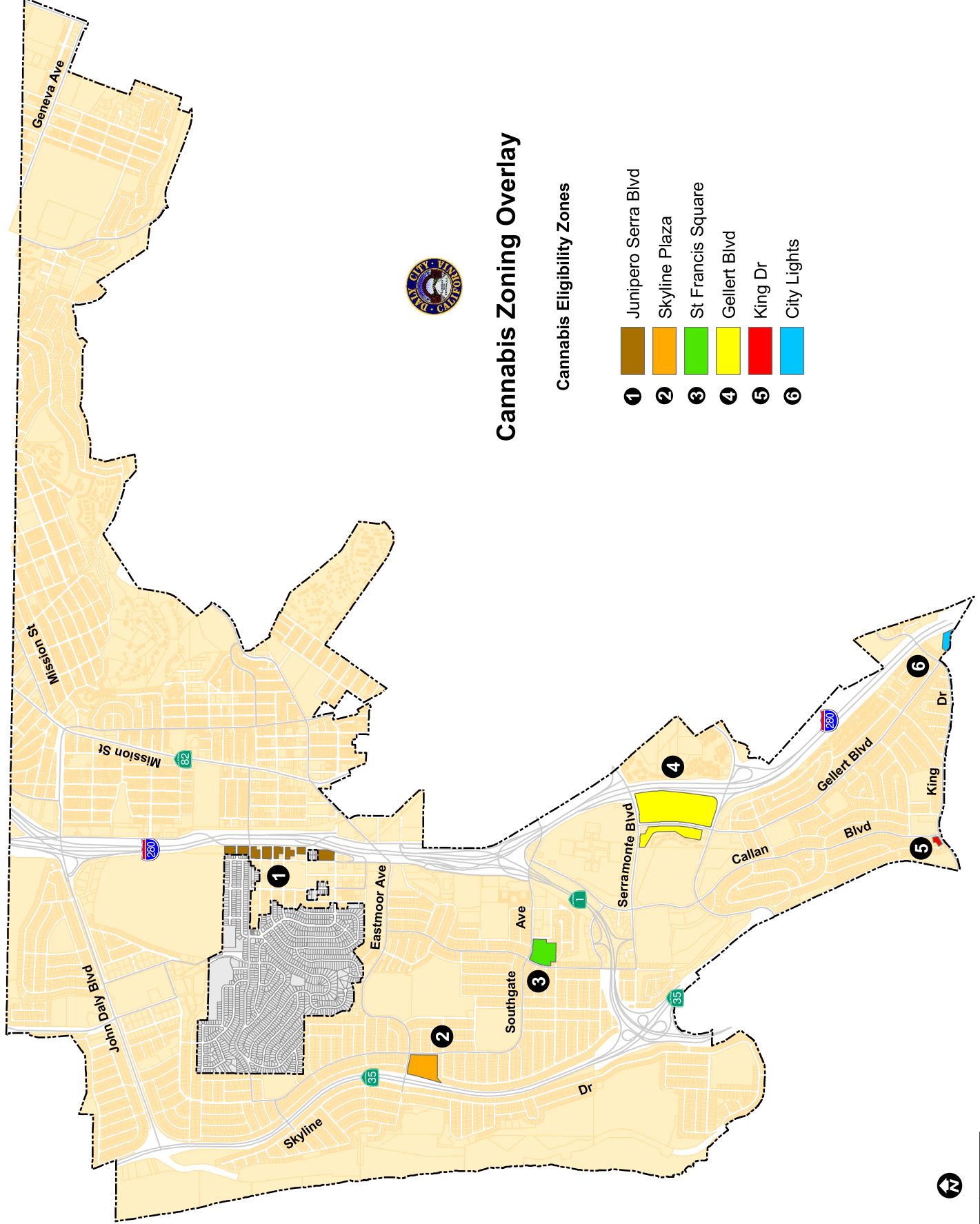


Tatum Mothershead
Director of Economic and Community
Development

Attachments

- Attachment A – Site Location
- Attachment B – Site Photos
- Attachment C – Adopted Retail Cannabis Eligibility Zones
- Attachment D – Letter from Culture Cannabis Club
- Attachment E – Cannabis Buffer Zone Map

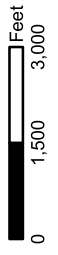




Cannabis Zoning Overlay

Cannabis Eligibility Zones

- 1 Junipero Serra Blvd
- 2 Skyline Plaza
- 3 St Francis Square
- 4 Gellert Blvd
- 5 King Dr
- 6 City Lights







To Whom it May Concern,

Culture Cannabis Club would like to request adding the address 1618 Sullivan Ave, Daly City CA which is APN 006352120 to the Cannabis Overlay District map as an allowable parcel for storefront cannabis retail. The property is zoned properly for commercial use, meets all sensitive use setback requirements per city and state regulations, is perfectly situated near a major freeway, and would be in the best interest of the community increasing access for medicinal and adult use clients alike.

Currently there is no access to medicinal and adult use cannabis in the southwest and central regions of Daly City. This is due to no property being available in Zone 3 St Francis Square, Zone 4 Gellert Blvd, and our original awarded license in Zone 6 City Lights not being viable. Culture was awarded a license in Zone 6 the City Lights district but has learned that the landlord was not going to extend the lease. The landlord has plans to demolish the building and expand the Mercedes Dealership property to this location. This rendered the project in Zone 6 which was originally awarded to Culture impossible to bring to fruition. Culture cannot invest \$750,000 it would take to renovate the space with less than a year and a half to recover the investment.

Currently Daly City only has 3 of the original 6 allowable zones with viable properties. This means that residents must commute long distances to access legal cannabis. This increases the prevalence of unlicensed retailers and delivery companies bringing untested and potentially contaminated products into the community. For those residents that understand the importance of purchasing from a licensed retailer versus an unlicensed one they are commuting to the nearest locations increasing traffic and polluting the environment more than necessary. Also, the Daly City and the residents are not fully maximizing the tax revenue that had been originally planned when the City Council originally opted to have 6 districts allowing one license per district. See attached cannabis overlay map with

Culture Cannabis Club is still very interested in serving the Daly City community with high quality cannabis products at low prices. We have a contract in place with the landlord of the proposed property and would be able to build out and begin operating within 4 months of receiving building permits. We have already been awarded a license in the city, so the principals have backgrounds approved and an intimate knowledge of how to get through Building/Safety departments, Police, and Planning assigned to cannabis retailers. Attached is our corporate deck showing our experience, current licenses in the state of California totaling 26, our commitment to local high paying jobs, our investments into local nonprofits and community groups, and our unique retail concept.



Culture along with the owner of the land respectfully request that you add 1618 Sullivan Ave to the Cannabis Zoning overlay district map and allow Culture to operate. This would increase legal access for residents, add needed jobs to the area, increase tax revenue for City expenses, and would allow Culture the chance to serve Daly City. Feel free to reach out to CEO Devon Julian at Devon@culturecannabisclub.com with questions or concerns.

