

CITY OF DALY CITY

Regular Meeting - CITY COUNCIL

AGENDA

Monday, July 25, 2011 - 7:00 PM
City Hall Council Chambers – 2nd Floor
333 – 90th Street, Daly City, CA 94015

Live Telecast: Comcast Channel 27, Astound 26, AT&T U-Verse 99

Webcast: www.dalycity.org/meetings

DRAFT

For those wishing to address the City Council on any Item on the Agenda or under Public Appearances/Oral Communications, please complete a Speaker Card located at the entrance to the Council Chambers and submit to a Staff Member as early in the meeting as possible.

Persons with disabilities who require auxiliary aids or services in attending or participating in this meeting should call the office of the City Clerk at 991-8078 as soon as possible.

CALL TO ORDER:

PLEDGE TO THE FLAG:

ROLL CALL:

PRESENTATIONS:

Energy Upgrade San Mateo County (Douglas Alfaro, Energy Coordinator)

APPROVAL OF MINUTES:

Regular Meeting of June 13, 2011

APPROVAL OF AGENDA:

CONSENT AGENDA

All items listed on the Consent Agenda are considered to be routine and may be approved by one roll call vote of the City Council. There shall be no separate discussion of the matters on the Consent Agenda unless requested by a member of the City Council. If

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.

discussion is required, that item will be removed from the Consent Agenda and will be considered separately at the end of the Agenda.

Resolutions :

1. Authorization to Expand Scope of Contract for Street Resurfacing 2011
2. Setting Time and Place of Public Hearing Regarding Taxi Cab Permit Application and Application for Modification of Schedule of Rates
3. Setting Time and Place for Public Hearing on Claim to Lien Property at 651 Crocker Avenue (APN 004-132-270)
4. Setting Time and Place for a Hearing on a Proposed Zone Text Amendment to Amend Certain Sections of the Zoning Ordinance Pertaining to the Requirements for Service Station with Accessory Use Parking Regulations—City Wide
5. Authorize the City Manager to Execute the Agreement for HOME CHDO Funds to Human Investment Project
6. Proposed Revisions to Chief Mechanic and Mechanic Job Specifications (Civil Service)
7. Approval of the Annual Agreement between the City of Daly City and the Daly City/Colma Chamber of Commerce for Fiscal Year 2011-12
8. Acceptance of Grant Funds from Aging and Adult Services of San Mateo County for Ongoing Congregate Nutrition and Health Promotion Programs
9. Appropriation of Grant Funds for FY 2010-2011 - Senior Services Contractual and Part-Time Staff

END OF CONSENT AGENDA

PUBLIC HEARINGS:

10. Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Staff:

Naughton

Recommended Action:

Motions on A & B

Adopt Resolution C

Roll Call

COMMUNICATIONS:

11. Use Permit UPR-5-11-3880 for the Operation of a Health and Fitness Club in the Westlake Shopping Center at 263 Lake Merced Boulevard Suite S111

Staff:

Naughton

Recommended Action:

Motions on A & B

Adopt Resolution C

Roll Call

PUBLIC APPEARANCES/ORAL COMMUNICATIONS:

NOTE: Speakers are limited to two minutes, unless modified by the Mayor. The Council cannot take action on any matter raised under this item

APPOINTMENTS: Board/Commission Membership Committee Appointments

REPORTS:

12. Council Committee
 - A Council Committee Meetings, June 27 - July 24, 2011
13. City Council
14. Staff

ADJOURNMENT:

CITY OF DALY CITY
MINUTES – REGULAR MEETING - CITY COUNCIL
JUNE 13, 2011

The meeting was called to order by Vice-Mayor Torres at 7:00 P.M.

ROLL CALL: Councilmembers Present:

Sal Torres, Vice Mayor
Raymond A. Buenaventura
David J. Canepa
Michael P. Guingona

Councilmember Absent:

Carol L. Klatt, Mayor

Staff Present:

Patricia E. Martel, City Manager
Kerry E. Burns, Assistant City Manager
Kelly Schott, Assistant City Attorney
K. Annette Hipona, City Clerk

APPROVAL OF MINUTES:

Regular Meeting of May 9, 2011

It was moved by Councilmember Guingona, seconded by Councilmember Buenaventura and carried to approve the minutes of May 9, 2011.

APPROVAL OF AGENDA:

It was moved by Councilmember Canepa, seconded by Councilmember Guingona and carried to approve the agenda.

CONSENT AGENDA

Vice-Mayor Torres requested that Item No. 4, Commending Michael F. Stallings on the Occasion of his Retirement be taken at the end of the Consent Agenda.

RESOLUTIONS:

Authorization to Solicit Bids for Mussel Rock Landfill Site Maintenance 2011

Resolution No. 11-69, Approving Design Documents and Authorizing Bid Invitations Re: Mussel Rock Landfill Site Maintenance 2011 Project

CITY OF DALY CITY
MINUTES – REGULAR MEETING - CITY COUNCIL
JUNE 13, 2011

Page 2

CONSENT AGENDA: Continued

RESOLUTIONS: Continued

Accept and Appropriate Additional California Re-Leaf American Recovery and Reinvestment Act Grant Funds

Resolution No. 11-70, Approving Grant Funds and Appropriate Funding from California Re-Leaf American Recovery and Reinvestment Act

Acceptance of New Generator at Reservoir 6B Pump Station

Resolution No. 11-71, Accepting Completion of Certain Project (New Generator at Reservoir 6B Pump Station)

Commending Edward R. Barney on the Occasion of his Retirement

Resolution No. 11-72, Commending Edward R. Barney on the Occasion of his Retirement

Authorizing the City Manager to Execute the Third Amendment to the Agreement for Animal Control Services between the City of Daly City and the County of San Mateo

Resolution No. 11-73, Approving and Authorizing the Third Amendment to the Agreement with the County of San Mateo for Animal Control Services

Setting Time and Place for a Hearing on a Proposed Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, and Environmental Assessment CEQA-12-10-3205--Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City – Hearing 7/25/11

Resolution No. 11-74, Setting Time and Place of Public Hearing Re: Proposed Planned Development (PD-67); PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, and Environmental Assessment CEQA-12-10-3205--Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Hearing 7/25/11 – 7:00 P.M.

Call for Daly City Special Municipal Election on November 8, 2010, Consolidation with the Consolidated Municipal, School and Special District Election and Request for Specified Election Services

Resolution No. 11-75, Requesting the County Clerk of San Mateo County to Render Specified Election Services in Accordance with the Election Code of the State of California (Consolidation of Special Municipal Election with the Consolidated Municipal, School and Special District Election of November 8, 2011)

CITY OF DALY CITY
MINUTES – REGULAR MEETING - CITY COUNCIL
JUNE 13, 2011

Page 3

CONSENT AGENDA: Continued

AUTHORIZING BUDGETARY ADJUSTMENTS:

Appropriate CalHome Loan Repayments for Additional Housing Rehab Loans

Resolution No. 11-76, Authorizing Budgetary Adjustments and Appropriations for Fiscal Year 2010-2011

END OF CONSENT AGENDA

It was moved by Councilmember Buenaventura, seconded by Councilmember Canepa and carried to approve and adopt the Consent Agenda.

RESOLUTIONS:

Commending Michael F. Stallings on the Occasion of his Retirement

Vice-Mayor Torres pulled this item from the Consent Agenda in order to recognize Michael Stallings' many years of service in the Parks and Recreation Department.

The Council expressed appreciation for Director of Parks and Recreation Michael Stallings' leadership and accomplishments and extended its best wishes on his retirement.

Director of Parks and Recreation Michael Stallings thanked the City Council, City Staff and the Daly City residents for recognizing his contribution to the Daly City community. He expressed appreciation for the Council's support, trust and funding.

It was moved by Councilmember Guingona, seconded by Councilmember Canepa and carried by unanimous roll call vote to adopt the following resolution:

Resolution No. 11-77, Commending Michael F. Stallings on the Occasion of his Retirement

PUBLIC HEARINGS:

Public Hearing on the City's Proposed Urban Water Management Plan – 2010

Director of Water and Wastewater Resources Patrick Sweetland stated tonight's public hearing has been duly noticed and published. The initial and draft proposed Urban Water Management Plan has been available on the City's webpage. A review of the Agenda Report, and recommendation to adopt a resolution authorizing the submittal of Daly City's Urban Water Management Plan 2010 to the Department of Water Resources was given by staff.

CITY OF DALY CITY
MINUTES – REGULAR MEETING - CITY COUNCIL
JUNE 13, 2011

Page 4

PUBLIC HEARINGS: Continued

Public Hearing on the City's Proposed Urban Water Management Plan – 2010 – Cont'd.

Mr. Sweetland said water agencies are required to use urban water management plans in making assessments of supply availability, demand management, water conservation and drought contingency as well as what the demand managements are with conservation as major components with adopted or amended specific or general plans on land use.

Vice-Mayor Torres opened the public hearing.

It was moved by Councilmember Guingona, seconded by Councilmember Canepa and carried to close the public hearing.

It was moved by Councilmember Canepa, seconded by Councilmember Guingona and carried by unanimous roll call vote to adopt the following resolution:

Resolution No. 11-78, Adopting the Urban Water Management Plan 2010/2011 for the City of Daly City and Authorizing Submittal Thereof to the California Department of Water Resources

AWARD OF BIDS/CONTRACTS:

Award of Contract for Junipero Serra Boulevard, Hoffman Street, and San Pedro Road Rehabilitation

Civil Engineering Associate Hae Won Ritchie stated staff is requesting award of contract for the Junipero Serra Boulevard, Hoffman Street, and San Pedro Road Rehabilitation Project. This project paves approximately 1.2 miles of city streets that are federally aid eligible within the city. The City was granted \$1,058,000 in grant funding with an 11.5% local match.

Staff recommends that the City Council award a construction contract to Ghilotti Bros. Contractors, Inc. in the amount of \$1,057,125.00.

It was moved by Councilmember Buenaventura, seconded by Councilmember Guingona and carried by unanimous roll call vote to adopt the following resolution:

Resolution No. 11-79, Authorizing Execution of Contract with Ghilotti Bros., Contractors, Inc. (Junipero Serra Boulevard, Hoffman Street, and San Pedro Road Rehabilitation)

CITY OF DALY CITY
MINUTES – REGULAR MEETING - CITY COUNCIL
JUNE 13, 2011

Page 5

AWARD OF BIDS/CONTRACTS: Continued

Award of Construction Contract for the Gellert Boulevard Bicycle Lanes Project

Traffic Engineer Shirley Chan stated staff is requesting approval of contract for the Gellert Boulevard Bicycle Lanes Project. The Base Bid project includes installation of signs, striping and pavement markings to designate the bike lanes along Gellert Boulevard between Hickey Boulevard and King Drive and constructing a pedestrian refuge at Gellert Boulevard and Serravista Avenue, in front of Fire Station No. 94. Add Alternate 1 includes installation of bike signs and pavement markings along Gellert Boulevard between Serramonte Boulevard and Hickey Boulevard, thereby completing the bike route on Gellert Boulevard.

The City received two bids. Bayside Stripe and Seal Inc. was the apparent low bidder but is considered to be non-responsive for not holding the required Class A contractor's license and submitting an incomplete bid proposal to demonstrate good faith efforts to find and use Underutilized Disadvantaged Business Enterprises. Chrisp Company met Disadvantaged Business Enterprises goal and demonstrated adequate good faith efforts.

Staff recommends that the City Council accept all bids and award a construction contract to Chrisp Company of Fremont, California, in the amount of \$82,625.

It was moved by Councilmember Canepa, seconded by Councilmember Guingona and carried by unanimous roll call vote to adopt the following resolution:

Resolution No. 11-80, Authorizing Execution of a Construction Contract with Chrisp Company for Gellert Boulevard Bike Lanes

Award of Construction Contract for the Street Slurry Seal and Cape Seal 2011 Project

Traffic Engineer Shirley Chan stated staff is requesting approval of contract for the Street Slurry Seal and Cape Seal 2011 Project. The Base Bid includes slurry sealing and cape sealing approximately 12.2 miles of city streets in the St. Francis Heights neighborhood. Add Alternate 1 includes pavement repairs and concrete removal on portions of Bellevue Avenue and Liebig Street.

Staff recommends that the City Council accept all bids and award a construction contract to Valley Slurry Seal Company of West Sacramento, California, in the amount of \$843,292.

It was moved by Councilmember Buenaventura, seconded by Councilmember Guingona and carried by unanimous roll call vote to adopt the following resolution:

Resolution No. 11-81, Authorizing Execution of a Construction Contract with Valley Slurry Seal Company of West Sacramento, California (Street Slurry Seal and Cape Seal 2011)

CITY OF DALY CITY
MINUTES – REGULAR MEETING - CITY COUNCIL
JUNE 13, 2011

Page 6

AWARD OF BIDS/CONTRACTS: Continued

Award of Contract for Street Resurfacing 2011

Civil Engineering Associate Hae Won Ritchie stated this project is approximately 1.5 miles of local city streets. The curb ramps will be paid for with Community Development Block Grant funds using American Recovery and Reinvestment Act of 2009 appropriated by the Department of Housing and Urban Development. The streets will be paved using Proposition 1B funding from the State of California. Staff recommends awarding a construction contract to Ghilotti Bros. Contractors, Inc. of San Rafael, California, in the amount of \$608,120.90.

It was moved by Councilmember Canepa, seconded by Councilmember Guingona and carried by unanimous roll call vote to adopt the following resolution:

Resolution No. 11-82, Authorizing Execution of Contract with Ghilotti Bros. Contractors, Inc. for the Street Resurfacing 2011 Project

ORDINANCES:

Second Reading - Ordinance No. 1356, Ordinance of the City of Daly City Adding Chapter 3.48 of the Daly City Municipal Code Re: Informal Bidding Procedures

It was moved by Councilmember Guingona, seconded by Councilmember Canepa and carried by unanimous roll call vote to adopt the following ordinance:

Ordinance No. 1356, Ordinance of the City of Daly City Adding Chapter 3.48 of the Daly City Municipal Code Re: Informal Bidding Procedures

PUBLIC APPEARANCES/ORAL COMMUNICATIONS:

There were no reports.

APPOINTMENTS:

Board/Commission Membership Committee Appointments

There were no appointments.

REPORTS:

Council Committee

Council Committee Meetings May 23 - June 12, 2011

The Council Committee reported on the following:

North County Fire Authority Board of Directors Meeting (Buenaventura)

CITY OF DALY CITY
MINUTES – REGULAR MEETING - CITY COUNCIL
JUNE 13, 2011

Page 7

REPORTS: Continued

Council Committee – Continued

Council Committee Meetings May 23 - June 12, 2011 – Cont'd.

Mission Street Committee Regarding Five-Year Implementation Plan for the Mission Street-Junipero Serra Blvd. Commercial Business District Redevelopment Project (2011-2015) (Guingona)

CDBG Advisory Committee Regarding FY11-12 CDBG Allocations (Martel)

City Council

Councilmember Canepa reported that Councilmember Guingona, Mayor Klatt and himself attended Superintendent Matteo Rizzo's retirement from the Jefferson Elementary School District. Councilmember Canepa informed his colleagues that Adam Duran has resigned from the Jefferson Elementary School Board.

Vice-Mayor Torres reported that Kops and Kids Day was held on Saturday, June 4, 2011 at Serra Bowl.

Councilmember Guingona reported that Cahill's of San Bruno came in second at the California Judo Championships, and his son is in the 34 kilogram intermediate to place first place in the State of California, and will be attending the National Championships.

Staff

There were no reports.

ADJOURNMENT:

It was moved by Councilmember Guingona, seconded by Vice-Mayor Torres and carried to adjourn the meeting at 7:45 P.M. in memory of Renie Champagne, William G. Crocker, San Francisco Fire Lieutenant Vincent A. Perez and Firefighter-Paramedic Anthony M. Valerio, Rolando DeGuzman, Eleanor Huntze, Albert Mondot and Felofiaki Tuivailala.

City Clerk

Approved as submitted, this _____

day of _____, 2011.

Vice-Mayor



City Council Agenda Report

Item # _____

Meeting Date: July 25, 2011

Subject: Authorization to Expand Scope of Contract for Street Resurfacing 2011

Recommended Action

Recommend that City Council authorize staff to include the construction of additional curb ramps and the paving of a portion of Washington Street and Hill Street as part of the Street Resurfacing 2011 project.

Background

The Street Resurfacing 2011 project was awarded on June 13, 2011. The project is being funded in majority with Proposition 1B (Prop 1B) funding from the State of California and Community Development Block Grant - Recovery Act (CDBG-R) funding from the Department of Housing and Urban Development (HUD). Staff desires to expend the CDBG-R funding authorized for this project because the CDBG-R funds are due to expire in 2012. The final accounting of remaining CDBG-R funds available for use on this project was not known at the time the staff report for the original project award on June 13, 2011 was submitted. The staff report was already completed and in process for City Council action. The CDBG-R funding is being used to construct the curb ramps within the project areas.

Discussion

Very favorable bids were received at the time of bid opening resulting in the potential for some CDBG-R funds not being expended prior to the 2012 expenditure deadline. To expend the CDBG-R funds available to the City, staff can add approximately four to eight additional curb ramps. Staff proposes to construct curb ramps on Eastmoor Avenue and Zita Manor in advance of anticipated paving work in 2012 and on Hill Street and on Washington Street as part of additional proposed paving work as discussed below to expend the remaining CDBG-R funds.

As required by Prop 1B, staff is seeking approval from City Council to modify the project limits proposed at the time of funding application. The availability of CDBG-R funding and Transit Oriented Development (TOD) grant funding has allowed the City to expand the limits of paving using Prop 1B funding because the costs associated with updating the curb ramps are offset by TOD and CDBG-R funding.

Staff proposes to pave Washington Street from Junipero Serra Boulevard to San Pedro Road and Hill Street from Washington Street to West Market Street. The streets bordering the limits of the proposed paving on Washington Street (Junipero Serra Boulevard and San Pedro Road) are being paved this year as part of the Junipero Serra Boulevard, Hoffman Street, and San Pedro Road Rehabilitation project. Paving Washington Street between the limits described would complete the resurfacing of the heavily traveled corridor. Hill Street is in very poor condition and, although a low volume street, could benefit greatly from paving. Hill Street is adjacent to Washington Street.

Authorization to Expand Scope of Street Resurfacing 2011

Meeting Date: July 25, 2011

Page 2 of 2

Curb ramps that need to be upgraded as part of this proposed additional paving work will be constructed using the CDBG-R funding.

Fiscal Impact

This additional proposed work is estimated to add approximately \$70,000 to the construction cost of the Street Resurfacing 2011 as originally awarded. Adequate funds are available in the FY 2010-11 Gas Tax project Account 17-312-608 (Prop 1B funds) and Account 28-305-675 (CDBG-R grant).

Summary/Conclusion

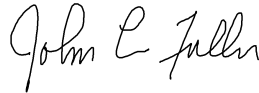
Recommend that City Council authorize staff to include the construction of additional curb ramps and the paving of a portion of Washington Street and Hill Street as part of the Street Resurfacing 2011 project.

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,



Hae Won Ritchie
Civil Engineering Associate

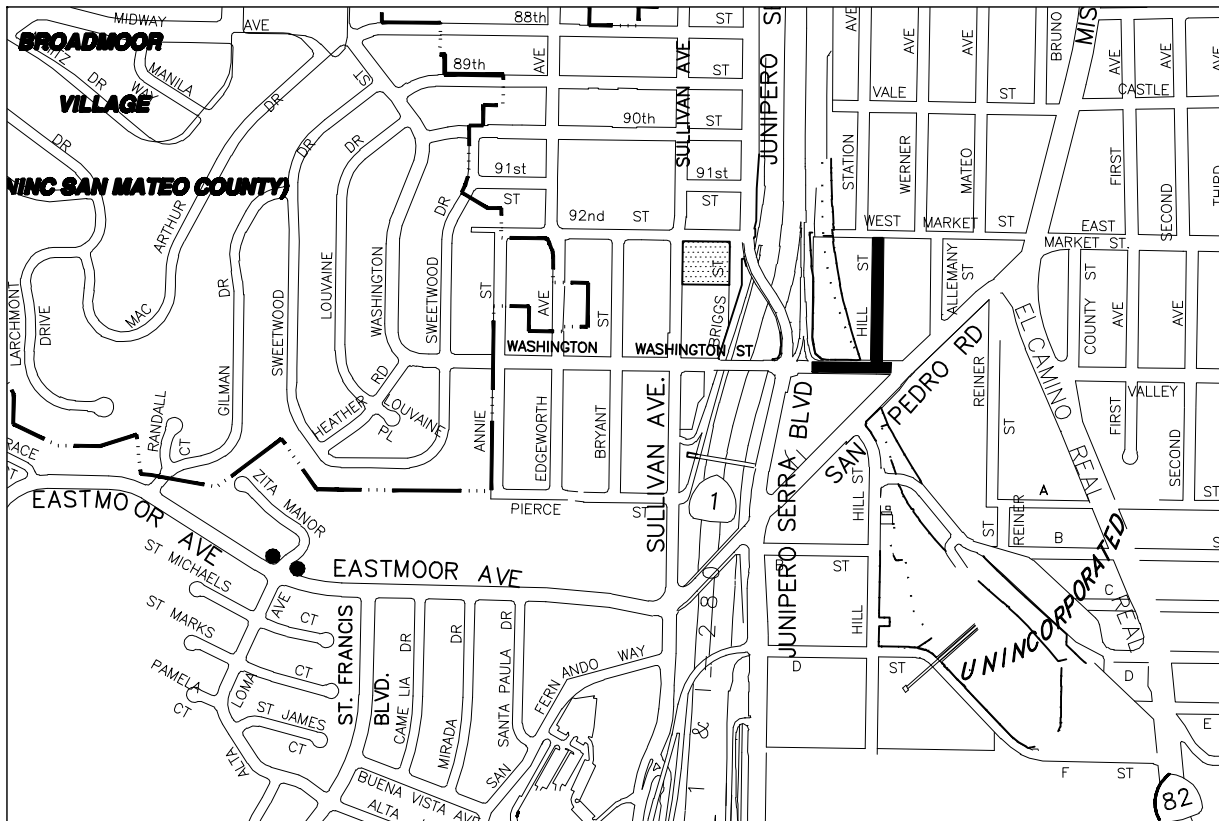


John L. Fuller
Director of Public Works

Attachment: Location Map of Street Resurfacing 2011 Added Streets

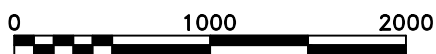
CITY OF DALY CITY
SAN MATEO COUNTY, CALIFORNIA

PROJECT PLANS FOR CONSTRUCTION OF
STREET RESURFACING 2011
ADDED STREETS



LEGEND:

- RESURFACING**
- CURB RAMP**





City Council Agenda Report

Item # _____

Meeting Date: July 25, 2011

Subject: Setting Time and Place of Public Hearing for August 8, 2011
Re: Taxi Cab Permit Application and Application for Modification of Schedule of Rates

Recommended Action

Staff recommends that the City Council set August 8, 2011, 7:00 p.m. as the date and time for a public hearing upon an application by the Serra Yellow Cab of Daly City (Serra Cab) for additional taxicab permits and an application for modification of schedule of rates.

Background/Analysis

Serra Cab has submitted the attached application to secure six (6) additional taxi permits for their operations in Daly City. Serra Cab has also submitted the attached application for modification to the schedule of rates. Under the Taxicab Services Ordinance, a public hearing must be held to consider the Applications.

Conclusion

Staff recommends that the City Council set time and place of hearing to consider application for new taxicab permits and modification to the schedule of rates. Staff is available to provide any additional information desired by the Mayor or City Council Members.

Respectfully submitted,

Kelly Schott
Assistant City Attorney

Attachment: Serra Cab Application

Law Offices of Lisa Nicol

199 Fremont Street, 21st Floor
San Francisco, California 94105
Telephone: (415) 621-3200
Facsimile: (415) 974-1520



June 8, 2011

City Clerk
City of Daly City
333-90th Street
Daly City, CA 94015-1895

Re: Taxi Cab Permit Application and Application for Modification of
Schedule of Rates

Dear City Clerk:

We submit the following application for six (6) new taxicab permits on behalf of Serra Yellow Cab of Daly City, Inc. pursuant to Daly City Municipal Ordinance Section 5.72.20. It is verified under penalty of perjury by a corporate officer as required in the Ordinance.

I. APPLICATION FORM FOR TAXI CAB PERMITS

(a) Name and address of corporation, names and addresses of corporate officers and name and address of persons owning more than twenty (20) percent of voting shares:

**Serra Yellow Cab of Daly City, Inc., Daly City, CA 94014.
Telephone: (650) 991-3881**

Persons holding more than twenty (20) percent of voting shares:

**(1) Talib Salamin
President and Treasurer
Serra Yellow Cab of Daly City, Inc.
195-87th Street
Daly City, CA 94010**

**(2) Nidal Zaro
Vice President
Serra Yellow Cab of Daly City, Inc.
195-87th Street
Daly City, CA 94010**

Secretary
Serra Yellow Cab of Daly City, Inc.
195- 87th Street
Daly City, CA 94010

- (b) Two fingerprint cards and two passport sized photographs of each person named in the application.

All corporate officers have fingerprint cards and photographs on file with the Daly City Police Department.

- (c) Social Security Numbers of corporate officers.

Talib Salamin:	624-64-4012
Nidal Zaro:	566-75-1667
Zaid Algahmi:	752-65-0411

- (d) Nature of business and the fictitious name under which the business is operated.

Serra Yellow Cab of Daly City, Inc., commonly referred to as "Serra Yellow Cab" is a taxicab service intended to serve the transportation needs of the residents of Daly City.

- (e) Whether any license, permit or certificate issued to applicant has been denied, revoked or suspended by any public authority.

Not applicable.

- (f) The number of vehicles proposed to be operated including make, model and vehicle identification number.

Applicant seeks seven (7) new taxicab permits; six (6) taxicab permits and one (1) wheelchair van. A total of 33 taxicabs are currently in operation and all information regarding those vehicles is on file with the Daly City Police Department. New vehicles will not be purchased until permits are approved and therefore, no make, model or vehicle identification number can be supplied with this application. However, applicant will submit the required information to the Daly City Police Department, the City Clerk and the Taxicab Subcommittee immediately upon purchase of said vehicles. ✓

- (g) The name, type, year of manufacture, motor number, serial number and passenger seating capacity of each vehicle for which a permit is requested and the number of permits requested.

Please see Response to (f).

- (h) The color scheme, name, monogram of insignia to appear on the vehicles.

Applicant's blue and yellow color scheme, name and insignia which appears on the permitted taxicabs have been approved by the Daly City Police Department. The proposed taxicabs would carry the same insignia and colors.

- (i) Complete schedule of fares or rates to be charged and services offered.

Rates have been established by the City Council of Daly City as set forth in Section 5.72.040 and applicant will comply in all respects with such rate regulations. Full taxicab services as required by Section 5.72.055 of the Daly City Municipal Code will be offered.

- (j) A copy of the taxicab meter inspection certificate provided by San Mateo County Department of Weights and Measures for each taxicab the company proposes to put into service.

Please see Response to Section (f). The requested certificates cannot be obtained until permits have been authorized and vehicles are purchased and equipped with meters. At that time, all required certificates will be submitted as an addendum to this application.

- (k) The location and description of the place from which the business is operated including dispatch, location storage, main business office and repair facility.

The main business office, dispatch location and parking area for applicant is 195-87th Street in Daly City, California. Repairs are performed at the Royal Auto located at 1681 Old Mission Road, South San Francisco, CA 94080.

- (l) Satisfactory proof that proposed business location is properly zoned and in compliance with the required land use permit.

This has been previously approved in relation to earlier applications.

- (m) Copies of insurance policies and additional insured certificates.

These documents are on file with the Daly City Police Department.

- (n) A statement as to whether or not the officers of the applicant have been convicted of any crime, misdemeanor or violation of any municipal ordinance or state law.

Not applicable.

- (o) Facts tending to prove public convenience and necessity require the granting of permit(s).

Serra Yellow Cab has made substantial investments in upgrading and improving the company's infrastructure over the last year, including the installation of in-cab cameras which provides monitoring tools to the dispatch center. This improvement has been implemented in order to insure the safety of both passengers and drivers in the operation of the taxi vehicles both on the streets of Daly City and on the surrounding freeways. The costs associated with the state of the art computer system installed in each taxicab over the last several years in conjunction with in-cab cameras is in excess of \$ 200,000.

Additionally, the continuing problem of nonpermitted and unregulated taxicabs operating in Daly City from other jurisdictions continues to have a serious negative impact on the local regulated taxicabs. Additional coverage of the City of Daly City by permitted taxicabs may help reduce this problem by replacing unregulated vehicles with regulated taxis.

The Taxicab Rules and Regulations of Daly City seek to insure that taxicab response is within 15 minutes or less. In order to continue to provide the citizens of Daly City with taxicabs within that time frame, especially during peak usage hours, the applicant has determined that additional taxicabs must be added to its fleet.

(p) Other information deemed necessary by the Chief of Police or City Manager in support of public health, safety and welfare.

Applicant has successfully operated a taxicab business in Daly City for many years. Applicant has an excellent record of cooperating with the Daly City Police Department in the examination and testing of its drivers. Further, applicant has provided the residents of Daly City with safe and consistently reliable taxicab service. Current model year taxicabs regularly replace older models.

II. APPLICATION OF CERTIFICATE HOLDER FOR MODIFICATION OF SCHEDULE OF RATES PURSUANT TO MUNICIPAL CODE § 5.72.040

Certificate Holder **Serra Yellow Cab of Daly City, Inc.** hereby applies for a modification of the schedule of rates to be charged by all vehicles operated by the Certificate Holder under the provisions of City of Daly City Municipal Code Sections 5.72.040 and 5.84.010 et seq.

(1) The current rate for the taximeter flag set in the earning position is \$2.85. The mileage charge is \$2.70 per mile and \$27.00 per hour waiting time. The last increase in the schedule of rates was in 2004. During calendar year 2004 the maximum charge for gasoline was \$2.37 per gallon.



(2) Since that time the price of gasoline has almost doubled. The price of gasoline in the San Francisco Bay Area as of the date of this Application is \$4.03.

(3) Applicant has experienced an increase in the cost of insuring its fleet of taxicabs by 40% since 2004.

(4) Section 5.72.030 of the City of Daly City Municipal Code requires that the Applicant daily operate its taxicabs and handicapped serving van(s) on a twenty-four hour basis to meet the public demand for such services and to respond to requests for service within 15 minutes. The rate modification and additional permits will assist Applicant in continuing to meet and exceed expectations with regard to these requirements.

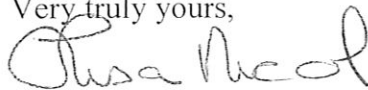
REQUESTED MODIFICATION OF SCHEDULED RATES:

Applicant requests the following modification:

Taximeter flag earning position at \$3.10
Mileage charge of \$3.00 per mile; and
\$30.00 per hour waiting time.

The requested modification of the taxicab and handicapped van rate will bring the taxicabs and handicapped vans in the City of Daly City to a similar level of scheduled rates as the cities of Millbrae, Burlingame, San Francisco and San Mateo. The requested scheduled rate modifications are less than the current rates permitted in South San Francisco.

Very truly yours,

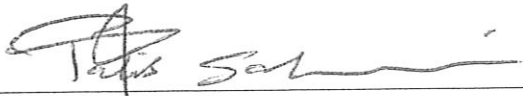
A handwritten signature in cursive script, appearing to read "Lisa Nicol".

Lisa Nicol

Cc: City of Daly City Taxi Cab Subcommittee
City Attorney, City of Daly City

DECLARATION OF TALIB SALAMIN

I declare under penalty of perjury pursuant to the laws of the State of California that the foregoing is true and correct. Executed this 9th day of June, 2011 in Daly City, California.



• Talib Salamin

**FINDINGS AND ORDER OF THE
DALY CITY ADMINISTRATIVE HEARING BOARD**

SUBJECT PROPERTY: 651 CROCKER AVENUE- DALY CITY, CA

**PROPERTY OWNER(S): BENIGNO AND ZENAIDA GUEVARRA
MAILING ADDRESS: 651 CROCKER AVENUE- DALY CITY, CA**

HEARING HELD ON: NOVEMBER 20, 2008

FINDINGS

WHEREAS, the Building Division referred this matter to the Administrative Appeals Hearing Board pursuant to section 8.16.070, et seq., of the Daly City Municipal Code; **and,**

WHEREAS, the Board determined that the property owner received proper notice and documentation from City staff of the violations and the required abatement actions; **and,**

WHEREAS, The Board reviewed evidence, testimony of staff and the staff report pertaining to the current property violations; **and,**

WHEREAS, the property owners, Benigno and Zenaida Guevarra failed to appear at the scheduled appeal hearing and therefore forfeited all appeal rights; **and,**

WHEREAS, one or more City of Daly City Municipal Code violations defined as a public nuisance, pursuant to 8.16.030 *et seq.*, are now present and remain unabated after the timeline established for abatement in the staff notice of violation; **and,**

WHEREAS, the property is a public nuisance pursuant to the City of Daly City Municipal Code Section 8.16.030 due to construction that has been done without permits; **and,**

WHEREAS, pursuant to Daly City Municipal Code section 8.16.150, if this Board determines that a violation occurred which was not corrected within the time period specified in the staff notification of nuisance, the Board shall issue an administrative order which imposes any or all of the following:

- A. An order to correct, including a schedule for correction when appropriate;
- B. Administrative Penalties as provided in Chapter 8.16, Section 8.16.160 of the Daly City Municipal Code.
- C. Administrative costs as provided in Chapter 8.16, Section 8.16.160 of the Daly City Municipal Code.

ORDER

NOW THEREFORE, HAVING DETERMINED THE PRESENCE OF A PUBLIC NUISANCE AT 651 CROCKER AVENUE, DALY CITY, CALIFORNIA, THE BOARD HEREBY ORDERS ABATEMENT OF THE VIOLATIONS, AND ASSESSMENT OF ADMINISTRATIVE COSTS AND PENALTIES AS FOLLOWS:

- 1) The property owner shall within ten (10) days of the issuance of this order by the Administrative Appeals Hearing Board or, no later than December 22, 2008, at 5:00 p.m. shall either submit 3 sets of plans to the Building Division to legalize the rear deck and stairs and rooms down in the garage or submit plans for the deck and stairs and a obtain demolition permit for the non-permitted construction in the garage on said property.
- 2) The property owner with the assistance of a licensed contractor shall have sixty (60) days or, no later than February 23, 2009, at 5:00 p.m. to obtain all applicable permit inspections, complete all work and obtain a final inspection to verify that all work has been done to the satisfaction of the permit requirements.
- 3) Upon plan approval the property owner must have a licensed contractor obtain all permits within ten (10) days. All plan check comments and/or plan re-submittals shall be responded to within five (5) days to the Building Division.
- 4) The property owner shall be assessed a \$700.00 Administrative fee (for costs associated with presenting this matter to the Board), a \$1,500.00 enforcement fee and make full payment to the City at the time the permit application is filed with the Building Division.
- 5) Upon failure to adhere to any portion of the order of the Administrative Appeals Hearing Board, the property owner shall be assessed \$500.00 per day for each day a violation continues to be present, to the maximum amount of \$10,000.00.

CITY ACTION:

Upon non-compliance of the property owner with this order, the City Building Division shall:

- a) Assess penalties in the amount of \$500/day for each day a violation exists, to a maximum of \$10,000.00.
- b) All costs incurred by the City, including but not limited to the staff time related to the design of the structure, construction review and administration for the mitigation work shall be a personal obligation of the property owner.
- c) Secure all costs due to the City through a lien on the property and add all City abatement costs as a special assessment on the subject property, which will be collected through a special assessment and collected in the same manner as property taxes.
- d) Upon the property owner's failure to adhere to the order of the Administrative Appeals Board, staff may obtain the services of a licensed contractor to perform the required work of removing

the non-permitted construction violations and returning the property to its original condition at the expense of the property owner.

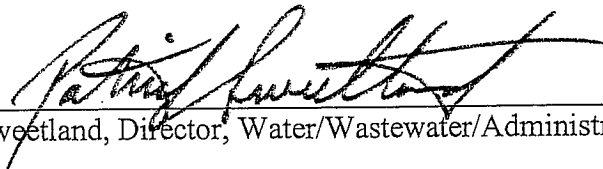
NOTICE is given to the property owner(s) and others holding an interest in the subject property that:

- 1) Failure to abate the violations and complete other requirements as enumerated above can result in the imposition of other legal and criminal action, as well as requiring the dwelling to be vacated and/or the abatement of such violations by City forces at the expense of the owner(s).
- 2) Upon entry of a second or subsequent finding within a two-year period that a condition of property constitutes a public nuisance under Section 8.16.030 of the Daly City Municipal Code, the owner(s) may be liable for treble the costs of abatement.

APPEAL RIGHTS

Pursuant to Daly City Municipal Code section 8.16.300, the owner(s) of the subject property or a business owner receiving an administrative order from this Board may only appeal such order only if they attended the subject hearing. To exercise this appeal right the owner must file a written appeal request with the City Clerk within ten (10) days of the date of service of the administrative order, with a non-refundable filing fee of \$100 included with the request. The City Clerk will normally set the hearing date within 10-30 days. You should contact the City Clerk for specific information about this process and the required information you must supply in the request.

AFFIRMED BY:


Patrick Sweetland, Director, Water/Wastewater/Administrative Appeals Board Chairman

HEARING BOARD CHAIR ON: Thursday, November 20, 2008

FOR OFFICE USE

DATE OF SERVICE 12-16-08 METHOD OF SERVICE: ☒ 1st class mail ☒ Cert. Mail ☐ Pers. Svc.

BY M. Thurman TITLE CE Secretary

COMMENTS: Administrative Appeals Hearing Board – 651 Crocker Avenue– Daly City – 11/20/08



City of Daly City
333 90th Street
Daly City, CA 94015
(650) 991-8061

CODE INVOICE

07/06/2011



Case Number: CASE-4-10-1244

Site Address: 651 CROCKER AVE

Invoice Date: 04/29/2011

Invoice Number: INV-4-11-519360

Bill To:

Zenaida Yambao Guevarra
651 Crocker AVE
Daly City, CA 94014-

Return To:

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

INVOICE FEES

Date	Fee Name	Account Number	Trans Code	Fee Amount
05/02/2011	Outstanding Administrative Hearing Board F	01-300-341-3797	0615	\$700.00
04/29/2011	Outstanding Enforcement Fee Due	01-300-341-3797	0615	\$1,500.00
05/02/2011	Outstanding Administrative Hearing Board F	01-300-341-3797	0615	\$5,000.00
05/02/2011	Outstanding Administrative Hearing Board F	01-300-341-3797	0615	\$5,000.00
Total Fees:				\$12,200.00

FOR OFFICE USE ONLY



P

PLEASE MAKE CHECK PAYABLE TO: CITY OF DALY CITY



City Council Meeting Agenda Report

Item # _____

Meeting Date: July 25, 2011

Subject: Setting Time and Place for a Public Hearing on Claim to Lien Property at 651 Crocker Avenue (APN 004-132-270)

Recommended Action

Set time and place for a Public Hearing on August 8, 2011, to affirm the penalties and fees associated with the code enforcement case at 651 Crocker Avenue and to lien the subject property and adopt a resolution confirming, discharging or modifying the amount of the lien as provided in Chapter 8.16.400 through 8.16.430 of the Daly City Municipal Code.

Background

This case involved a single-family residence that contains an illegal 2nd unit and an unpermitted deck and stairs and rooms down in the garage constructed without permits. The Administrative Hearing Board heard the case on November 20, 2008 and ordered the owners to submit plans to legalize the rear deck and stairs and rooms down in the garage or submit plans for the deck and stairs and obtain a demolition permit for the non-permitted construction in the garage on said property. A copy of the Board Order is attached.

The property owners, Benigno & Zenaida Guevarro, did not appear at the hearing. The owners have not responded to the Board Order and have failed to obtain a permit to either remove or legalize the cited violations.

The site was last inspected in 2008. The property owner has not allowed any inspections since the Board Order was issued and has not submitted a permit application to address the cited violations.

Discussion

Penalty and administrative fees assessed by the Administrative Hearing Board's order total \$12,200.00. A Notice of Violation has been recorded with the San Mateo County Recorder's Office, which will alert most financial institutions and potential buyers of the current code violations at the property and the required abatement. A code invoice has been sent to the owners requesting payment and no payment has been remitted. A copy of the code invoice is attached. A lien is required to be recorded on the property with the San Mateo County Recorder's Office to recover the administrative fees and penalties owed to the City of Daly City.

Summary/Conclusion

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

Kathy Campbell
Code Enforcement Officer

Richard Berger
Director of Economic & Community Development

Attachments: Findings and Order of the Administrative Hearing Board
Code Invoice



City Council Meeting Agenda Report

Item # _____

Meeting Date: July 25, 2011

Subject: Setting Time and Place for a Hearing on a Proposed Zone Text Amendment to Amend Certain Sections of the Zoning Ordinance Pertaining to the Requirements for Service Station with Accessory Use Parking Regulations—City Wide

Recommended Action

Set time and place for a Public Hearing to consider the proposed Zone Text Amendment ZC-4-11-3650 on August 22, 2011.