Respectfully,

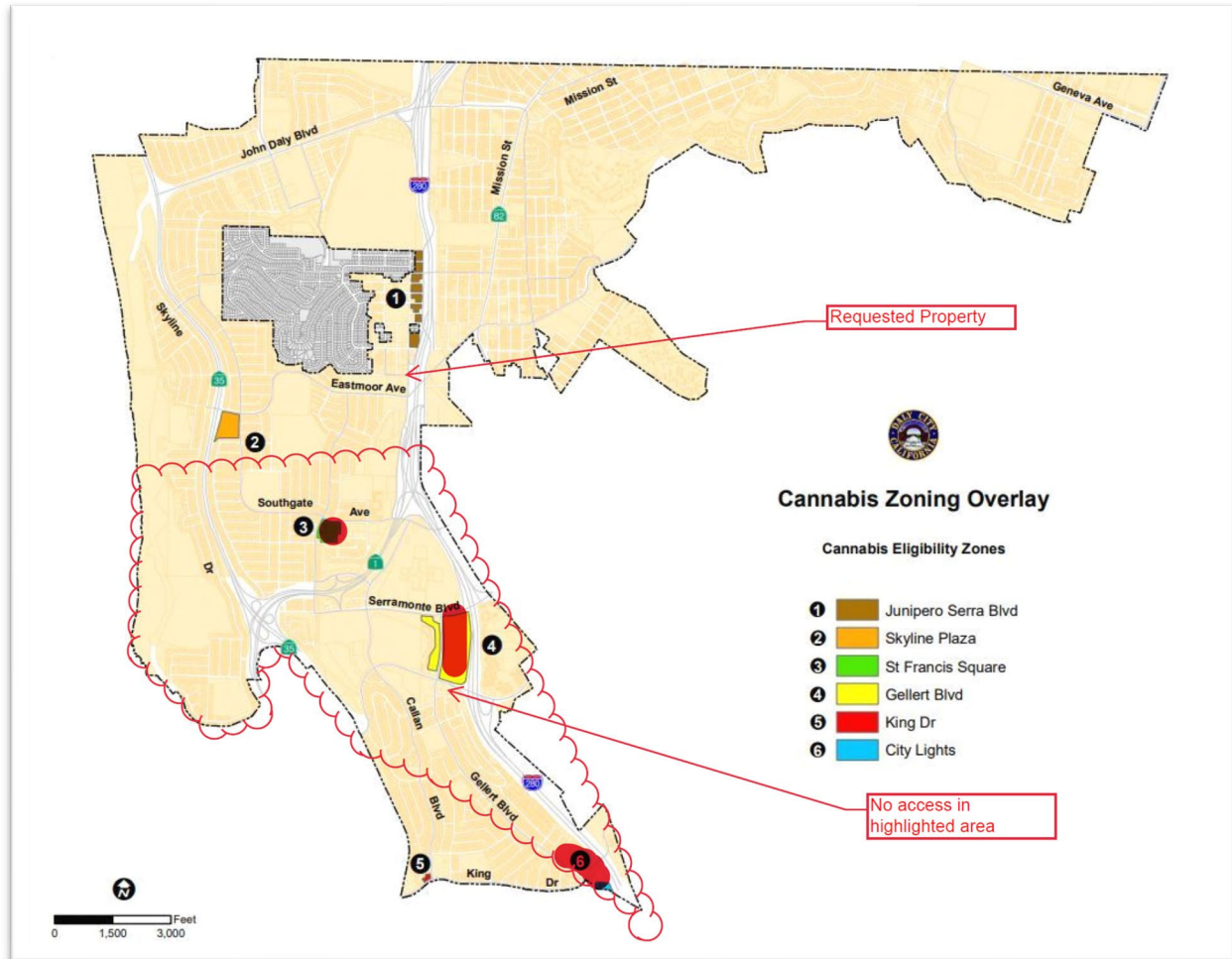
A handwritten signature in black ink that reads "Devon Julian". The signature is written in a cursive, flowing style.

Devon Julian

CEO

Culture Cannabis Club

Cannabis Overlay Map

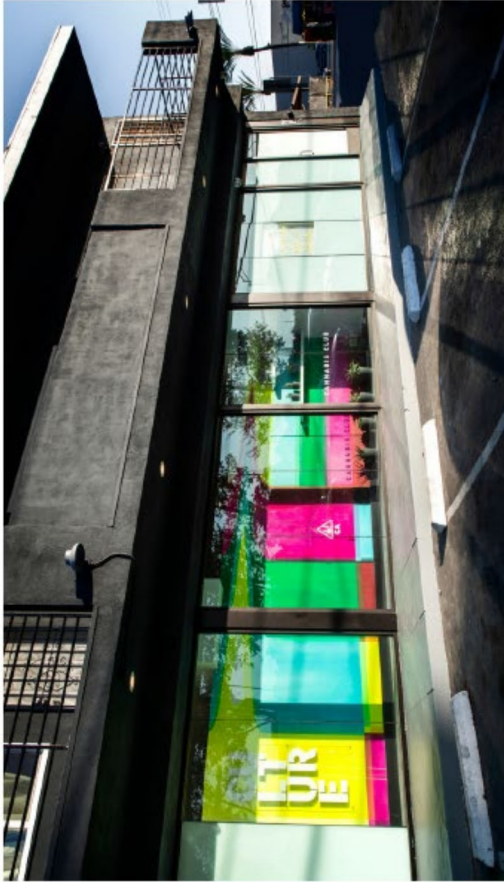




Photos of Property



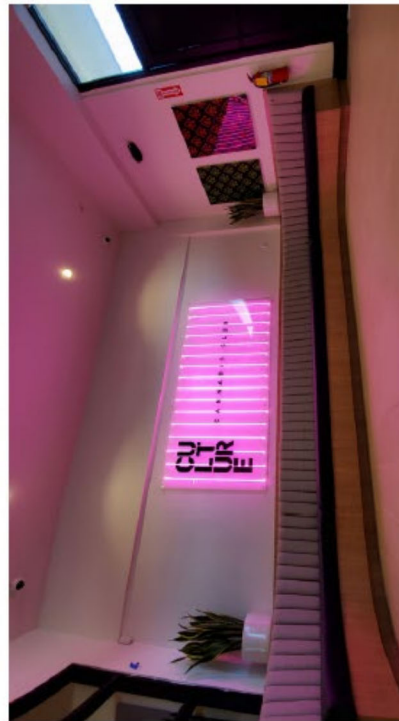
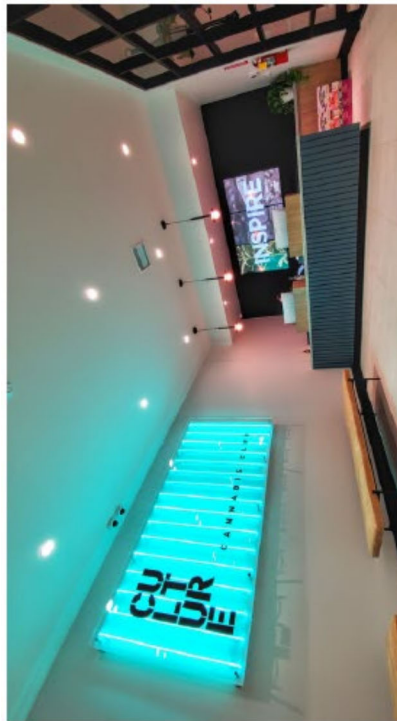
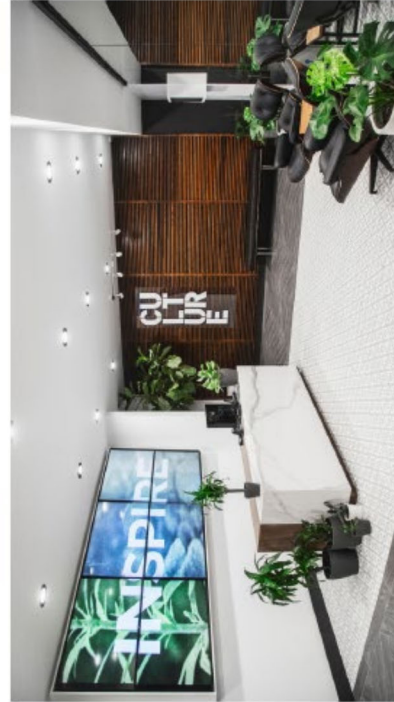
Photos of Current Culture Stores



EXTERIOR DESIGN

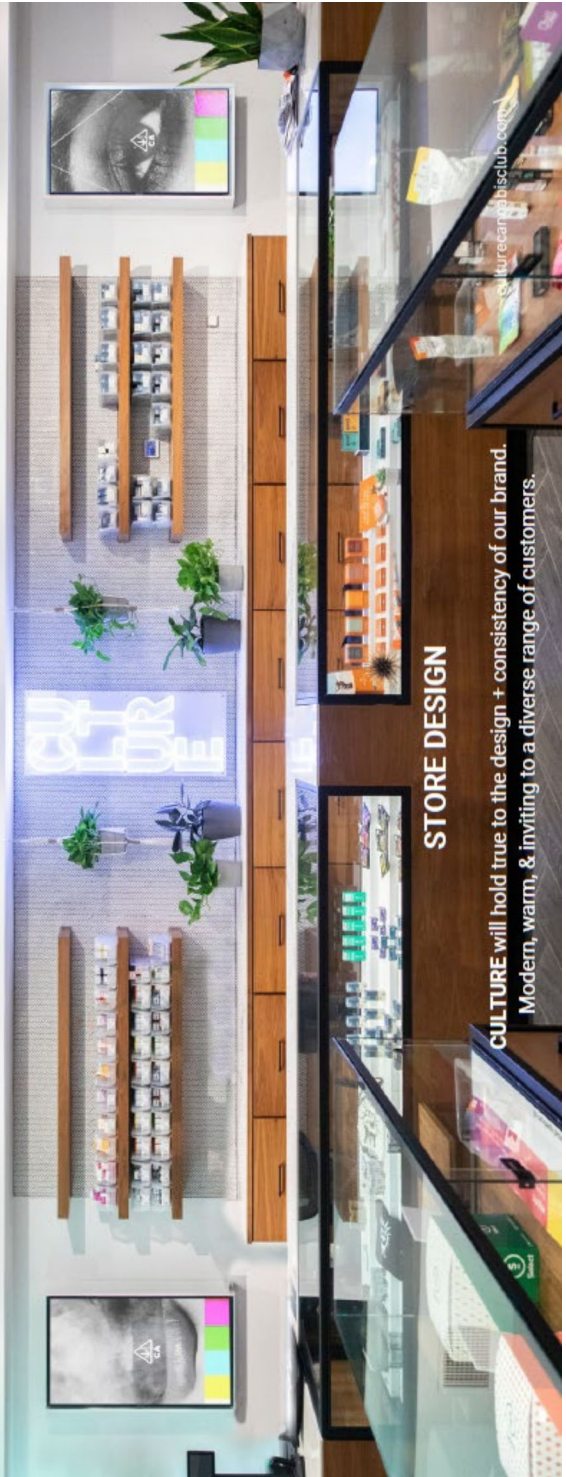
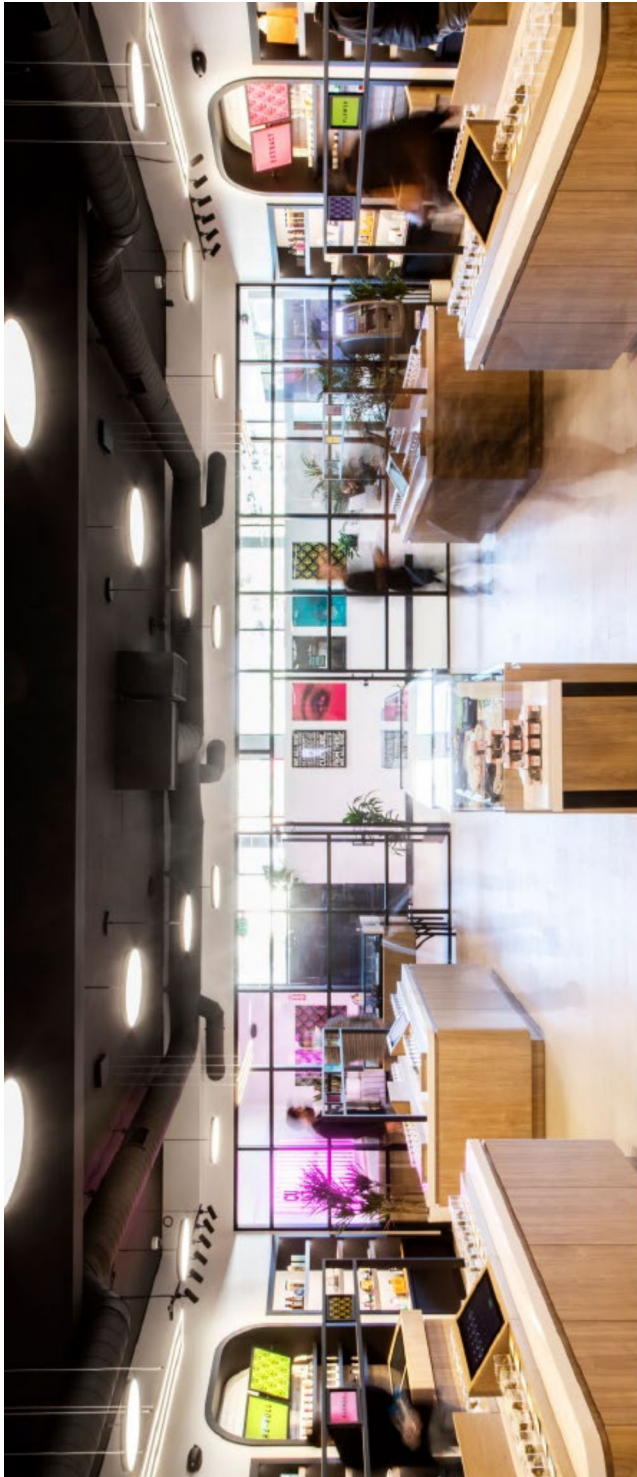
CULTURE will hold true to the design + consistency of our brand. Modern, warm, & inviting to a diverse range of customers.