Background

The applicant, MI Architects, is requesting approval of a Zone Text Amendment to repeal and replace Chapter 17.34 Off-Street Parking and Loading, Section 17.34.020, (O), Service Station with Accessory Use, of the Municipal Code.

On July 5, 2011, the Planning Commission recommended approval of the Zone Change to amend Service Station with Accessory Use parking requirements where the retail parking ratio from 1 space per 200 square feet (s.f.) to 1 space per 300 s.f. of gross floor area (GFA); add an allowance to consider up to 50% of the fuel dispensary island parking spaces for required parking; and an allowance to consider automated car wash queuing or “stacking” lane to contribute to required parking. No other changes were proposed or being considered by this text amendment.

The proposed text amendments would maintain required parking for service stations with accessory uses to meet parking demand, remedy inconsistencies, clarify the code for future interpretations and provide options for parking plan evaluation with sufficient City oversight.

Staff is available to provide any additional information desired by the Mayor or Council members.

Respectfully submitted,

Steve Engfer
Assistant Planner

Richard Berger
Director of Economic & Community Development



City Council Meeting Agenda Report

Item # _____

Meeting Date: July 25, 2011

Subject: Authorize the City Manager to Execute the Agreement for HOME CHDO Funds to Human Investment Project

Recommended Action

Commit a total of \$83,788 in 2009-10 HOME CHDO funds to HIP Housing Development Corporation and authorize the City Manager or her representative to enter into an agreement legally committing these funds to HIP for the development of affordable housing.

Background

The HOME Program requires that fifteen percent (15%) of the annual entitlement funding be set-aside for certified Community Housing Development Organizations (CHDO). HUD requires that participating jurisdictions commit their CHDO funds to a qualified organization within 24 months of the execution date of the HOME Investment Partnership Agreement with HUD. Daly City became a participating jurisdiction in the HOME program on July 1, 2003. Earlier CHDO obligations were met through the City's investment of HOME funds in the Hillcrest Senior Housing project. At this time, an additional \$83,788 in HOME funds must be committed to a qualified CHDO by August 31, 2011 or be recaptured by HUD.

HIP is a qualified CHDO that has completed several acquisition/rehabilitation projects and managed affordable housing throughout San Mateo County for several years. In 2000, HIP completed acquisition and an extensive rehabilitation of 1293 Hillside, an 18-unit apartment complex that now provides residential units for families with low and very low incomes.

Discussion

Commitment of the 2009-10 CHDO funds to HIP Housing would prevent recapture of these funds by HUD and give the City and HIP an additional 36 months to identify and undertake a suitable affordable housing activity. Any site-specific proposal by HIP for the use of these funds would require subsequent review and approval by the City. Execution of the Agreement will be contingent upon approval and execution of the Agreement by HIP Housing Development Corporation.

Fiscal Impact

The funds committed to HIP are Federal HOME funds whose use is restricted to the development of affordable housing. Commitment of these funds to HIP will have no General Fund impact.

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

Betsy ZoBell
Housing & Community Development Supervisor

Richard Berger
Director of Economic & Community Development

Attachment

AGREEMENT TO RESERVE HOME FUNDS

THIS AGREEMENT TO RESERVE HOME FUNDS (the "Agreement") is entered into this ____ day of _____, 2011, by and between the CITY OF DALY CITY, a public body, corporate and politic (the "City"), and HIP Housing Development Corporation, a non-profit community housing development organization (the "DEVELOPER"), on the terms and provisions set forth below.

RECITALS

- A. The City is a participating jurisdiction in the HOME Investment Partnerships Program and, as specified under 24 CFR 92.300, is required to reserve not less than 15 percent of its HOME allocation per program year to a community housing development organization (DEVELOPER);
- B. The DEVELOPER is a certified community housing development organization and desires to acquire sites to produce affordable housing; and
- C. The City believes that by providing affordable housing units, such units may benefit its residents; and
- E. The City is willing to enter into an agreement to provide subsidy financing for said purposes and uses.

NOW, THEREFORE, THE CITY AND THE DEVELOPER HEREBY AGREE AS FOLLOWS:

1. DEVELOPMENT AGREEMENT. The City and the DEVELOPER agree to work together to identify a suitable property for the production of affordable housing. At such time that a suitable affordable housing project has been identified and mutually approved by DEVELOPER and City, the DEVELOPER will enter into a formal Funding Agreement with the City to be considered for execution between the City and the DEVELOPER. The Funding Agreement will stipulate the terms and conditions under which the DEVELOPER will work with the City to produce housing units that will be affordable to households earning not more than 60 percent of the Area Median Income for the San Francisco MSA. The DEVELOPER must have effective project control of the project as described in 24 CFR 92.300 (a)(1).

- (a) The City agrees, for the duration of this Agreement, which shall be until twenty-four months from the date hereof ("Duration Date"), unless earlier terminated by mutual agreement of the parties, or extended in accordance

with the terms of this Agreement, to reserve \$83,787.30 in HOME funds for the DEVELOPER to use for the purpose of producing affordable housing.

- (b) If, upon expiration of the Duration Date or such extension thereof, the DEVELOPER has not entered into a Funding Agreement for a specific site/and or project with the City, then this Agreement shall terminate provided the City shall have given written notice of such termination to the DEVELOPER ten (10) working days prior to the expiration of this Agreement. Prior to the termination of this Agreement, the City and the DEVELOPER may mutually extend the Agreement as provided for under Section 1(d) of this Agreement.
- (c) The City agrees that it will not unreasonably refuse to extend the term of this Agreement by a period of three (3) months upon the DEVELOPER's submittal of a written request for such extension. The City shall be under no obligation to extend this Agreement.
- (d) If the DEVELOPER has signed and submitted a Funding Agreement to the City prior to expiration of this Agreement, the Agreement shall be extended for an additional sixty (60) days from the date of such submittal to allow the City to consider and take appropriate actions to approve or disapprove such Funding Agreement. If the City has not approved the Agreement by the sixtieth (60th) day after submittal of such Funding Agreement to the City, then this Agreement shall terminate, unless the City and the DEVELOPER shall have mutually extended the Agreement.

2. SUBSIDY FINANCING

The City will provide the DEVELOPER with subsidy financing in the form of a loan. The funding source for the loan will be the City's HOME funds. The amount of the subsidy will not exceed \$ 83,787.30 without specific authorization from the City of Daly City.

- (a) These funds will be provided as reimbursement of eligible expenses. Eligible cost items that may be reimbursed under this agreement are those line items to be identified in the Funding Agreement.
- (b) Specific procedures for reimbursement of these subsidy funds will be described in a Promissory Note and in the Funding Agreement. No subsidy funds will be disbursed to the DEVELOPER until the Funding Agreement is fully executed.

- (c) The City will prepare loan documents for subsidy financing and the City will be the beneficiary of all loan repayments and the deed of trust.
- (d) The term of the loan shall be 55 years from the date of the issuance of a Certificate of Occupancy. The interest rate will be zero (0%) percent. If the housing units are maintained affordable for the full 55-year affordability term, the HOME loan will be forgiven.
- (e) An affordable housing covenant will be recorded against the property memorializing the housing affordability rules.

3. THE DEVELOPER. The DEVELOPER is a California Public Benefit Corporation 501(c)3 non-profit whose principal office is:

HIP Housing Development Corporation
364 S. Railroad Ave.
San Mateo, CA 94401

4. DEVELOPER OBLIGATIONS. In addition to any other obligations the DEVELOPER has under this Agreement, the DEVELOPER shall meet the following requirements:

- (a) The DEVELOPER shall fully disclose its progress and use its diligent efforts to keep the City apprised of the status of finding a suitable site and/or project for the production of affordable housing during the Agreement period. Developer shall provide semiannual progress reports.
- (b) No later than twenty (20) months after the date of execution of this Agreement, the DEVELOPER shall submit the following to the City for review and comment: Preliminary schematic drawings for a proposed project including a site plan, building floor plans and elevations.
- (c) No later than twenty-four (24) months after the date of execution of this Agreement, unless extended in accordance with this Agreement, the DEVELOPER shall enter into a Funding Agreement with the City for the purpose of producing affordable housing. The DEVELOPER shall make and maintain full disclosure to the City of the costs and revenues associated with the proposed project. The DEVELOPER shall submit to the City copies of all financial projections, pro-formas, cost estimates.

5. CITY OBLIGATIONS. In addition to any other obligations the City has under this Agreement, the City shall meet the following requirements:

- (a) The City shall review and comment, in writing, on proposals submitted by the DEVELOPER. This review and comment shall be completed within forty-five (45) days of submission or according to another written schedule agreed upon in advance of any submission by both the City and the DEVELOPER.
 - (b) The City shall prepare a draft Funding Agreement for the DEVELOPER to review. The Funding Agreement will include, among other things, the following:
 - (1) Scope of proposed housing activity (number of units, affordability levels, design)
 - (2) Affordable housing covenants
 - (3) Responsibilities and timeline for all development entitlements necessary to complete the proposed project;
 - (4) Schedule of performance
 - (5) Terms and conditions of subsidy financing
- 6. REAL ESTATE COMMISSIONS. The City shall not be liable for any real estate commission or brokerage fees, which may arise here from. The City represents that it has engaged no broker, agent or finder in connection with this transaction, and the DEVELOPER agrees to hold the City harmless from any claim by any broker, agent or finder retained by the DEVELOPER.
- 7. NON-LIABILITY OF CITY OFFICIALS AND EMPLOYEES. No member, official or employee of the City shall be personally liable to the DEVELOPER in the event of any default or breach by the City or for any amount which may become due to the DEVELOPER or on any obligations under the terms of this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date set opposite their signatures. The effective date of the Agreement shall be the date this Agreement is signed by the City

_____, 2011

CITY OF DALY CITY, a public body,
corporate and politic

By: _____
City Manager
"CITY"

_____, 2011

HIP HOUSING DEVELOPMENT
CORPORATION

By: _____
Bruce Hamilton
Executive Director
"DEVELOPER"



City Council Meeting Agenda Report

Item # _____

Meeting Date: July 25, 2011

Subject: Proposed Revisions to Chief Mechanic and Mechanic Job Specifications (Civil Service)

Recommended Action

That the City Council approve the proposed revisions to the Chief Mechanic and Mechanic job specifications.

Background

The Public Works Department reviewed the existing Chief Mechanic and Mechanic job specifications and is proposing changes to ensure they accurately describe the duties and responsibilities of both classifications.

A public hearing was held after due notice was properly given and all interested parties were given an opportunity to be heard. The Personnel Board approved the above revisions on July 19, 2011.

Discussion

None

Fiscal Impact

None

Summary/Conclusion

That the City Council approve the proposed revisions to the Chief Mechanic and Mechanic job specifications.

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

Shawna Maltbie
Director of Human Resources

CITY OF DALY CITY APPROVED BY:
JOB SPECIFICATION

PERSONNEL BOARD:
CITY COUNCIL:
RES. NO.:

CHIEF MECHANIC

DEFINITION

Under general supervision, performs advanced journey-level work in the maintenance, diagnostic, and repair of light and heavy duty vehicles and equipment; serves as a lead worker and assists supervisor in job assignments, training, review of staff; acts as Public Works Maintenance Supervisor in supervisor's absence; and performs related work as required.

EXAMPLES OF DUTIES

Assigns, works, provides lead direction, monitors and assists the work of mechanics in the maintenance and repair of vehicles and equipment in the City Garage; performs all maintenance and repairs, fabrication and modifications to city vehicles and equipment, (including automobiles, trucks, motorcycles, police and fire equipment, street sweepers, Vac-Con's, construction equipment, mowers, trailers, tractors, rollers, diesel or gasoline powered loaders, alternate fuel and hybrid vehicles.); schedules preventive maintenance and emergency repairs with other departments; inspects work in progress and does necessary corrections; inspects and determines vehicles and equipment due for warranty work and schedules; maintains computerized vehicle records, time and materials records used on each job; enforces safety rules, regulations and procedures; assists in employee evaluations; relieves Public Works Maintenance Supervisor of general field work by handling the more difficult repair and diagnostic jobs (including ABS, climate control, cooling, drivability gas/diesel, electrical, exhaust, hybrid, powertrain, restraint, steering/suspension, tire pressure monitor systems); maintains adequate inventories of shop tools, equipment, fuel, parts and supplies as required.

MINIMUM QUALIFICATIONS

Knowledge of:

Principles of safely operating an automotive repair garage; preventive maintenance inspection methods; current diagnostic procedure and repair tools, materials, and equipment used in vehicle repair and modification; knowledge of safety practices related to the work and basic computer skills.

Ability to:

Effectively direct daily shop operations; acquire a thorough knowledge of divisional regulations and procedures; assist and train personnel in all diagnosis of vehicle

computer systems; service and repair vehicles and equipment within the Motor Vehicles Division; compile and maintain records of operation, maintenance and inventory; follow and give oral and written instructions; perform necessary administrative tasks; effectively lead the staff, use initiative and independent judgment within policy and procedures; make process improvements and streamline procedures; organize work; set priorities; meet deadlines and follow up with a minimum of direction; maintain a level of productivity within industry standards; maintain skills as technology advances; interact positively and cooperate with co-workers, respond politely to customers, work as a team member, function under demanding time pressure, respond in a positive manner to supervision, and attend work and perform duties on a regular and consistent basis.

Experience: Four years as a skilled automotive/truck mechanic, at least one year in repair maintenance of heavy gas and diesel powered equipment; at least one year in a lead, senior, or supervisory capacity.

Education: Graduation from high school or equivalent.

License/Certification: Possession of a valid Class B California Driver's License including a Tank Endorsement or the ability to obtain one within six months of appointment.

The following certifications are highly desirable:

- Possession of a current National Institute of Automotive Service Excellence (ASE) Certificates in Master Automobile or Truck Certification
- Office of State Fire Marshall (OSFM) Level 1 Fire Mechanic Certificate

Physical Requirements: Moderate and sometimes strenuous exertion required, including walking, standing, bending, kneeling, lifting and carrying; may have to work on ladders, in adverse conditions which include weather, noise, noxious odors, gases and contact with petroleum products.

CITY OF DALY CITY
JOB SPECIFICATION

APPROVED BY
PERSONNEL BOARD:
CITY COUNCIL:
RES.NO.:

MECHANIC

DEFINITION

Under general supervision, performs journey-level maintenance, diagnostic and repair work on all automotive and mechanical equipment up to and including heavy duty diesel-powered equipment and performs related work as required.

EXAMPLES OF DUTIES

Performs all maintenance and repairs, fabrication, and modifications to city vehicles and equipment; (including automobiles, trucks, motorcycles, police and fire equipment, street sweepers, Vac-Con's, construction equipment, mowers, trailers, tractors, rollers, diesel or gasoline powered loaders, alternate fuel and hybrid vehicles); makes major and minor repairs to anti-lock brake, climate control, cooling, drivability gas/diesel, electrical, exhaust, hybrid, powertrain, restraint, steering/suspension, tire pressure monitor systems; uses welding equipment to fabricate, rebuild and strengthen various equipment parts; answers road calls for emergency services; makes road tests as needed; maintains records of time and materials used for each job; adequately communicates inventories of shop tools, equipment, fuel, parts and supplies as required.

MINIMUM QUALIFICATIONS

Knowledge of: Principles of safely working in an automotive repair garage; preventive maintenance inspection methods; current diagnostic procedure and repair tools, materials, and equipment used in vehicle repair and modification; principles of gasoline, diesel, computerized electronics, hybrid vehicles as applies to the maintenance and repair of automotive, truck, street construction, maintenance and fire equipment; tools and equipment of the trade; knowledge of safety practices related to the work and basic computer skills.

Ability to: Diagnose and repair defects and failures in all areas of a vehicle or equipment; modify and outfit vehicles and equipment; safely use and maintain related shop tools and equipment, including analyzers and computers; maintain skills as technology advances; follow oral and written instructions; keep related shop records; communicate effectively; identify problems and make logical

decisions; make simple mathematical calculations; keep work progressing to scheduled completion; maintain a level of productivity within industry standards; interact positively and cooperate with co-workers; respond politely to customers; work as a team member; function under demanding time pressure; respond in a positive manner to supervision, and attend work and perform duties on a regular and consistent basis.

Experience: Journeyman's card or equivalent experience, such as successful completion of an apprenticeship in a recognized shop, with at least two years of experience in the repair and maintenance of automotive, truck, street construction and maintenance equipment. Training and or experience in the repair of heavy-duty equipment, including fire apparatus is highly desirable; knowledge of heavy duty equipment repair and overhaul including diesel-powered equipment and gas and electric welding principles and techniques.

Education: Graduation from high school or equivalent.

License/Certification: Possession of a valid Class B California Driver's License including a Tank Endorsement or the ability to obtain one within six months of appointment.

The following certifications are highly desirable:

- Possession of current National Institute of Automotive Service Excellence (ASE) Certificates in
 - Suspension (A4)
 - Brakes (A5)
 - Electrical/Electronics (A6)
 - Engine Performance (A7)
 - Advanced Engine Performance (L1)
 - Truck Diesel Engines (T2)
 - Truck Brakes (T4)
 - Truck Electrical (T6)
 - Truck PMI (T8)
- Office of State Fire Marshall (OSFM) Level 1 Fire Mechanic Certificate

Physical Requirements: Moderate and sometimes strenuous exertion required, including walking, standing, bending, kneeling, lifting and carrying; may have to work on ladders, in adverse conditions which include weather, noise, noxious odors, gases and contact with petroleum products.



City Council Meeting Agenda Report Item # _____

Meeting Date: July 25, 2011

Subject: Approval of the Annual Agreement between the City of Daly City and the Daly City/Colma Chamber of Commerce for Fiscal Year 2011-12

Recommended Action

It is recommended that the City Council approve the proposed annual contract with the Daly City/Colma Chamber of Commerce for Fiscal Year 2011-12 and authorize the City Manager to execute the agreement.

Background

The Board of Directors of the Daly City-Colma Chamber of Commerce seeks to renew the contractual agreement it has with the City of Daly City for the current fiscal year. The City's annual contribution to the Chamber under the terms of the proposed agreement is \$49,229.04, payable in 12 monthly installments of \$4,102.42. The Chamber of Commerce is not seeking an increase in the amount of funding the City Council approved in Fiscal Year 2010-11.

Discussion

The proposed contract includes measureable performance standards to ensure that the Chamber of Commerce strives to meet agreed upon goals and objectives. Among the standards the Chamber seeks to maintain includes:

- Achieve and maintain a membership roster of at least 500
- To assist the City of Daly City with joint marketing programs
- To maintain a regular local business recognition program
- To continue to seek outside funding for self-sufficiency and new programs
- To have available and distribute maps of Daly City.

Daly City has a long history of supporting the Chamber of Commerce. During the last term, the Chamber of Commerce made significant strides in providing the City with detailed accounting of its expenditures. The proposed contract continues bi-annual reporting requirements detailing a summary of activities undertaken by the Chamber during the reporting period. Additionally, under the proposed contract, the City retains the right to perform an audit of the Chamber's records pertaining to expenditures.

Fiscal Impact

Daly City's proposed contribution to the Chamber of Commerce for the current fiscal year is \$49,229.04. The City Council's adopted budget for Fiscal Year 2011-12 includes an appropriation of \$50,706 for this purpose.

Daly City/Colma Chamber of Commerce Contract

Page 2 of 2

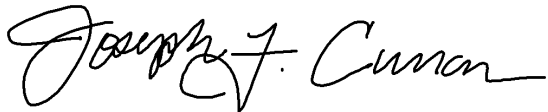
July 25, 2011

Conclusion

The proposed contract includes conditions to address concerns the City Council raised in prior contract years. City staff and Chamber representatives will continue to work cooperatively to improve and maintain accountability of the proposed expenditures.

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

A handwritten signature in black ink, reading "Joseph F. Curran". The signature is fluid and cursive, with the first name "Joseph" and last name "Curran" clearly legible.

Joseph F. Curran
Assistant to the City Manager

/jfc
Attachment



AGREEMENT

This Agreement, made and executed this 1st day of July 2011, in Daly City, California between the CITY OF DALY CITY, hereinafter called the "CITY", and the DALY CITY-COLMA CHAMBER OF COMMERCE, a non-profit corporation, hereinafter called the "CHAMBER".

WHEREAS:

- 1. The CITY desires to promote the resources of the CITY for the purpose of maintaining and increasing commerce and trade of the CITY;**
- 2. The laws of the State of California authorize the expenditure of monies for the promotion and advertising of the CITY and;**
- 3. The CHAMBER has as its primary objective, and is organized for the purpose of maintaining and carrying out promotional activities on behalf of businesses, members and the CITY;**

NOW, THEREFORE, in consideration of the foregoing promises and conditions herein, the parties agree as follows:

THE CHAMBER AGREES

- a. to exercise its reasonable best efforts to achieve a membership roster of at least 500 members:**
- b. to promptly answer all inquiries and correspondence relative to the advantages and opportunities of the City, and to disseminate information by correspondence, newsletter, newspaper publicity, personal contacts and other means favorably advertising such advantage and opportunity:**
- c. to assist the City with joint marketing programs with various Daly City merchant associations and businesses to encourage full utilization of local shopping resources by Bay Area residents.**
- d. to have available and distribute maps of Daly City:**

- e. to have available and distribute publications of Daly City businesses, clubs and organizations, churches, schools, apartment complexes and the City of Daly City:**
- f. to maintain records of all businesses that contact the Chamber regarding new locations and follow-up with all these businesses within three months after initial contact to see if further assistance is desired:**
- g. to assist developers, realtors and businesses in their marketing efforts by providing a referral service and access to the Chamber's mailing list:**
- h. to exercise its reasonable best efforts to attend and contribute to the cost, or find sponsors for, a booth at up to two business exhibition conferences per year with the City Economic Development staff to promote Daly City as a business location.**
- i. to organize and sponsor two annual Daly City economic development promotional events: the first to be held prior to December 31, 2011 and the second to be held prior to June 30, 2012 (the actual dates to be determined in consultation with City Economic Development staff).**
- j. to maintain a regular local business recognition and appreciation program:**
- k. to have Chamber staff, members and volunteers visit major employers, as requested by City, to assist in identifying problems and needs they may have in order to retain them in the community. To convey employer's concerns to city Economic Development staff:**
- l. to continue to seek outside funding for self-sufficiency and new programs.**
- m. to assist the City to promote up to three ground breaking/ribbon-cuttings for new development and new businesses in Daly City by promptly mailing notices to members of such ceremonies at the City's request, if the notice is provided by the City, the business owner or the developer. To keep City staff informed in advance of all such Chamber-initiated ceremonies.**
- n. to maintain and make available to the City an automated database of Chamber members that includes: location, type of business and other relevant information such as number of employees, contact person, officers, etc.:**
- o. To promote membership in the Chamber by mailing fifty Chamber newsletters each month to non-members within the Daly City Redevelopment area and Bayshore commercial district and, upon request, provide the mailing list to City staff and allow staff to choose non-members to include:**
- p. to have the Chamber Chief Executive Officer, Chamber support staff and other appropriate representatives from the Chamber trained by City staff on the City's small business programs and to assist and support the City's small business programs.**
- q. to promote economic development projects and programs in Daly City by including an article in the Chamber newsletter, as provided by the City, on a regular basis:**

- r. To cosponsor the Daly City-Colma Chamber of Commerce Small Business Workshop Series by: actively participating in all workshop planning; providing organizational, clerical and staff support for each workshop including: taking and recording reservations, assisting the banks by sorting and mailing workshop flyers and by assigning at least one Chamber staff or volunteer to provide reception, registration and general staff support at each workshop.
 - s. To participate in Mayor and Chamber walks throughout the business community every other month. The location, date and duration of the walk to be mutually agreed upon, with the purpose to meet and talk to business people (in their places of work) about current conditions, issues and concerns.
-
- 4. The CHAMBER will submit a progress report to the Council on a semi-annual basis, and shall prepare and submit to the City Manager or her designated representative, a proposed budget of expenditures for the period of the time covered by the Agreement. At the end of the year, the CHAMBER shall submit a financial audit report to the CITY.
 - 5. The CITY agrees to pay the CHAMBER the amount of \$49,229 for the period of July 1, 2011 to June 30, 2012.
 - 6. Payments shall be made at the beginning of each month in 12 monthly payments of \$4,102.42 starting July 1, 2011.
 - 7. All of said services shall be rendered between the effective date of July 1, 2010 and ending June 30, 2012.

IN WITNESS THEREOF, the parties have executed this Agreement the day and year first above written.

CITY OF DALY CITY:

DALY CITY-COLMA CHAMBER OF COMMERCE

Hon. Carol Klatt, Mayor

Georgette Sarles, President / CEO

Patricia Martel, City Manager

Respectfully Submitted:

Georgette Sarles, Pres./CEO
July 6, 2011



City Council Agenda Report

Item # _____

Meeting Date: July 25, 2011

Subject: Acceptance of Grant Funds from Aging and Adult Services of San Mateo County for Ongoing Congregate Nutrition and Health Promotion Programs

Recommended Action

It is recommended that the City Council authorize the City Manager to sign the contract to accept the \$30,398 grant funding from County of San Mateo Aging and Adult Services to the Senior Services fund for the period July 1, 2011 through September 30, 2011.

Background

The City of Daly City Fiscal Year 2010-11 Agreement with San Mateo County Aging and Adult Services was placed on the County's Continuing Resolution, as stated in their letter dated May 13, 2011, which authorizes the County to pay for services provided by the City of Daly City in Fiscal Year 2011-12. The County allocated \$30,398 for the two programs for the first quarter of FY 2011-12 using our base allocation for FY 2010-11. This is a temporary arrangement pending finalization of County Agreements for FY 2011-12, pending resolution of the State budget.

Fiscal Impact

This is a reimbursement grant with the City of Daly City incurring the up-front costs associated with the programs and the County reimbursing the City on an ongoing basis. Revenue will be received into Account 15-132-460/463 – 3603.

Summary/Conclusions

Staff is available to provide any additional information desired by the Mayor or City Council.

Respectfully submitted,

Sue Horst
Neighborhood Services Manager

Kerry Burns, Assistant City Manager
Interim Director, Library &
Recreation Services



City Council Agenda Report

Item # _____

Meeting Date: July 25, 2011

Subject: Appropriation of Grant Funds for FY 2010-2011 – Senior Services Contractual and Part-time Staff

Recommended Action

Appropriate \$12,152 in the Senior Services funds for the period July 1, 2010 through June 30, 2011 to provide funding for contractual and part-time staff.

Background

The Supporters of Doelger Senior Center, Inc. has approved the appropriation of funds to cover salaries and wages for Senior Services contractual and part-time staff to the end of the prior Fiscal Year:

Senior Adults	15-132-460	\$ 1,802
Lunch Program	15-132-463	<u>10,350</u>
Total		<u>\$12,152</u>

Reconciliation of these expenses could not be determined until the year-end audit was completed for the program. As a result of this audit, \$12,152 in additional funding from the Supporters was necessary.

Fiscal Impact

There is no fiscal impact to the City. Funds in the amount of \$12,152 will be received into Account 15-132-460-3796 and 15-132-463-3796 from Supporters to reimburse the City for payroll expenses.

Summary/Conclusion

Staff is available to provide any additional information desired by the Mayor or City Council.

Respectfully submitted,

Sue Horst
Neighborhood Services Manager

Kerry Burns, Assistant City Manager
Interim Director, Library and
Recreation Services



City Council Agenda Report

Item # _____

Meeting Date: July 25, 2011

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

RECOMMENDED ACTION

Approve Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, and Environmental Assessment CEQA-12-10-3205 (Negative Declaration).

PLANNING COMMISSION DISCUSSION

On June 7, 2011, the Planning Commission voted 4-0 (Lubiano absent), to recommend approval of Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, and Environmental Assessment CEQA-12-10-3205 (Negative Declaration).

Planning discussion items are shown in bold italics.

BACKGROUND

The San Mateo County Local Agency Commission (LAFCo) requires that any property proposed for annexation from Unincorporated San Mateo County to a municipality must be pre-zoned before consideration by the LAFCo board. The initial proposal only included the portion of the site that is proposed for Planned Development zoning; however, without the inclusion of 320 Third Avenue, there would have been an “island” property left in Unincorporated Colma, surrounded by Daly City properties. LAFCo stated that they would not support annexation of the property if it resulted in the aforementioned situation. The property owners of 320 Third Avenue have no reservations about annexation; however, they do not wish to be part of the Planned Development zoning because they plan on continuing to utilize their single family property as their primary residence. They have therefore requested the pre-zone designation of R-2 Two Family Residential District, to provide flexibility for possible future development of their property—a zoning designation that is consistent with the Medium Density Land Use designation.

Once the applicant has secured the entitlements for the Planned Development, R-2 zoning designations and the General Plan Amendment designation of Medium Density Residential for the project site, he may apply to LAFCo for annexation into Daly City. From the time that LAFCo receives the application and pre-zoning is complete, it can take two to five months for processing. This includes the required property tax exchange process in which the City Council and Board of Supervisors must adopt resolutions of property tax exchange. LAFCo can also continue a hearing for up to 70 days, if necessary. And once approved by LAFCo, there is a 30 day waiting period

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City
Meeting Date: July 25, 2011

Page 2 of 13

before LAFCo can record the certificate of completion. In order to record, all conditions adopted by LAFCo must be met.

Once the applicant has completed the annexation process with LAFCo, he will return to file the application for Major Subdivision and Design Review entitlements for the Planned Development District (PD-67).

The applicant, Brian Desler is requesting Preliminary Plan approval for the pre- and re-zoning of a portion of the subject site as Planned Development District (PD-67), for the new construction of fifty (50) townhouse units and the pre-zoning of one parcel of the site (320 Third Avenue) as R-2 Two Family Residential District, in conjunction with a General Plan Amendment to designate the entire project area as Medium Density Residential.

Two of the parcels are located within Daly City (Attachment B – Project Area Detail) and are currently zoned R-1 Single Family Residential, with a General Plan Land Use Designation of Medium-Low Density (14.5-20 du/ac), while the remaining approximately 1.76 acres of the subject sites are located in Unincorporated San Mateo County (“Unincorporated Colma”), zoned R-1 One Family Residential District, with a General Plan Land Use Designation of R/FS Residential/Future Study. The entire project area is located along Second and Third Avenues, between Valley Street and A Street (Attachment A - Location Map).

On May 3, 2011, the Planning Commission voted 5–0, to recommend the applicant move to the Precise Plan stage of review for Planned Development PD-67, which, as proposed, would Pre- and Re-Zone a portion of the site as Planned Development for the New Construction of 50 Residential Townhomes; Pre-Zone one parcel of the site as R-2 Two Family Residential District (no development proposed for this site); and process a General Plan Amendment to designate both sites as Medium Density Residential (21-35 du/ac).

On May 23, 2011, the City Council reviewed the Preliminary Plan for Planned Development PD-67 and recommended the applicant move forward to the Precise Plan stage of review.

On June 7, 2011, the Planning Commission reviewed the Precise Plan of development and recommended approval of the entitlements, and adoption of the Negative Declaration.

The Planning Commission was generally supportive of the project, especially noting the applicant’s use of sustainable features in the design of the project, and abundance of open space. The Commission also commended the applicant on their neighborhood involvement so far, and encouraged the applicant to continue communicating with the neighborhood during the construction process.

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City
Meeting Date: July 25, 2011

Page 3 of 13

On June 13, 2011, the City Council set time and place for the public hearing to review the entitlements and the Negative Declaration on July 25, 2011.

PROJECT DESCRIPTION

There are a total of nine parcels involved in this application, with frontages on both Second and Third Avenues. There are five existing single family residences, located at 317, 320, 333, and 340 Second Avenue and 320 Third Avenue. The remainder of the site has been utilized by nursery operations for several decades. There are approximately five support structures scattered throughout the nursery site that are utilized as equipment storage and incidental uses to the operations.

The concept for the Planned Development project site includes the new construction of fifty townhome units, including twenty-five 2 bedroom/2.5 bath units and twenty-five 3 bedroom/2.5 bathroom units. Each unit will be three stories, consisting of one level of parking, two levels of living area, and a partial fourth floor, consisting of attic space and a private roof terrace. Parking will be provided on a one space per bedroom basis, exceeding Code required parking for a typical condominium/townhome development by twenty-five percent.

Twenty-two units will front Second Avenue on the west side of the street, while twelve units will front Second Avenue on the east side of the street. The remaining sixteen units will front Third Avenue on the west side of the street. The average overall building height of the development is approximately thirty-six feet—the standard building height in the multi-family residential zoning district.

Planned Development zoning allows the developer flexibility in establishing unique development standards for the project and is allowable since the site is more than one acre in size. Because two of the parcels are currently located within Daly City's jurisdiction, and the other six parcels slated for the PD-67 site are within San Mateo County's jurisdiction, the actions required to establish the PD-67 will be both a Pre-Zone as well as a Re-Zone. Because 320 Third Avenue will not be part of the PD-67 zoning, the Pre-Zone (processed as a Zone Change) will be required to designate it as R-2. A General Plan Amendment is necessary to allow a higher density of residential development than what is currently allowable on either of the sites.

<i>Land Use</i>	<i>Zoning</i>
North: Single Family residential	R-1 Single-Family Residential District
South: Single Family residential	R-1 One-Family Residential District, Unincorporated San Mateo County

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Meeting Date: July 25, 2011

Page 4 of 13

	“Unincorporated Colma”
West: Single Family and Multi-Family Residential	R-1 Single-Family Residential District and R-3 Multi-Family Residential District
East: Single Family Residential	PD-20 Planned Development, R-1 Single Family Residential and ID Interim District

PROJECT EVALUATION

General Plan, Zoning, and Project Density

The Daly City General Plan establishes land use designations and, typically, more general goals, objectives, and policies. Land use, housing, noise, natural resources, traffic and circulation and other elements are included within the General Plan. Residential Planned Developments range in density from a low density of approximately 11 dwelling units per acre to a high density of 53 dwelling units per acre. The differences in density may be attributed to several factors, most notably the ability to design the project around site specific constraints. The Medium Density land use designation allows a density of 21-35 du/ac, applies to those areas which allow 2 dwelling units per 2500-3000 square foot parcel and typically corresponds to areas developed with duplexes and some multi-family areas where there are small multi-unit buildings located on large lots.

Currently, only two of the nine parcels involved in this application are located in Daly City (APNs 006-392-080 & -090). The current General Plan Land Use designation of those two parcels is Medium-Low Density Residential, which allows a density of 14.5-20 du/ac. The remaining parcels (APNs 006-392-050 thru -070 and 006-393-080, -190 & -200) are located in Unincorporated Colma and are currently designated by the Daly City General Plan as Low Density Residential, which allows a density of 2-14.5 du/ac, because they are in our sphere of influence. They will be re-designated as Medium Density Residential to be consistent with the proposed PD-67 zoning designation. The proposed PD-67 designation would result in a density of 28 du/ac and would therefore require a land use designation of Medium Density Residential. The parcel proposed for R-2 designation is also located in Unincorporated Colma and requires a land use designation consistent with the proposed zoning designation and Medium Density Residential meets the criteria.

Development standards based upon the precise plan for an established Planned Development district constitute the zoning restrictions for the property, such as allowable uses, maximum number of units, required parking and open space requirements. The applicant has proposed 50 units on a 1.76 acre site, resulting in a net neighborhood density of 28 units per acre.

There is no development proposed for the R-2 site (320 Third Avenue); however, any future redevelopment of the site would be subject to the R-2 development standards. The maximum

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City
Meeting Date: July 25, 2011

Page 5 of 13

potential build out for the site would be two duplexes (one on each of the 2500 sq. ft. lots), resulting in a total of four units, at a density of 35 dwelling units per acre.

If the proposed amendment to the General Plan Land Use Map is approved, the entire project area would be designated Medium Density Residential (21-35 du/ac). The subject proposal, at 28 units per acre, and potential maximum build out of 4 units on the R-2 site (35 du/ac) would therefore be within the density parameters for Medium Density Residential uses by the General Plan.

The Planned Development language requires review by the Planning Commission and approval by the City Council prior to adoption. By conforming to the requirements for a PD District, the development of the proposed project would be consistent with the Zoning Ordinance and General Plan.

The City of Daly City adopted a Green Building Ordinance in December, 2010 that requires all new residential construction to meet minimum requirements for Build It Green, LEED, or an equivalent third party rating system certification. Compliance with certification requirements of one of the aforementioned third party rating systems will translate into building energy efficiency above what is required by Code, greater resource conservation in the demolition, construction and operation of the site, and healthier interior and exterior materials. According to the U.S. Environmental Protection Agency (EPA), buildings account for 38.9% of the nation's total carbon dioxide emissions—a major contributor to GHG emissions. Mandating green building practices in new residential construction will result in increased energy efficiency that can ultimately contribute toward lower GHG emissions and other pollutants.

The project architect, Dan Ionescu, of Dan Ionescu Architects and Planners (DIAP), has proposed a high quality contemporary design for the townhouse development. A significant amount of common open space is proposed, providing an abundance of landscaping. A detailed discussion of architectural and landscaping design will be provided when the applicant returns for the Major Subdivision and Design Review entitlements.

Parking and Circulation

The applicant has proposed providing one parking space per bedroom, resulting in a total of 125 parking spaces for the PD-67 site. This number exceeds the minimum number of spaces mandated by the Zoning Ordinance, which requires two spaces for each townhouse unit, by twenty-five percent. However, the overall dimensions of the garage spaces are proposed to be slightly smaller than what the Code requires. The Code requires depths of thirty-eight feet, and widths ranging between eight and one half to ten feet, depending on wall placement, for a two car tandem parking garage and depths of nineteen feet, and widths ranging between eight and one half to ten feet, depending on wall placement, for a one car garage. All of these dimensions are measured from inside wall to inside wall and must be clear of any obstructions. Dimensions proposed for this

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Meeting Date: July 25, 2011

Page 6 of 13

development include depths of thirty-seven feet, and nine and one half foot widths, as measured from outside wall to outside wall. The one car garage dimensions include outside wall dimensions of seventeen feet in depth and nine feet ten inches in width. Staff surveyed the overall dimensions of the ten most popular vehicles nationwide, on two recent lists compiled by Edmunds and AOL—which included vehicles such as the Honda Accord & Civic, Volkswagen Jetta, Toyota Camry, Carolla & Prius, Ford Explorer, and Hyundai Sonata—and found that nineteen out twenty vehicles had lengths less than seventeen feet. As previously stated, standards based upon the precise plan for an established Planned Development district constitute the zoning restrictions for the property and may deviate from what is typically required by the Code. In this case, staff is in support of the garage dimensions as proposed.

- *Commission Edelman questioned staff regarding the proposed garage dimensions. Staff responded that based on researching the twenty most popular cars on two different national lists, a majority of cars would be accommodated by the proposed garage dimensions and staff was therefore comfortable supporting the proposed garage sizes.*
- *Project architect Dan Ionescu added that the project is less than ¼ mile to Colma BART, and that the project is providing more than the Code required parking.*

The Code does not require guest parking for condominium/townhouse developments. Staff routed plans and requested comments on the proposed project from outside agencies, including the Hillside Homeowners Improvement Association (Attachment E—Correspondence). Richard Rochetta, on behalf of the Association expressed concerns regarding storage and guest parking. While the garages for each individual unit may be adequate to accommodate vehicles, trash and recycling receptacles, laundry facilities, and HVAC systems, there is virtually no additional space provided in the garages for storage. DCMC Section 17.35.040.A.3 requires that all residential units be constructed with adequate storage for the number of occupants intended for the unit, but does not provide a specific size to be considered adequate. The proposal currently provides approximately 115 square feet in the attic (partial fourth floor) to accommodate storage for each of the units.

- *Dan Ionescu pointed out that the garages in each of units have ceiling heights that range from 8.5-feet to 9.5-feet; one of the options when purchasing a unit will be to have a loft installed in the garage for additional storage area.*

In regards to the guest parking concern, because the Code does not require guest parking, none has been provided. The developer felt that providing landscaped, common open space areas would not only help retain a somewhat rural setting that currently exists on the site, but also provide a water quality benefit by providing more permeable surfaces as opposed to paved parking areas. It should also be noted that existing on-street parking spaces will be preserved, and some, arguably, created.

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Meeting Date: July 25, 2011

Page 7 of 13

There are several “No Parking” signs posted along fences along Second and Third Avenues. The streets will be widened along the project frontages, providing sidewalks where currently none exist, and sufficient street width for two-way traffic and parking on both sides of the streets.

An additional letter was received on May 4, 2011 from a neighbor on Second Avenue, expressing concerns about the lack of available on-street parking, street sweeping days, and possible effect of the development on these two situations (Attachment E—Correspondence). If the City Council determines that guest parking is something the project should provide on-site, the site plan will require modification to accommodate this change; direction should be given as to how many guest parking spaces should be provided (since there is no Code that would otherwise give guidance), and the revised proposal will need to return to the Planning Commission before moving forward to the City Council for review.