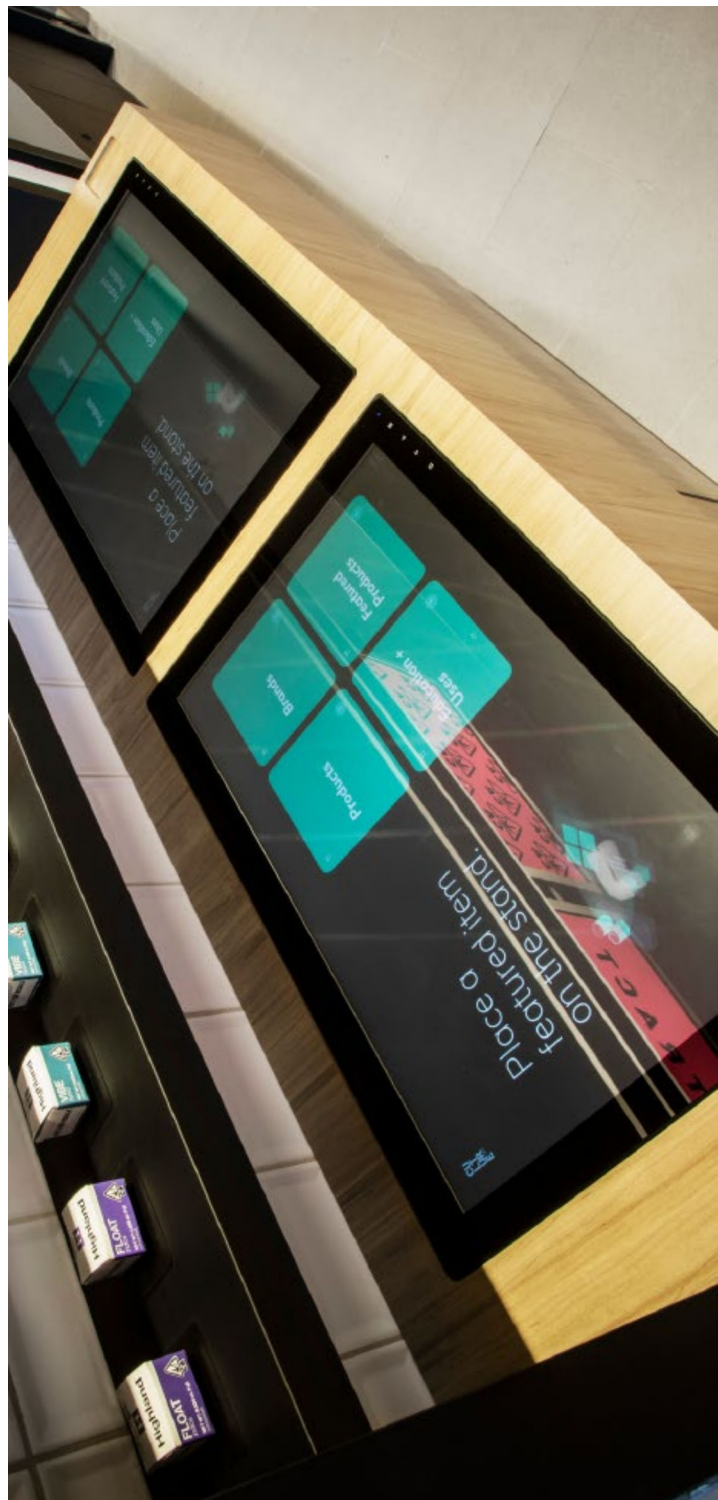
RECEPTION DESIGN

CULTURE will hold true to the design + consistency of our brand.
Modern, warm, & inviting to a diverse range of customers.



STORE DESIGN

CULTURE will hold true to the design + consistency of our brand.
Modern, warm, & inviting to a diverse range of customers.

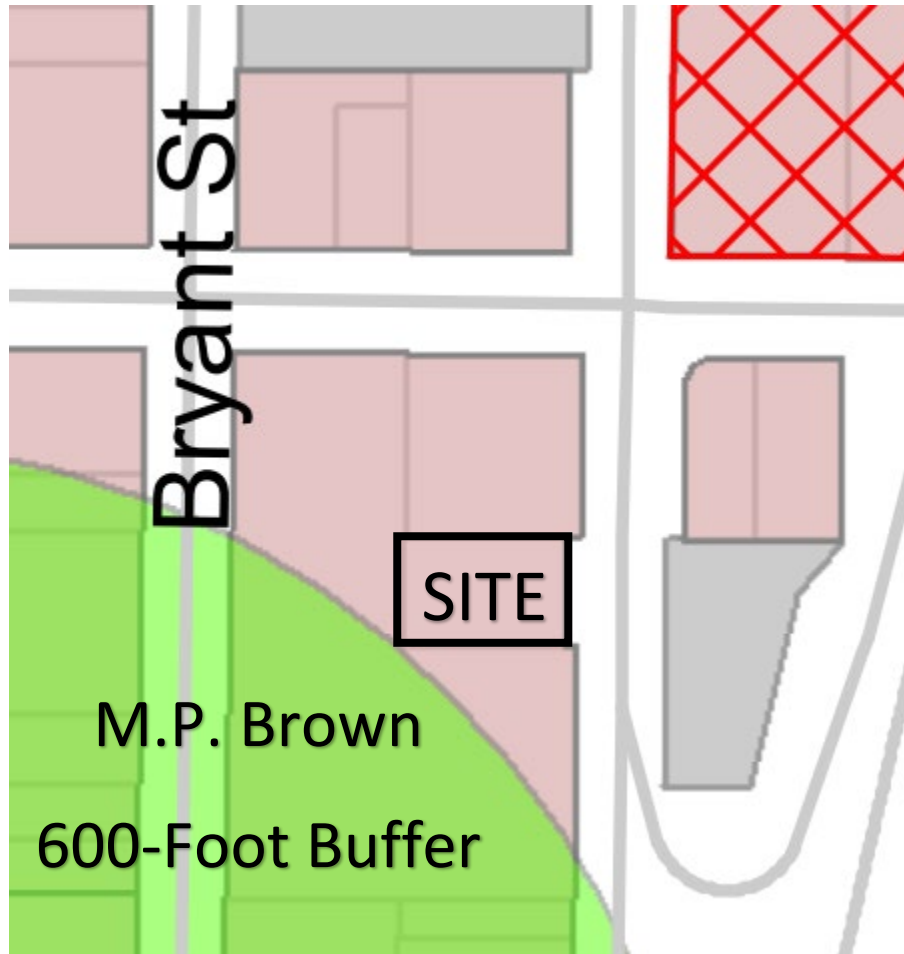


STATE-OF-THE-ART TECHNOLOGY

CULTURE incorporates a unique retail concept utilizing touch screen technology. The system assists with customer education on product types, uses, cannabinoid concentration, flavors, and brands. This technology allows new users or medicinal patients to comfortably browse by effects in a low-pressure, private environment.

In addition, this system increases security and helps expedite the ordering process for customers to easily make their product selections on the user-friendly touch screens, and then proceed to a point of sale station to pay and receive their order from a Budtender.







Daly City Planning Commission Agenda Report

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

Meeting Date: June 6, 2023

Application: Use Permit UPR-4-23-016182

Project Planner: Michael Van Lonkhuysen, Planning Manager

Project Location: 25 Florence Street (southeast of Hilldale School)
APN 003-404-030

Project Description: Temporary classrooms in support of approved new construction of three new buildings for classroom and support space

Applicant/
Property Owner: John Sittner
PO Box 636
Salt Lake City, Utah 84110

Environmental
Assessment: Categorically Exempt from the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15332 – In-fill Development

Applicable Daly City
Municipal Code Sections: Chapter 17.09 – R-1 Single Family Residential District
Chapter 17.44 – Use Permits

Site Information

Property Sizes	Existing Use	Proposed Use	General Plan Designation	Current Zoning
46,405 s.f. (1.07 acre)	Vacant land	Temporary classrooms	Residential – Low Density	R-1 Single Family Residential

Area Information

Land Use	Zoning
North: City water tank	R-1 Single Family Residential
South: Vacant	R-1 Single Family Residential
West: Vacant	R-1 Single Family Residential
East: Vacant	R-1 Single Family Residential

Background

The applicant, John Sittner, proposes temporary classrooms on a vacant property that would be in place for approximately 12 months while construction occurs at Hilldale School (see Attachment A – Site location). The applicant received approvals in 2018 and 2020 to expand Hilldale School and to construct a six-space carport accessible through a driveway extension to be constructed in the Thiers Street right-of-way south of the project site.

Project Description

Because the school would continue to operate while construction is occurring, the applicant has proposed to use a property the school owns southeast of the school for temporary classrooms and a play area for kindergarten through third grade (see Attachment B – Project Plans and Attachment C – Temporary Operations Plan). The applicant has indicated that the temporary classroom would need to remain in place for essentially the 2023-2024 school year.

The property is situated adjacent to a City water tank and shares a gravel access road with the water tank use from Theirs Street to the property. Because the pathway between the student drop-off area on Theirs to the temporary classroom is not paved, the applicant would use a school van to transport children in the morning and afternoon to and from the student drop-off area to the temporary classrooms.

The temporary classrooms would consist of modular buildings much like those commonly used on public school sites. The area in which they would be placed is already flat and does not require any significant grading work. The temporary play area for the children, which would be fenced, is proposed for a downslope location from the temporary classrooms. No permanent surfaces are proposed in the play area, which would instead consist of tanbark, benches, and play equipment that does not require a permanent footing.

All the proposed improvement would require approval from the Building Division, Engineering Division, Department of Water and Wastewater Resources, and the Fire Department. The applicant is presently working with each of these agencies to permit the proposed temporary classroom placement.

Use Permit

The proposed temporary classrooms will advance the construction of the previously-approved Hilldale School expansion and for this reason staff supports issuance of the use permit.

Environmental Assessment

The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, (State CEQA Guidelines) Section 15332 – In-fill Development. Section 15332 makes specific findings that must be made in order to qualify for this exemption.

Findings

Staff finds that, as conditioned, the approval of Use Permit UPR-4-23-016182 would be in compliance with Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing 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. Staff recommends that the Planning Commission adopt the following findings, should it decide to forward the temporary classroom to the City Council with a recommendation for approval:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing on June 6, 2023; notice of said hearing was published in a newspaper of general circulation on May 23, 2023, posting and first class mailing to property owners within 300 feet;
2. The proposed use is temporary in nature and will advance the construction of the previously-approved Hilldale School expansion;
3. The proposed use contains no hardscape surfaces and as designed would result in no impacts on the project site lasting more than 12 months; and
4. The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, (State CEQA Guidelines) Section 15332 – In-fill Development. Section 15332

Conditions of Approval

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for Use Permit UPR-4-23-016182, 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 project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval, and minor changes to the plan, must be reviewed and approved by the Planning Division prior to the change. Major site or architectural modifications shall be treated as an amendment and shall be subject to review by the Planning Commission and City Council.
2. The temporary use approvals granted herein shall be valid for a period of one year. If building permits have not been issued within this timeframe, the applicant shall apply for a time extension.

3. All chain link fencing installed shall be vinyl-clad, and dark green or black.
4. Hardscape surfaces associated with the temporary classrooms shall not be allowed. The placement of tanbark, benches, and play equipment that does not require a permanent footing shall be permitted so long as all of the material is removed after the temporary use ceases,

B. BUILDING DIVISION

5. The applicant shall obtain all permits necessary to implement the project from Building Division.

C. ENGINEERING DIVISION

6. The proposed student path of travel passes through City of Daly City property (APNs 003-404-020, 003-405-010). The applicant shall obtain a license agreement from the City prior to any work on the subject site.
7. The applicant shall submit a revised site plan that identify property owners for parcels used for temporary classrooms, temporary play area and path of travel on the site plan.
8. The applicant shall provide fencing plan prior to any work on the subject site. No fence/gate/buildings will be allowed in the public right-of-way.
9. The applicant shall clarify if that no portion of Orange Street or Atlanta Street will be used for fences, gates or buildings by showing detailed locations of such fences, gates or buildings on the plans.

D. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

10. The applicant shall satisfy all the requirements of the DWWWR prior to initiating the proposed temporary classroom use.

E. NORTH COUNTY FIRE AUTHORITY (FIRE DEPARTMENT)

11. The applicant shall satisfy all the requirements of the Fire Department prior to initiating the proposed temporary classroom use.

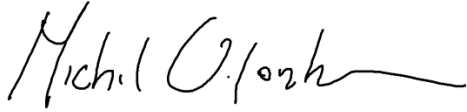
Recommendations

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 Use Permit UPR-4-23-016182, subject to the Conditions of Approved outlined herein.