- *Commissioner Bautista recommended that staff work with the Public Works Department to address the street cleaning issue that was raised in this letter.*
- *Dan Ionescu stated that the decision to provide 42% of the site as open space was based on feedback from the neighbors at the community meeting they held; providing guest parking on the site, apart from utilizing the third garage space in the three car garages, would eliminate open space and detract from the vision to retain green spaces on-site.*
- *Commissioners Bautista and Crump supported the open space that is provided on-site and applauded the applicant’s incorporation of sustainability measures into the design of the project. Commissioner Bautista recommended incorporating a solar option into the design of the project.*

The twenty-two units fronting Second Avenue on the west side of the street will have two points of vehicular access, as will the twelve units fronting Second Avenue on the east side of the street. The remaining sixteen units fronting Third Avenue on the west side of the street will have one point of vehicular access at the southern end of the site. By minimizing curb cuts along both Second and Third Avenues, existing on-street parking spaces will be preserved. The streets will be widened along the project frontages, providing sidewalks where currently none exist, and sufficient street width for two-way traffic and parking on both sides of the streets.

The Zoning Code requires a minimum of eight feet in width for each traffic lane in a two-way drive aisle, with a maximum width of twelve feet for each lane. The proposal is providing drive aisle widths meeting the respective criteria, ranging in widths from nineteen to twenty-two feet. Back up dimensions for all parking spaces meet Code required dimensions of twenty-four feet (utilizing two feet of overhang) throughout the development. Internal pedestrian circulation is provided by a series of walkways and stairs linking the units to common open space areas, toward the center of

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Meeting Date: July 25, 2011

Page 8 of 13

the overall site. Pedestrian linkages to the site from the public right-of-way are provided along both the Second and Third Avenue frontages. The proposed site plan for the PD-67 project area provides a highly functional layout as well as an aesthetically pleasing development that retains an abundance of common open space for the outdoor enjoyment of the residents.

- *Dan Ionescu spoke regarding the project, pointing out key attributes of the project, including that it will be infill, transit-oriented development, that it will exceed green building standards, that they will be utilizing innovative stormwater features, and that great thought was put into the textures, colors, and design of the project. He indicated that they listened to the neighborhood concerns and responded accordingly with ownership housing that contains an abundance of green space.*
- *Commissioner Kelly applauded the applicant's community involvement so far and recommended that the applicant maintain communication with the neighborhood regarding the project, especially before and during construction.*

ENVIRONMENTAL ASSESSMENT

Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has, after the completion of an Initial Study (Attachment D—Environmental Checklist), determined the project will not have a significant impact on the environment. The Negative Declaration prepared for the project is attached and recommended for City Council adoption.

FINDINGS

The Planning Commission finds that the proposed Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, and General Plan Amendment GPA-12-10-3204 are in accordance with Chapter 17 of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in the vicinity. The proposed project would not be injurious or detrimental to property and improvements in the neighborhood or result in substantial environmental damage or disturbance. These findings are based in part on the following facts:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing on May 3, 2011 to review the Preliminary Plan; notice of said hearing was by newspaper publication, and posting and first class mailing to property owners within 300 feet of the site, on April 23, 2011.

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Meeting Date: July 25, 2011

Page 9 of 13

2. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the City Council reviewed the Planning Commission's approval of the Preliminary Plan on May 23, 2011; 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 14, 2011.
3. 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 review the Precise Plan and Environmental Assessment on June 7, 2011; 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 28, 2011.
4. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the City Council will conduct a public hearing on July, 25 2011; notice of said hearing was by Council action of setting time and place at a public hearing held on June 13, 2011, posting in newspaper publication on June 27, 2011, and first class mailing to property owners within 300 feet of the site on June 27, 2011.
5. Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and, based on the Initial Study prepared, has been determined that there is no substantial evidence, in light of the whole record that the project may have a significant impact and therefore a Negative Declaration will be prepared per CEQA.
6. 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.
7. The site is physically suitable for the type of proposed development. The Daly City portion of the site is designated as Medium-Low Density (14.6-20 du/ac) and the Unincorporated San Mateo County parcels are designated R/FS Residential/Future Study. A designation change to Medium Density Residential, which allows for up to 35 dwelling units per net acre, will accommodate the proposal of 50 units, resulting in a density of 28.4 dwelling units per acre. The density and intensity of the project is consistent with other similar projects in the immediate vicinity and the Mission Street corridor, within the BART Station Area Specific Plan.
8. The proposed development provides ample parking for residents by providing 125 off-street parking spaces, where only 100 are required.

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Meeting Date: July 25, 2011

Page 10 of 13

9. The proposed development is consistent with Objective 6 of the Land Use Element of the General Plan, which encourages a pattern of residential land use which provides for a variety and balance of densities and offers opportunities for a mix of dwelling and tenure types; and consistent with the adjacent BART Station Area Specific Plan Goals of providing medium to high density, transit-oriented, ownership housing while encouraging development that complements and enhances existing uses.
10. The site is physically suitable for the type and density of the proposed development. The parcels are adjacent to fully urbanized areas with all public services capable of being extended to the new development. Within the subject area, there is predominantly a mix of residential and commercial uses.
11. The proposed townhouse project has been designed in accordance with the Daly City Zoning Ordinance. There exists no evidence in the public record to demonstrate that the project would be detrimental to the public health, safety, and general welfare.
12. Once the applicant has secured the entitlements for the Planned Development, R-2 zoning designations and the General Plan Amendment designation of Medium Density Residential for the project site, the applicant may apply to LAFCo for annexation into Daly City. From the time that LAFCo receives the application and pre-zoning is complete, it can take two to five months for processing. This includes the required property tax exchange process in which the City Council and Board of Supervisors must adopt resolutions of property tax exchange. LAFCo can also continue a hearing for up to 70 days, if necessary. And once approved by LAFCo, there is a 30 day waiting period before LAFCo can record the certificate of completion. In order to record, all conditions adopted by LAFCo must be met.
13. Pursuant to Government Code Section 65859.(a), the PD-67 zoning shall become effective at the same time that the annexation becomes effective.
14. Prior to construction, Major Subdivision and Design Review entitlements must be obtained. The applicant will pay fees that mitigate the potential impacts caused by the project related to schools, public facilities, and public utility connection fees. The proposed project is in compliance with the parking requirements established by the Daly City Zoning Ordinance. 100 spaces are required and 125 spaces are provided. The project is expected to generate 27 A.M.-peak period vehicular trips and 31 P.M.-peak period vehicular trips. This volume of trips is not considered a significant impact to the adjacent street network.

CONDITIONS OF APPROVAL:

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Meeting Date: July 25, 2011

Page 11 of 13

The Planning Commission recommends approval of Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, and Environmental Assessment CEQA-12-10-3205 based on the following conditions as specified by each Department and Division. The applicant shall comply with these conditions prior to or in conjunction with any building permit issuance for the proposed improvements.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

1. Pursuant to Government Code Section 65859.(a), the PD-67 and R-2 zoning designations shall become effective at the same time that the annexation becomes effective.
2. The applicant shall file a declaration of acceptance of all conditions with the City Clerk within thirty (30) days of Council approval. Until said Declaration is filed, the permits shall not be valid for any purpose.
3. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval and minor changes to the plan, must be approved by the Planning Division. Major site or architectural modifications shall be treated as an amendment and shall be subject to review of the Planning Commission and City Council.
4. The project shall conform to all applicable the City of Daly City General Conditions of Approval.
5. The applicant shall submit a Phase II Environmental Assessment prior to obtaining demolition or building permits.
6. The applicant shall submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2 NPDES Permit No. CAS612008.
7. Per the 2010 California Building Code, upon submittal for building permit, residential structures that are to be located in areas where the CNEL exceeds 60 db, the applicant will be required to provide an acoustical analysis report, that shows topographical relationships of noise sources and dwelling sites, identification of noise sources and their characteristics, predicted noise spectra and levels at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction, noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met.

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Meeting Date: July 25, 2011

Page 12 of 13

8. In conjunction with the Major Subdivision and Design Review application, the developer shall furnish to staff, a detailed description of green building measures intended to be incorporated into the development, and an inclusionary housing plan, per DCMC Section 17.47.100, that illustrates compliance with Chapter 17.47.
9. Decorative trash and recycling receptacles shall be provided in common open space areas. The number and location of said receptacles shall be determined during the Design Review application.
10. The applicant shall prepare an agreement to implement a weekly litter cleanup plan for all open space areas, planters and public sidewalks adjacent to the development. Included in this plan, shall be coordination and scheduling plan for disposal collection of waste and recycling collected in the receptacles located in common open space areas.
11. Site lighting shall be provided in common open space areas and shall be in conformance with plans approved by the City Council as part of the Design Review. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare.

B. DEPARTMENT OF PUBLIC WORKS

12. All public improvements shall be per City standards and at no cost to the City.
13. The proposed project plans show the drainage discharged to the street gutters. The project shall include a storm drainage analysis of existing and proposed drainage improvements. The existing improvements shall be upgraded in compliance with City standards and as required by the impacts of the proposed improvements.
14. Drainage outflow from detention facilities, wherever possible, shall be by gravity rather than force main.
15. New and existing utilities shall be undergrounded along the development frontage. Short pieces of streets with overhead utilities are undesirable, therefore the applicant shall investigate and develop, in cooperation with the City and the County, a project for extending and completing the utilities undergrounding to the ends of the affected streets.
16. Prior to beginning development work, the developer shall make video recording of the existing street beyond the development frontage. The developer shall restore per City standards, the street pavements impacted by the development work.

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Meeting Date: July 25, 2011

Page 13 of 13

C. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

17. The public sewer system will require a twenty (20) foot wide easement.
18. The public water system will require a twenty (20) foot wide easement.
19. New water system shall be looped to provide adequate fire flows and for water quality purposes.
20. The sewer system shall be designed to meet the current edition of the City of Daly City Standards Specifications and Drawings.
21. A gravity flow sewer lift station design is the preferred option unless it can be shown to be cost prohibitive. If the sewer system is to be public, the lift station shall be designed to DWR specifications and shall have full SCADA controls and monitoring.
22. The water system shall be designed to meet the current edition of the City of Daly City Standards Specifications and Drawings.
23. As part of the annexation, the portion of the project that is currently served by Cal Water shall be relinquished to Daly City and become part of the Daly City water system.
24. The applicant shall provide anticipated daily demand of the development.
25. A gravity flow storm water lift station is the preferred option, unless it can be shown to be cost prohibitive. If the sewer system is to be public, the lift station shall be designed to DWR specifications and shall have full SCADA controls and monitoring. Due to provision C.2.d of the MRP, the City may be responsible for implementing measures to operate, inspect and maintain the lift station. The cost of these measures has yet to be determined. In any event, all costs for City involvement with this facility shall be borne by the developer or HOA.
26. A sewer flow study shall be performed to ensure the existing system is capable of handling the additional flow of this development.
27. The developer shall bear all costs for any water and/or sewer infrastructure improvements that may be necessary for the project to move forward.

D. FIRE DEPARTMENT

City Council Agenda Report

Subject: Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205 (Negative Declaration)—Various Parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County; Two parcels located along Second Avenue, Daly City

Meeting Date: July 25, 2011

Page 14 of 14

28. Fire sprinklers are required throughout the project.
29. Smoke detectors and Carbon Monoxide detectors are required per CBC.
30. Fire flow shall meet CFC requirements.

E. BUILDING DIVISION

31. PG&E gas meter must be located beside the garage door and be included on the plan as it may affect the required width of driveways or access of vehicles around the new development.

STAFF RECOMMENDATION

The Planning Commission recommends to the City Council the following:

1. Adopt the Findings as outlined herein;
2. Adopt the Negative Declaration prepared for the project;
3. Approve Planned Development (PD-67) PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205, subject to the Findings and Conditions outlined herein.

Respectfully submitted,



Jeannie Naughton
Associate Planner



Richard Berger
Director of Economic & Community Development

Attachments

- Attachment A – Location Map
- Attachment B – Project Area Detail
- Attachment C – Project Plans
- Attachment D – Environmental Checklist
- Attachment E – Correspondence
- Attachment F – Planned Development PD-67 Standards

LOCATION MAP

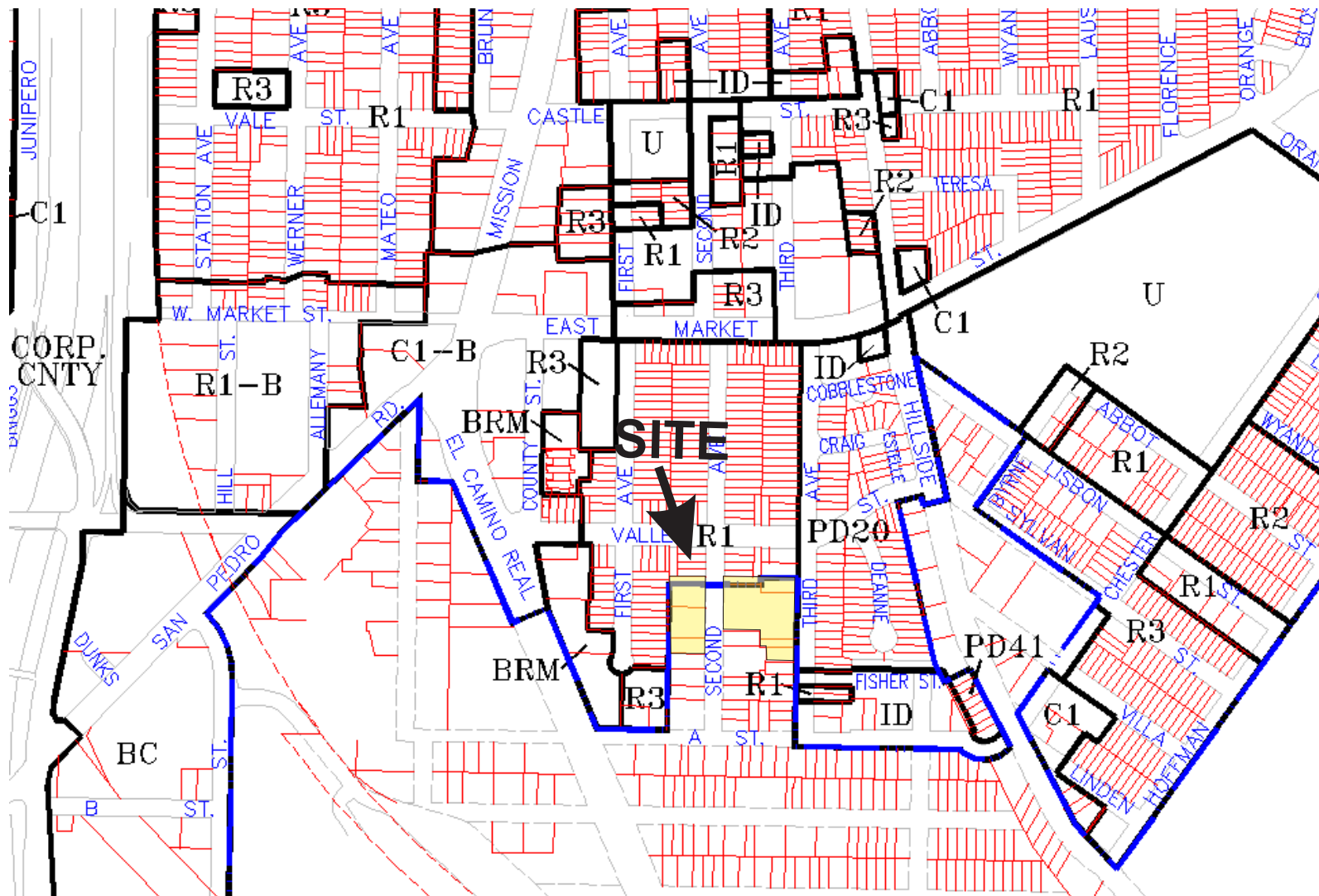


PD-12-10-3203 (PD-67),

GPA-12-10-3204, ZC-4-11-3678,

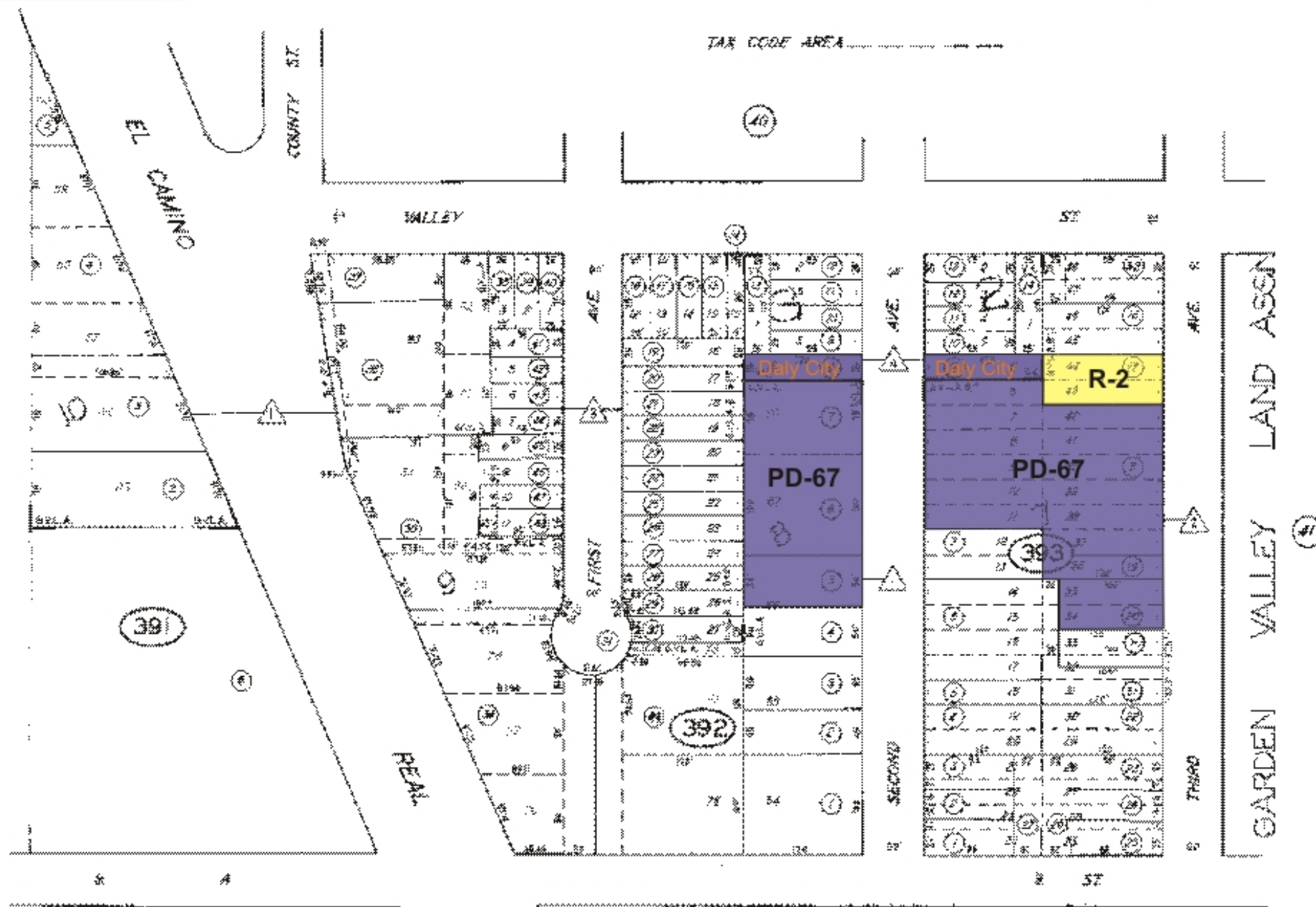
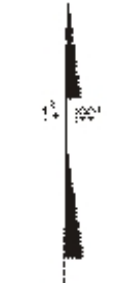
CEQA 12-10-3205

Various Parcels Located Along Second
& Third Avenues between Valley Street & A Street
City Council Precise Plan Review



SCHOOLHOUSE HOMESTEAD ASSN.

6-39



BK. 0
12

- 1 GARDEN VALLEY LAND ASSN. RSM 1/8
- 2 SUB. OF LOTS 52-57, 59-63 BLK. 7 GARDEN VALLEY LAND ASSN. RSM 2/42
- 3 GARDEN VALLEY LAND ASSN. RESUB. PTN. BLKS. 8 & 9 RSM 32/34
- 4 VALLEY KNOLLS RSM 38/46

GARDEN VALLEY - DALY CITY, CALIFORNIA
PRE-ZONING, ANNEXATION, GENERAL PLAN AMENDMENT, P.D. AND DESIGN REVIEW



GARDEN VALLEY

2ND & 3RD AVE, DALY CITY, CALIFORNIA

PROJECT DIRECTORY

OWNER	JENNIFER GALLAN DESLER, TRUSTEE ROBERT LAGOMARSINO TRUSTS 2790 JUNIPERO SERRA BLVD. DALY CITY, CA 94015	650.755.6468 650.755.6467 FAX
ARCHITECT	DAN IONESCU ARCHITECTS & PLANNERS 1611 BOREL PLACE, SUITE 230 SAN MATEO, CA 94402	650.570.6681 650.570.6540 FAX
CIVIL	MACLEOD AND ASSOCIATES 965 CENTER STREET SAN CARLOS, CA 94070	650.593.8580 650.593.8675 FAX
LANDSCAPE	THE GARDEN ROUTE 151 HASKINF WAY, SUITE E SOUTH SAN FRANCISCO, CA 94080	800.551.1123 650.583.3466 FAX

DRAWING INDEX

ARCHITECTURE

- COVER SHEET
PROJECT DATA
A0.0
A0.1
A1.1
A1.2
A1.3
A1.4
A1.5
A2.1
A2.2
A2.3
A2.4
A2.5
A2.6
A2.7
A2.8
A3.1
A4.1
A5.1
A5.2
A5.3
A5.4
A5.5
- SECTION
SITE SECTION AND STREET ELEVATIONS
ELEVATIONS BUILDING 2 UNITS
ELEVATIONS BUILDING 4 UNITS
ELEVATIONS BUILDING 6 UNITS
ELEVATIONS BUILDING 6 UNITS
ELEVATION DETAILS

CIVIL

- C1.1
C1.2
LANDSCAPE
L1.1
- TENTATIVE SUBDIVISION MAP - GRADING AND DRAINAGE PLAN
TENTATIVE SUBDIVISION MAP - UTILITY PLAN
LANDSCAPE SITE PLAN

PROJECT DATA

A. ASSESSOR PARCEL NUMBERS	AREAS
006-392-050	6,006 SQ. FT.
006-392-060	12,001 SQ. FT.
006-392-070	9,003 SQ. FT.
006-392-080	2,998 SQ. FT.
006-393-080	3,001 SQ. FT.
006-393-090	36,010 SQ. FT.
006-393-190	3,001 SQ. FT.
006-393-200.	5,001 SQ. FT.
TOTAL	77,021 SQ. FT. (+/- 1.77 AC)

B. ZONING

EXISTING: COUNTY OF SAN MATEO
PROPOSED: P.D. (AND ANNEXATION
TO CITY OF DALY CITY.

TYPE OF UNITS: ATTACHED SINGLE FAMILY HOMES (CARRIAGE UNIT TYPE)

NUMBER OF UNITS	25
2 BEDROOM/2.5 BATH	25
3 BEDROOM / 2.5 BATH	50
TOTAL UNITS	75

PROPOSED DENSITY: UP TO 30 D.U. / AC.

PROPOSED BUILDING HEIGHT: +/- 36 FEET

SETBACKS: SEE FIRST FLOOR SITE PLAN

TOTAL BUILDINGS FOOTPRINT	29,352 SQ. FT. (38%)
---------------------------	----------------------

COVERAGE 38%

TOTAL IMPERVIOUS AREA 15,251 SQ. FT. (19.8%)

TOTAL COMMON OPEN SPACE 23,280 SQ. FT. (30.3%)

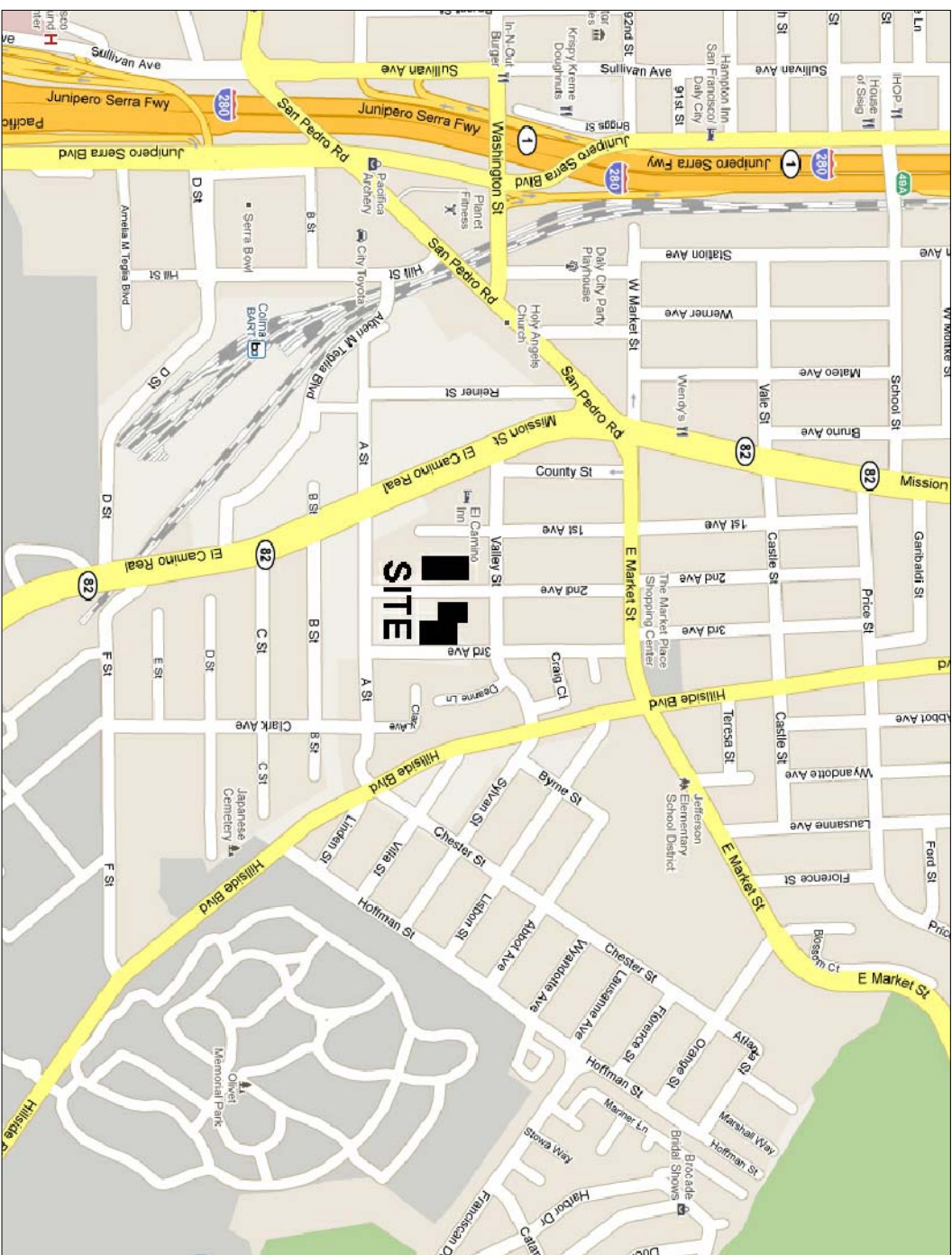
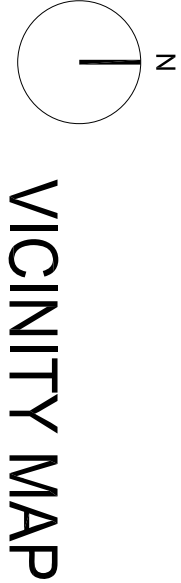
TOTAL PRIVATE OPEN SPACE (AT GRADE) 9,165 SQ. FT. (11.9%)

ADDITIONAL OPEN SPACE (ROOF PATIOS) 33,655 SQ. FT. (43.7%)

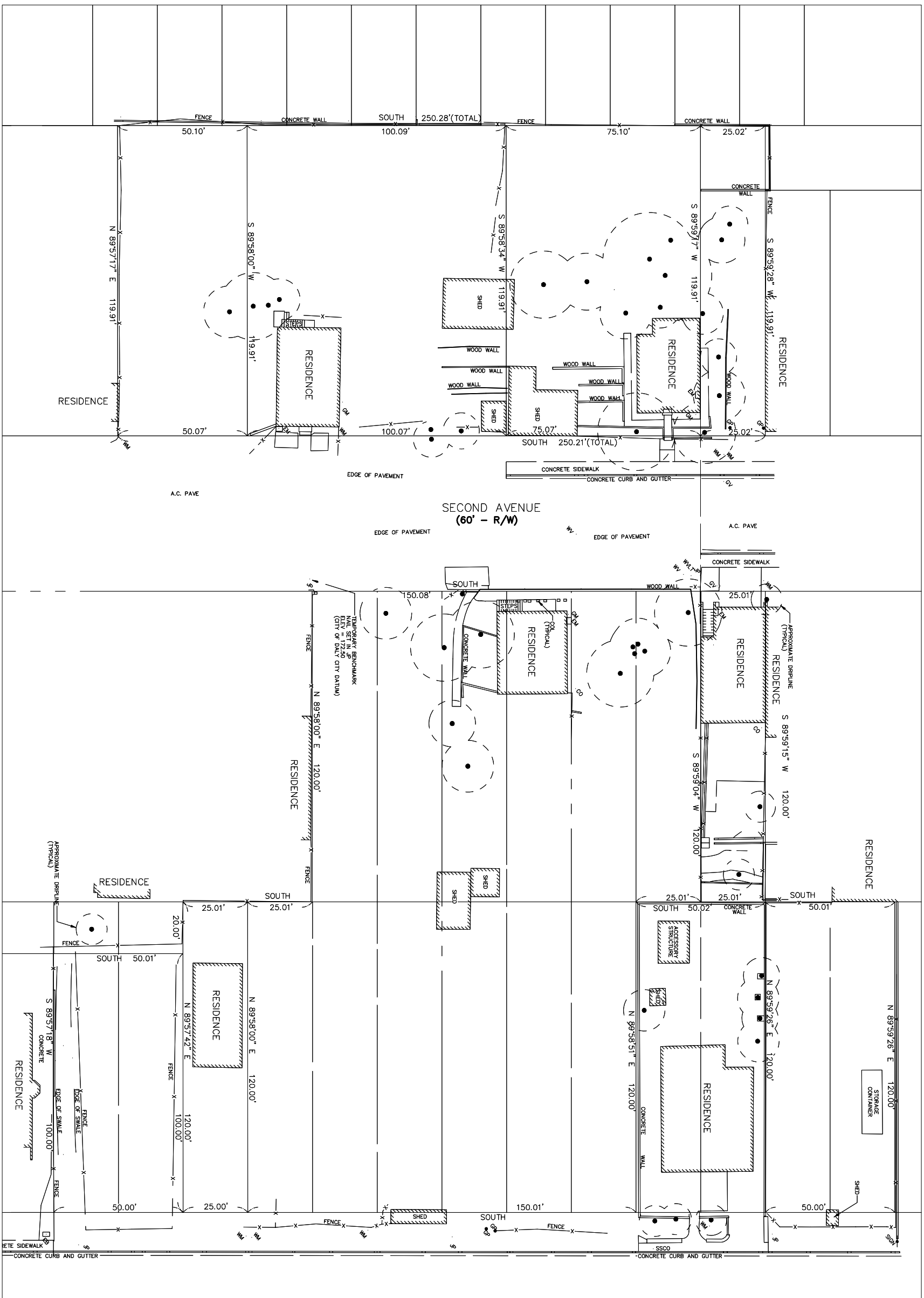
ON SITE PARKING 1 CAR PER BEDROOM (125 CARS IN PRIVATE GARAGES)

OFF SITE PARKING

STREET (PARALLEL) PARKING 25



EXISTING SITE PLAN

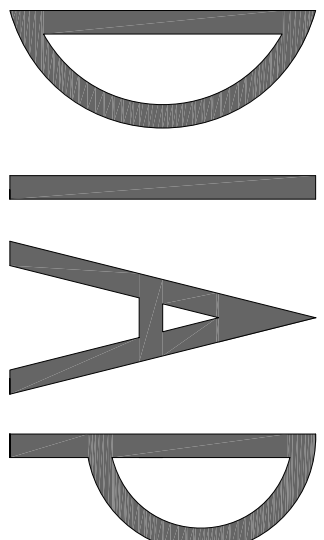


PRE-ZONING AND ANNEXATION ADDITIONAL LOT

A. ASSESSOR PARCEL NUMBER
006-393-170

AREA
6,001 SQ. FT.

B. ZONING
EXISTING: COUNTY OF SAN MATEO
PROPOSED: PD (AND ANNEXATION
TO CITY OF DALY CITY).



DAN IONESCU ARCHITECTS & PLANNERS
SAN FRANCISCO BAY AREA
ARCHITECTURE
PLANNING
INTERIOR DESIGN
HISTORIC REHABILITATION
CONSTRUCTION MANAGEMENT
WWW.DIAP.COM

1611 BOREL PLACE #230, SAN MATEO, CA 94402
TEL.: (650) 570-6681 FAX: (650) 570-6840

This drawing is the property of the Architect and may not
be reproduced or used without his written permission.
Dan Ionescu Architects & Planners

© Copyright 2010 DIAP

GARDEN VALLEY

LOCATION

2ND & 3RD AVE
DALY CITY, CA

PROJECT PHASE JOB #
PD 1012

PROJECT DATA

SCALE DAT
N/A DEC 23, 2010

ISSUES / REVISION:

2. 21.11 CITY COMMENTS

A0.1

This drawing is the property of the Architect and may not be reproduced or used without his written permission.
Dan Ionescu Architects & Planners
© Copyright 2010 DIAP

GARDEN VALLEY

LOCATION	
2ND & 3RD AVE DALY CITY, CA	
PROJECT PHASE	JOB NUMBER
PD	1012

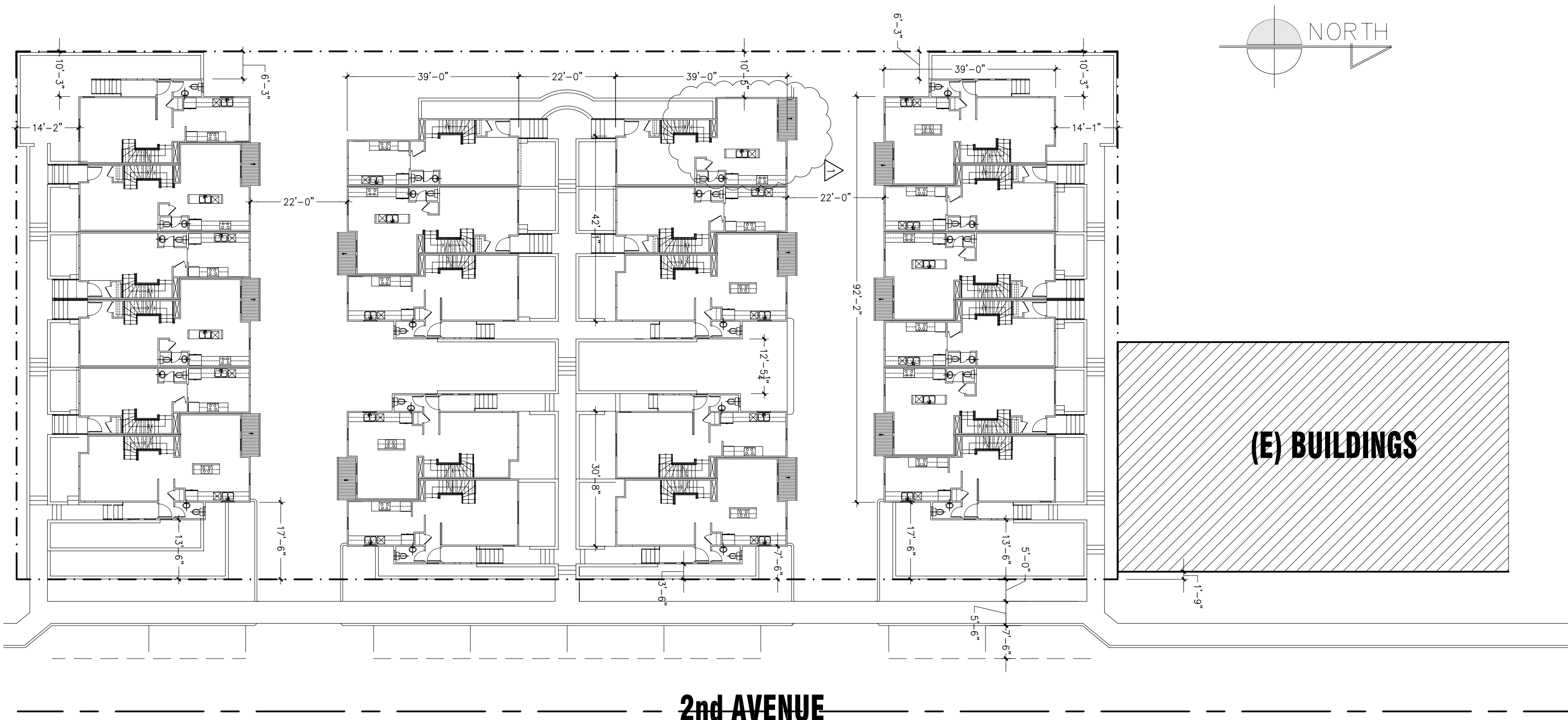
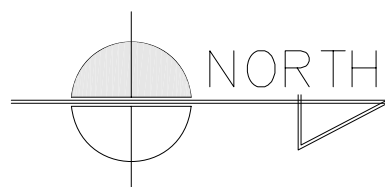
SITE PLAN

GARAGE LEVEL

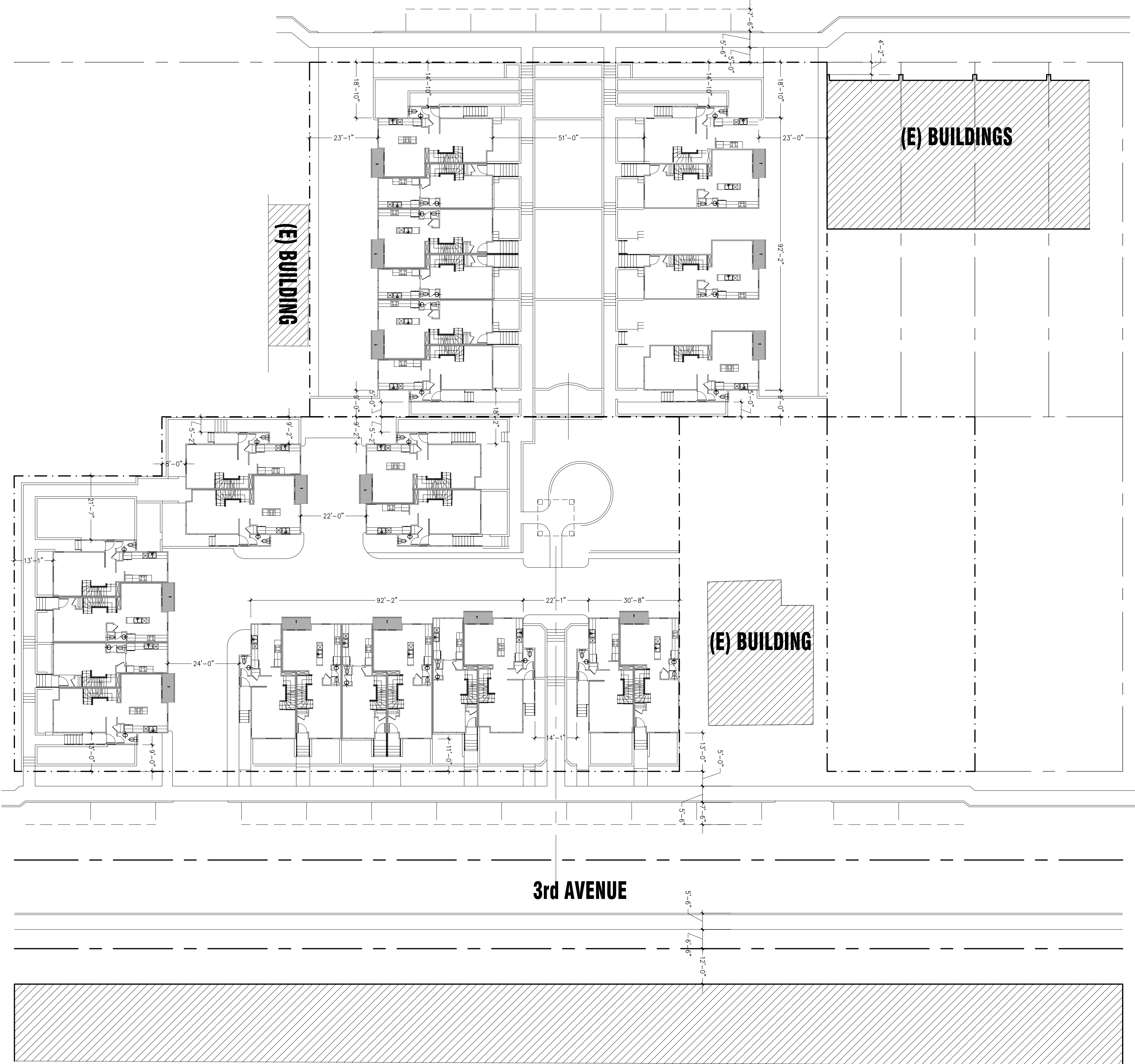
SCALE DATE
1"=20' DEC 23, 2010
ISSUES / REVISIONS:

2.21.11 CITY COMMENTS

Valley Street



2nd AVENUE



3rd AVENUE

GARDEN VALLEY

LOCATION

2ND & 3RD AVE
DALY CITY, CA

PROJECT PHASE JOB #
PD 1012

SITE PLAN 1ST LEVEL

SCALE DAT
1"=20' DEC 23, 2010

ISSUES / REVISION:

2.21.11 CITY COMMENTS

**GARDEN
VALLEY**

LOCATION
2ND & 3RD AVE
DALY CITY, CA

PROJECT PHASE JOB #
PD 1012

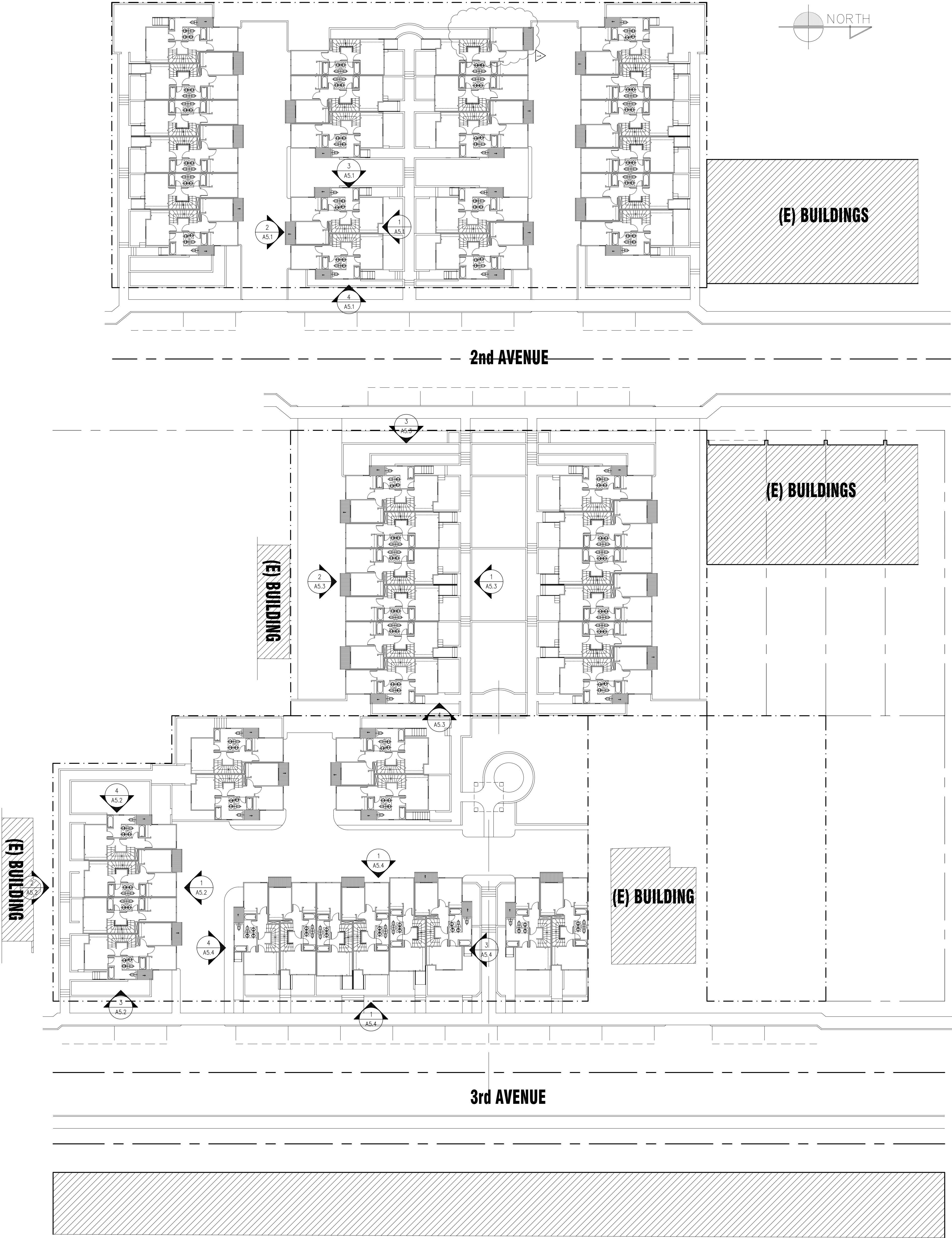
**SITE PLAN
2ND LEVEL**

SCALE 1"=20' DATE
DEC 23, 2010

ISSUES / REVISION:

2.21.11 CITY COMMENTS

A1.3



**GARDEN
VALLEY**

LOCATION
2ND & 3RD AVE
DALY CITY, CA

PROJECT PHASE JOB #
PD 1012

**SITE PLAN
ATTIC LEVEL**

SCALE DATE
1"=20' DEC 23, 2010

ISSUES / REVISION:

2.21.11 CITY COMMENTS



**GARDEN
VALLEY**

LOCATION
2ND & 3RD AVE
DALY CITY, CA

PROJECT PHASE JOB
PD 1012

**SITE PLAN
ROOF LEVEL**

SCALE DAT
1"=20' DEC 23, 2010

ISSUES / REVISION:

2.21.11 CITY COMMENTS

A1.5



LOCATION	
2ND & 3RD AVE DALY CITY, CA	
PROJECT PHASE	JOB NUMBER
PD	1012

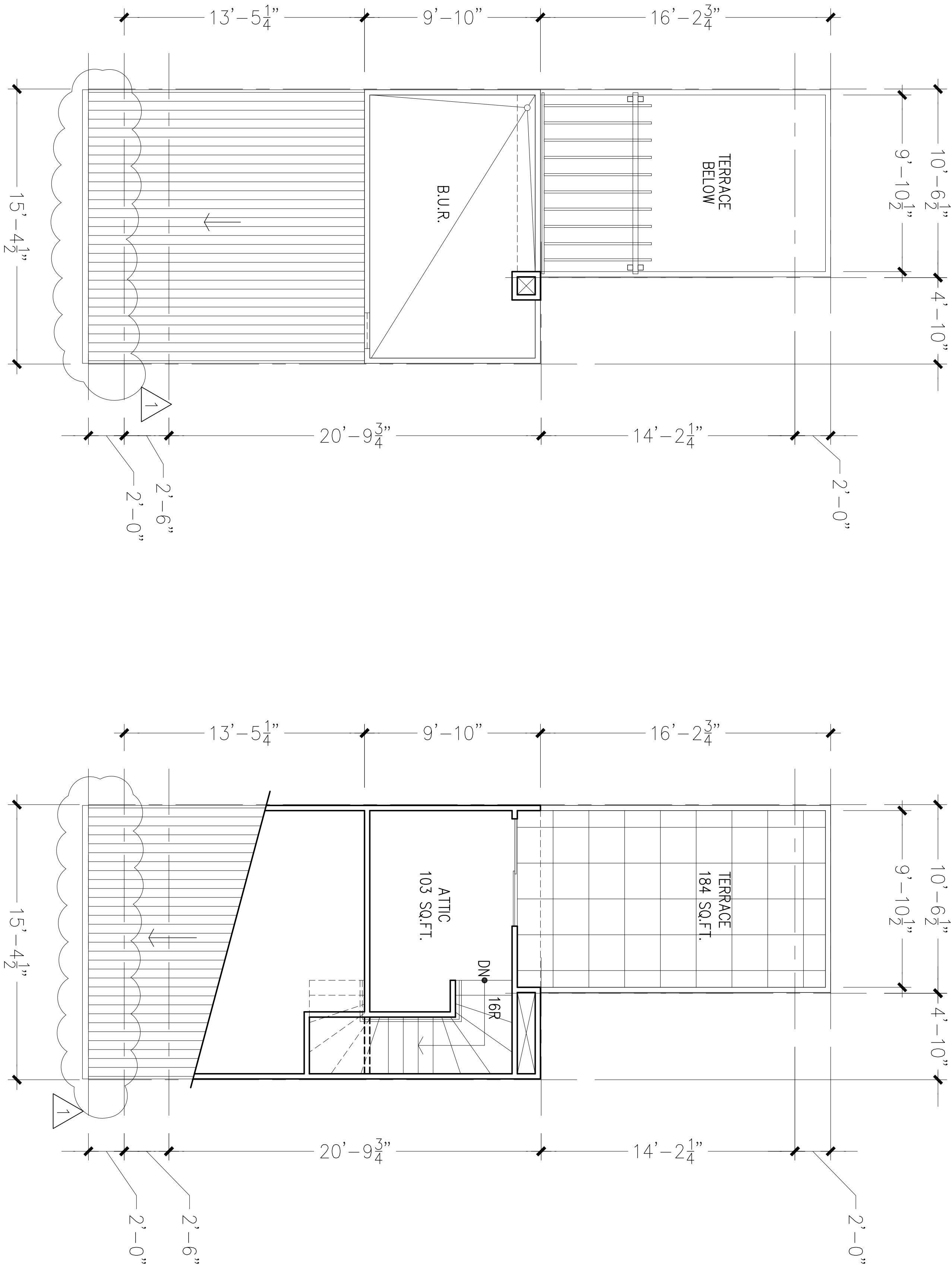
2.21.11 CITY COMMENTS

GARDEN
VALLEY

LOCATION
2ND & 3RD AVE
DALY CITY, CA
PROJECT PHASE
JOB #
PD 1012

2 BEDROOM
FIELD UNIT
PLANS
SCALE
1/4"=1'-0"
DATE
DEC 23, 2010
ISSUES / REVISION:

2.21.11 CITY COMMENTS



2 ROOF 1/4"=1'-0"

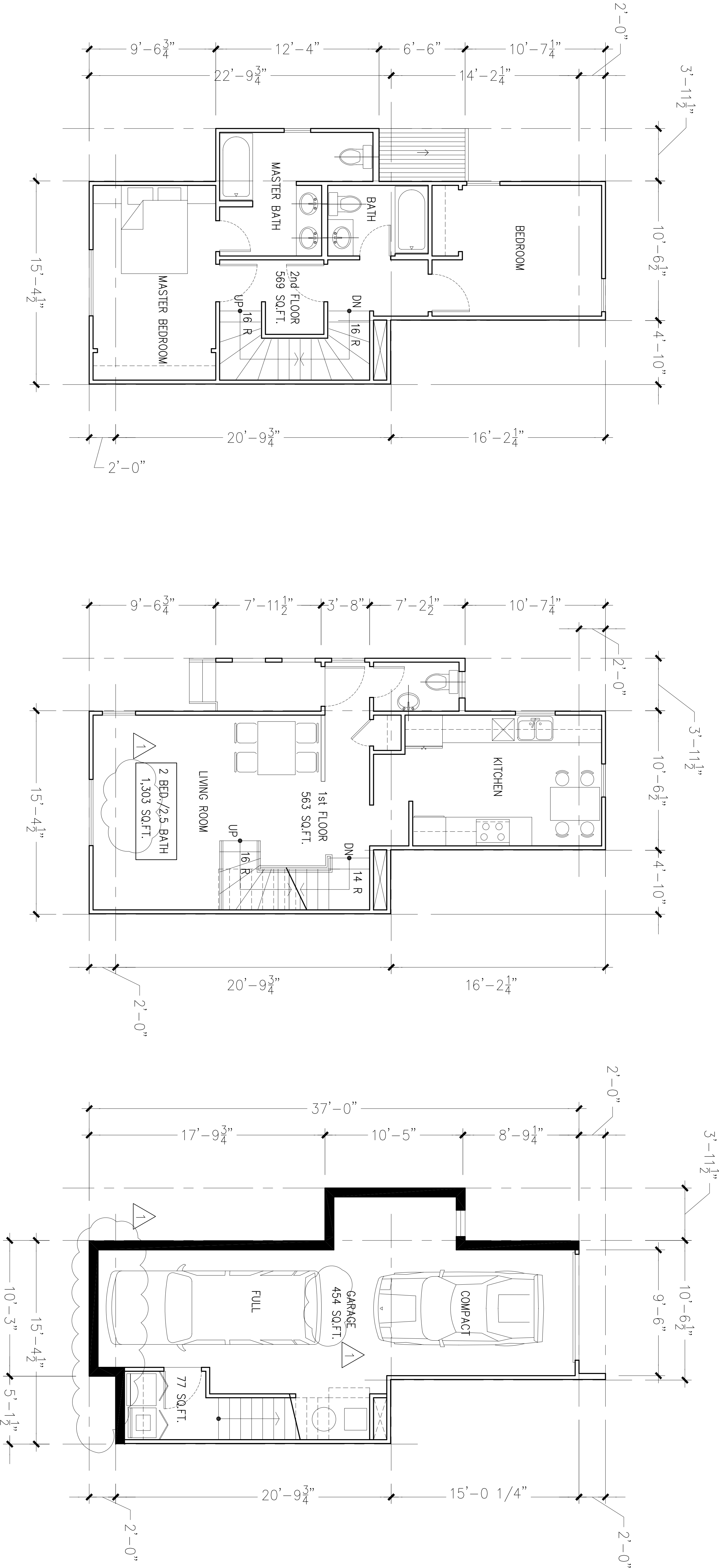
1 ATTIC LEVEL 1/4"=1'-0"

GARDEN VALLEY

LOCATION
2ND & 3RD AVE
DALY CITY, CA
PROJECT PHASE JOB #
PD 1012

**2 BEDROOM
END UNIT
PLANS**
SCALE 1/4"=1'-0" DATE DEC 23, 2010
ISSUES / REVISION:

2.21.11 CITY COMMENTS



3 2ND LEVEL 1/4"=1'-0"

2 1ST LEVEL 1/4"=1'-0"

1 GARAGE LEVEL 1/4"=1'-0"

GARDEN VALLEY

LOCATION

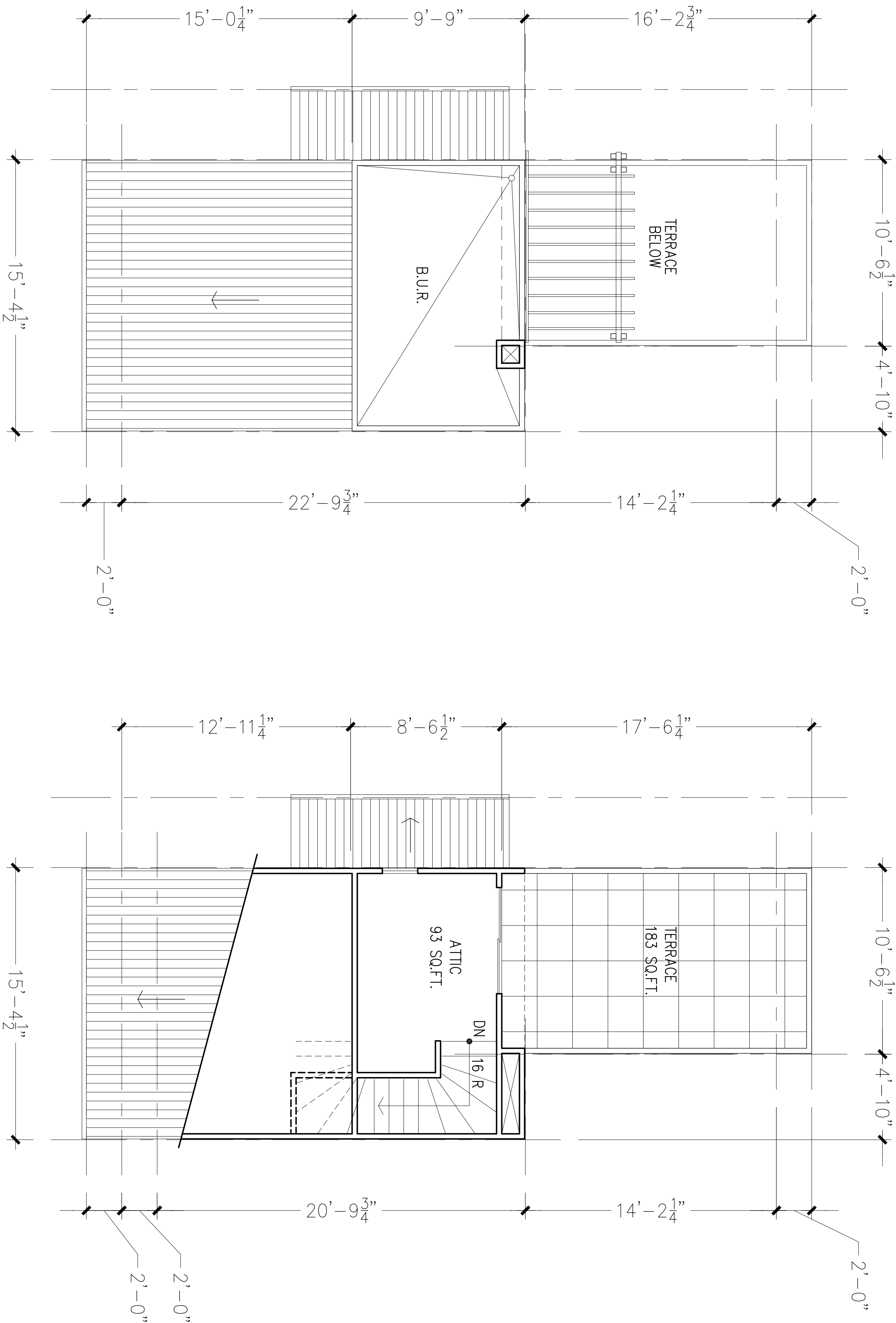
2ND & 3RD AVE
DALY CITY, CA

PROJECT PHASE JOB #
PD 1012

**2 BEDROOM
END UNIT
PLANS**

SCALE DATE
1/4"=1'-0" DEC 23, 2010
ISSUES / REVISION:

2.21.11 CITY COMMENTS



2 ROOF 1/4"=1'-0"

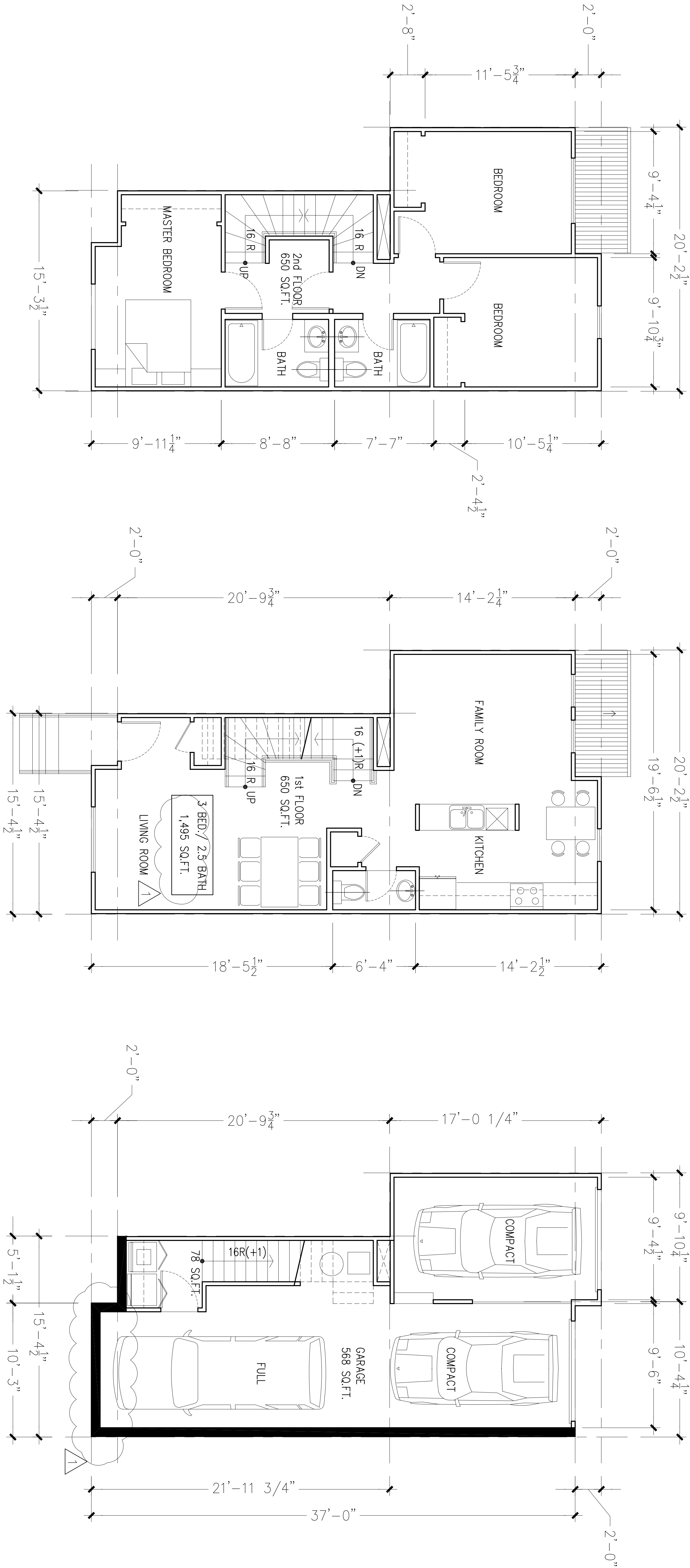
1 ATTIC LEVEL 1/4"=1'-0"

**GARDEN
VALLEY**

LOCATION
2ND & 3RD AVE
DALY CITY, CA
PROJECT PHASE JOB #
PD 1012

**3 BEDROOM
FIELD UNIT
PLANS**
SCALE 1/4"=1'-0" DATE DEC 23, 2010
ISSUES / REVISION:

2.21.11 CITY COMMENTS



3 2ND LEVEL 1/4"=1'-0"

2 1ST LEVEL 1/4"=1'-0"

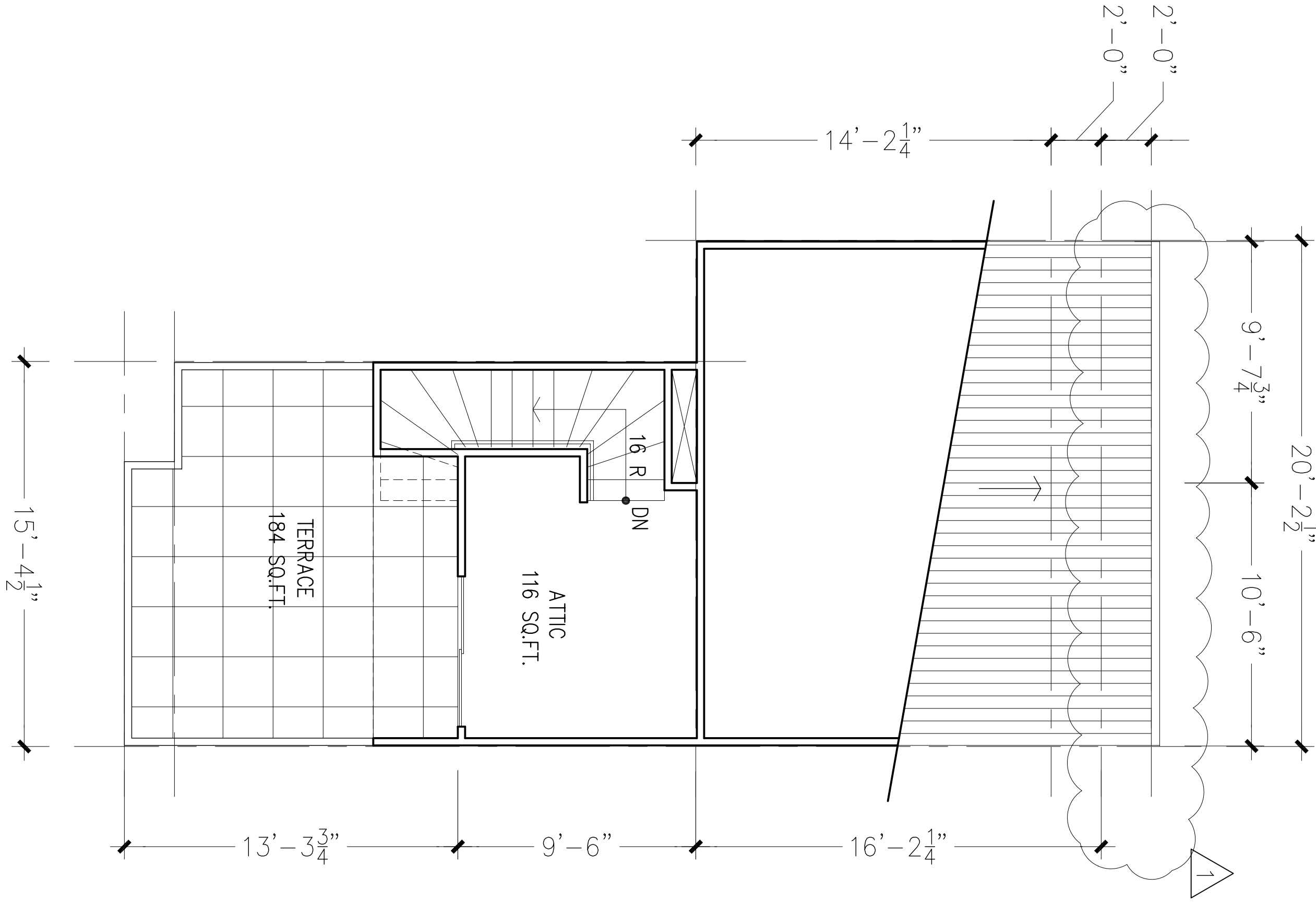
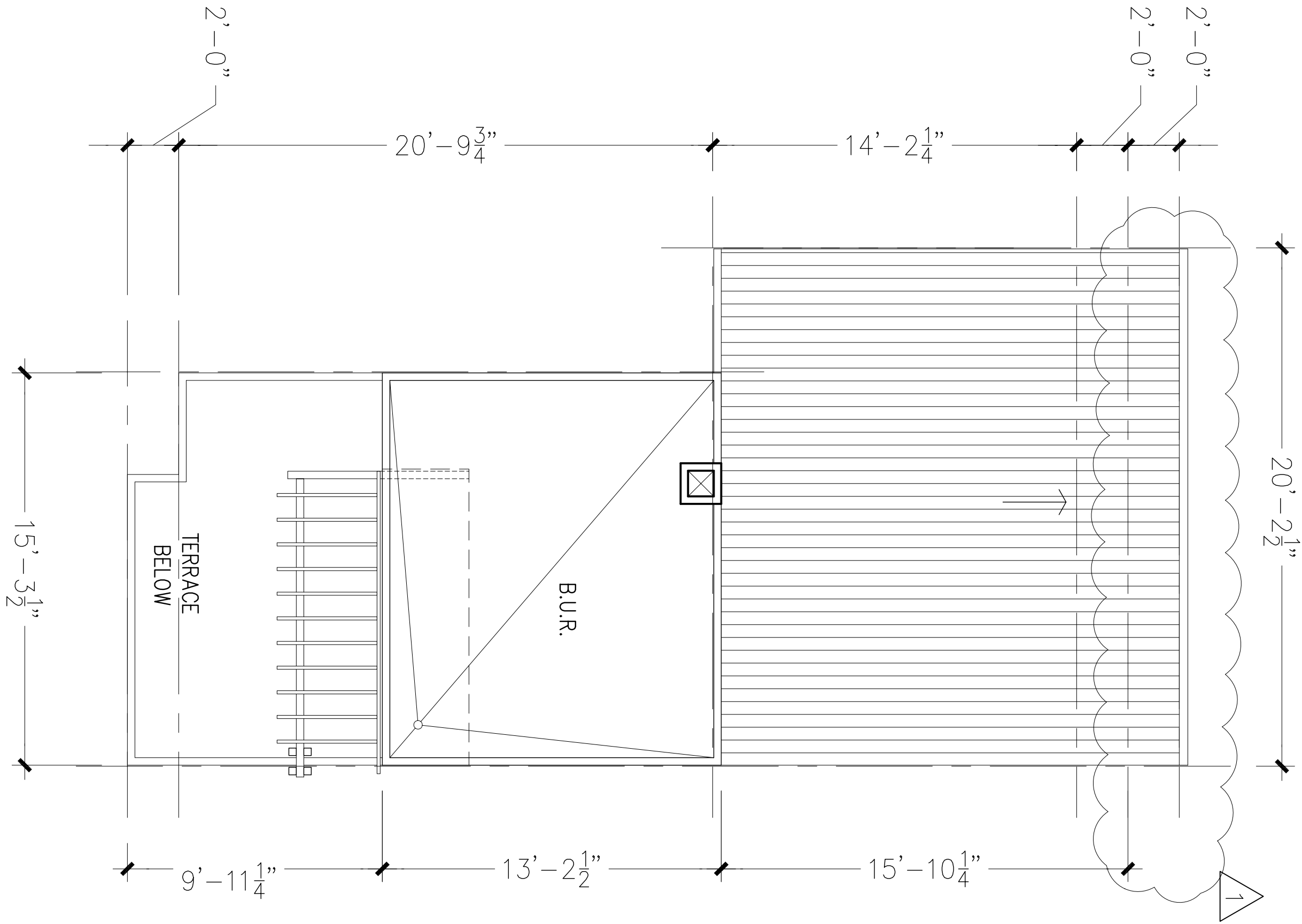
1 GARAGE LEVEL 1/4"=1'-0"

**GARDEN
VALLEY**

LOCATION
2ND & 3RD AVE
DALY CITY, CA
PROJECT PHASE JOB #
PD 1012

**3 BEDROOM
FIELD UNIT
PLANS**
SCALE 1/4"=1'-0" DATE DEC 23, 2010
ISSUES / REVISION:

2.21.11 CITY COMMENTS



**GARDEN
VALLEY**

LOCATION
2ND & 3RD AVE
DALY CITY, CA

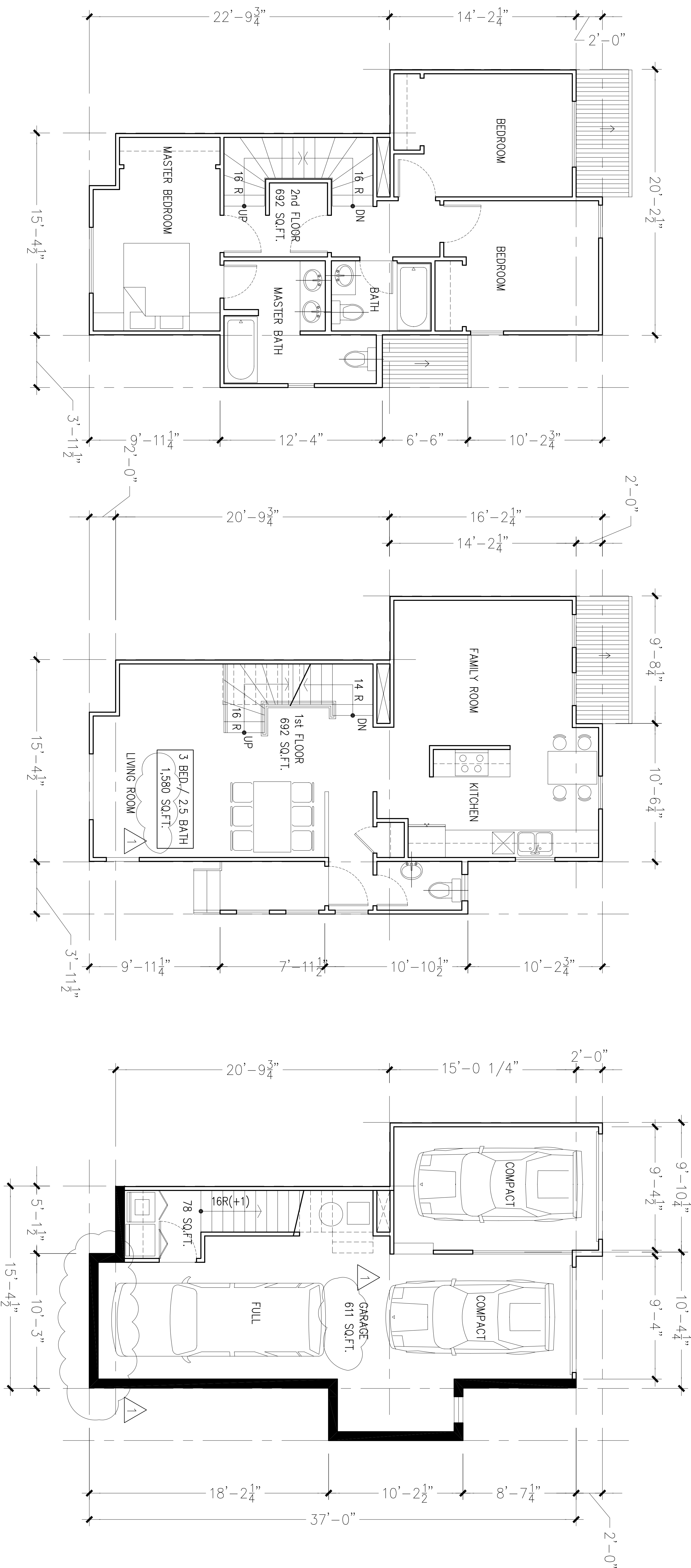
PROJECT PHASE JOB #
PD 1012

**3 BEDROOM
END UNIT
PLANS**

SCALE DAT
1/4"=1'-0" DEC 23, 2010

ISSUES / REVISION:

2.21.11 CITY COMMENTS



3 2ND LEVEL 1/4"= 1'-0"

2 1ST LEVEL 1/4"= 1'-0"

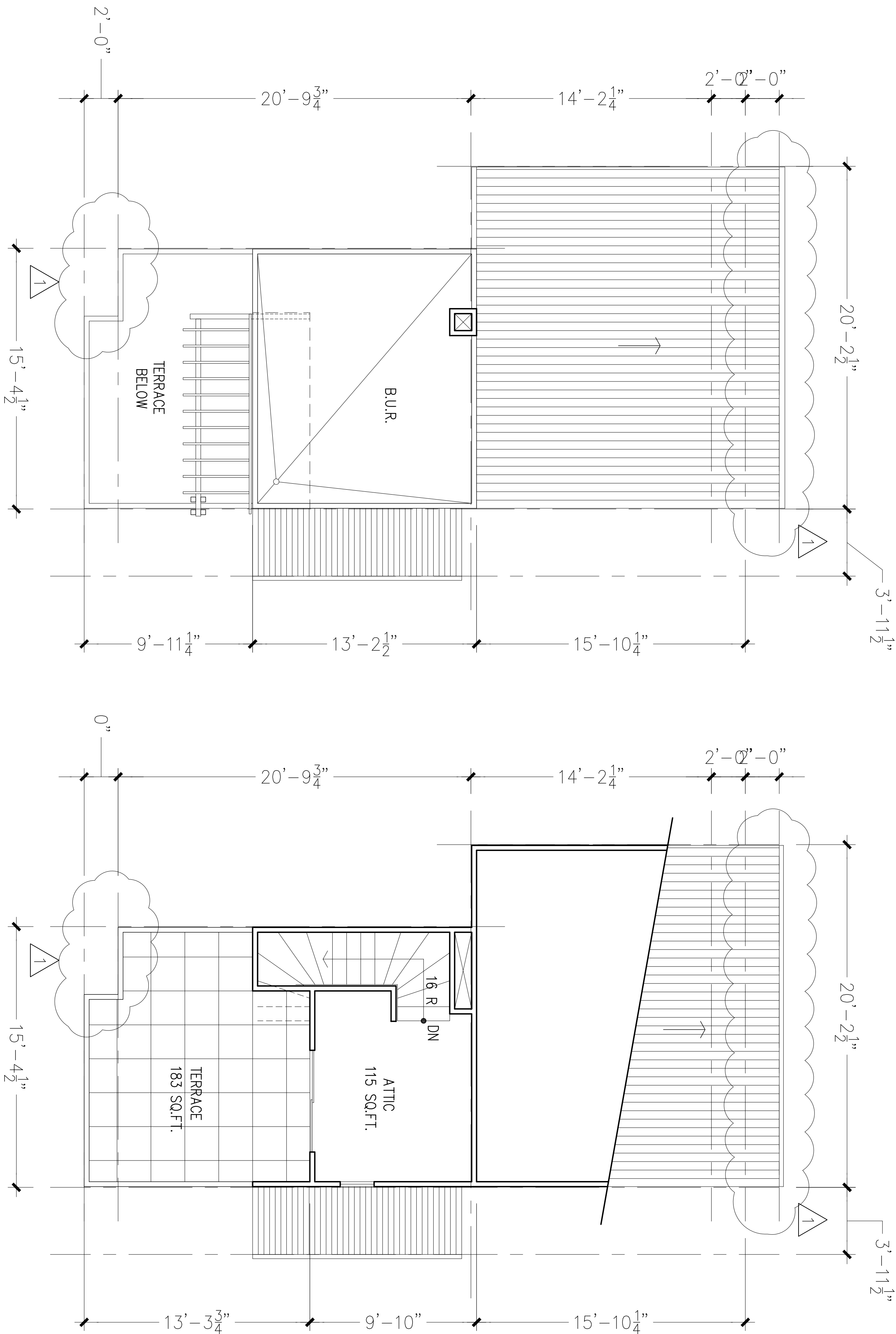
1 GARAGE LEVEL 1/4"= 1'-0"

GARDEN VALLEY

LOCATION
2ND & 3RD AVE
DALY CITY, CA
PROJECT PHASE
JOB #
PD 1012

2 BEDROOM
END UNIT
PLANS
SCALE
1/4"=1'-0"
DATE
DEC 23, 2010
ISSUES / REVISION:

2.21.11 CITY COMMENTS



2 ROOF

1/4"=1'-0"

1 ATTIC LEVEL

1/4"=1'-0"

**GARDEN
VALLEY**

LOCATION

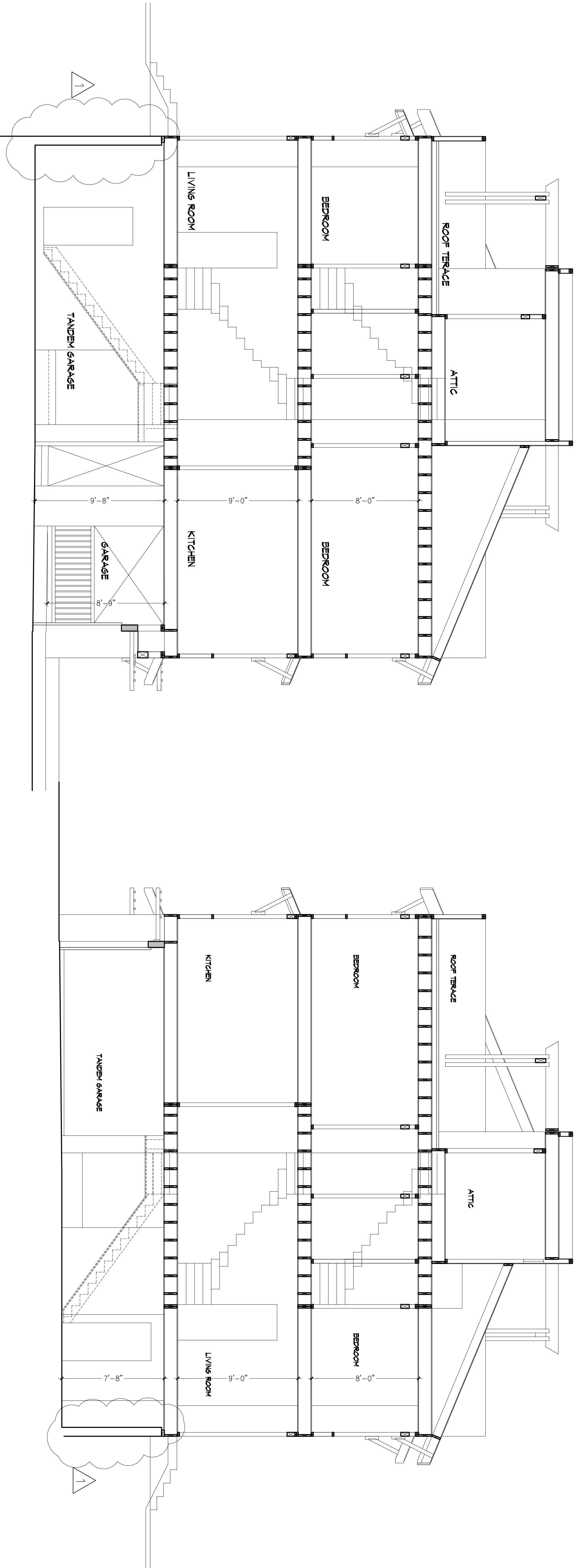
2ND & 3RD AVE
DALY CITY, CA

PROJECT PHASE JOB #
PD 1012

SECTIONS

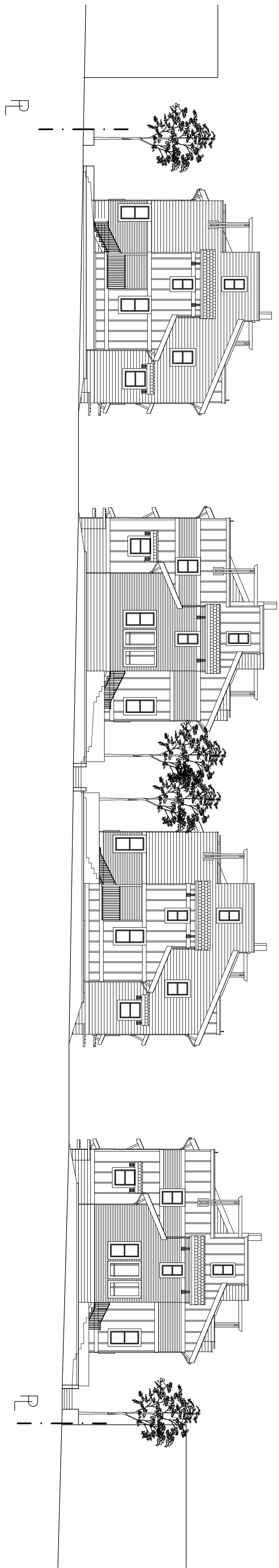
SCALE DATE
1/4"=1'-0" DEC 23, 2010
ISSUES / REVISION:

2.21.11 CITY COMMENTS

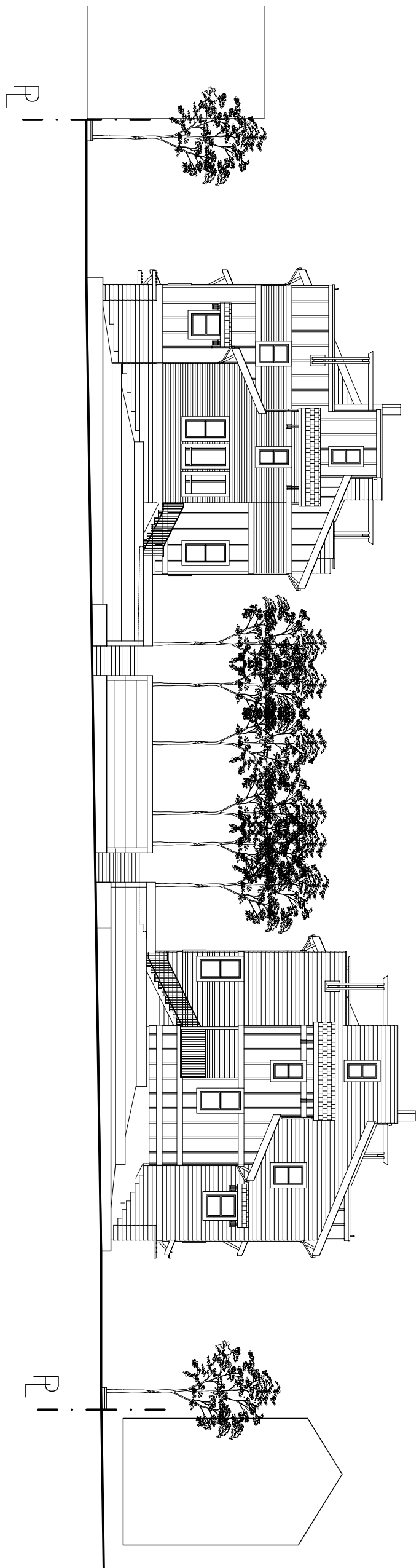


2 3 BR UNIT SECTION 1/4"= 1'-0"

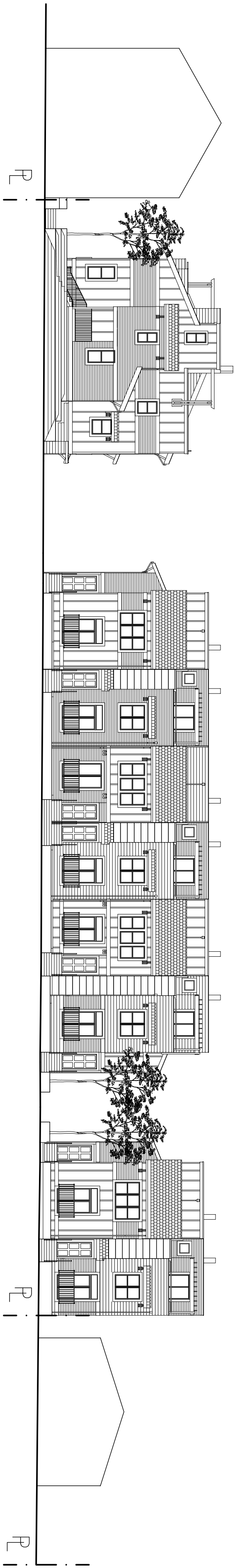
1 2 BR UNIT SECTION 1/4"= 1'-0"



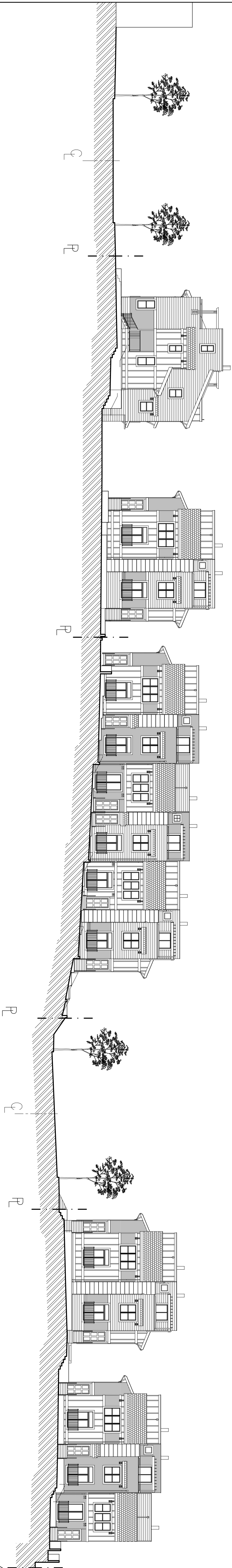
1 2ND AVENUE STREET ELEVATION 1/8" = 1'-0"



2 2ND AVENUE STREET ELEVATION 1/8" = 1'-0"



3 3RD AVENUE STREET ELEVATION 1/8" = 1'-0"



4 SITE SECTION 1/8" = 1'-0"

GARDEN
VALLEY

LOCATION

2ND & 3RD AVE
DALY CITY, CA

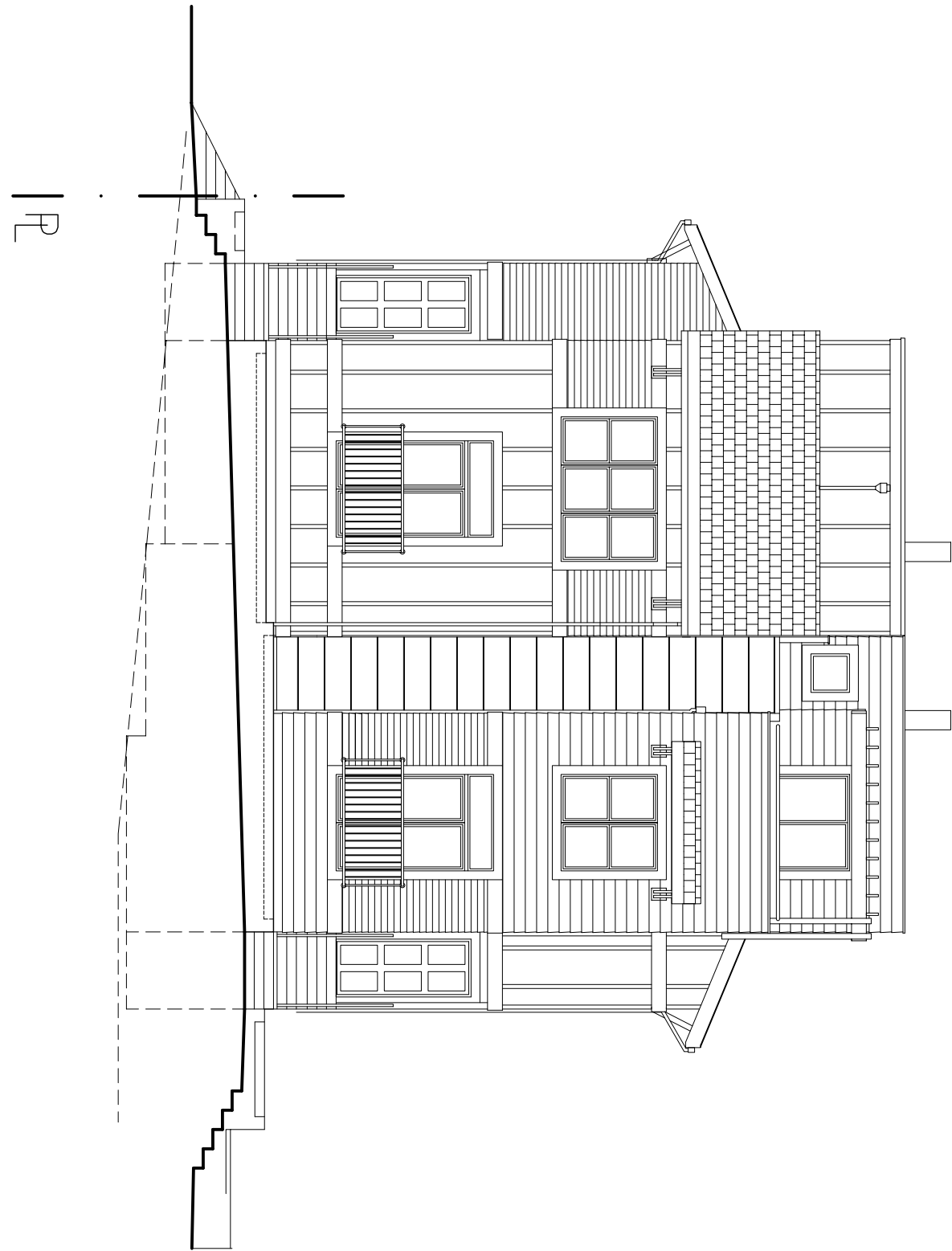
PROJECT PHASE JOB #
PD 1012

ELEVATIONS
2 UNIT BUILDING

SCALE DATE
1/4"=1'-0" DEC 23, 2010

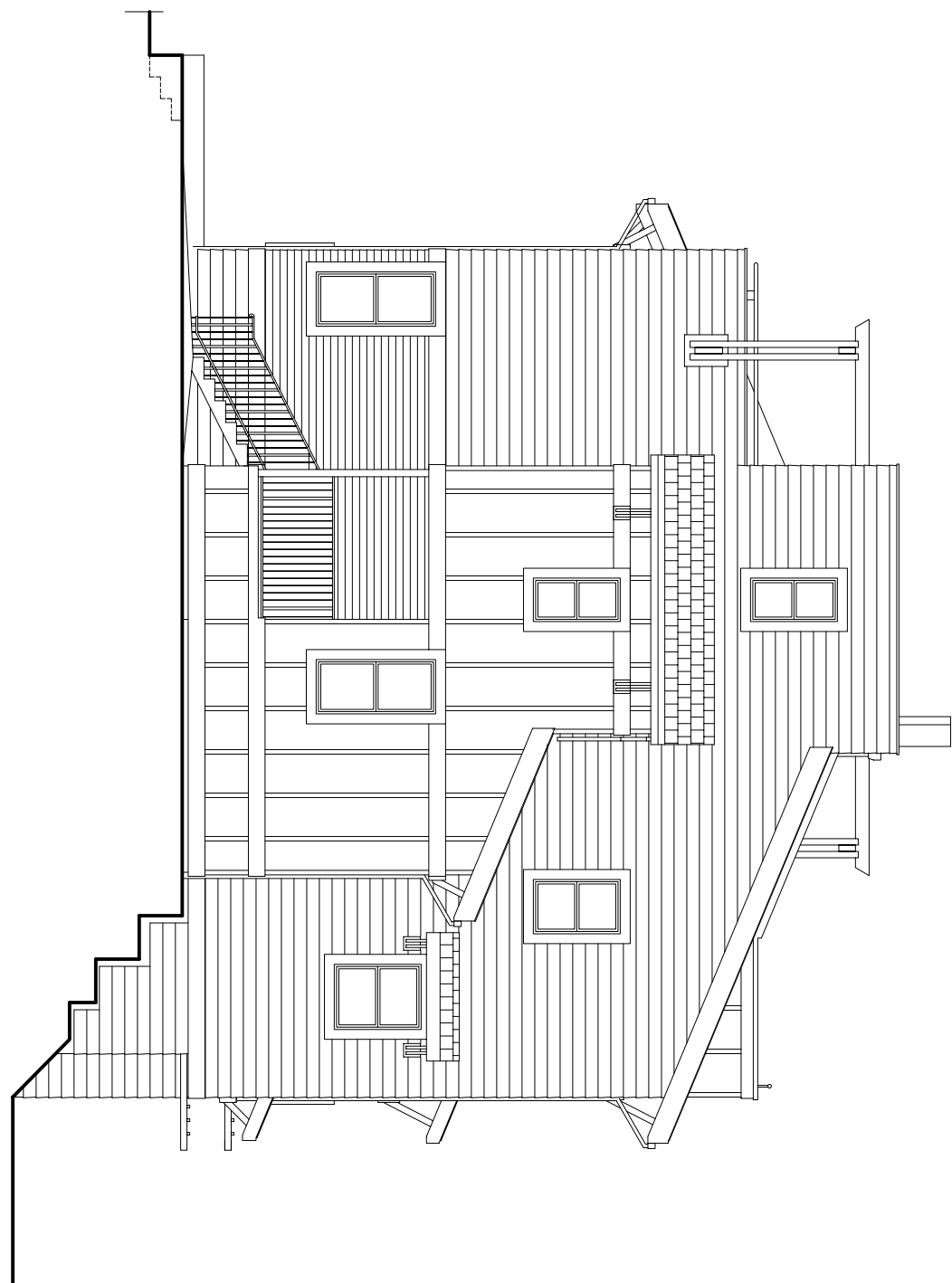
ISSUES / REVISION:

2.21.11 CITY COMMENTS



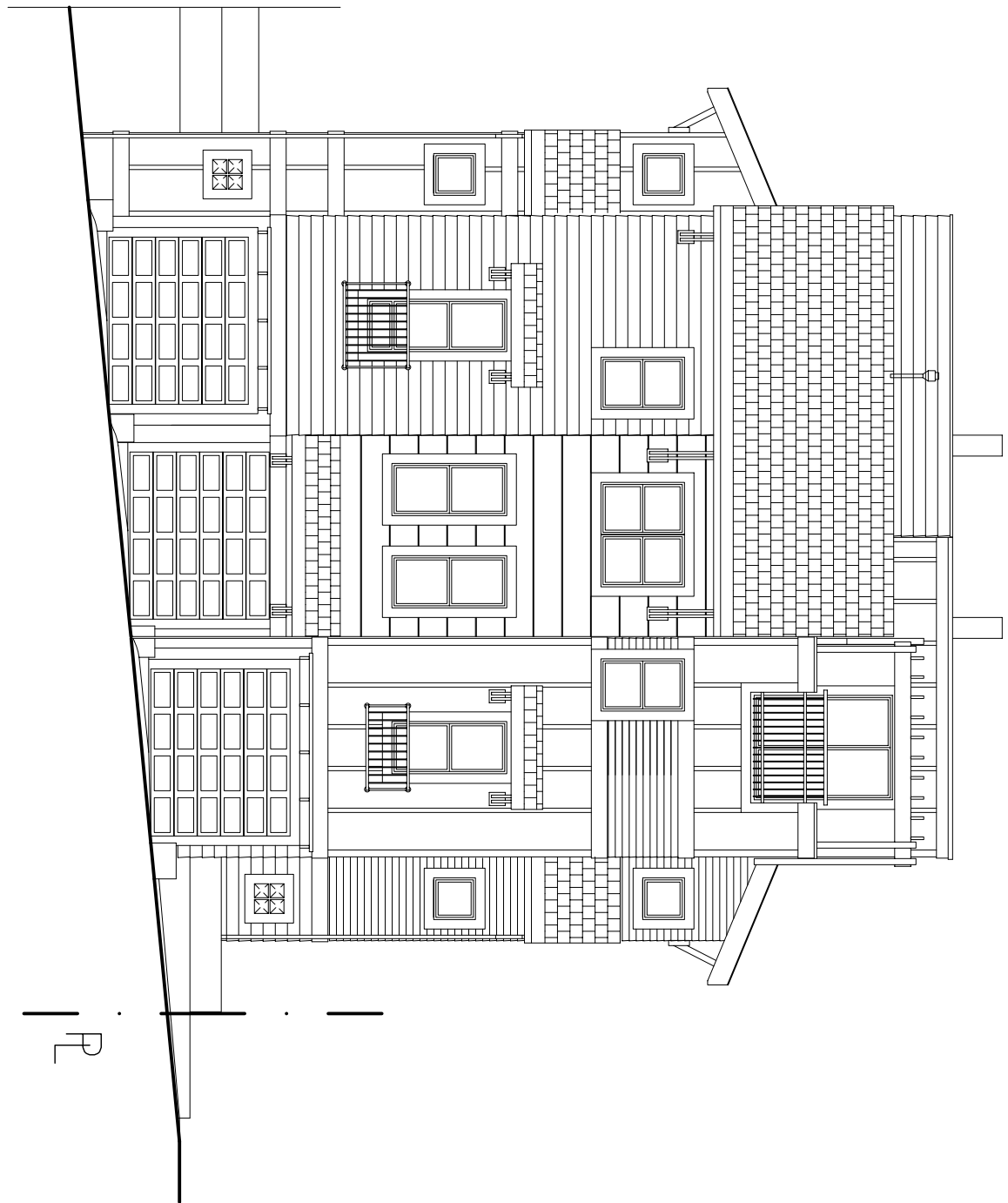
1 2 UNIT BUILDING FRONT ELEVATION

1/8" = 1'-0"



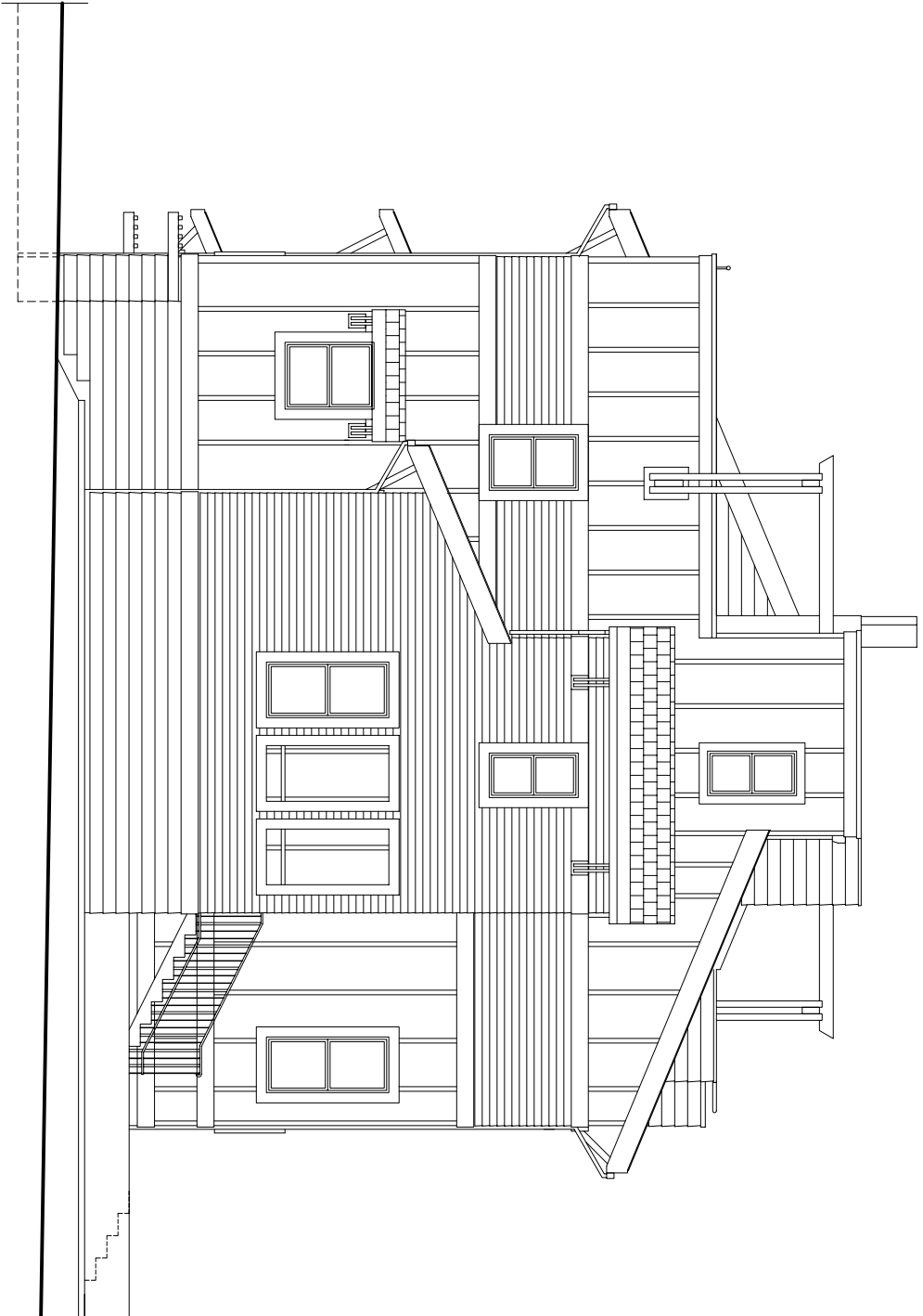
3 2 UNIT BUILDING - SITE ELEVATION

1/8" = 1'-0"



2 2 UNIT BUILDING REAR ELEVATION

1/8" = 1'-0"



4 2 UNIT BUILDING - SITE ELEVATION

1/8" = 1'-0"

**GARDEN
VALLEY**

LOCATION

2ND & 3RD AVE
DALY CITY, CA

PROJECT PHASE JOB #
PD 1012

**ELEVATIONS
4 UNIT BUILDING**

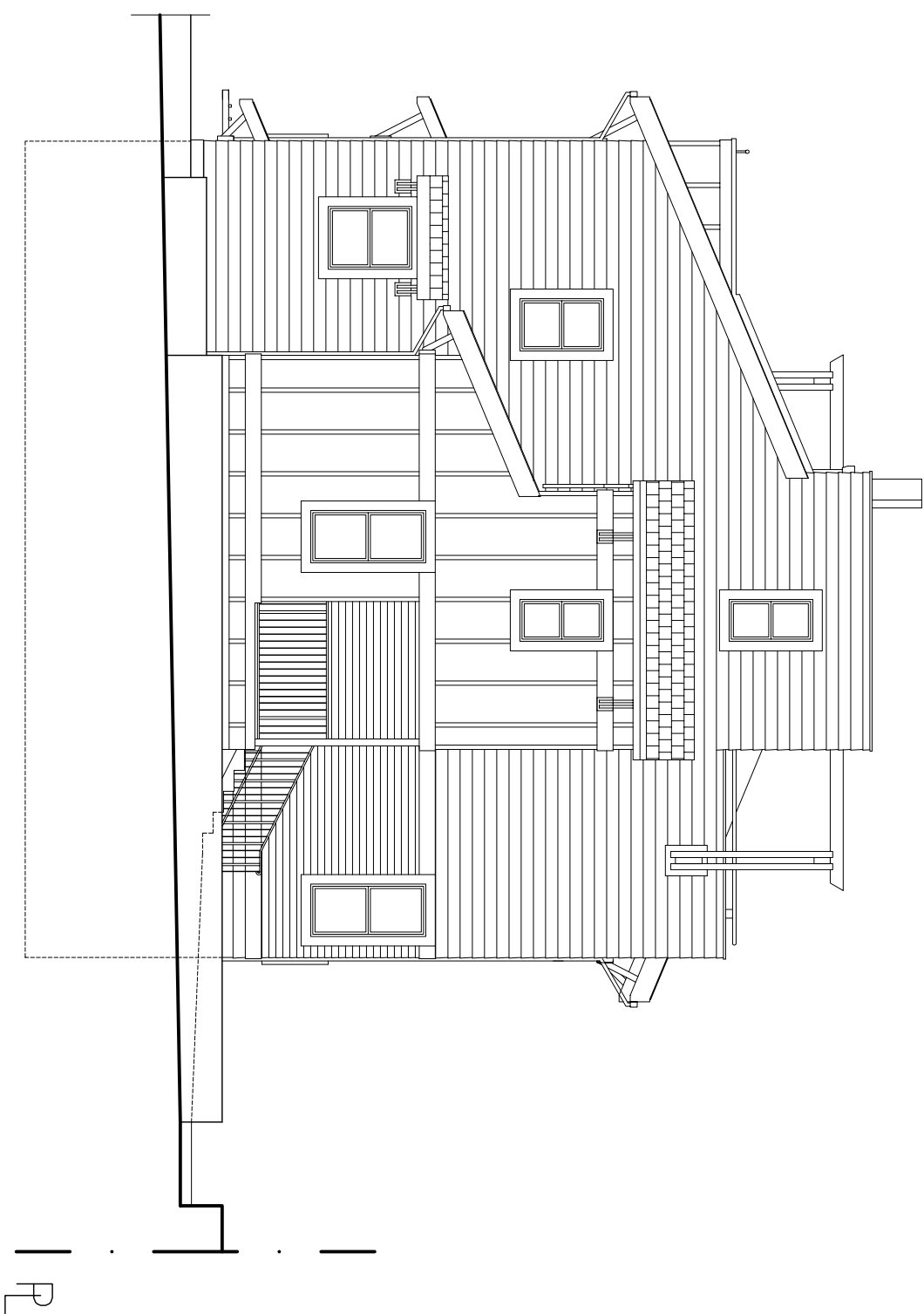
SCALE DATE
1/4"=1'-0" DEC 23, 2010

ISSUES / REVISION:

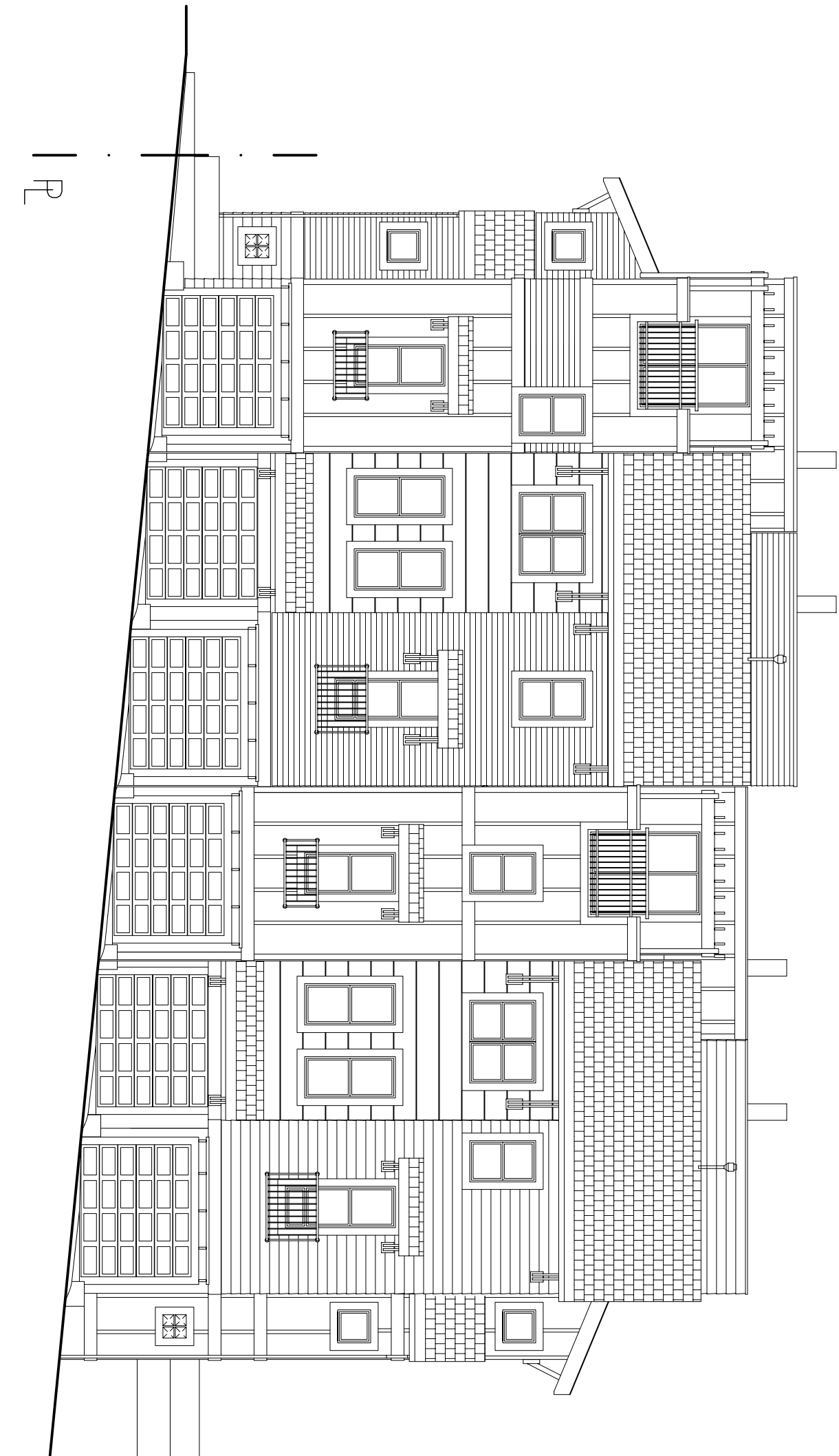
2.21.11 CITY COMMENTS



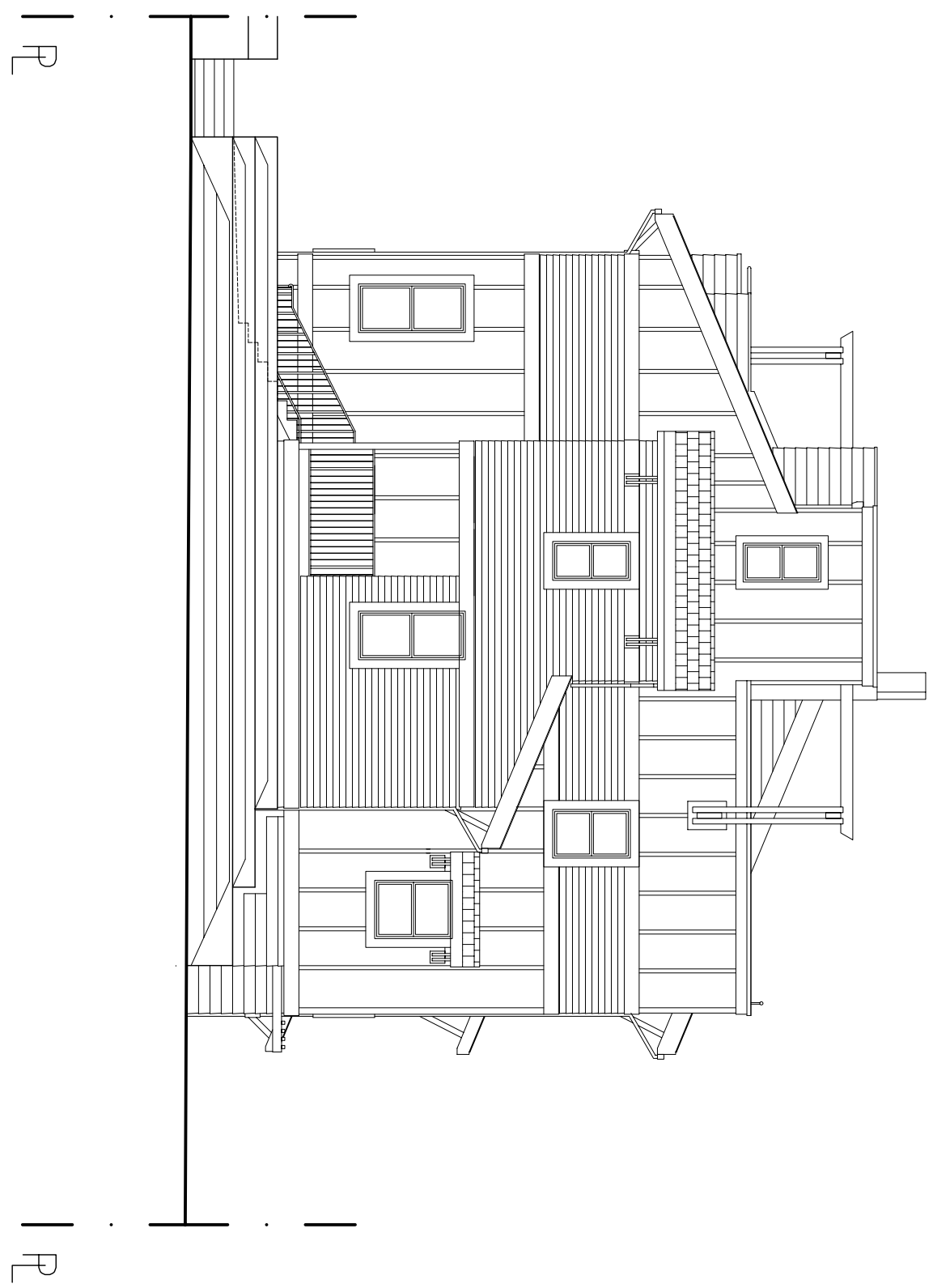
1 4 UNIT BUILDING - FRONT ELEVATION 1/8" = 1'-0"



3 4 UNIT BUILDING - SIDE ELEVATION 1/8" = 1'-0"
2 BEDROOM



2 4 UNIT BUILDING - REAR ELEVATION 1/8" = 1'-0"



4 4 UNIT BUILDING - SIDE ELEVATION 1/8" = 1'-0"
3 BEDROOM

**GARDEN
VALLEY**

LOCATION
2ND & 3RD AVE
DALY CITY, CA

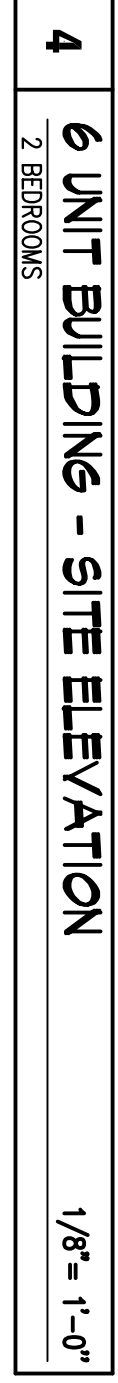
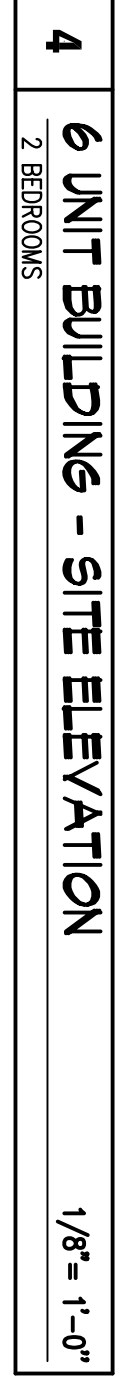
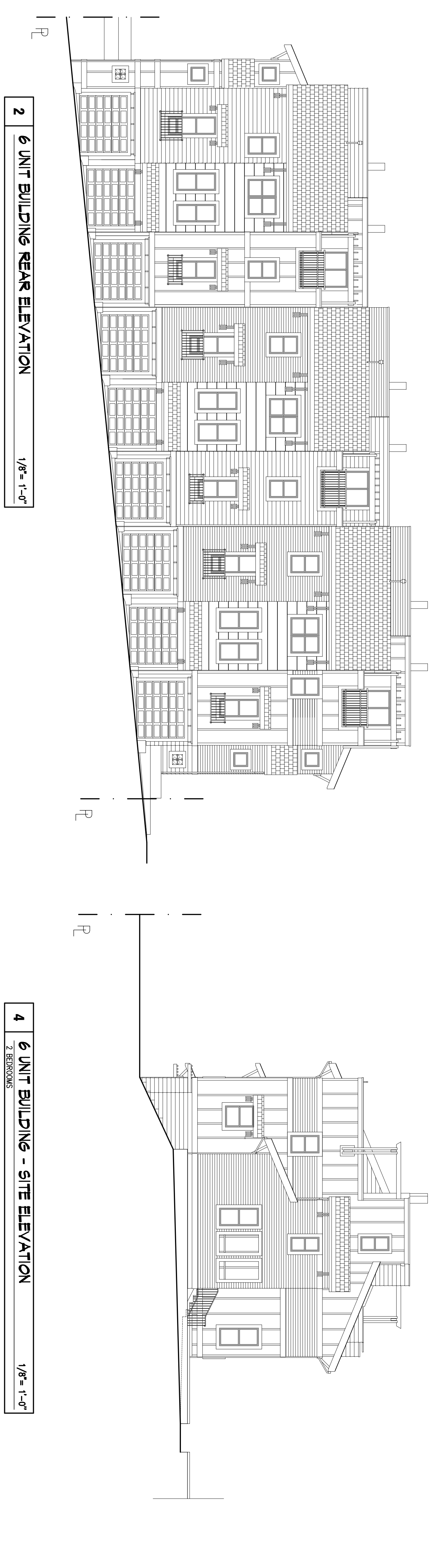
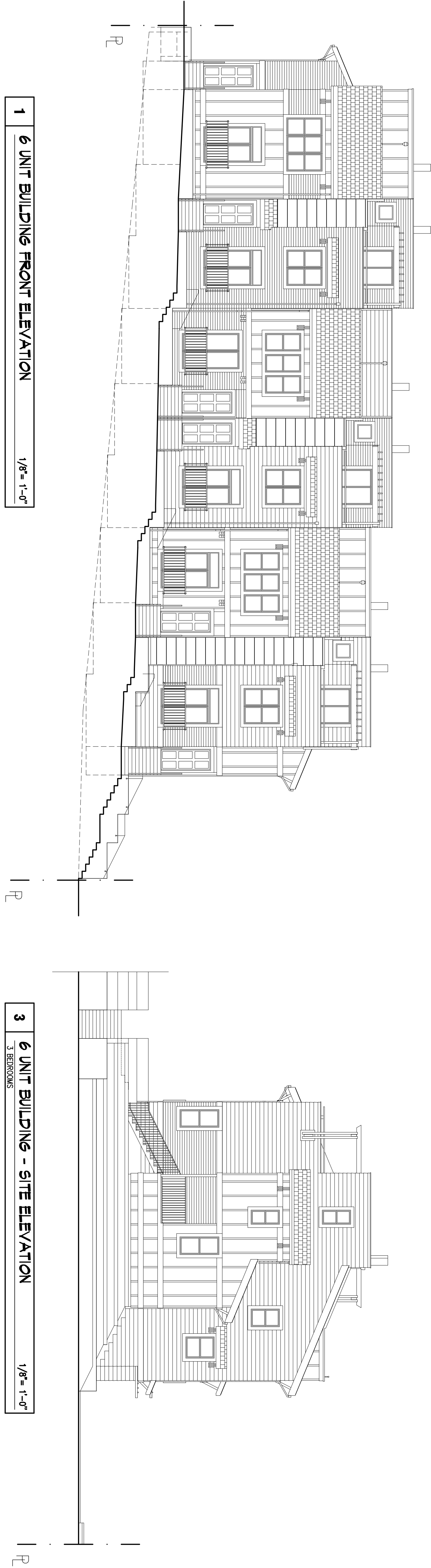
PROJECT PHASE JOB #
PD 1012

**ELEVATIONS
6 UNIT BUILDING
SLOPPED GRADE**

SCALE DATE
1/4"=1'-0" DEC 23, 2010

ISSUES / REVISION:

2.21.11 CITY COMMENTS

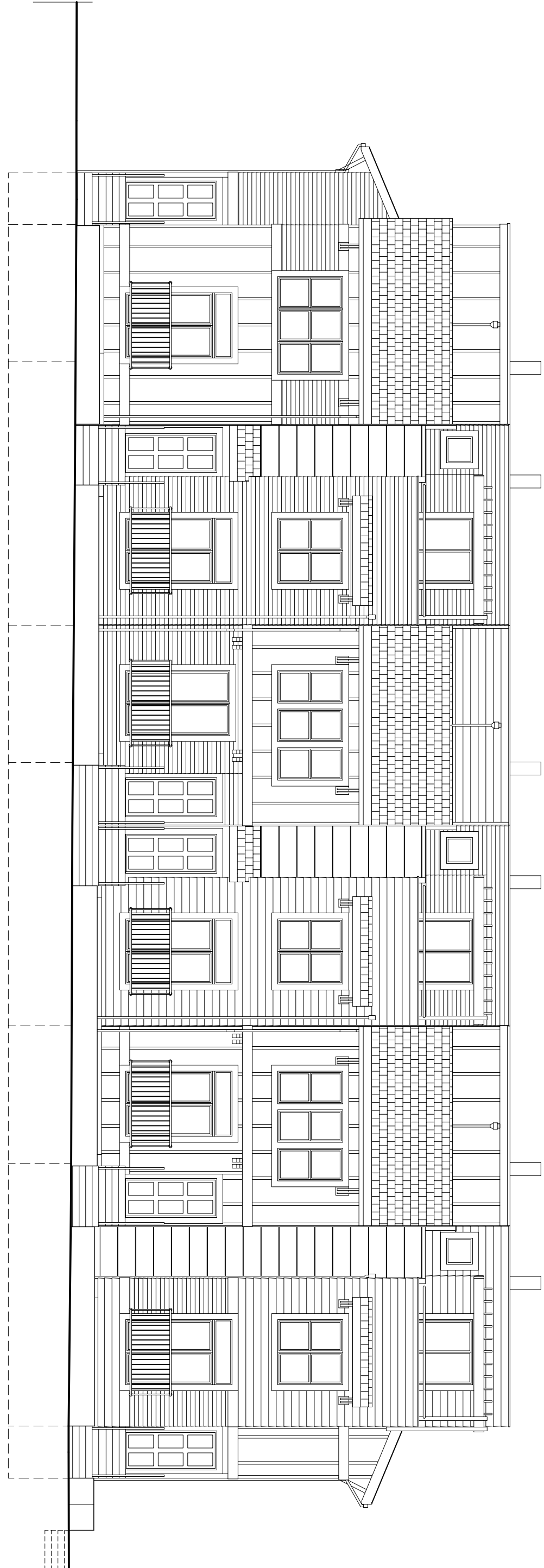


**GARDEN
VALLEY**

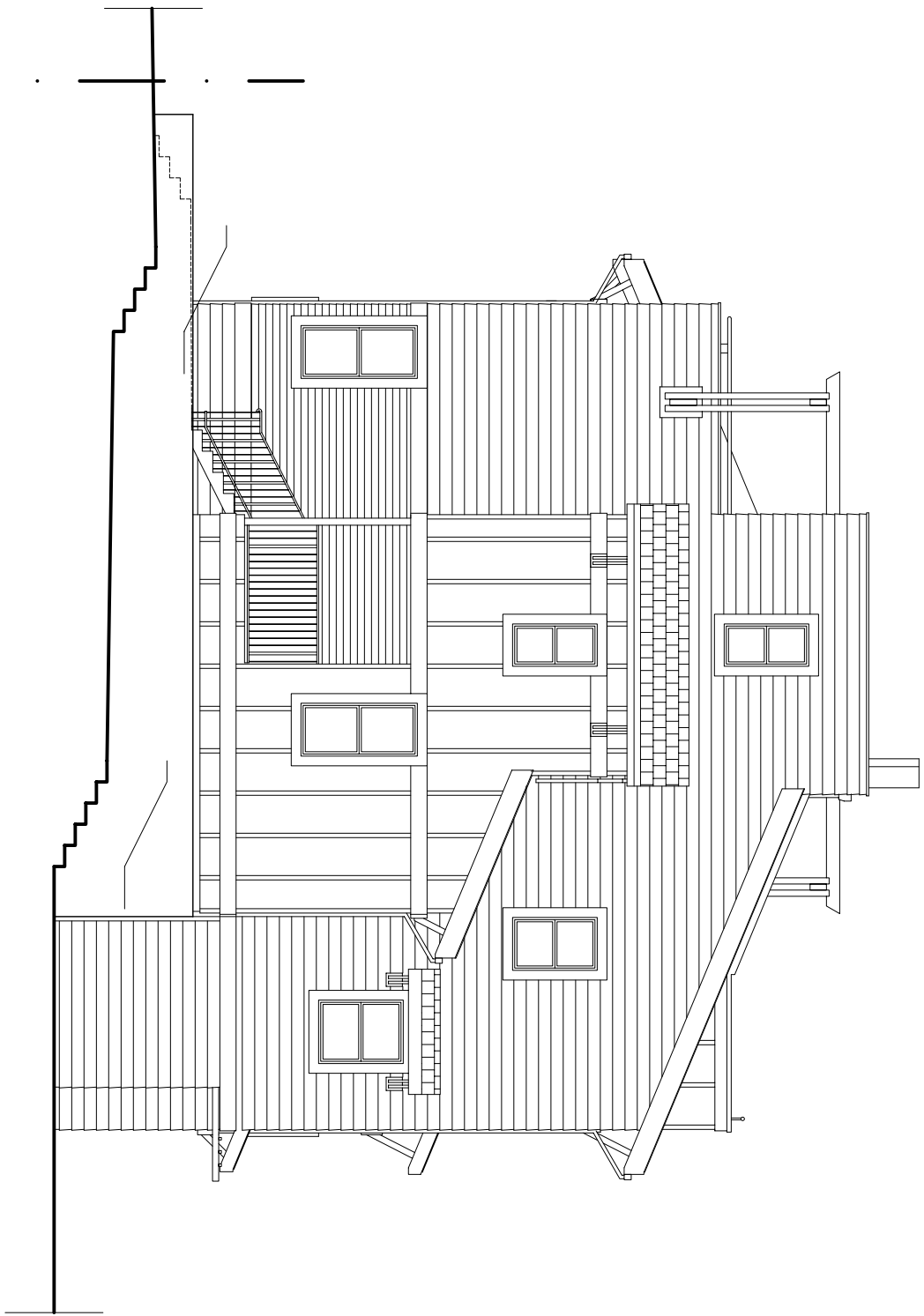
LOCATION
2ND & 3RD AVE
DALY CITY, CA
PROJECT PHASE JOB #
PD 1012

**ELEVATIONS
6 UNIT BUILDING
FLAT GRADE**
SCALE 1/8"=1'-0" DATE DEC 23, 2010
ISSUES / REVISION:

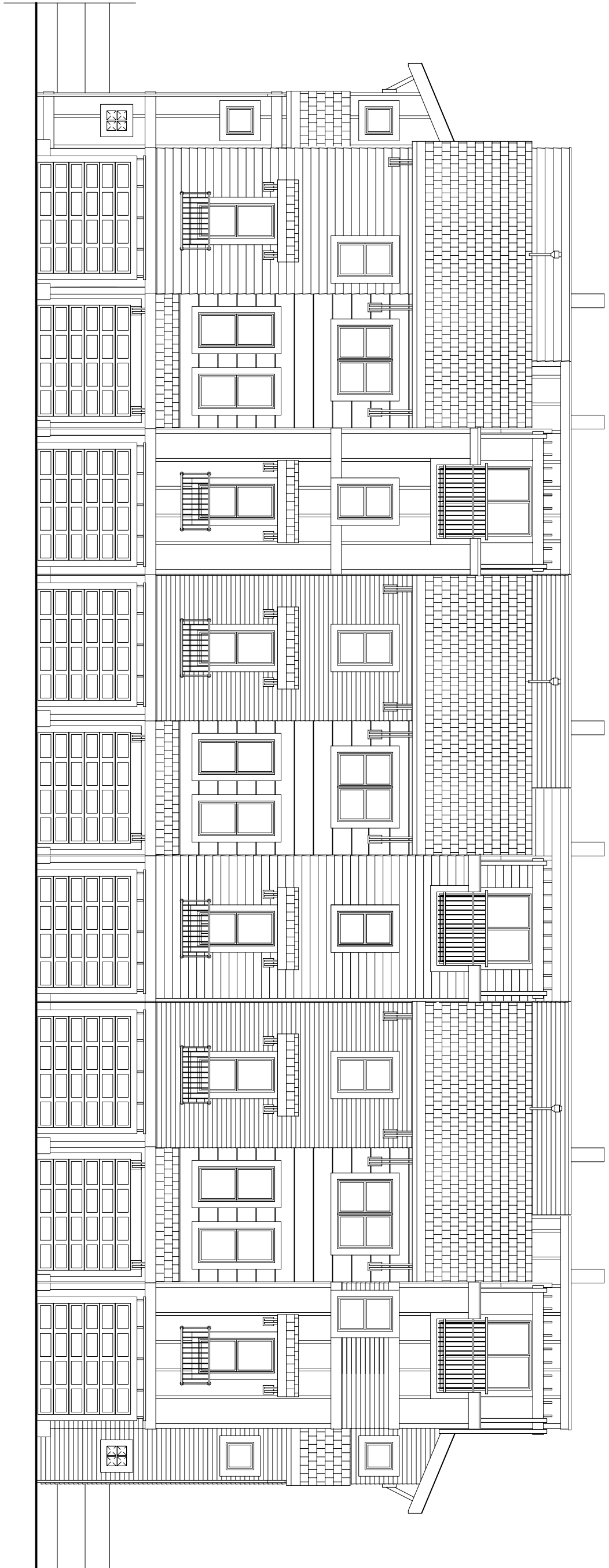
2.21.11 CITY COMMENTS



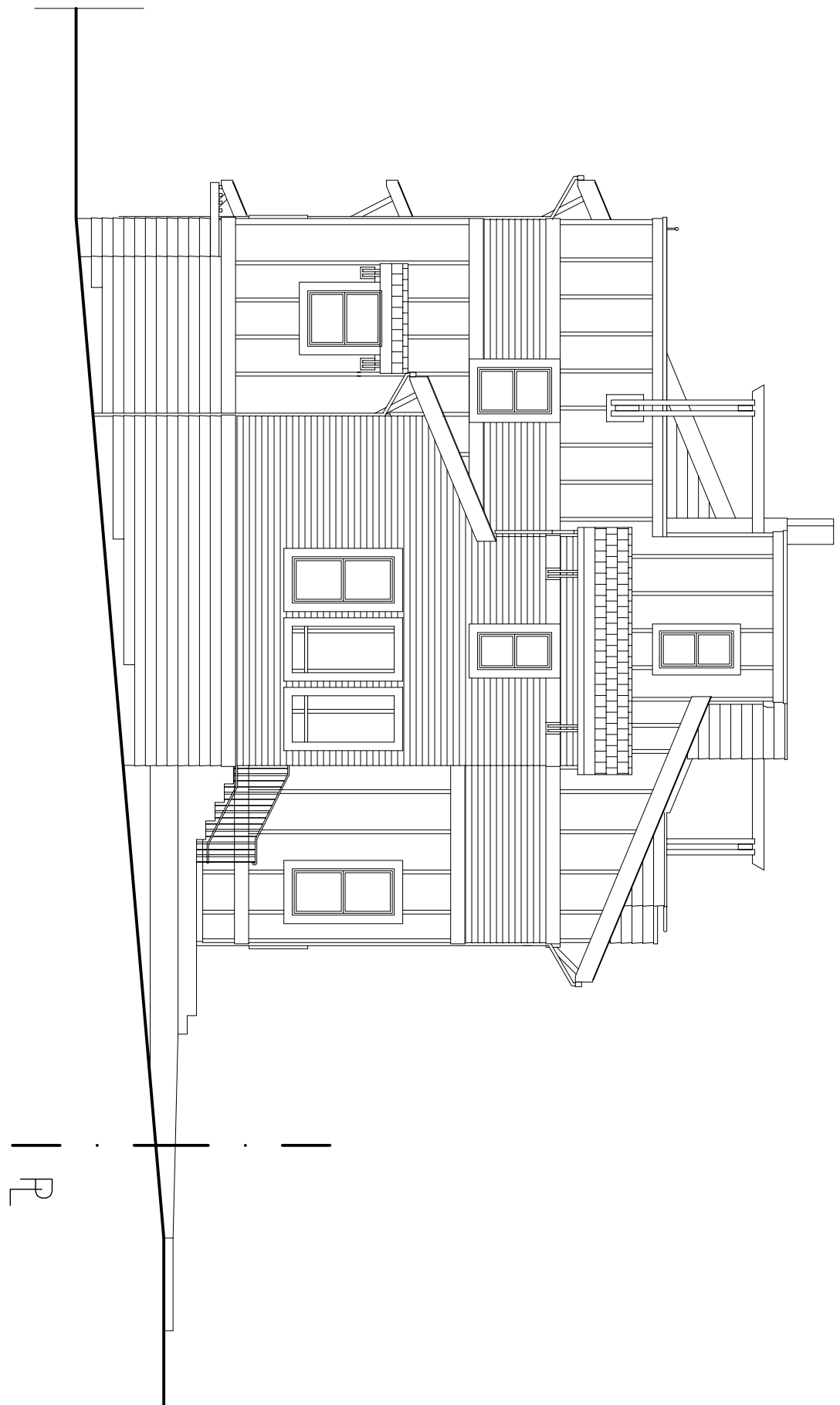
1 6 UNIT BUILDING FRONT ELEVATION 1/8"=1'-0"
1ST LEVEL



3 6 UNIT BUILDING - SITE ELEVATION 1/8"=1'-0"
3 BEDROOMS



2 6 UNIT BUILDING FRONT ELEVATION 1/8"=1'-0"
2 BEDROOM



4 6 UNIT BUILDING - REAR ELEVATION 1/8"=1'-0"
1ST LEVEL

**GARDEN
VALLEY**

LOCATION
2ND & 3RD AVE
DALY CITY, CA

PROJECT PHASE
JOB #
1012

**ELEVATIONS
DETAIL
(4 Unit Building)**

SCALE
1/4"=1'-0"
DATE
DEC 23, 2010

ISSUES / REVISION:

2.21.11 CITY COMMENTS



1 ELEVATION DETAIL
TYPICAL FINISHES

3/8" = 1'-0"



City of Daly City

NEGATIVE DECLARATION

Division
Street
\ 94015
8033

The Planning Division of the City of Daly City, California has analyzed the project described below and has determined that the project will not have any significant adverse effects on the environment.

PROJECT DESCRIPTION

NAME: Garden Valley (Planned Development [PD-67] PD-12-10-3203, Zone Change ZC-4-11-3678, General Plan Amendment GPA-12-10-3204, Environmental Assessment CEQA-12-10-3205)

APPLICANT: Brian Desler
2790 Junipero Serra Blvd.
Daly City, CA 94015

AGENT: Brian Desler
2790 Junipero Serra Blvd.
Daly City, CA 94015

LOCATION: Various parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County "Unincorporated Colma"; two parcels located along Second Avenue, Daly City

Assessor's Parcel Numbers: 006-392-050 thru -080; 006-393-080, -090, -170, -190 & -200

DESCRIPTION: Pre- and Re-Zone of a portion of the site as Planned Development for the New Construction of 50 Residential Townhomes; Pre-Zone one parcel of the site as R-2 Two Family Residential District (no development proposed for this site); and General Plan Amendment to designate both sites as Medium Density Residential (21-35 du/ac).

Annexation of a portion of the project site (+/-1.76 acres) from Unincorporated San Mateo County to City of Daly City and detachment from Broadmoor Police, Colma Fire and Colma Highway Lighting District. Assessor's Parcel Numbers: 006-392-050 thru -070; 006-393-080, -170, -190 & -200.

This project includes the installation or construction of infrastructure necessary to the project on the subject property and within the adjacent rights-of-way, as may be required by the project Conditions of Approval.

FINDINGS

As documented in the accompanying Initial Study and Checklist, the proposed project will not significantly adversely affect the environment, either in the alteration of the site or by creating short- or long-term adverse impacts.

This Negative Declaration was prepared in accordance with the provisions of the California Environmental Quality Act of 1970, as amended, and applicable guidelines. A copy of the Initial Study and Checklist and related material may be obtained at the City of Daly City Planning Division, 333-90th Street, Daly City, CA 94015.

Prepared by:  May 31, 2011
Jeannie Naughton, Associate Planner



CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Garden Valley
Lead agency name and address:	City of Daly City 333 90 th Street ECD Department, Daly City, CA 94015
Contact person and phone number:	Jeannie Naughton Associate Planner 650.991.8035
Project Location:	Various parcels located along Second and Third Avenues between Valley Street and A Street, Unincorporated San Mateo County "Unincorporated Colma"; two parcels located along Second Avenue, Daly City Assessor's Parcel Numbers: 006-392-050 thru -080; 006-393-080, -090, -170, -190 & -200
Project sponsor's name and address:	Brian Desler 2790 Junipero Serra Boulevard Daly City, CA 94015
General plan description:	Medium-Low Density (Daly City parcels) R/FS Residential/Future Study (Unincorporated San Mateo County parcels)
Zoning:	R-1 Single Family Residential District, Daly City; R-1 One-Family Residential District, Unincorporated San Mateo County "Unincorporated Colma"
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	Pre- and Re-Zone of a portion of the site as Planned Development for the New Construction of 50 Residential Townhomes; Pre-Zone one parcel of the site as R-2 Two Family Residential District (no development proposed for this site); and General Plan Amendment to designate both

	sites as Medium Density Residential (21-35 du/ac). Annexation of a portion of the project site (+/-1.76 acres) from Unincorporated San Mateo County to City of Daly City and detachment from Broadmoor Police, Colma Fire and Colma Highway Lighting District Assessor's Parcel Numbers: 006-392-050 thru -070; 006-393-080, -170, -190 & -200
Surrounding land uses and setting; briefly describe the project's surroundings:	The project site is surrounded by predominantly single family residential development with some multi-family residential in the vicinity
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	San Mateo County Local Agency Formation Commission (LAFCo) must approve the annexation of the portion of the site currently located in Unincorporated San Mateo County (Unincorporated Colma)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

☐	Aesthetics	☐	Agriculture and Forestry	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Service Systems	☐	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☒	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature: 	Date:
Printed Name: Jeannie Naughton	For:

CEQA Environmental Checklist

Dist.-Co.-Rte.

P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Discussion of Evaluation: The proposed project consists of the Pre- and Re-Zone of a portion of the site as Planned Development for the new construction of fifty residential townhomes; Pre-Zone one parcel of the site as R-2 Two Family Residential District (no development proposed for this site); and General Plan Amendment to designate both sites as Medium Density Residential (21-35 du/ac).

The portion of the site that will contain the new construction of fifty attached single family carriage units (similar to townhomes yet defined differently by the Building Code) is a +/- 1.76 acre property situated along Second and Third Avenues between A Street and Valley Street, in Unincorporated San Mateo County. Additionally, included in the project application is the Pre-Zone to R-2 Two Family Residential District (processed as a Zone Change) of a 6,000 square foot site (APN 006-393-170), currently located in Unincorporated San Mateo County. There is no development proposed for this site; however, because the exclusion of this property would

create an island of Unincorporated San Mateo County property, surrounded by Daly City properties, the property is being included in the project application.

Once the Pre- and Re-Zoning and General Plan Amendment have been processed, the portion of the site (+/-1.76 acres) located in Unincorporated San Mateo County will require annexation from Unincorporated San Mateo County to City of Daly City and detachment from Broadmoor Police, Colma Fire and Colma Highway Lighting District. The parcels that will require annexation are APNs 006-392-050 thru -070 and 006-393-080, -170, -190 & -200.

Surrounding development consists of predominantly one- and two-story single family residences along Second and Third Avenue and several undeveloped sites utilized for nursery operations. There are some smaller multi-family buildings located along both A and Valley Streets and a large, high density multi-family building located on A Street between Mission Street and Second Avenue. A high density, Habitat for Humanity condominium project is currently under construction at the northeast corner of A Street and Mission Street. The proposed development will have varying building heights, ranging between averages of 25.5 feet to 33 feet as measured from finished grade.

The site is surrounded by urbanized commercial and residential uses and is almost exclusively covered by impervious materials, excluding the subject parcels. The proposal will retain a significant amount of pervious materials, including landscaping on the site, which will enhance and contribute toward retaining the existing rural-like visual character that exists on a portion of the project site. The proposed development will be pre-zoned as a Planned Development, whereby specific development standards will be developed, including required setbacks, lot coverage and height limits, similar to those required in the R-1, R-2 and R-3 Residential Districts. The subject buildings represent excellent architectural detail and are subject to Design Review approval, wherein building and site design will be evaluated to ensure that all zoning standards are met. The proposed carriage units are considered infill development in an existing fully urbanized residential neighborhood. The proposal is subject to CEQA review because of the proposed General Plan Amendment. No adverse visual impacts are anticipated.

Mitigation: None required.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion of Evaluation: A portion of the project site is located in Unincorporated San Mateo County and is currently zoned R-1 (One-Family Residential District). Per Section 6161(c) of the San Mateo County Zoning Regulations, crop and tree farming and truck gardening are allowable uses within this zoning designation. The parcels include APNs 006-392-050, -060, & -070; 006-393-080, -170, -190 & -200. There are five existing residential structures scattered throughout the subject property, located at 317, 320, 333 and 340 Second Avenue and 320 Third Avenue. A majority of the site has been utilized for flower growing operations for several decades. There are five agricultural support structures on the site (equipment storage and maintenance sheds). The project site does not fall under the definition of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as defined by the California Resources Agency. The site is categorized on the San Mateo County Important Farmland 2006 map, prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, as Urban and Built-Up Land. The proposed project would not convert farmland to non-agricultural use. There is no Williamson Act contract for the site.

The project site is not considered forest land as defined in Public Resources Code section 12220(g), or timberland as defined in Public Resources Code section 4526. The proposed development will not result in the loss of forest land or conversion of forest land to non-forest use. The site is considered an urban infill development site, surrounded by existing residential and commercial development in a fully urbanized area. The project does not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Mitigation: None required.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Bay Area Air Quality Management District (BAAQMD) adopted, *California Environmental Quality Act Air Quality Guidelines* in June, 2010 (Guidelines), to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin (SFBAAB). The Guidelines provides BAAQMD-recommended procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. Furthermore, the Guidelines contain instructions on how to evaluate, measure, and mitigate air quality impacts generated from land development construction and operation activities.

Operational-Related Impacts: BAAQMD developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether the proposed project could result in potentially significant air quality impacts. These screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements, such as Green Building requirements, that could also result in lower emissions. For projects that are mixed-use, infill, and/or proximate to transit service, such as this project (approximately ¼ mile to Colma BART), emissions would be less than the greenfield type project that these screening criteria are based on. The screening criteria are found in Table 3-1 of the Guidelines; if all of the screening criteria are met by a proposed project, then the lead agency or applicant would not need to perform a detailed air quality assessment of the project's air pollutant emissions. Furthermore, by meeting all the criteria in Table 3-1, the project would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the *Thresholds of Significance* found in Table 2-2 of the Guidelines. Operation of the proposed project would therefore result in a less than significant cumulative impact to air quality from criteria pollutant and precursor emissions. The proposed project is a 50 dwelling unit residential townhouse infill development, located approximately ¼ mile from Colma BART and multiple bus routes located on El Camino

Real/Mission Street. Table 3-1 *Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes* lists a Condo/Townhouse, general (non-high-rise) development size of 451 dwelling units (ROG) as the Operational Criteria Pollutant Screening Size threshold; 78 dwelling units as the Operational GHG Screening Size threshold; and 240 dwelling units (ROG) as the Construction-Related Screening Size threshold. The proposed project meets all of the screening criteria listed in Table 3-1.

Community Risk and Hazard Impacts: To assist lead agencies in evaluating air quality impacts at the neighborhood scale, *Thresholds of Significance* have been established for local community risks and hazards associated with Toxic Air Contaminants (TACs) and Fine Particulate Matter (PM_{2.5}) with respect to siting a new source and/or receptor; as well as for assessing both individual source and cumulative multiple source impacts. The Guidelines recommend methods whereby local community risk and hazard impacts from projects for both new sources and new receptors can be determined based on comparison with applicable thresholds of significance and screening criteria and the Guidelines recommend mitigation measures for these impacts.

BAAQMD provides a Risk and Hazard Screening analysis process, to assist lead agencies in deciding whether there should be further environmental review. The process involves identifying emission sources within 1,000 feet of a project's fence line, conducting initial conservative screening, conducting advanced screening for more refined estimates, and conducting refined modeling analysis. Each step of the process either results in an assumption that the project will not have significant impact for risk and hazards and no further analysis is required, or the requirement to pursue the next step in the analysis process. If the risk and hazard estimates are not below the thresholds, after conducting the final step of refined modeling analysis, the project would have to implement risk reduction strategies.

There are six permitted emission sources within 1,000 feet of the project's fence line. After conducting initial conservative screening, by first identifying the estimated PM_{2.5}, cancer risk and hazard index values for the identified permitted sources and comparing the estimates against the CEQA single source thresholds, then looking up PM_{2.5}, cancer risk, and hazard index values for highways and major roadways based on the distance of the roadways from the project and whether the project is east/west or north/south of the roadway, the individual values for all the sources within 1,000 feet of the project were summed and the total compared against the cumulative thresholds. Both the Individual Project and Cumulative Thresholds of Risk and Hazards for new receptors is Compliance with a Qualified Community Risk Reduction Plan OR Cancer: >100 in a million (from all local sources); Non-cancer: >10.0 Hazard Index (from all local sources) (Chronic); and PM_{2.5}: >0.8 µg/m³ annual average (from all local sources). Daly City has not prepared and adopted a Qualified Community Risk Reduction Plan so analysis was based on the latter criteria. Cumulative sums for the project resulted in Cancer Risk of 0.943 in a million (from all local sources); Non-cancer hazard index of 0.016; and PM_{2.5} of 0.09µg/m³. The construction-related thresholds for Risk and Hazards for new receptors are the same as the Operation Thresholds. All of the risk and hazard estimates were below the thresholds and based on this process, the proposed project can assume no significant impact for risk and hazards and no further analysis are needed.

Carbon Monoxide Impacts: The Guidelines contain a preliminary screening methodology that provides lead agencies with a conservative indication of whether the implementation of the proposed project would result in CO emissions that exceed the *Thresholds of Significance* shown in Table 2-1 of the Guidelines. The Guidelines state that a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria

is met: 1. Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; 2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and 3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, etc.). According to the *Garden Valley Townhomes Traffic Study*, prepared by CHS Consulting Group (April, 2011), the proposed project would not generate more than 100 net PM peak trips and therefore is consistent with the congestion management plan and all of the aforementioned preliminary screening criteria.

Construction Related Impacts:

Construction-related activities are those associated with the building of a project. Construction activities are typically short-term or temporary in duration; however, project-generated emissions could represent a significant impact with respect to air quality and/or global climate change. The Guidelines provide a quantitative analysis, detailed in Chapter 8, that accompany construction-related assumptions and project-specific information assumed in CEQA analyses.

The first step in determining the significance of construction-related criteria air pollutants and precursors is to compare the attributes of the proposed project with the applicable *Screening Criteria* listed in Section 3.5.1 of the Guidelines. If all of the *Screening Criteria* are met, construction of the proposed project would result in a less-than-significant impact to air quality. If not, then construction emissions need to be quantified. The proposed 50-unit townhouse development met all of the criteria except that there will be demolition involved in the construction-related activities (there are four existing, single family residential structures and approximately five storage sheds throughout the property that will be demolished as part of the new construction).

The second step in determining the significance of construction-related criteria air pollutants and precursors is to quantify the construction emissions. Staff utilized the BAAQMD's recommended URBEMIS (version 9.2.4) modeling program to quantify construction emissions for the proposed land use development project.

The third step in determining the significance is to compare the unmitigated emissions with the *Thresholds of Significance*. Following quantification of project-generated construction-related emissions via URBEMIS, the total average daily emissions of each criteria pollutant and precursor were compared with the applicable *Thresholds of Significance*. The project-level, construction-related threshold for reactive organic gases (ROG) is an average daily emissions (ADE) of 54 lb/day. Construction emission estimates modeled for 2012-2013 construction years for the proposed 50-unit townhouse project resulted in a combined unmitigated ROG of 0.79 lb/day. The project-level, construction-related threshold for Oxides of Nitrogen (NOX) is an ADE of 54 lb/day. Construction emission estimates modeled for 2012-2013 construction years for the proposed 50-unit townhouse project resulted in a combined unmitigated NOX of 7.01 lb/day. The project-level, construction-related threshold for respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less (PM₁₀) is an ADE of 82 lb/day (exhaust). Construction emission estimates modeled for 2012-2013 construction years for the proposed 50-unit townhouse project resulted in a combined unmitigated PM₁₀ of 0.44 lb/day. The project-level, construction-related threshold for fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less (PM_{2.5}) is an ADE of 54 lb/day (exhaust). Construction emission estimates modeled for 2012-2013 construction years for the proposed 50-unit townhouse project resulted in a combined unmitigated PM_{2.5} of 0.38 lb/day.

The daily average emissions of construction-related criteria air pollutants or precursors of the proposed 50-unit townhouse development did not exceed any of the *Thresholds of Significance*, and the project therefore, would result in a less-than-significant impact to air quality.

All *Basic Construction Mitigation Measures* will be included in the design of the project design and implemented during construction. The project will not include uses or activities expected to create any objectionable odors affecting a substantial number of people. The project will not result in any significant deterioration of air quality.

Mitigation: None required.

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion of Evaluation: The site is currently developed with five existing residential structures scattered throughout the subject properties and a majority of the site has been utilized for flower growing operations for several decades. There are five agricultural support structures on the site (equipment storage and maintenance sheds). The site is completely surrounded by existing development.

There are no species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service located on or near the subject property.

There are no riparian habitats or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service located on or near the subject property.

There are no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) that will be adversely affected through direct removal, filling, hydrological interruption, or other means, by the development of this project.

This project will not interfere with the movement of any native resident or migratory fish or wildlife species, as there are none present on or near this site; or with established native resident or migratory wildlife corridors, as there are none on this site; or impede the use of native wildlife nursery sites, as there are none in the project's vicinity.

There are no habitat areas on or bordering the site. The City has no tree preservation policies or ordinances. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or state habitat conservation plan at this site.

Mitigation: None required.

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion of Evaluation: There are no known historical or archaeological resources or sites, as defined by §15064.5, on the subject site or within the immediate vicinity.

There are no known paleontological resources or unique geologic features on the subject site or within the immediate vicinity.

The project area is currently developed with five existing residential structures scattered throughout the subject parcels and a majority of the site has been utilized for flower growing operations for several decades and therefore, has been substantially disturbed in the past. The site is surrounded entirely by existing development.

The project does not have the potential to cause a physical change, which would affect unique ethnic cultural values. Should evidence of cultural or historic artifacts be uncovered during subsequent development, work shall be halted in the area of the find. An archaeologist or historian, selected by the City, shall be consulted and shall determine the significance of the find; identify feasible mitigation measures to preserve, recover or document the find pursuant to the California Environmental Quality Act; and at that time the City shall specify the measures to be taken.

Mitigation: None required.

VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Discussion of Evaluation: The site is not within a State of California designated Alquist-Priolo Earthquake Fault Zone, but is located in the San Francisco Bay Area, considered one of the most seismically active regions in the United States. Significant earthquakes have occurred in the Bay Area, and will continue to occur, with intensities varying, depending upon the magnitude of earthquake, the distance of the site from the causative fault, and the type of materials underlying the site.

According to the Safety Element of the Daly City General Plan, the subject site could experience "Very Strong" ground shaking intensity from an earthquake on the San Andreas Fault. Otherwise, according to more recent data prepared by the Association of Bay Area Governments (ABAG), "*On Shaky Ground, 2010*," there are three different types of ground shaking intensities shown in the project area: high, moderately high, and moderate. These intensities are projected from earthquakes on the San Andreas or other faults in the region.

No known active faults or fault traces are known to traverse the subject site. However, due to the proximity of the nearest active fault line, the San Andreas fault, approximately three miles west, the proposed development, along with all of the City of Daly City, engenders risk of seismic instability. Due to its proximity to the San Andreas Fault and the generally seismically active region, severe ground shaking is likely during the life of the structure(s), particularly during a major seismic event.

Another recently discovered fault, named the Mussel Rock fault, located about two miles southwest of the San Andreas fault, extending offshore at Mussel Rock, was identified in 1998. Although not extensively studied, this fault is not presently classified as active. Compared to the nearby San Andreas Fault, the Mussel Rock Fault is not currently considered to be a significant seismic hazard for the City of Daly City.

The project area is currently utilized by five residential structures and flower growing operations. The project site is surrounded entirely by existing development. Soils reports are typically required wherever future development is intended, prior to grading or issuance of a building permit, as determined by the Building Official and/or City Engineer. The proposed buildings on the site will be subject to the building and safety requirements of the City of Daly City and the Uniform Building Code of the State of California, and based upon the observed geologic conditions of the site. No significant impact is expected.

Mitigation: No mitigation required beyond compliance with the Uniform Building Code.

VII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion of Evaluation: BAAQMD's approach to developing a *Threshold of Significance* for Greenhouse Gas (GHG) Emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move us toward climate stabilization. If a project would generate GHG emissions above the threshold, it would be considered to contribute substantially to a cumulative impact and would be considered significant. The *Thresholds of Significance* for operational-related GHG emissions for land use development projects are either compliance with a qualified GHG Reduction Strategy; or annual emissions less than 1,100 metric tons per year (MT/yr) of CO₂ e; or 4.6 MT of CO₂ e/SP/yr (residents + employees). Land use development projects include residential, commercial, industrial, and public land use facilities. The City of Daly City has not adopted a qualified GHG Reduction Strategy.

The first step in determining the significance of operational-related GHG emissions is to compare the attributes of the proposed project with the applicable *Screening Criteria* found in Table 3-1 of the *Guidelines*. Projects below the applicable screening criteria would not exceed the 1,100 MT of CO₂e/yr GHG threshold of significance for projects other than stationary sources. The screening criteria developed for greenhouse gases were derived using the default emission assumptions in URBEMIS and using off-model GHG estimates for indirect emissions from electrical generation, solid waste and water conveyance. The proposed project will not have sources of emissions not evaluated in the aforementioned criteria. The Operational GHG Screening Size threshold for a land use type of Condo/townhouse, general in Table 3-1 is 78

dwelling units. The proposed project would result in the new construction of 50 dwelling units and does not exceed the GHG threshold found in Table 3-1.

Additionally, the City of Daly City adopted a Green Building Ordinance in December, 2010 that requires all new residential construction to meet minimum requirements for Build It Green, LEED, or an equivalent third party rating system certification. Compliance with certification requirements of one of the aforementioned third party rating systems will translate into building energy efficiency above what is required by Code, greater resource conservation in the demolition, construction and operation of the site, and healthier interior and exterior materials. According to the U.S. Environmental Protection Agency (EPA), buildings account for 38.9% of the nation's total carbon dioxide emissions—a major contributor to GHG emissions. Mandating green building practices in new residential construction will result in increased energy efficiency that can ultimately contribute toward lower GHG emissions and other pollutants.

Mitigation: None required.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion of Evaluation: As part of the building permit process, all plans are reviewed for compliance with applicable Building and Fire Department requirements, pursuant to the Uniform Building and Fire Codes, and all other related City requirements. The referenced codes prescribe types of construction to protect safety.

A Phase I Environmental Site Assessment was performed by Erler & Kalinowski, Inc., which was performed in general conformance with the scope and limitations of requirements issued by the U.S. Environmental Protection Agency in 40 CFR Part 312, *Standards and Practices for All Appropriate Inquiries, Final Rule* dated 1 November 2005 ("Final EPA AAI Rule"). These federal regulations prescribe accepted reasonable efforts to identify conditions indicative of releases and threatened releases of hazardous substances on, at, in, or to the Subject Property (40 CFR Part 312.21(c)(1)). The Phase I Site Assessment included a review of historical land use information for the subject property and surrounding area; review of regulatory agency database report for the subject property and surrounding area; review of files for off-site reported chemical release sites available online; and a walk-through visual assessment and interview with the property owners for specialized knowledge of the site history.

Because nursery-related operations have historically and currently operate at the site, the Phase I report states that agricultural chemicals, e.g. pesticides, likely have been applied to the subject property. Sampling of shallow soils in the various agricultural plots on the subject property, as well as around the shed areas is recommended to screen for impacts, if any.

The Phase I also states that since the residential units and sheds existing on the site have been present for many decades, it is likely that the exteriors of these structures have been painted with lead-based paint. Sampling of shallow soils in the areas around the base of the structures is recommended to screen for impacts, if any. Subsurface sampling in the area around an outdoor utility sink located along the north wall of the residence in the southeast portion of the subject property is recommended to screen for impacts, if any, from possible chemical discharges at this location. Sampling of groundwater is recommended on the site due to the upslope properties from the subject site, due to historical industrial uses and automobile-related uses. No chemical releases to the subsurface at these properties have been reported to

regulatory agencies. A Phase II Environmental Assessment will be required prior to any demolition or building permit issuance to address these recommendations. Any flaking lead-based paint must be removed and disposed in accordance with regulatory requirements.

The proposed 50-unit townhouse project, is not expected to involve the routine transport, use, or disposal of hazardous materials. As such, there would be no risk of significant hazard to the public or the environment involving the release of hazardous materials into the environment. While the construction vehicles would typically use gas and diesel fuel, Best Management Practices (BMPs) would be utilized to ensure that no construction-related fuel hazards occur. No hazardous materials are currently present at the site. The proposed project would not result in the emission of hazardous materials, substances or hazardous waste.

The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

The site is not located within an airport land use plan, and would not result in a safety hazard for people residing or working in the project area. The site is not located within a private airstrip. The proposed project would not impair implementation or physically interfere with an adopted emergency plan or emergency evacuation plan.

The proposed project would ultimately result in the grading of the site and construction of 50 townhouse units on a +/-1.76 acre site. As previously stated, the site is currently utilized by five single family residences and nursery operations. Four of those single family residences will be demolished as part of the construction of the townhomes. One of the existing single-family residences, located at 320 Third Avenue will remain; there is no development proposed for this site as part of the application. The project area is surrounded on all sides by single-family residential, multi-family residential and commercial development. The site is currently in a disturbed state and, as such, has been totally denuded of any native vegetation that may have existed prior to development of the site in 1950s. The site is not within an area that is subject to wildland fires.

Mitigation: None required.

IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

Discussion of Evaluation: The project is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB), but would not result in significant impacts to water quality, as the project will be subject to compliance with Order R-2 NPDES Permit No. CAS612008, of which, the City of Daly City is a Co-Permittee. The subject project will create more than one acre of impervious surface, and therefore, is subject to the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, intended to control pollution in storm water associated with construction activities.

There are no known subsurface water supplies in the project area. The project area along Second Avenue currently receives water service from California Water Service Company and from the City of Daly City, along Third Avenue. Both agencies purchase treated water from the

San Francisco Water Department's Hetch Hetchy water system. The City of Daly City Department of Water and Wastewater Resources is requiring as a condition of approval of the project, that as part of the annexation, the portion of the project that is currently served by Cal Water shall be relinquished to Daly City and become part of the Daly City water system. The project will not draw on or deplete groundwater supplies.

The development of the property with a 50-unit townhouse development will result in increased impermeable surfaces, as a majority of the existing site is currently utilized by flower growing operations and permeable surfaces. However, the development will be required to meet pre-development stormwater detention rates, in addition to treatment requirements per Order R-2 NPDES Permit No. CAS612008. The change is consistent with the surrounding neighborhood and is not expected to generate a significant impact.

The project will be connected to existing improved drainage facilities, and prior to any issuance of permits, the developer will be required to submit a storm drain analysis for existing and proposed drainage improvements; existing improvements shall be upgraded in compliance with City standards and as required by the impacts of the proposed improvements. The developer will be required to submit a Sewer Flow Study to ensure the existing system is capable of handling the additional flow of this development. The developer shall bear all costs for any water and/or sewer infrastructure improvements that may be necessary and will be designed to meet the current edition of the City of Daly City Standard Specifications and Drawings.

Most project construction including grading and excavation will take place in the dry season to minimize immediate erosion/siltation effects, but some construction activities may extend into the winter months, though surface water runoff flows are anticipated to be minimal. Nevertheless, the project will be subject to the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, intended to control pollution in storm water associated with construction activities. The project would not degrade water quality due to the implementation of BMPs to control pollution in runoff. These measures would reduce water runoff to a less than significant level.

Permanently installed stormwater treatment facilities will be required to be constructed and maintained post-construction onsite, in compliance with Order R-2 NPDES Permit No. CAS612008. Stormwater treatment measures are engineered systems that remove pollutants before stormwater reaches the storm drain. Examples of stormwater treatment facilities include bioretention areas/rain gardens, flow-through planters, and vegetated swales. Beginning December 1, 2011, Low Impact Development (LID) treatment will be the first priority of required systems. LID treatment systems, as defined in Order R-2 NPDES Permit No. CAS612008, are evapotranspiration, infiltration, and/or rainwater harvesting. Where this is infeasible, landscaped based treatment measures (biotreatment) with underdrains may be utilized. All treatment systems must be hydraulically sized to treat stormwater runoff in one of three ways: 1. Volume Hydraulic Design Basis, where the primary mode of action depends on volume capacity; 2. Flow Hydraulic Design Basis, where the primary mode of action depends on flow capacity; or 3. Combination Flow and Volume Design Basis, where a combination of flow and volume capacity is sized to treat at least 80 percent of the total runoff over the life of the project, using local rainfall data. The developer has submitted preliminary plans to address the stormwater treatment requirements; based on results of soils reports, a final treatment design will be prepared for the project site.

Neither the site, nor any portion of Daly City is located within a 100-year flood hazard area. The project would not impede or redirect flood flows. Proposed ground elevations on the subject site are in excess of 200 feet above sea level. There are no impacts from flooding as a result of the

proposed project. The project site located on a hillside and upland from the Pacific Ocean, and is not likely subject to the potential effects of a seiche, tsunami (seismic wave) or volcanic hazard. No significant impact upon water resources would be anticipated.

Mitigation: None required. Standard BMPs required for all new development and compliance with Order R-2 NPDES Permit No. CAS612008.

X. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion of Evaluation: There are nine parcels involved in this project application. Two parcels (APNs 006-392-080 and 006-393-090) are located in Daly City, zoned R-1 Single Family Residential and have a General Plan Land Use Designation of Medium-Low Density (14.6-20 du/ac). These two parcels will be part of the Planned Development PD-67 site; the other seven parcels are all located in Unincorporated San Mateo County "Unincorporated Colma", zoned R-1 One-Family Residential District, with a General Plan Land Use Designation of R/FS Residential/Future Study. Six of the seven parcels will also be part of the Planned Development PD-67 (APNs 006-392-050, -060, & -070; 006-393-070, -080, -190, & -200). One of the seven parcels currently located in Unincorporated San Mateo County is proposing a pre-zoning designation to R-2 Two Family Residential District. As previously mentioned, there is no development proposed for this site; however, because the exclusion of this property would create an island of Unincorporated San Mateo County property, surrounded by Daly City properties, the property is being included in the project application. A General Plan Amendment to designate all of these sites as Medium Density Residential (21-35 du/ac) is required to accommodate the PD-67 proposal for 50-townhouse units (28.4 du/ac) and the R-2 Zoning designation.

Once the Pre- and Re-Zoning and General Plan Amendment have been processed, all seven parcels (the portion of the site located in Unincorporated San Mateo County) will require annexation from Unincorporated San Mateo County to City of Daly City and detachment from Broadmoor Police, Colma Fire and Colma Highway Lighting District. The parcels that will require annexation are APNs 006-392-050 thru -070 and 006-393-080, -170, -190 & -200. In consideration of the annexation request, the project is subject to annexation procedures established by the San Mateo County Local Formation Commission (LAFCo), which shall make

its own determination with regard to consistency with LAFCo standards and/or guidelines. The project is located entirely within the City's Sphere of Influence boundary. Should the LAFCO approve the annexation, the project will be solely within the jurisdiction of the City of Daly City, subject to the City's General Plan and Zoning Ordinance, and subject to this Negative Declaration.

The proposal is consistent with the pertinent residential land use goals, objectives and policies of the General Plan Land Use Element, in particular, Objectives 6 thru 8. Specifically, the proposal, as conditioned, will contribute to maintaining a pattern of variable and balanced residential densities and opportunities for a mix of dwelling and tenure type, will promote a residential type and density suitable to the existing built environment, and will help strengthen the integrity of the neighborhood.

Existing multistory residential and mixed-use buildings, and commercial development, as previously described in this Study, surround the property. Inasmuch as the proposal is substantially similar to existing land uses in the project vicinity and does not impede circulation between any adjacent properties, it is not foreseeable that the project would physically divide the established neighborhood.

There is no habitat conservation plan or natural community or natural community conservation plan adopted for this site or the near vicinity.

Mitigation: None Required.

XI. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion of Evaluation: No known mineral resources are located on the site, nor has the site been used for mineral resource extraction.

Mitigation: None Required.

XII. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion of Evaluation: According to the Daly City General Plan Noise Element existing and projected noise contour maps, the project site is located in an area with Community Noise Equivalent Level (CNEL) of 60-65. Future noise levels are not expected to decrease for this area. Within this noise contour, a multi-family residential condominium development, such as the proposed project, is considered "Conditionally Acceptable". Per the 2010 California Building Code, upon submittal for building permit, residential structures that are to be located in areas where the CNEL exceeds 60 db, the applicant will be required to provide an acoustical analysis report, that shows topographical relationships of noise sources and dwelling sites, identification of noise sources and their characteristics, predicted noise spectra and levels at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction, noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met.

Construction noise will occur during project construction, as with all new construction projects, resulting in increased exterior noise levels within the project vicinity. Noise levels associated

with construction activities such as excavation, ground clearing and finishing work range from 78 to 89 dBA at 50 feet from the noise source (Bolt, Beranek & Newman, "Noise from Construction Equipment and Operation, Building Equipment and Home Appliances", 1971). This impact, however, would be temporary only, limited in area, and would be diminished via implementation of Best Management Practices (BMP's). BMPs are required at the time of building permit issuance for all new development and would reduce any impacts of additional noise level exposure to insignificance. Such BMPs include, as standard conditions of approval for all new construction include requirements for construction vehicles and equipment to be properly muffled. Construction hours will be limited to 8:00 a.m. to 4:30 p.m. Mondays through Saturdays and construction on Sundays and holidays will be prohibited to avoid inconveniencing neighbors.

The project site is not located within an airport land use plan or, within two miles of a public airport or public use airport

The proposed project is not within the vicinity of a private airstrip.

Mitigation: None required.

XIII. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion of Evaluation: There exists little chance that the project will induce substantial population growth beyond the roughly 175 people who are expected to reside in the 50 proposed townhomes proposed by the project. The subject project is limited roughly to the property proposed for development and provides no substantial capacity increases to water, sewer, or wastewater facility that would allow the accommodation of additional population growth in the immediate vicinity. The project does not include any improvements to sub-regional or regional roadway networks that would induce population growth. There is no retail or office development associated with the project.

There are currently five single family residences located throughout the project area. One single family residence will remain and four will be removed as part of the 50-unit townhouse development. This does not signify a significant displacement of housing or people that would necessitate the construction of replacement housing elsewhere.

The project would be constructed on a +/-1.76-acre infill site and will utilize or improve existing site infrastructure. The proposed project is a 50-unit residential townhouse development located less than ¼ mile to the Colma BART station and located less than two blocks from commercial and residential land uses where the BART Station Area Land Use Map identifies densities of up to 55 units per acre. Multiple-family residential land uses are consistent with the land uses in the area. No significant impact is expected under this heading.

Mitigation: None required

XIV. PUBLIC SERVICES:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Discussion of Evaluation: Once the Pre- and Re-Zoning and General Plan Amendment have been processed, seven parcels of the nine parcels (the portion of the site located in Unincorporated San Mateo County) will require annexation from Unincorporated San Mateo County to City of Daly City and detachment from Broadmoor Police, Colma Fire and Colma Highway Lighting District. The parcels that will require annexation are APNs 006-392-050 thru -070 and 006-393-080, -170, -190 & -200. In consideration of the annexation request, the project is subject to annexation procedures established by the San Mateo County Local Formation Commission (LAFCo), which shall make its own determination with regard to consistency with LAFCo standards and/or guidelines. The project is located entirely within the City's Sphere of Influence boundary. Should the LAFCO approve the annexation, the project will be solely within the jurisdiction of the City of Daly City, subject to the City's General Plan and Zoning Ordinance, and subject to this Negative Declaration.

As part of the building permit review process, all departments and agencies responsible for providing services are consulted to determine their ability to provide services to proposed

development projects. Such services within the project area may include, but not be limited to, local utilities, service systems such as fire and police protection, schools, maintenance of public facilities including roads, and other governmental services as anticipated by the City's General Plan. Based on distribution of preliminary plans, all applicable agencies have indicated they would be able to provide the needed public services at acceptable service levels to this project. The proposal is further consistent with the current Daly City Water Master Plan, Waste Water Master Plan, other long-range master plans and Capital Improvement Program in terms of future growth anticipated in the project area. The developer will be assessed any necessary fees to cover these services at the time the City issues building permits for the project.

Mitigation: None required.

XV. RECREATION:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion of Evaluation: The proposed project will increase the use of existing neighborhood park facilities. Although the project contains no park areas designated by the General Plan for future construction, the Daly City Municipal Code requires that the applicant pay park fees in lieu of land dedication. The minimal number of new residents to be generated by the project would not contribute to the substantial physical deterioration of existing City recreational facilities. The project will neither generate nor create any need for additional recreational opportunities or facilities within the City.

Mitigation: None required.

XVI. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Discussion of Evaluation: Twenty-two units will front Second Avenue on the west side of the street, while twelve units will front Second Avenue on the east side of the street. The remaining sixteen units will front Third Avenue on the west side of the street. The Engineering Division has reviewed the proposed means of vehicular access from Second and Third Avenues and has determined that the driveways at these locations effectively provide a safe means of ingress and egress, respectively for automobiles without creating a danger to pedestrians. On site travel lanes are adequate for the transport of vehicles and emergency access as determined by the Engineering Division and Fire Department.

Traffic operating characteristics of intersections are described by the concept of level of service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle, and ranges from LOS A (free flow or excellent conditions with short delays) to F (congested or overloaded conditions with extremely long delays). LOS A, B, C, and D are considered excellent to satisfactory service levels. LOS E is undesirable and LOS F is unacceptable and both are considered significant adverse impact levels.

Garden Valley Townhomes Traffic Study was prepared by CHS Consulting Group for the City of Daly City, April 2011, included evaluations of three nearby intersections during the A.M. (7:00 A.M. to 9:00 A.M.) and P.M. (4:00 P.M. to 6:00 P.M.) peak periods: East Market Street/Mission Street (SR82), Valley Street/Mission Street (SR82), and A Street/Mission Street (SR82); parking impacts in terms of supply versus demand and Zoning Code requirements; pedestrian impacts; and bicycle impacts. The Existing (2011), Existing Plus Project, and Future (2030) Cumulative transportation scenarios were examined in the study.

Garden Valley Townhomes Traffic Study developed trip generation for the project based on unit trip rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 8th Edition, utilizing Residential Condominium/Townhouse (ITE Land Use Code 230). A ten percent reduction in the vehicles trips was made to account for the transit usage in the area, based on previous studies and discussions with City staff. The proposed project would generate 317 daily, 27 A.M. peak hour (4 inbound 23 outbound) and 31 P.M. peak hour (21 inbound 10 outbound) new vehicle trips.

As shown in Table 6 of *Garden Valley Townhomes Traffic Study*, all of the study intersections are expected to operate at LOS D or better under Future Cumulative (2030) conditions. East Market Street/Mission Street (SR82) currently operates at LOS D in both the A.M. and P.M. peak periods and is projected in the study to remain at that level in both the Existing Plus Project and Future (2030) Cumulative scenarios. Valley Street/Mission Street (SR82) currently operates at LOS B in the A.M. peak period and LOS C in the P.M. peak period and is not projected to change in the Existing Plus Project scenario. LOS B in the A.M. peak period is expected to remain the same in the Future (2030) Cumulative scenario, while LOS D is projected in the P.M. peak period for the Future (2030) Cumulative scenario. A Street/Mission Street (SR82) currently operates at LOS B in both the A.M. and P.M. peak periods and is expected to remain at that level in both the Existing Plus Project and Future (2030) Cumulative scenarios. Levels of Service "B", "C", and "D" are acceptable traffic conditions according to the Daly City General Plan.

Section 17.34.020.A of the Zoning Ordinance requires that two parking spaces be provided for each proposed townhouse unit. In this case, 100 parking spaces would be required for a 50-unit residential townhouse development. The developer is proposing to exceed the Code required parking by twenty five percent, and provide 125 covered parking spaces for the development. There will be no surface parking as part of this development. There is no Code requirement for guest parking spaces and none are being provided as part of this proposal. On-street parking spaces along Second and Third Avenues will be retained and some created as a result of the required street widening along the project frontages.

The San Mateo County Congestion Management Agency (CMA) requires that all development projects' transportation studies include an analysis of congestion management plan (CMP) intersections and roadways for projects that generate more than 100 net P.M. peak hour trips. Since the project is expected to generate 34 P.M. peak hour trips, it is in compliance with the CMP and no further analysis is necessary.

Pedestrian linkages will be improved as part of the project. There are currently no sidewalks along the project frontages on Second or Third Avenues. Curb, gutters, and ADA compliant sidewalks will be required along all project frontages.

There are no air traffic concerns with the proposed project. The proposal does not involve the creation of new areas of circulation within the site that would include sharp curves or dangerous intersections. The project would not result in inadequate emergency access. The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation policies.

Mitigation: None required.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion of Evaluation: Once the Pre- and Re-Zoning and General Plan Amendment have been processed, all seven parcels (the portion of the site located in Unincorporated San Mateo County) will require annexation from Unincorporated San Mateo County to City of Daly City and detachment from Broadmoor Police, Colma Fire and Colma Highway Lighting District. The parcels that will require annexation are APNs 006-392-050 thru -070 and 006-393-080, -170, -190 & -200. In consideration of the annexation request, the project is subject to annexation procedures established by the San Mateo County Local Formation Commission (LAFCo), which shall make its own determination with regard to consistency with LAFCo standards and/or guidelines. The project is located entirely within the City's Sphere of Influence boundary. Should the LAFCo approve the annexation, the project will be solely within the jurisdiction of the City of Daly City, subject to the City's General Plan and Zoning Ordinance, and subject to this Negative Declaration.

The project will be required to comply with federal, state, and local statutes and regulations related to solid waste, per the City of Daly City's standards. Electric, gas, water, storm, and sewer lines exist within close proximity of the project site however, there may be upgrades to existing facilities required, per Department of Water and Wastewater Department, Engineering Division and the North County Fire Authority. All facilities will be required to be constructed in compliance with pertinent Codes and standard specifications. California Water Service Company currently services a portion of the project area, while Daly City services the other. The Daly City Department of Water and Wastewater Resources is requiring that upon annexation, the portion of the project that is currently served by Cal Water shall be relinquished to Daly City and become part of the Daly City water system. Prior to the issuance of any permits, the applicant will be required to submit studies illustrating that the existing water, sewer, and stormwater facilities are adequate to serve the development or that their proposed upgrades will be adequate to serve the development. As part of the environmental review process, all departments and agencies responsible for supplying utilities for this project have indicated their ability to meet the needs of the project. As with all new construction projects, conditions would require all new utility services to be undergrounded.

The proposed project would not exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board. The City of Daly City controls and provides the sewer lines and will ultimately provide all of the water that would serve the subject site. The City has indicated adequate wastewater treatment plant capacity to service the site including ultimate development, and that no adverse impacts to the wastewater system are expected. Water conservation programs, wastewater reclamation and reuse, and increased well production are all methods in which the City could utilize to reduce any uncertainty in the future supply of water.

The local solid waste disposal and recycling service provider, Allied Waste Services, has reviewed the project and does not anticipate any difficulty meeting the anticipated needs of the project in terms of storage containment, access, and landfill capacity.

Mitigation: None required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion of Evaluation: The proposed project consists of the Pre- and Re-Zone of a portion of the site as Planned Development for the new construction of fifty residential townhomes; Pre-Zone one parcel of the site as R-2 Two Family Residential District (no development proposed for this site); and General Plan Amendment to designate both sites as Medium Density Residential (21-35 du/ac).

The portion of the site that will contain the new construction of fifty attached single family carriage units (similar to townhomes yet defined differently by the Building Code) is a +/- 1.76 acre property situated along Second and Third Avenues between A Street and Valley Street, in Unincorporated San Mateo County. Additionally, included in the project application is the Pre-Zone to R-2 Two Family Residential District (processed as a Zone Change) of a 6,000 square foot site (APN 006-393-170), currently located in Unincorporated San Mateo County. There is no development proposed for this site; however, because the exclusion of this property would

create an island of Unincorporated San Mateo County property, surrounded by Daly City properties, the property is being included in the project application.

Once the Pre- and Re-Zoning and General Plan Amendment have been processed, the portion of the site (+/-1.76 acres) located in Unincorporated San Mateo County will require annexation from Unincorporated San Mateo County to City of Daly City and detachment from Broadmoor Police, Colma Fire and Colma Highway Lighting District. The parcels that will require annexation are APNs 006-392-050 thru -070 and 006-393-080, -170, -190 & -200.

The proposed project is compatible with the existing land uses in the area. The proposed project will not have any significant impact under this heading.

Mitigation: None required.

LIST OF REFERENCES AND CONTACTS

1. City of Daly City. General Plan, Housing, Land Use, & Circulation Elements, Nov. 1987.
2. City of Daly City. Initial Study and Environmental Assessment, Draft Land Use, Housing, and Circulation Elements of the General Plan, April 1987.
3. City of Daly City. General Plan, 1994 Safety Element, August 22, 1994.
4. City of Daly City. General Plan, Noise Element, April 1989.
5. City of Daly City. General Plan, Resource Management Element, April 1989.
6. City of Daly City. Zoning Regulations, Title 17, as updated to 5/11.
7. Bolt, Beranek & Newman. Noise from Construction Equipment & Operation, Building Equipment & Home Appliances, 1971.
8. State Office of Noise Control. Noise Compatibility Guidelines, Noise Element, 1988.
9. CH2Mhill. Daly City Collection System Master Plan, 1993.
10. Brown and Caldwell. Daly City Water Master Plan, 1991.
11. Association of Bay Area Governments. On Shaky Ground, Earthquakes and Hazards Program, 2010.
12. Association of Bay Area Governments. Alquist-Priolo Earthquake Fault Zones Map, reproduced with permission, California Geological Survey from CD-ROM 2001-04 (2001), Official Map of Alquist-Priolo Earthquake Fault Zones.
13. Association of Bay Area Governments. Earthquake Shaking Potential. Derived from Earthquake Shaking Potential for the San Francisco Bay Region. CSSC, CGS, CalEMA, and USGS, 2003.
14. California Department of Conservation, Office of Land Conservation. California Agricultural Land Evaluation and Site Assessment Model Instruction Manual.
15. California Department of Conservation, Office of Land Conservation. Compiled by the Farmland Mapping and Monitoring Program (FMMP) pursuant to Section 65570 of the California Government Code. San Mateo County Important Farmland Map 2006, 2008.
16. California Department of Conservation, Division of Land Resource Protection, Williamson Act Program. San Mateo County Williamson Act 2006, 2006.
17. California Department of Conservation. State of California Special Studies Zones San Francisco South, Revised Official Map, January 1, 1982.
18. Jones, A.L., M. Perlmutter, W.B. Monahan, and D. Yun. 2008. Mapping California's Important Bird Areas. Prepared by Audubon California with support from California Polytechnic Institute. Audubon California, Sacramento, CA.
19. United States Department of Fish and Wildlife Service. National Wetlands Inventory, Wetlands Data.KMZ (Keyhole Markup Language file accessed via Google Earth), May 20, 2010.
20. CHS Consulting Group. Garden Valley Townhomes Traffic Study, April 2011.
21. Bay Area Air Quality Management District. California Environmental Quality Act Air Quality Guidelines, June 2010.
22. Bay Area Air Quality Management District. BAAQMD CEQA Guidelines Risk and Hazard Screening Analysis Process Flow Chart. May, 2010.
23. Bay Area Air Quality Management District. *Stationary Source Screening Analysis Tool*, San Mateo May 2011, Google Earth KMZ file, accessed February, 2011.
24. Bay Area Air Quality Management District. Roadway Screening Analysis Tables, Roadway Screening Tables. April, 2011.
25. Bay Area Air Quality Management District. GHG Plan Level Quantification Guidance. April 15, 2011.

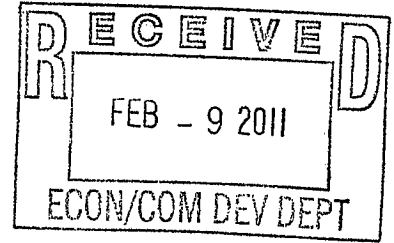
26. Bay Area Air Quality Management District. Screening Tables for Air Toxics Evaluation During Construction, Version 1.0, May, 2010.
27. City/County Association of Governments of San Mateo County. Final San Mateo County Congestion Management Program 2009, September, 2009.
28. Erler & Kalinowski, Inc. Phase I Environmental Site Assessment Report, Second and Third Avenue Properties Daly City, San Mateo County, California (EKL B00059.00), January 6, 2011.
29. Institute of Transportation Engineers. TRIP GENERATION, 8TH Edition, Volume 2 of 3, 2008.
30. California Department of Public Health, California Environmental Health Tracking Program (CEHTP). Traffic Volume Linkage Tool, accessed February 15, 2011, www.ehib.org
31. United States Environmental Protection Agency. Buildings and their Impact on the Environment: A Statistical Summary. April 22, 2009.

EXHIBITS

- Site Location Map
- Reduced Plan(s) (8-1/2" x 11")
- URBEMIS Environmental Management Software Version 9.2.4. Combined Annual Emissions Reports (Tons/Year) Garden Valley Pre-Zone 50-unit Townhome Project. April, 26, 2011.
- Bay Area Air Quality Management District. Greenhouse Gas Model (BGM) Version 1.1.9 Beta. Quantification of GHG emissions for the Garden Valley 50-unit Townhome Project, April, 2011.
- Daly City Public Works Department. San Mateo County Permitted Sources Map, Permitted Sources within 1,000 feet of the Project Area. February 16, 2011.



**Hillside Homeowners
Improvement Association**
P.O. Box 383 • Daly City, CA 94014



City of Daly City
Daly City Planning Division
Attn: Jeannie Naughton, Associate Planner
333- 90th Street
Daly City, CA 94015

Re: Garden Valley Pre-Zone Planned Development

February 8, 2011

Dear Ms. Naughton,

The Hillside Homeowners Improvement Association has reviewed the preliminary plans for this development and it seems to be a good plan for this area. At this point we see two areas that can be improved upon:

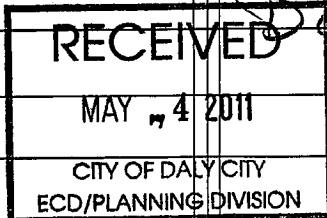
1. Increasing storage in the garages (and even the upstairs) of the units. There seems to be very little in the way of storage, both open area storage and cabinets or shelves. People tend to use their garages as "storage units", thus putting their cars out into the streets cluttering up an already crowded neighborhood.
2. Adding on-site guest parking. There should be a few parking sites within the development for guest parking. It's very nice to have a large open grassy area on the site for the residents to use, but we feel that on-site parking is needed even more and will be used more.

We hope we will continue to be updated on this development.

Thank you.


Richard Rocchetta
President

From John Guarnini, 275 2nd Ave
650 333 9464



To Whom it may concern, about
Planned Devl. (PD-67) PD-12-10-3203, ZC-4-11-36-78, GPA-12-10-3204
Off street parking is a major

concern in this neighborhood especially
on street cleaning days. Street

Cleaning must take place when
most people are at work, right now
we are 6AM to 8AM Thursday & Friday.

This is a terrible situation. People are
parking on sidewalks, ^{street} corners, 3 cars in
front of their houses, just to get of the
street cleaning path

Please address this off street
parking issue before any construction
planning is completed. Thank you
John Guarnini

**PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-67
GARDEN VALLEY TOWNHOMES**

The purpose and intent of these Planned Development Standards is to establish a Planned Development Zoning District for PD-67 for property located along Second and Third Avenues between Valley Street and A Street.

I. GENERAL

1. Pursuant to Government Code Section 65859.(a), the PD-67 zoning shall become effective at the same time that the annexation becomes effective.
2. When these planned development standards conflict with other sections of the Zoning Ordinance, these standards prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance shall apply as to the most similar land use or standard.
3. Any modifications to plans approved by the City Council shall require an amendment of the original PD approval and shall be subject to separate approval by the Planning Commission and City Council. Minor changes of the approved plans due to Code requirements or conditions of approval may be approved by the Planning Division.
4. All structures, landscape areas, required facilities and amenities shall be maintained in a neat, safe, and healthful condition, subject to improvement and upgrading of plans as required by this Planned Development approval.
5. CC&R's shall be prepared for PD-67 for review and approval by the City Attorney.

II. PERMITTED USES

- A.** The following uses are permitted as part of Planned Development Zone PD-67.

50 residential townhome units with associated parking facilities

Small family day care home

Home Occupations in accordance with the regulations specified in DCMC Chapter 17.36

- B.** The following uses may be permitted with a Use Permit in PD-67.

Large family day care homes in accordance with the regulations specified in DCMC Chapter 17.49

- C.** When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to nor more objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use.

III. DEVELOPMENT STANDARDS

A. Parking

1. The total number of on-site parking spaces required for the townhome development is 125 provided in private garages directly underneath each individual unit and shall conform to plans approved as part of the precise plan for PD-67 and shall be maintained in accordance with said plans.
2. Three bedroom units shall provide three car garages and two bedroom units shall provide two car garages, in conformance with plans approved as part of the precise plan for PD-67.
3. Garages may be utilized for parking purposes only, in conformance with plans approved as part of the precise plan for PD-67. No living area may be added to the garage level.

B. Architecture/Site Design

1. Architectural design of all new structures and facades, all materials and colors and all landscaping shall comply with plans approved by the City Council as part of the Design Review application.
 - a. Once approved, any major architectural modification shall be subject to approval by a Design Review Committee, except that minor changes may be approved administratively by the Planning Division.
 - b. The design and location of all fencing and walls shall be maintained in accordance with plans approved by the City Council, as part of the Design Review.
 - c. All visible elevations shall be provided with architectural treatment of the same quality and character as the building elevations that face Second and Third Avenues.

C. Landscaping

1. All landscaping improvements shall conform to plans approved by the City Council as part of the Design Review.
2. All landscaping shall conform to DCMC Chapter 17.41 Water Conservation in Landscaping.
3. In general, all shrubs or any vegetation at points of ingress or egress shall be maintained at a height of no greater than 30 inches. Trees must be trimmed in a

manner to maintain a site clearance underneath the branches of five feet from grade.

4. Landscaping shall be planted at the base of any monument signs and shall be maintained in a healthy growing condition and be replaced as necessary.
5. Decorative trash and recycling receptacles shall be provided in common open space areas, the number and location of said receptacle shall be in conformance with plans approved by the City Council as part of the Design Review.
6. Site lighting shall be provided in common open space areas and shall be in conformance with plans approved by the City Council as part of the Design Review. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare.

D. Maintenance

1. A maintenance plan for on-site litter control shall be submitted by the applicant and approved by the City. The litter control maintenance plan shall include provision for on-going maintenance required for the project use. The maintenance plan shall be incorporated into the CC&R's for the project and recorded as part of the PD-67 standards. The maintenance plan shall include the following standards:
 - a. The entire development area shall be maintained in a neat, safe, and healthful condition.
 - b. The applicant shall prepare an agreement to implement a weekly litter cleanup plan for all open areas, planters and public sidewalks adjacent to the development. This plan shall include the coordination of disposal of waste and recycling in receptacles located in common open space areas. All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in private receptacles for disposal. No waste material shall be visible at anytime. All enclosures should be kept clean and free of odor at all times.

E. Building Area and Height Limitation

1. There shall be no additional square footage allowed in PD-67 beyond what is permitted through approval of the precise plan. Minor additions or alterations to square footage for any given designated use (+/- 2%) may be approved by the Planning Division if such changes are to meet specific code requirements and do not effect the overall mass of the buildings.
 - a. The maximum lot coverage for the site shall be 38%.

- b. The maximum height is 36 feet, as defined in DCMC Section 17.04.010.6 (Building Height).
- c. Private and common open space areas shall be provided per plans approved by the City Council as part of the precise plan for PD-67 and shall remain in perpetuity.

Section 4. Publication: This Ordinance shall be published according to law. This Ordinance shall become effective thirty (30) days from and after its adoption.

Section 5. Severability: If any section, subsection or sentence of this Ordinance is found by a court of competent jurisdiction to be invalid or unlawful, the City Council finds and declares that the remainder of this Ordinance would be and is enforceable and would have been adopted notwithstanding the finding of invalidity as to any section, subsection or sentence.



City Council Agenda Report

Item # _____

Meeting Date: July 25, 2011

Subject: Use Permit UPR-5-11-3880 for the Operation of a Health and Fitness Club in the Westlake Shopping Center—263 Lake Merced Boulevard Suite S111

RECOMMENDED ACTION

Approve Use Permit UPR-5-11-3880 subject to the Findings and Conditions outlined herein.

PLANNING COMMISSION DISCUSSION

On July 6, 2011, the Planning Commission voted 3-0 (Kelly recused, Crump absent), to recommend approval of Use Permit UPR-5-11-3880, subject to the findings and conditions outlined in this report.

Planning discussion items are shown in bold italics.

BACKGROUND

The applicant, Todd Dewell of Kimco Realty, on behalf of Fitness 19, is requesting approval for the operation of a health and fitness center in the Westlake Shopping Center at 263 Lake Merced Boulevard, Suite S111 (Attachment A - Location Map). The Westlake Center is currently in the process of constructing Phase II of the redevelopment of the center, which included among other things, the construction of a new parking garage along Lake Merced Boulevard (Building W). The entrance to 263 Lake Merced Boulevard is located directly behind Building W, in Building S. Building S consists of nine tenant spaces on the ground level, accessed along the Main Street area of the Westlake Center, one second floor space, and the respective basement space proposed for the health and fitness center. Fitness 19 would be located in one of the largest of the eleven tenant spaces, and would be the only tenant space in Building S accessed from the west side of the building, facing the parking garage (Building W).

Fitness 19 is a national chain of franchised fitness centers located in twenty-seven states, with forty-seven locations throughout California. According to the Fitness 19 website, the brand was established in 2003, by two industry veterans, with the mission of offering an, "...extremely affordable, family-friendly facility that offers state-of-the-art cardio, strength and free weight equipment." Fitness 19 proposes hours of operation between 5 AM to 11 PM, seven days a week.

PROJECT DESCRIPTION

The Westlake Shopping Center is bounded by John Daly Boulevard to the north, Lake Merced Boulevard on the west, Park Plaza Drive on the east, and Southgate Avenue to the south. The properties along the south side of Southgate Avenue between Park Plaza and Lake Merced and west of Lake Merced Blvd. to the Westlake Library are also included in PD60. The subject tenant space will be located on the western side of Building S, in between Building W and Lake Merced

City Council Agenda Report

Subject: Use Permit UPR-5-11-3880 for the Operation of a Health and Fitness Club in the Westlake Shopping Center—263 Lake Merced Boulevard Suite S111

Meeting Date: July 25, 2011

Page 2 of 5

Boulevard (See Attachment A – Location Map). The surrounding uses are mostly multiple-family residential.

Location	Zoning
North: Single-Family Residence	R-1 (Single-Family Residential)
South: Westlake Apartments	R-3 (Multiple-Family Residential)
West: Westlake Apartments	R-3 (Multiple-Family Residential)
East: Westlake Apartments	R-3 (Multiple-Family Residential)

PROJECT EVALUATION

Use Permit

The PD60 standards specifically list one health and fitness center as conditionally permitted in the shopping center. The purpose of the Use Permit is to ensure that proposed uses will not have an adverse effect on surrounding properties. Westlake Center is an upscale retail shopping center that contains a wide range of premier retailers and national brands. Fitness 19 will have clearly visible brand signage and consistent chain-wide décor and design. Fitness 19 is an established brand, with more than forty-seven locations in California, including locations in San Mateo, Walnut Creek, Sunnyvale, and San Ramon. Fitness 19 will be a positive contribution towards the success of the expanding Westlake Center.

Site Design

Building S is located south of Building V (DSW Shoes) and north of Building T (Sheng Kee Bakery) and Home Depot, along the Main Street area of the shopping center. The approximately 75,000 square foot building contains ten tenant spaces on the ground level, with Fitness 19 occupying the basement tenant space, below Beverly's Fabrics. Because the tenant space proposed to be occupied by Fitness 19 is accessed on the west side of the building, it is anticipated that customers of Fitness 19 will primarily utilize the parking structure when visiting the gym. The entrance to the parking structure is located on the southern side of the garage, accessed by an uncovered, two way driveway off Lake Merced Boulevard, adjacent to the northern wall of Home Depot. The parking garage has an exit only driveway leading directly to Lake Merced Boulevard on the northern end of the garage. Per the requirements of the PD60 development standards and the Development Agreement, upon completion of Phase II, the Westlake Shopping Center will have a final parking ratio of 3.29 parking spaces per 1,000 square feet of leasable building area, with more than 500 parking spaces located in Building W's five parking levels. The proposed health and fitness uses are consistent with uses taken into account when adopting the final parking ratio for the center.

- ***Commissioner Lubiano noted that the hours of operation are later than most other businesses in the Westlake Shopping Center and questioned staff regarding security issues, including lighting along the tenant façade, security patrols, and pedestrian safety.***

City Council Agenda Report

Subject: Use Permit UPR-5-11-3880 for the Operation of a Health and Fitness Club in the Westlake Shopping Center—263 Lake Merced Boulevard Suite S111

Meeting Date: July 25, 2011

Page 3 of 5

Staff responded that the area would remain lit in the evening hours but specific security issues could be addressed by the applicant. Commissioner Edelman echoed Commissioner Lubiano's concerns regarding pedestrian safety and questioned pedestrian access between the parking structure and the tenant space.

- Todd Dewell, on behalf of Kimco Realty indicated that safety was a top priority for the shopping center and stated that a security company patrols the center 24 hours a day, 7 days a week, including 4 security personnel between the hours of 9 PM – 6 AM. Mr. Dewell also explained that part of the patrol included driving through the entire structure. He pointed to exterior wall pack lighting on the east side of the parking structure, lighting underneath the tenant façade canopy, and the security office that is located on the second level, overlooking the drive aisle where patrons will walk between the parking structure and Fitness 19. He explained there are 2 elevators—one on the south and north sides with direct pedestrian access to the respective tenant space.*
- Commissioner Edelman recommended that Kimco look into installing security cameras in the parking structure to increase the level of security within the structure. Mr. Dewell agreed to look into this option and followed up with staff the following day by explaining that call boxes that dial directly to security were being installed (one on each level) and that cameras were being considered at a corporate level. He indicated that he would follow up with the VP of Property Management regarding the camera issue.*

The interior floor plan (See Attachment B—Project Plans) of 263 Lake Merced Boulevard, Suite S111 consists of one large workout area, a rec room, mechanical & electrical room, a quiet room, one office, and a reception and waiting area. The 918 square foot area located adjacent to the elevator machine room will be utilized exclusively by Kimco for storage purposes and is not considered part of Fitness 19's lease space.

Signage

The Westlake Shopping Center has a Tenant Sign Criteria master plan, adopted in 2005. Fitness 19 will be required to obtain separate sign permits that are both approved by Kimco Realty, and meet the criteria in the master sign plan.

ENVIRONMENTAL ASSESSMENT

CEQA Determination	Categorical Exemption per Section 15301(a): Existing facilities
---------------------------	---

Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined that the project, as conditioned, will not result in significant adverse environmental impacts and is exempt from environmental review.

FINDINGS

The Planning Commission finds that, as conditioned, the proposed Use Permit UPR-5-11-3880 is in compliance with Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed

City Council Agenda Report

Subject: Use Permit UPR-5-11-3880 for the Operation of a Health and Fitness Club in the Westlake Shopping Center—263 Lake Merced Boulevard Suite S111

Meeting Date: July 25, 2011

Page 4 of 5

project would 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 conducted a public hearing on July 5, 2011; notice of said hearing was by newspaper publication on June 25, 2011 posting and first class mailing to property owners within 300 feet.
2. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the City Council will conduct a public hearing on July 25, 2011; notice of said hearing was by newspaper publication on July 15, 2011 posting and first class mailing to property owners within 300 feet.
3. Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project is Categorically Exempt per Section 15301(a): Existing Facilities.
4. The subject property is zoned PD60 (Planned Development 60 District), which requires a Use Permit for the operation of a health and fitness center.
5. The subject use is consistent with the General Plan and the PD60 Planned Development district standards and, together with the provisions for its design and operation, would not be detrimental to the health, safety, morals, comfort and general welfare of the neighborhood.

CONDITIONS OF APPROVAL:

The Planning Commission recommends approval of Use Permit UPR-5-11-3880 based on the following conditions as specified by each Department and Division.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. Within thirty (30) days of Council approval, the applicant shall file with the City Clerk a Declaration of Acceptance of all conditions. Until said declaration is filed, the project shall not be granted for any permits sought from the City.
2. If building permits are not issued and construction diligently pursued within one year of approval of the use permit, the use permit shall become invalid.

City Council Agenda Report

Subject: Use Permit UPR-5-11-3880 for the Operation of a Health and Fitness Club in the Westlake Shopping Center—263 Lake Merced Boulevard Suite S111

Meeting Date: July 25, 2011

Page 5 of 5

3. All proposed signage shall be approved by Kimco realty, meet the Westlake Center Tenant Sign Criteria Master Plan requirements, and separate sign permits shall be obtained prior to installation.

Time Limit

4. The Use Permit shall be valid for a period of one year from the date of City Council approval. The approval shall terminate if a building permit has not been obtained and construction commenced within one-year of City Council approval of the project.

B. FIRE DEPARTMENT

5. Exit doors, panic hardware, etc., shall meet occupancy requirements for egress.
6. Address shall be updated to assigned Lake Merced address.
7. Fire alarm shall be altered per NFPA 72.
8. Fire sprinklers shall be altered per NFPA 13.

STAFF RECOMMENDATION

The Planning Commission recommends to the City Council the following:

1. Adopt the Findings as outlined herein;
2. Affirm the Environmental Assessment;
3. Approve Use Permit UPR-5-11-3880 subject to the Findings and Conditions outlined herein.

Respectfully submitted,



Jeannie Naughton
Associate Planner



Richard Berger
Director of Economic & Community Development

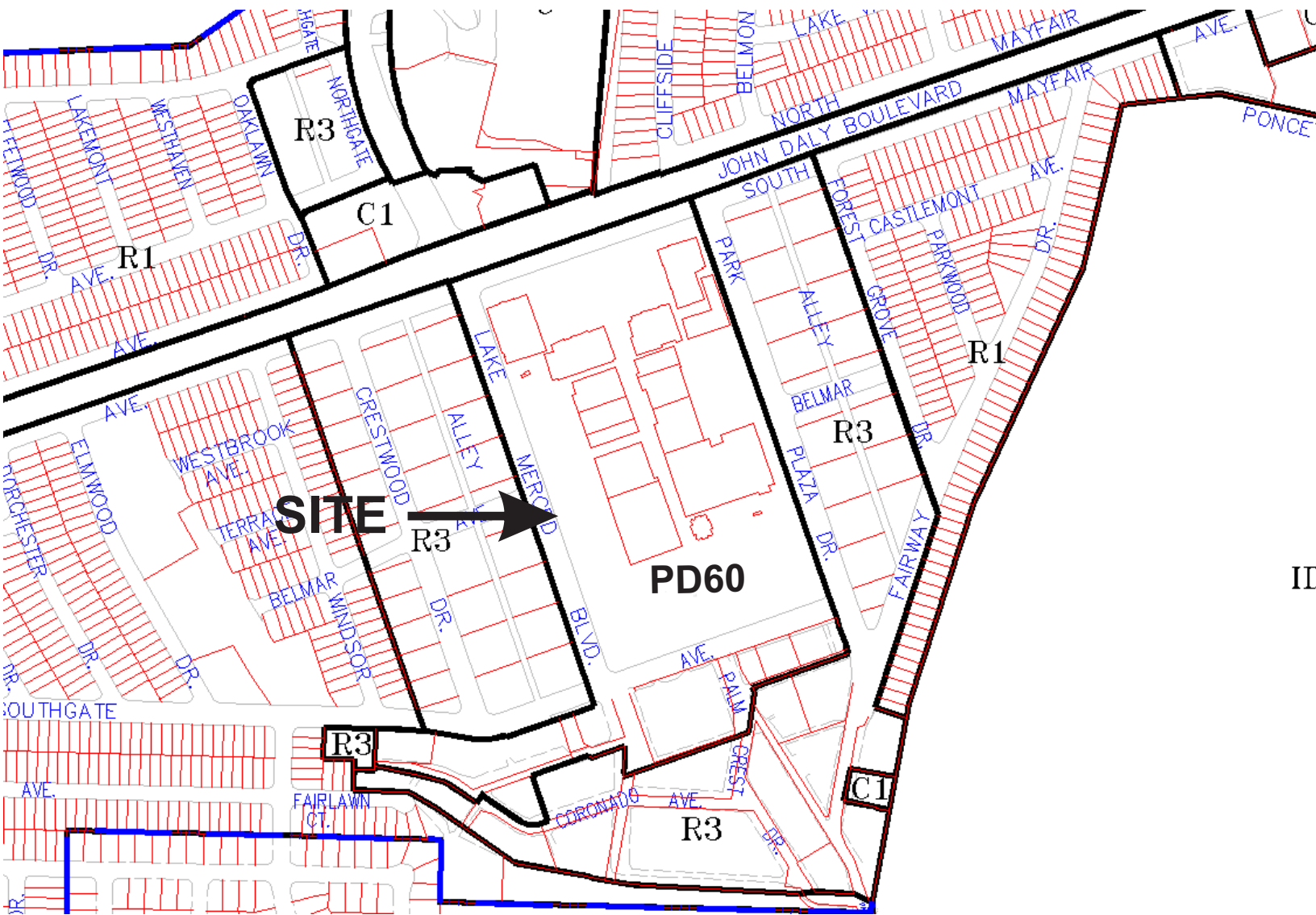
Attachments

Attachment A – Location Map
Attachment B – Project Plans
Attachment C – Site Photos

LOCATION MAP

263 Lake Merced Blvd. Suite S111

City Council



WESTLAKE SHOPPING CENTER

FITNESS 19 - TENANT IMPROVEMENT

405 WESTLAKE CENTER, SPACE S111
DALY CITY, CA 94015



mcg architecture

415.874.8002 415.874.1556
785 Market Street, San Francisco, CA 94103-2016

Seal:



A Project for:

WESTLAKE SHOPPING CENTER
FITNESS 19
TENANT IMPROVEMENT
405 WESTLAKE CENTER
DALY CITY, CA 94015

Client:

TODD D. DEWELL
KIMCO REALTY CORPORATION
75 SOUTHGATE AVENUE
DALY CITY, CA 94105
Main Office: 650-746-7503
Fax Number: 650-756-3390

Revisions:

Use Permit Submittal	05.10.11
No. Description	Date
Project No.:	10.222.10
Drawn By:	JW
Reviewed By:	YW
Scale:	AS NOTED
Date:	04.23.11
Filename:	--
Sheet Title:	

COVER SHEET

Sheet #:

G-0.01

© MCG ARCHITECT'S 2008. ALL RIGHTS RESERVED.