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

Respectfully submitted,



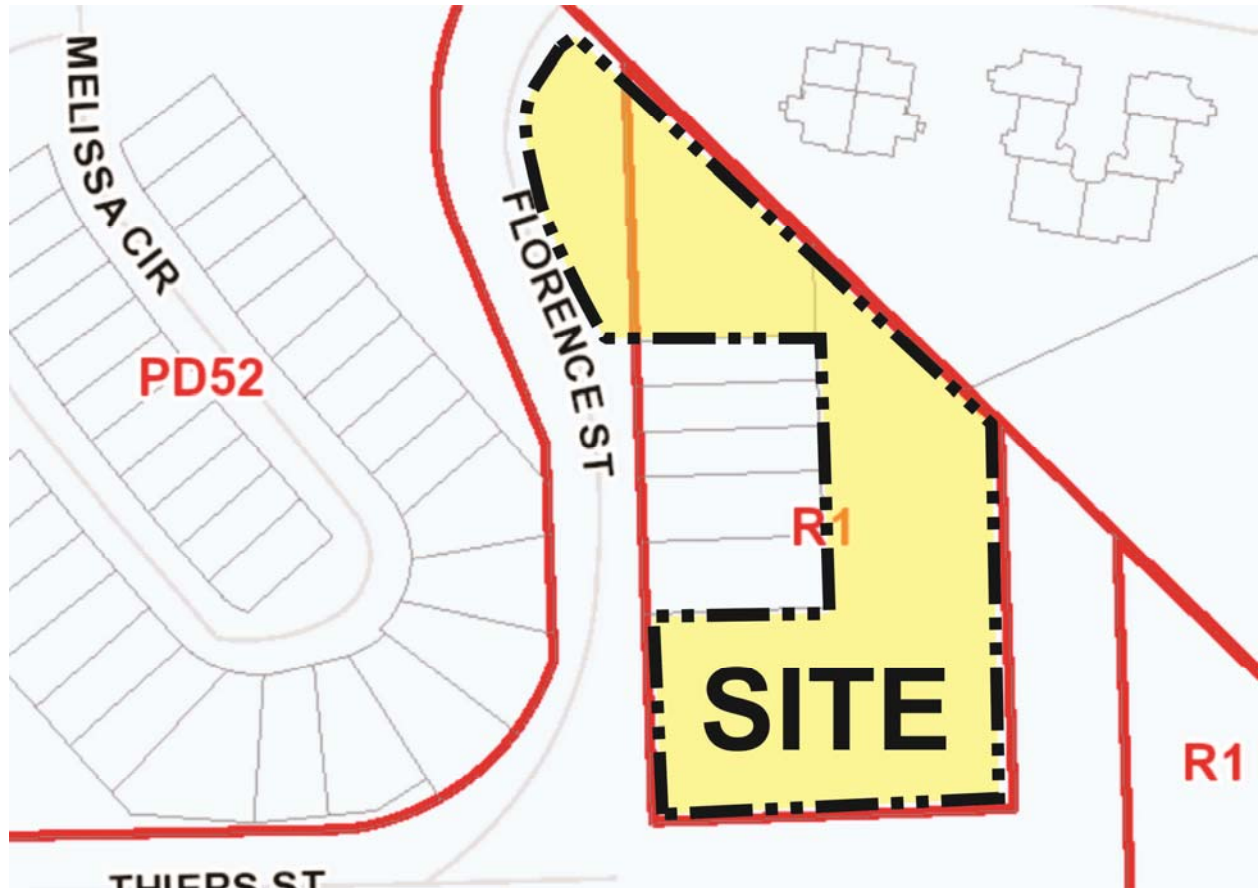
Michael Van Lonkhuyzen
Planning Manager



Tatum Mothershead
Director of Economic and Community
Development

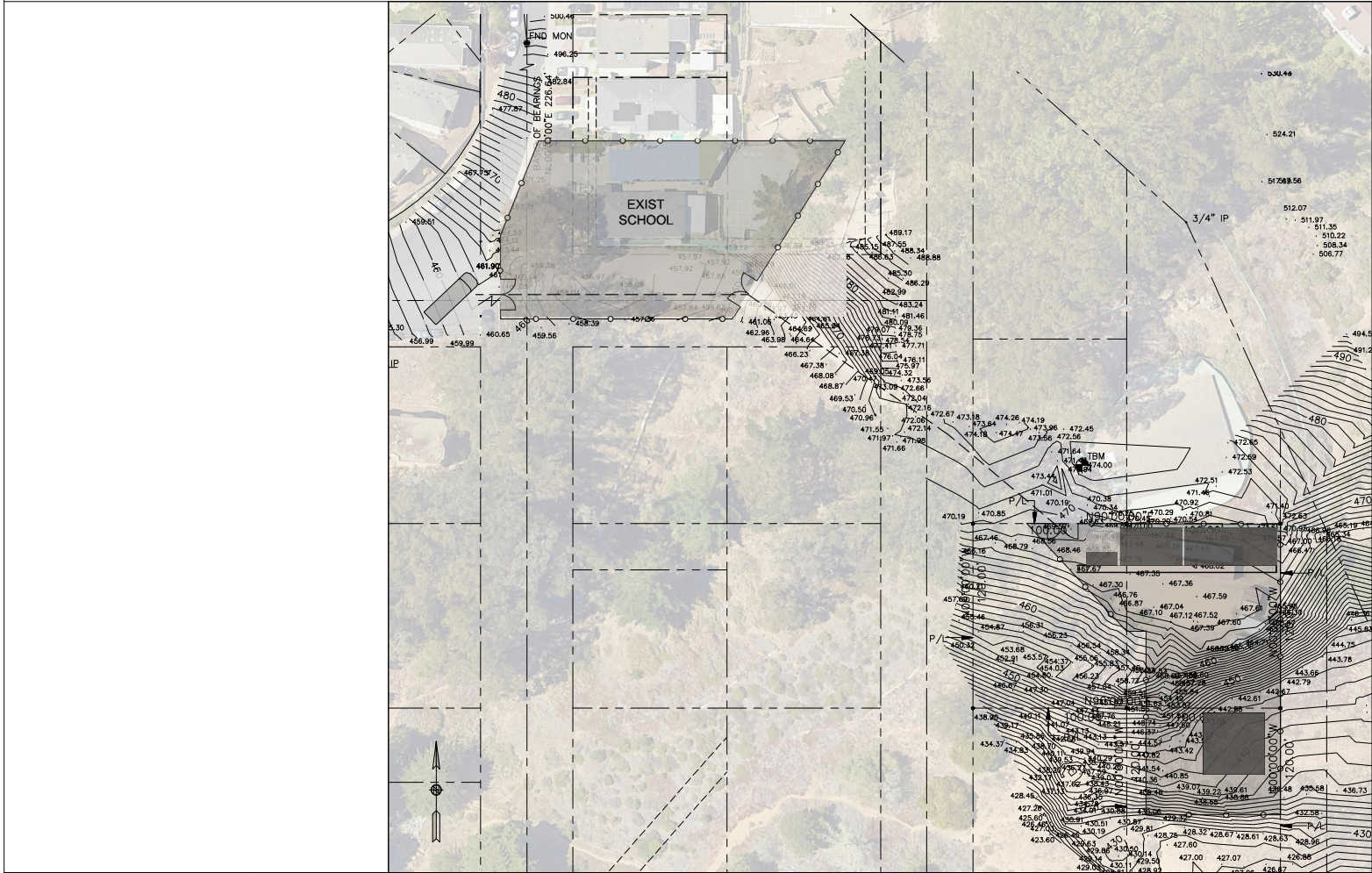
Attachments

Attachment A – Location Map
Attachment B – Project Plans
Attachment C – Temporary Operations Plan



ATTACHMENT A

THE HILLDALE SCHOOL TEMPORARY CLASSROOM CUP APPLICATION



SHEET INDEX

EX-1	COVER SHEET
EX-2	SITE PLAN
EX-3	SITE PLAN-ENLARGED
EX-4	GRADING PLAN

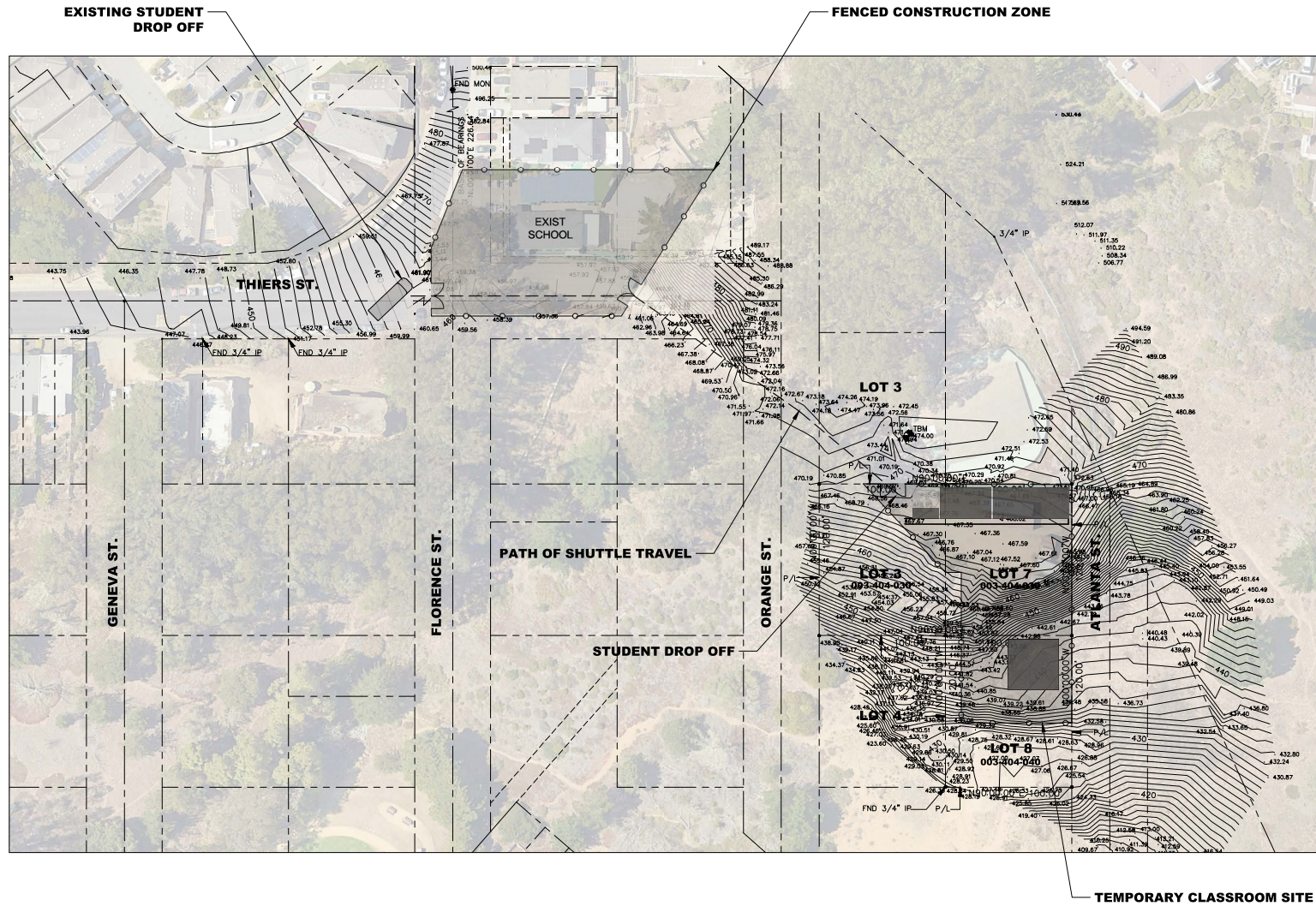
79 FLORENCE STREET
DALY CITY, CALIFORNIA 94014

COVER SHEET

REVISIONS				JOB NO.
NO.	DATE	DESCRIPTION	BY	DATE:
				DRAWN:
				CHECKED:
				SCALE:

SHEET NO.

EX.1

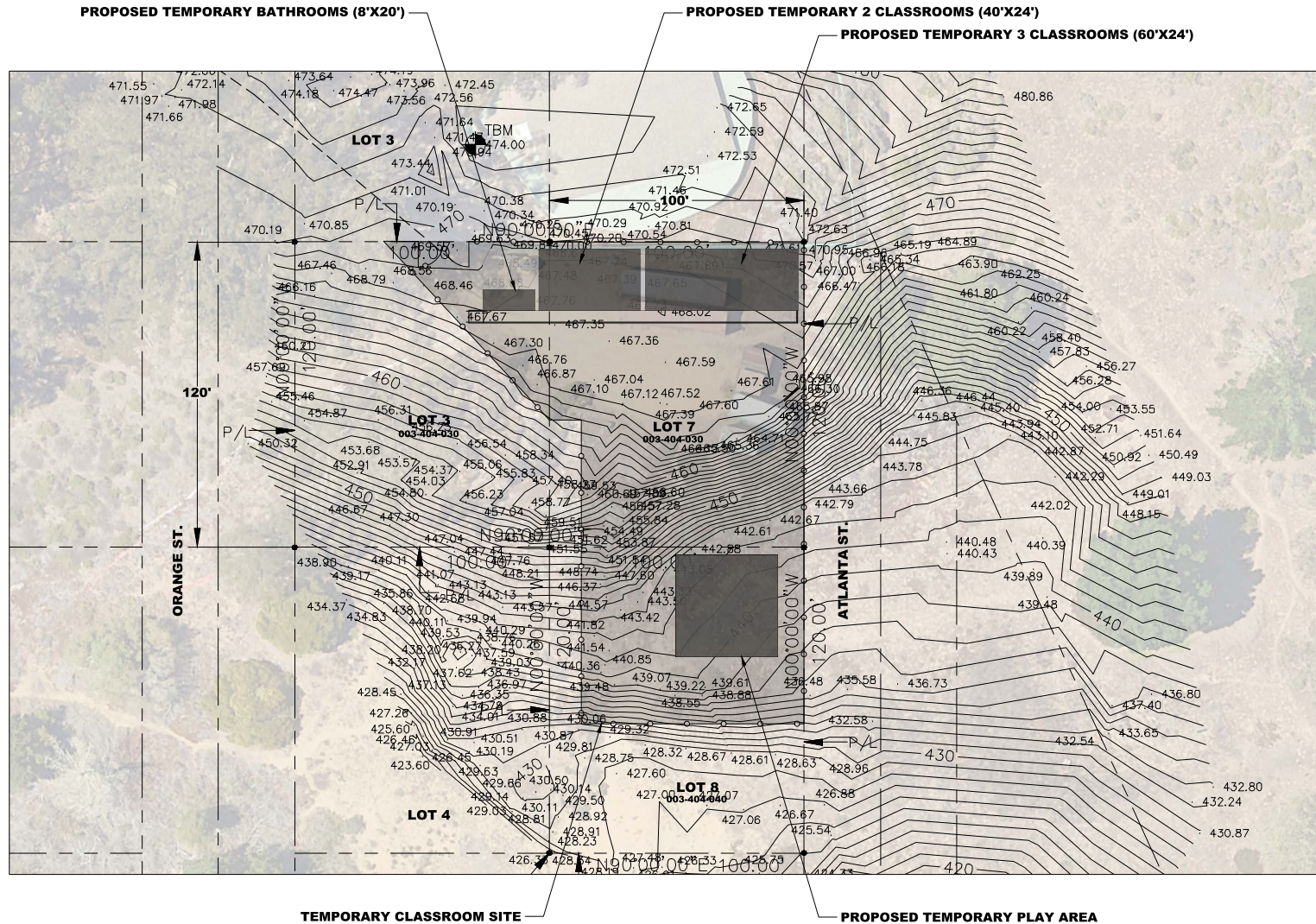


79 FLORENCE STREET
DALY CITY, CALIFORNIA 94014

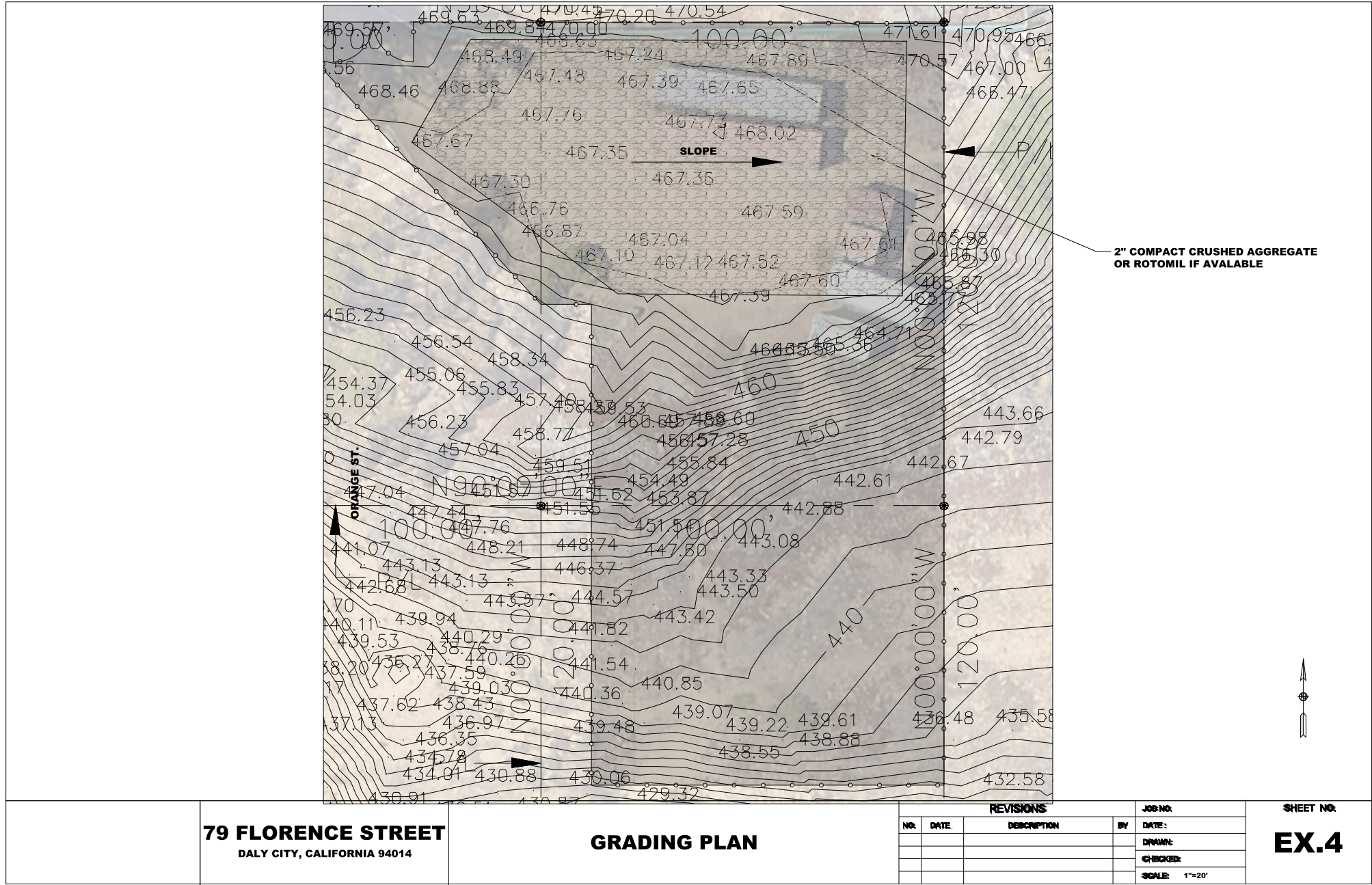
SITE PLAN

REVISIONS				JOB NO.
NO.	DATE	DESCRIPTION	BY	DATE:
				DRAWN:
				CHECKED:
				SCALE: 1"=40'

SHEET NO.
EX.2



79 FLORENCE STREET DALY CITY, CALIFORNIA 94014		PROPOSED FENCING BOUNDARY		REVISIONS		JOB NO.	SHEET NO. EX.3
NO.	DATE	DESCRIPTION	BY	DATE	DATE		
						CHECKED:	
						SCALE: 1"=20'	



Hilldale School Operations Plan

For Operation of a Temporary Classroom Facility during the 10 to 12 months of Construction for Demolition of the 83 Florence St Building, Improving Thiers Street, and Building the New 83 Florence Building.

Student Groups:

1. Grades K to 3 will be located in the temporary classrooms
2. Grades 4 to 8 and admin. will be located in the 79 Florence and 25 Florence buildings

Student Drop-off, pickup and Movement

1. All students will continue to be dropped-off and picked-up at the Florence and Thiers intersection.
2. All drop-off and pickup will be done between 7:50-8:30am, 3:15-3:45pm, and 5:00-6:00pm
3. There will be NO construction traffic allowed through the Florence and Thiers intersection during these times.
4. The lower grade students will proceed to a waiting area in 79 Florence to be escorted in groups to the temporary classroom area.
5. The lower grade students will rarely move between the two campus locations except in preparation for drop-off and pickup.
6. Lower grade students will have a play area on the Reservoir Hill property.

Temporary Classroom Facility

1. Temporary, preconstructed, classrooms and bathroom buildings are to be provided by a CA State Architect approved provider, though this project will need Daly City approval, not DSA approval.
2. Classrooms and bathrooms have all-electric HVAC.
3. Power to be provided by PGE. A temporary PGE power pole and construction permit has been applied for.
4. Water for the bathroom will be City culinary water using connections utilized for irrigating the slide slope, if approved. Otherwise, we can provide water storage and pumping.
5. There is no sewer connection available, and we propose a temporary underground tank which will be serviced regularly.
6. We propose to fence the entire three parcel property area.
7. The current storage facilities on the property will be removed.

Construction operation notes

1. The contractor will be communicating regularly with Daly City WWS and the school to be certain that their operation does not impede the other's operations.
2. The contractor will have no traffic into or out of the construction site during drop-off and pickup.
3. If the building permit is approved and issued this month, construction will begin in June with the underground portion of the current courtyard area completed before school begins in September. This will allow construction fencing to be placed to segregate construction and allow the lower grade students to go to the temporary campus through the existing play area, rather than needing to go up, North, and around the existing play area.
4. There will be a tall, physical barrier between all construction activities and school activities.