ABBREVIATIONS

THIS ABBREVIATION LIST IS A STANDARD AND NOT ALL ABBREVIATIONS ARE NECESSARILY USED OR REPRESENTED ON OR FOR THIS PROJECT

AB.	ABOVE	M.	METAL PAN
ACT.	ACOUSTIC TILE	MB.	MARKER BOARD
ANC.	ANCHOR	MAS.	MASONRY
A.F.F.	ABOVE FINISHED FLOOR	MAX.	MAXIMUM
ALUM.	ALUMINUM	MIN.	MINIMUM
ALT.	ALTERNATE	MAT.	MATERIAL
ARCH.	ARCHITECT(URAL)	MTG.	MOUNTING
@	AT	M.C.	MECHANICAL CONTRACTOR
BIT.	BITUMINOUS	MECH.	MECHANICAL
B.D.G.	BUILDING	MANUF.	MANUFACTURER
B.M.	BENCH MARK	M.O.	MASONRY OPENING
BD.	BOARD	M.R.G.W.B.	MORTURE RESISTANT GYPSUM WALLBOARD
BK.	BLOCK	N.	NO FINISHES
BRG.	BOTTOM BEARING	NO.	NUMBER
BSMT.	BASEMENT	NOM.	NOMINAL
C.	CARPET	N.T.S.	NOT TO SCALE
CAB.	CABINET	O.C.	ON CENTER
CB.	CHALKBOARD	OPH.	OPPOSITE HAND
C.J.	CONTROL JOINT	OPNG.	OPENING
CONC.	CONCRETE	PS.	PROJECTION SCREEN
CONT.	CONTINUOUS	PART.	PARTICLE
C.M.U.	CONCRETE MASONRY UNIT	PARTN.	PARTITION
C.M.	ROSS CONST. MANAGER	P.C.	PLUMBING CONTRACTOR
CL.	CLEAR	PTD.	PAINTED
CONSTR.	CONSTRUCTION	PLAM.	PLASTER
CONTR.	CONTRACTOR	PSP.	PLASTIC LAMINATE
C.S.	CEILING	PSI	POUNDS PER SQUARE INCH
COL.	COLUMN	PLYWD.	PLYWOOD
COORD.	COORDINATE	P.	PLATE
C.T.	CERAMIC TILE	±	PLUS OR MINUS
Q	CENTER LINE	QT.	QUARRY TILE
DET.	DETAIL	RCB.	RESKIN EXISTING CHALKBOARDS
DWG.	DRAWING	REG.	REGUPOL
DR.	DOOR	REINF.	REINFORCED or REINFORCING
DN.	DOWN	R.D.	ROOF DRAIN
DM.	DIMENSION	REQ'D.	REQUIRED
Q	DIAMETER	R.A.	RETURN AIR
E.	EPOXY PAINT	R.O.	ROUGH OPENING
EXIST.	EXISTING	R.	RISER or RADIUS or RUBBER
ELEC.	ELECTRICAL	REC.	RECESSED
ELEV.	ELEVATOR or ELEVATION	RM.	ROOM
E.C.	ELECTRICAL CONTRACTOR	R.W.C.	RAIN WATER CONDUCTOR
EXP.	EXPOSED or EXPANSION	RTB.	RESKIN EXISTING TACKBOARD
EXT.	EXTERIOR	S.	SEALED CONCRETE
EL.	ELEVATION	S.A.	SUPPLY AIR
EA.	EACH	S.C.	SOLID CORE
EQ.	EQUAL	SCH.	SCHEDULE
EQUIP.	EQUIPMENT	SECT.	SECTION
E.W.	EACH WAY	SH.	SHELF or SHEATHING
ETR.	EXISTING TO REMAIN	SIM.	SIMILAR
ET.	EXISTING TERRAZZO	S.F.C.M.U.	SPLIT-FACE CONC. MASONRY UNIT
EW.C.	ELECTRIC WATER COOLER	SPEC.	SPECIFICATIONS
F.D.	FLOOR DRAIN	SQ.	SQUARE
F.D.	FLOOR SINK	S.S.	STAINLESS STEEL or SERVICE SINK
FDN.	FOUNDATION	S.S.D.	SEE STRUCTURAL DRAWINGS
F.G.	FIBERGLASS	STD.	STANDARD
FL.	FLOOR	STL.	STEEL
FIN.	FINISHED	STR.	STRUCTURAL
FT.	FOOT or FEET	SYN.	SYNTHETIC
FTG.	FOOTING	SV.	SHEET VINYL
FURR.	FURRING	TV.	WALL MOUNTED TV BRACKETS
F.C.G.W.B.	FIRE CODE GYPSUM WALLBOARD	TB.	TACKBOARD
F.O.S.	FACE OF STUD	T.	TEMPERED GLASS
F.O.M.	FACE OF MASONRY	THK.	THICK(NESS)
F.O.F.	FACE OF FINISH	T.O.M.	TOP OF MASONRY
G.C.	GENERAL CONTRACTOR	T.O.P.	TOP OF PARAPET
GRD.	GRADE	T.O.S.	TOP OF STEEL
GL.	GLASS	TYP.	TYPICAL
GA.	GAUGE	TH.	THRESHOLD
G.W.B.	GYPSUM WALLBOARD	U.N.O.	UNLESS NOTED OTHERWISE
H.C.	HOLLOW CORE	V.	VINYL BASE
H.M.	HOLLOW METAL	VERT.	VERTICAL
HGT.	HORIZONTAL	V.C.T.	VINYL COMPOSITION TILE
HDW.	HARDWARE	W.	WOOD FLOORING
HVAC	HEATING, VENTILATING & AIR CONDITIONING	WR.	WOOD REFINISH (EXISTING)
L.D.	INSIDE DIAMETER	W/O	WITH OUT
INSUL.	INSULATION	WD.	WOOD
INT.	INTERIOR	WDL.	WINDOW
INV.	INVERT	W.G.	WIRE GLASS
JT.	JOINT	W.W.M.	WELDED WIRE MESH
KT.	KITCHEN(ETTE)	XP.	EXPOSED PAINT
L.	LATEX PAINT		
L.L.V.	LONG LEG VERTICAL		
L.L.H.	LONG LEG HORIZONTAL		
L.F.	LINEAL FEET		
LAM.	LAMINATE		
LAV.	LAVATORY		

PROJECT DIRECTORY

OWNER

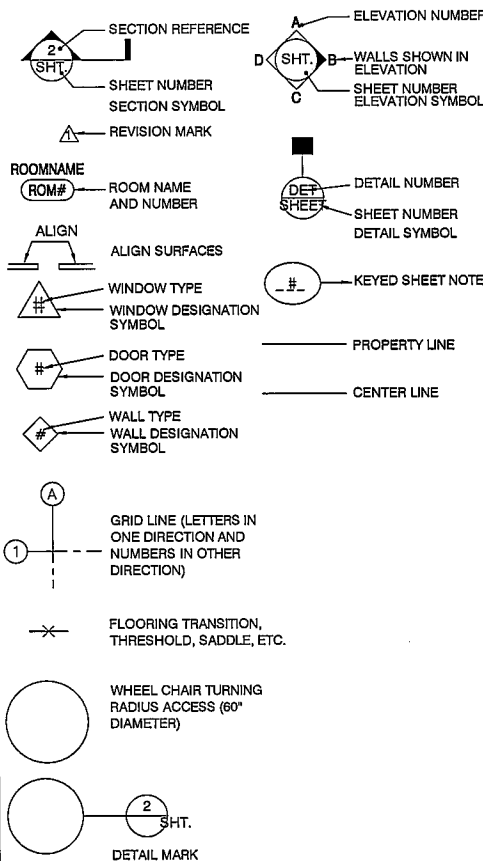
KIMCO REALTY
Todd D. Dewell, CDP
75 Southgate Avenue
Daly City, California 94105
Tel.: 650-746-7503
Fax: 650-756-3390
www.kimcorealty.com

ARCHITECT

MCG ARCHITECTURE
Young Wong, Project Architect

250 Sutter Street, Suite 500
San Francisco, CA 94108
Tel.: 415-974-6002
Fax: 415-974-1556
e-mail: jwan@mcgarchitecture.com
ywong@mcgarchitecture.com

SYMBOL INDEX



PROJECT DATA

SCOPE OF WORK:

NEW TENANT IMPROVEMENT FOR A NEW FITNESS CENTER.
NEW RECEPTION, MENS & WOMENS RESTROOMS, STORAGE ROOM AND WORKOUT AREA.

OCCUPANCY

GROUP A-3

CONSTRUCTION TYPE

TYPE II-1HR, FULLY-SPRINKLERED BUILDING

CODE INFORMATION:

ALL CONSTRUCTION SHALL COMPLY WITH THE FOLLOWING CODES AS AMENDED BY THE 2007 CITY OF DALY CITY CODES:

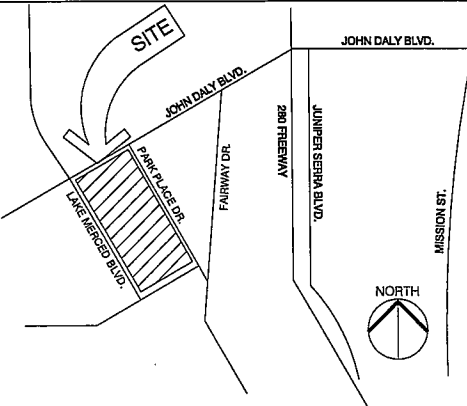
BUILDING -	2007 CALIFORNIA BUILDING CODE (2008 USC/ STATE OF CALIFORNIA AMENDMENTS)
MECHANICAL -	2007 CALIFORNIA MECHANICAL CODE
PLUMBING -	2007 CALIFORNIA PLUMBING CODE
ELECTRICAL -	2007 CALIFORNIA ELECTRIC CODE
ACCESSIBILITY -	2007 CALIFORNIA BUILDING CODE, CHAPTER 11B (TITLE 24 - DISABLED ACCESS)
ENERGY CODE -	2007 CALIFORNIA ENERGY CODE (TITLE 24)
FIRE/LIFE SAFETY -	2007 CALIFORNIA FIRE CODE
FIRE ALARMS -	NFPA 72
FIRE SPRINKLERS -	NFPA 13/13R

DALY CITY AMMENDMENTS TO THE CALIFORNIA BUILDING CODES

BUILDING SUMMARIES (CBC 2007)

EXTERIOR BEARING WALLS	1-HR
EXTERIOR NON-BEARING WALLS	1-HR
EXTERIOR WALL OPENINGS	NOT PERMITTED LESS THAN 5FT PROTECTED LESS THAN 10FT
INTERIOR BEARING WALLS	1-HR
STRUCTURAL FRAME	1-HR
PARTITIONS FRAME	1-HR
PARTITIONS - PERMANENT	1-HR
SHAFT ENCLOSURES	1-HR
ELEVATOR SHAFT	1-HR
ROOF/CEILING CONSTRUCTION	1-HR
EXIT PASSAGEWAYS	1-HR

VICINITY MAP



INDEX OF REVISIONS

DATE	DESCRIPTION	SHEETS REVISED

CONSTRUCTION NOTES

INSTALLATION DOCUMENTATION REQUIRED:

A SET OF DOCUMENTS APPLICABLE TO THE CONSTRUCTION OF THIS PROJECT IS REQUIRED TO BE ASSEMBLED AND POSTED AT THE BUILDING SITE.

THE INSTALLING CONTRACTOR, ENGINEER/ARCHITECT OF RECORD OR OWNER'S AGENT IS RESPONSIBLE FOR THE FOLLOWING:

REVIEW THE PLANS AND SPECIFICATIONS, AND ENSURE THAT THEY CONFORM TO THE REQUIREMENTS OF THE CERTIFICATE OF COMPLIANCE AND THE ACCEPTANCE REQUIREMENTS APPLICABLE TO THE CONSTRUCTION / INSTALLATION.

PERFORM CONSTRUCTION INSPECTIONS TO CONFIRM COMPLIANCE OF THE REGULATED ENERGY FEATURES, AND ENSURE THAT A PROPERLY COMPLETED INSTALLATION CERTIFICATE HAS BEEN SUBMITTED OR POSTED AT THE BUILDING SITE PRIOR TO PROCEEDING WITH FUNCTIONAL TESTING AND COMPLETION OF THE CERTIFICATE OF ACCEPTANCE.

ENSURE THAT ALL APPLICABLE ACCEPTANCE REQUIREMENTS PROCEDURES IDENTIFIED IN THE PLANS AND SPECIFICATIONS AND IN REFERENCE NONRESIDENTIAL APPENDIX NA7 ARE CONDUCTED.

m c g a r c h i t e c t u r e

① 415.974.6002 ② 415.974.1556
785 Market Street, San Francisco, CA 94103-2016

Seal:



Project for:

WESTLAKE SHOPPING CENTER
FITNESS 19
TENANT IMPROVEMENT

405 WESTLAKE CENTER
DALY CITY, CA 94015

Client: **TODD D. DEWELL**
KIMCO REALTY CORPORATION
75 SOUTHGATE AVENUE
DALY CITY, CA 94105
Main Office: 650-746-7503
Fax Number: 650-756-3390

Revisions:

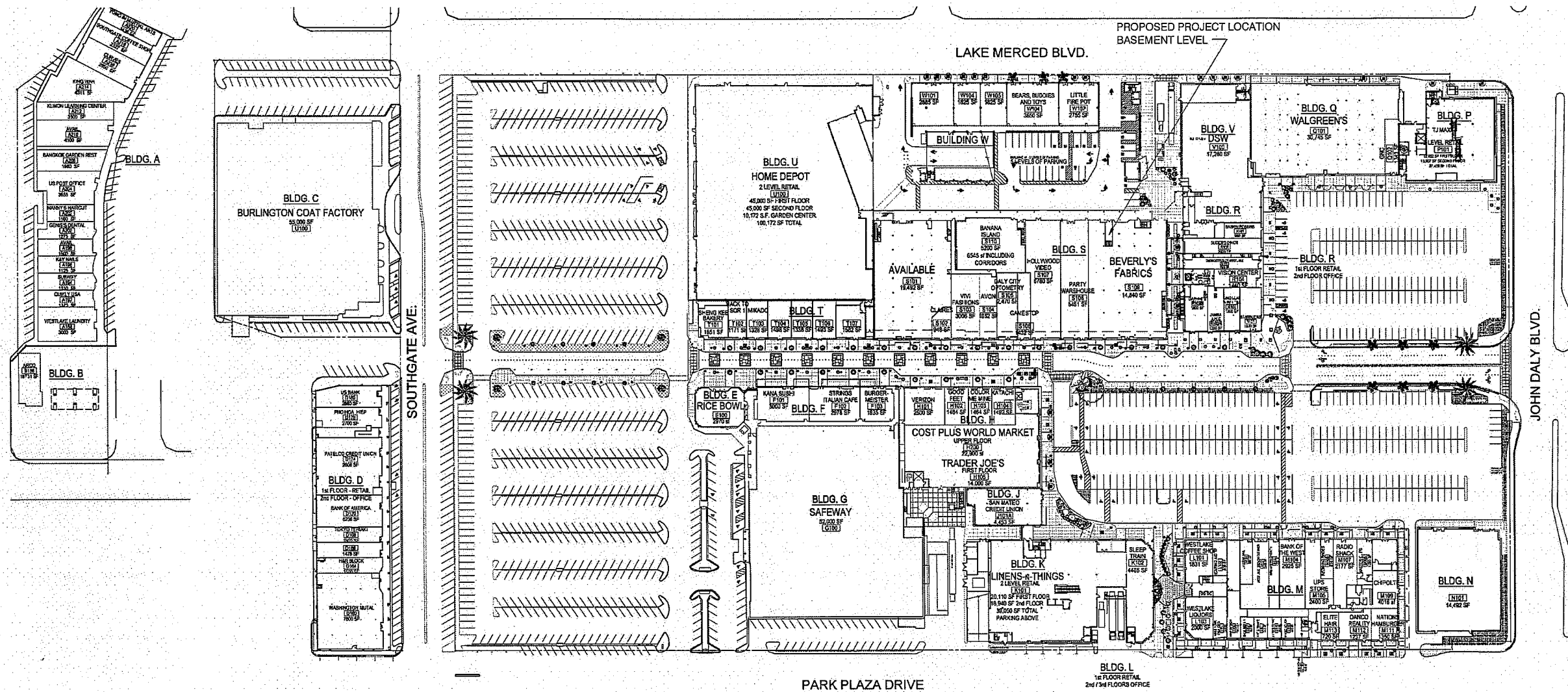
Use Permit Submittal		05.10.11
No.	Description	Date
Project No.:		10.222.10
Drawn By:		JW
Reviewed By:		YW
Scale:		AS NOTED
Date:		04.23.11
Filename:		--
Sheet Title:		

SITE PLAN
(FOR REFERENCE ONLY)

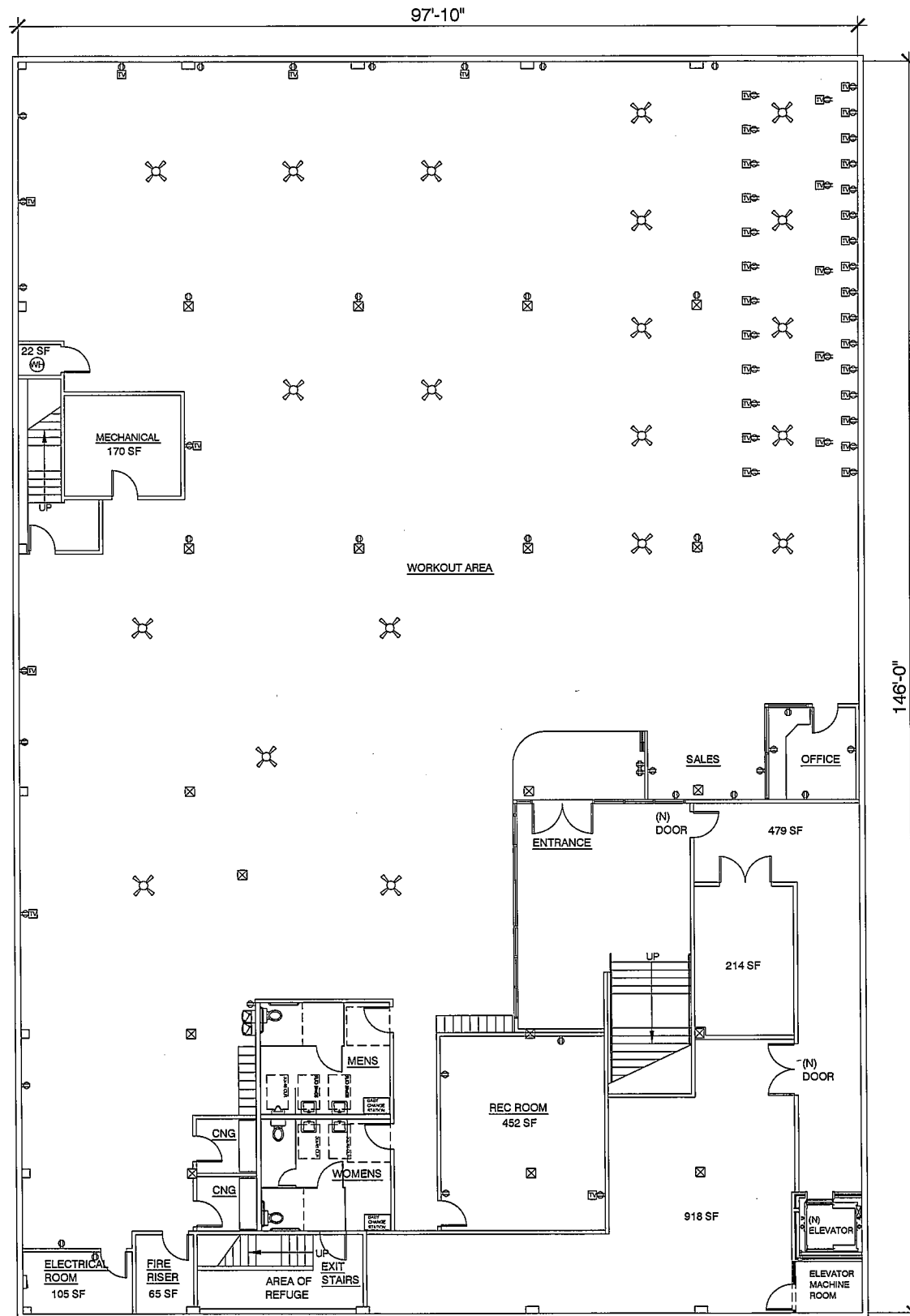
Sheet #:

A0.01

© MCG ARCHITECTS 2008 ALL RIGHTS RESERVED



1 SITE PLAN (FOR REFERENCE ONLY)
SCALE: N.T.S.



1 PROPOSED FLOOR PLAN
SCALE: 1/8" = 1'-0"



mcs architecture

415.974.5002 415.974.1556
785 Market Street, San Francisco, CA 94103-2016



A Project for:

WESTLAKE SHOPPING CENTER
FITNESS 19
TENANT IMPROVEMENT
405 WESTLAKE CENTER
DALY CITY, CA 94015

Client: TODD D. DEWELL
KIMCO REALTY CORPORATION
75 SOUTHGATE AVENUE
DALY CITY, CA 94105
Main Office: 650-746-7503
Fax Number: 650-756-3390

Revisions:	

No.	Description	Date

PROPOSED
FLOOR PLAN

Sheet #: A-1.01



1 Description: Drive lane between parking garage and Building S. Facing south.



2 Description: Drive lane between parking garage and Building S. Facing north.



3 Description: Rear of Petco. Typical canopy signage.



4 Description: Rear of Beverly's. Typical canopy signage.



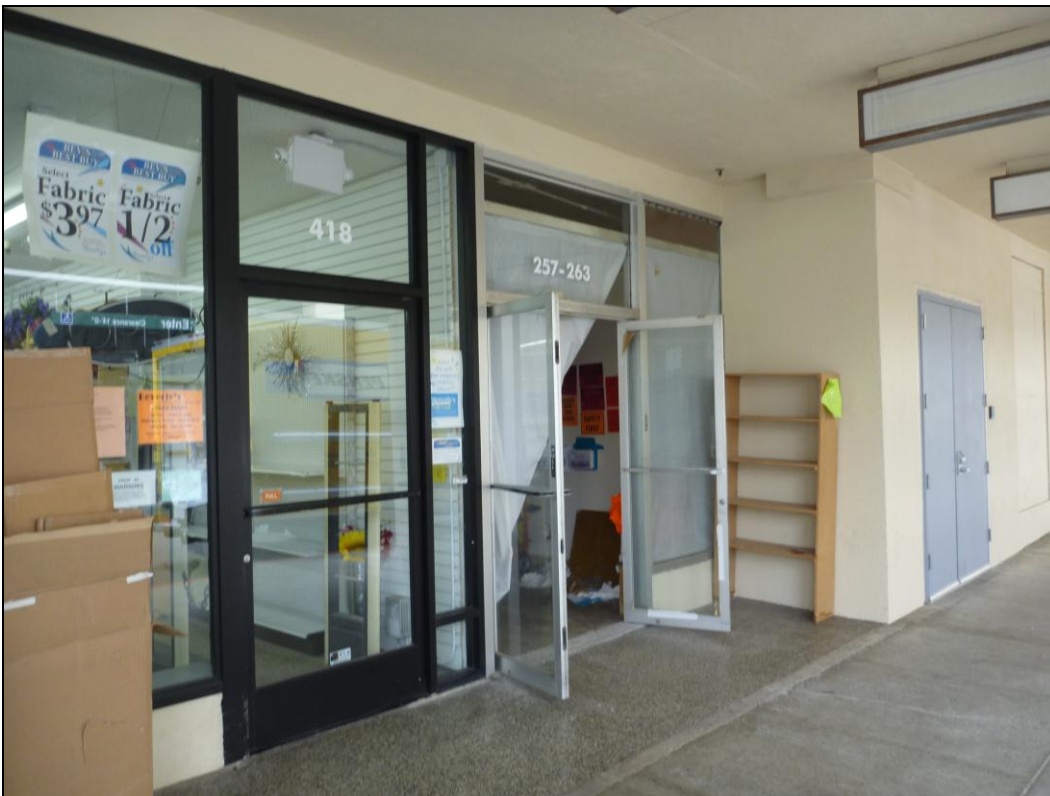
5 Description: Rear of Petco. Typical storefront.



6 Description: Drive lane between Building S and parking garage. Facing north.



7 Description: Future entrance of Fitness 19/Rear of Beverly's.



8 Description: Future entrance of Fitness 19/Rear of Beverly's.



9 Description: New entrance for Fitness 19.



City Council Meeting Agenda Report

Item # _____

Meeting Date: July 25, 2011

To: Honorable City Council
From: Rosa Padilla, City Manager's Office
Date: July 11, 2011
Subject: Council Committee Meetings, June 27 – July 24, 2011

Date of Meeting:

Meeting:

In Attendance:

June 27, 2011

Taxicab Committee Meeting
RE: Application for New Permits
By Serra Cab

Carol L. Klatt
Ray Buenaventura
Patricia E. Martel
Rose Zimmerman
Kelly Schott
John Gamez

June 27, 2011

Conceptual Review CR-3-11-3621,
Conceptual Review for the Modification
of Planned Development PD-58A
Standards

Carol L. Klatt
Michael P. Guingona
Patricia E. Martel
Richard Berger
Peter Pirnejad
Tatum Mothershead
Jeannie Naughton

June 29, 2011

General Plan Steering Committee
Meeting

Carol L. Klatt
Richard Berger
Tatum Mothershead
Michael Van Lonkhuysen

July 6, 2011

Centennial Committee Meeting

Carol L. Klatt
Joseph Curran

/rp

cc: Richard Berger, Director ECD
Peter Pirnejad, Asst. Director ECD
Tatum Mothershead, Planning Manager
Michael VanLonkhuysen, Senior Planner

DALY CITY INTER-OFFICE MEMORANDUM

COMMITTEE MEETING

June 27, 2011

TO: Agency Committee
Carol L. Klatt, Mayor
Michael P. Guingona, Council Member

FROM: Jeannie Naughton, Associate Planner

VIA: Richard Berger, Economic and Community Development Director

SUBJECT: Conceptual Review CR-3-11-3621 –Conceptual Review for the Modification of Planned Development PD-58A Standards

REQUEST

The applicant, Cornerstone Consulting, on behalf of the Baldini Trust, is requesting Conceptual Review approval for the modification of the PD-58A standards to allow the following: an increase in the number of single family residential lots from 8 to 9, 7 of which are located on Calgary Street and 2 are located on Rio Verde Street; eliminate side yard setback requirements, increase allowable lot coverage, and to allow secondary units on lots fronting Calgary Street.

BACKGROUND

PD-58 was originally approved in 2003 as a mixed used development site, consisting of an L-shaped mixed-use building that contained 87 affordable senior apartments above a +/-15,000 square foot ground floor retail space, and 8 single family residential lots, 2 of which fronted Rio Verde Street and 6 that fronted Calgary Street. The initial proposal included 7 single family lots along Calgary Street but was reduced to 6 prior to approval of PD-58.

In 2005, the City Council approved PD-58A, amending the PD standards to modify the mixed-use building to contain 72 townhouses and stacked flats above a +/- 13,000 square foot ground floor retail space. The number of single family residential lots was not modified through adoption of PD-58A.

Although the number of units in the mixed-use building was reduced by 15, the amendment to the PD standards required a parking waiver for 19 of the resulting required parking spaces (12.5% reduction) because the parking requirements for market-rate townhouses are more stringent than those of affordable senior apartments (senior apartments receive 75% reduction in parking requirements).

DISCUSSION

The +/- 1.45 acre subject site is located on the north side of Geneva Avenue between Calgary Street and Rio Verde Street, within the Geneva Avenue Urban Design Plan Area. The site is designated by the plan as a Middle Commercial/Mixed Use area that is intended to be the center

of the neighborhood business. The entire site is currently zoned PD-58A with a General Plan Land Use Designation of Retail and Office Commercial.

The single family residential lots are located along Calgary Street and Rio Verde Street. The 2 lots fronting Rio Verde Street are +/- 2,630 square feet in area, slightly higher than the minimum lot size of 2,500 square feet, required in the R-1 Single Family Residential District. Currently, the configuration of the 6 lots fronting Calgary Street would provide lot widths that exceed the Code minimum of 25-feet, with 29- feet of width for each lot, yet would be substandard in area, at +/-2,030 square feet due to the 70-foot depth of the lots. By adding a seventh lot along Calgary, the width of the resulting lots would meet Code requirements, at 25 feet wide, yet would reduce the overall lot areas to +/- 1,750 square feet.

The proposed lot coverage for each of the lots is 70%, 15%-20% more than what is allowed by Code in the R-1 Single Family Residential District. No lot coverage maximums were established in the PD-58A standards for the single family lots, but the original lot coverage approved for the 6 lots fronting Calgary Street was approximately 57%. Where Planned Development Standards do not provide regulations, the Zoning Ordinance is applied as the most similar land use or standard. Lot coverage maximums range between 50%-55% in the R-1 Single Family Residential District, depending on when the lot was recorded.

The respective 6 single family lots are located on Calgary Street between Geneva Avenue and Velasco Avenue, on a block that is predominantly developed with single family residential. The San Francisco City and County/San Mateo County line runs through the middle of the block between Geneva Avenue and Velasco Avenue.

Land Use	Zoning
North: Single Family Residences	R-1: Single Family Residential
South: The Cow Palace	C-2: Heavy Commercial District
West: Single Family Residential Retail Commercial	R-1: Single Family Residential C-1 : Light Commercial District
East: Single Family Residential Retail Commercial	R-1: Single Family Residential C-1 : Light Commercial District

PROJECT DESCRIPTION

The applicant proposes to amend the PD-58A standards to allow the following: an increase in the number of single family residential lots from 8 to 9, 7 of which are located on Calgary Street and 2 are located on Rio Verde Street; eliminate side yard setback requirements, increase allowable lot coverage, and to allow secondary units on lots fronting Calgary Street. Secondary units would continue to be prohibited on the two single family lots fronting Rio Verde Street.

If the Redevelopment Agency grants Conceptual Review approval to modify the PD-58A standards, the applicant will enter into the formal entitlement process by submitting an application for a Planned Development Amendment, in conjunction with a Major Subdivision and Design Review for the 7 single family residential lots along Calgary Street.

PROJECT EVALUATION

Conformance with General Plan and Zoning

The General Plan Land Use Designation for the property is Retail and Office Commercial. This designation allows retail and office uses that are both regional and Citywide in scope. This designation does not specifically mention residential uses as being allowed in the district. However, residential uses have historically been allowed in this designation when they are included as part of a mixed-use development, as they are in PD-58A.

The existing development standards for PD-58A allow the development of 6 single family residential lots along Calgary Street and 2 along Rio Verde Street. Secondary units are expressly prohibited in all single family residential lots within PD-58A. The applicant is proposing to modify these standards to allow 7 single family residential lots along Calgary Street, with secondary units on each of the respective lots. Secondary units would continue to be prohibited on the 2 single family residential lots along Rio Verde Street.

Properties zoned R-1 Single Family Residential District and subdivided prior to January 1949, such as the majority of lots surrounding PD-58A, typically have a General Plan Land Use designation of Medium-Low Density Residential, which allows a density of 14.6-20 dwelling units per acre. The existing density for the subject block of Calgary Street, within Daly City boundaries, taking into account the assumption of 6 single family residences on the PD-58A SFR lots, is 18 du/ac. Were the SFR lots to increase from 6 to 7, the resulting density would be 19 du/ac, still within the allowable density for Medium-Low Density Residential (14.6-20 du/ac).

Secondary Units are permitted in single family residences, as long as they are consistent with the purpose, goals and objectives of the General Plan and do not result in a new residential density in excess of the established density factor. In addition to meeting density factor requirements, all new secondary units must meet specific development standards, including the provision of four off-street parking spaces and size restrictions of no more than 25% the total floor area ratio of the dwelling. Consistency with density requirements is determined on a block face segment basis using the following formula:

$$SU = (NA \times DF) - DU$$

where:

SU= Maximum number of secondary units allowed for the block face segment.

NA= Net area of all single-family parcels with frontage on the subject block face segment.

DF= Density factor of sixteen dwelling units per acre for single-family areas in Daly City.

DU= Existing number of single-family residences and existing and proposed second units, plus the number of undeveloped single-family lots for the block face segment.

In this case, the calculations for the block face segment assuming 6 & 7 single family lots are as follows:

$$-1.92 = (0.88 \times 16)$$

$$-2.92 = (0.88 \times 17)$$

These two scenarios illustrate that whether the single family lots, as part of PD-58A, are developed with 6 residences or 7 residences, the density requirements would not be met on this block face for the development of any secondary units. If any property owner of a single family residence along this block face approached the City for a new secondary unit in their home, the City would have to reject the application because the density requirements could not be met by Code. The establishment of Planned Development standards allow for flexibility in development of a project that might require slightly alternative standards. If secondary units were allowed on each of the 7 lots, it would result in block face density of 27 du/ac. This represents a serious departure from the predominant density of the surrounding area and would constitute a granting of special privilege inconsistent with the limitations upon other properties in the vicinity and under similar zoning classification.

The proposed lot coverage of each of the residences along Calgary Street is 70%. Maximum allowable lot coverage for single family residences on lots recorded prior to January 1949 is 55%. For lots recorded after January 1949, the maximum lot coverage is 50%. A majority of the existing single family residential lots in the surrounding area were recorded prior to January 1949 and do contain lot coverages that hover around 55%. Staff is comfortable supporting the development of the lots with similar coverage standards of surrounding development. 55% coverage on a typical 2,500 square foot lot results in a building footprint of 1,375 square feet. The applicants are proposing approximately 70% coverage on 1,750 square foot sites, resulting in a building footprint of 1,225 square feet. The Building Division is requiring a 20-foot rear yard setback because Lots 2 through 7 do not provide a direct access to a public way. Meeting this standard would effectively reduce the lot coverage; however, there may be opportunities to address this issue without requiring the increased setback.

In terms of actual living area, allowing increased lot coverage for each of these lots would not result in larger homes than what currently exists in surrounding development, but would result in a smaller ratio of open space to building size for the properties, due to their overall areas. Front yard setbacks would match the predominant setback of the block face and would not result in development that appears to be out of scale with the neighborhood, as seen from the Public Right-of-Way. If the Committee supports the idea of increased lot coverage maximums for these respective lots, staff recommends that specific lot coverage maximums be established in the amended Planned Development standards so that any proposed modification to the residences in the future, have clear, codified direction from the PD standards.

The PD-58A standards currently require that each of the 6 lots fronting Calgary Street maintain a minimum 4-foot side yard setback. The applicants are proposing to amend those standards to eliminate the side yard setback requirement and provide zero lot lines for each of the residences. It is unclear why the side yard setbacks were established in the first place for these lots, as they do not serve to satisfy any Building or Fire Code issues. There are no side yard setback requirements in the R-1 Single Family Residential District and staff is comfortable supporting the elimination of the side yard setback requirement for lots fronting Calgary Street.

Parking

Single family residences in the R-1 District are required to maintain 2 off-street parking spaces and those residences that contain secondary units are required to maintain 4 off-street parking spaces. The typical parking arrangement that meets this standards consists of a 2-car side-by-side arrangement with 2 parking spaces in the driveway that are at least 19-feet in depth from the face of the garage to the back of sidewalk. The proposed site plan provides a 2-car side-by-side garage with 2 parking spaces in the driveway; however, 8-feet of the 19-foot deep driveway spaces are located in the public right-of-way. Because the plans are preliminary plans, it is unclear whether the 4-feet indicated as the sidewalk would meet ADA compliance, which requires 4-feet of level area, behind any driveway ramp.

Redevelopment Agency Issues/Land Use Compatibility

The property is within the Bayshore Redevelopment Project Area and has a zoning designation of PD-58A, which allows for 8 single family residential lots, none of which may contain secondary units. One of the major goals of the Redevelopment Plan for the Bayshore Redevelopment Project Area is to eliminate, "...adjacent incompatible uses and small, irregular and substandard lots." While staff is supportive of the increase in the number of single family lots from 8 to 9, even though it will create substandard-sized lots, staff is not supportive of allowing secondary units in the 7 lots that will front Calgary Street, due to the aforementioned density concerns.

Another major goal of the Redevelopment Plan for the Bayshore Redevelopment Project Area is to support the expansion, improvement and preservation of the supply of housing available to low and moderate income persons and families. The proposal to increase the number of lots from 8 to 9, in conjunction with increased lot coverages for the 7 resulting lots along Calgary Street will meet the goals of providing additional housing, affordable to low and moderate income persons and families.

STAFF RECOMMENDATIONS

Staff makes the following recommendation to the Agency Committee:

1. Conceptually approve the proposed modification of the PD-58A standards to allow the following: an increase in the number of single family residential lots from 8 to 9, 7 of which are located on Calgary Street and 2 are located on Rio Verde Street; eliminate side yard setback requirements and increase/establish allowable lot coverage maximums for lots fronting Calgary Street.

2. Advance the aforementioned project proposal to the Redevelopment Agency for Conceptual Review consideration.
3. Conceptually deny the proposed modification of the PD-58A standards to allow secondary units in any of the single family residential lots.

Respectfully submitted,

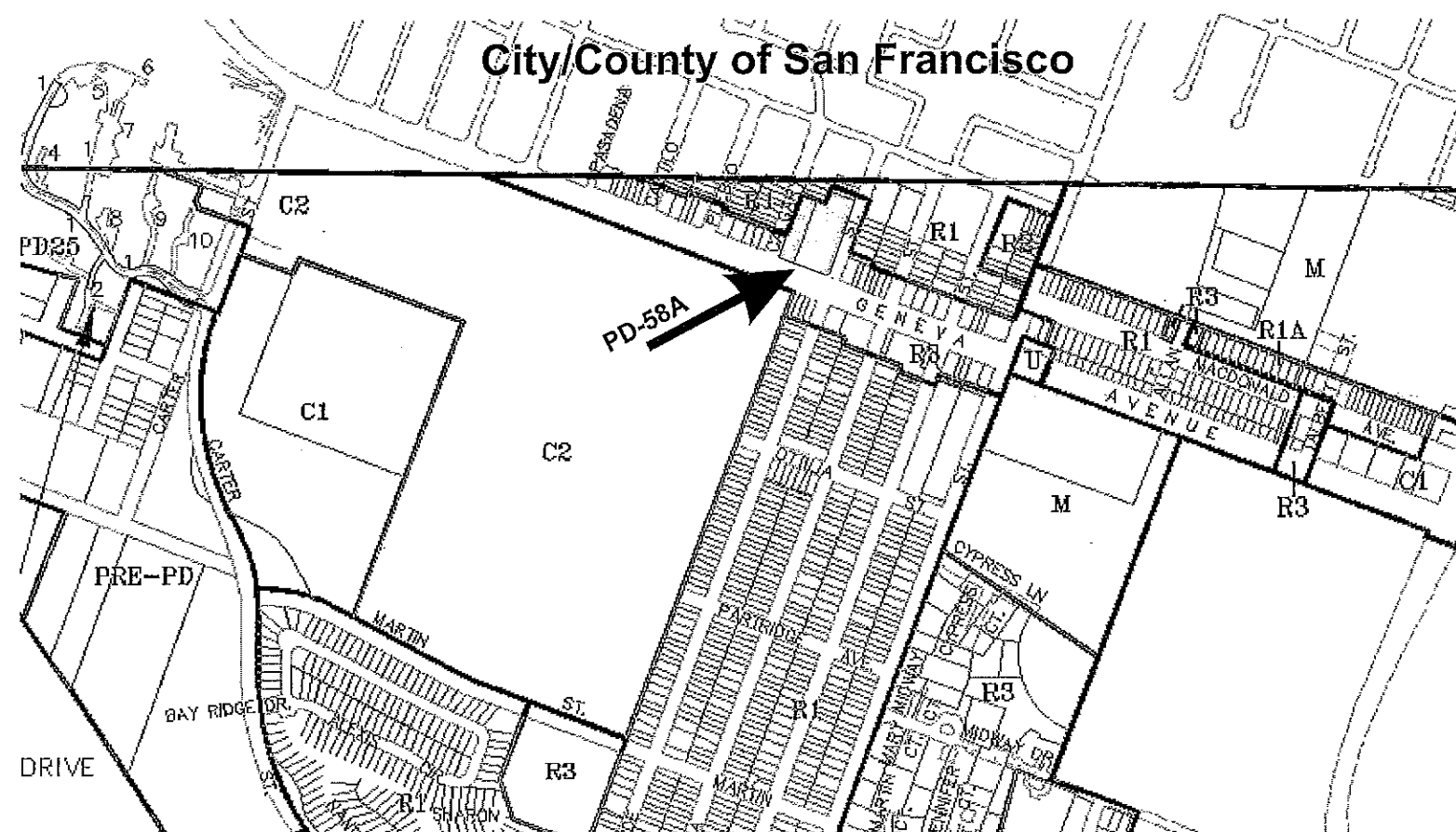
Jeanne Naughton
Associate Planner

Attachments

Attachment A – Location Map
Attachment B – Project Plans
Attachment C – Project Narrative by Applicant
Attachment D – Staff Comments

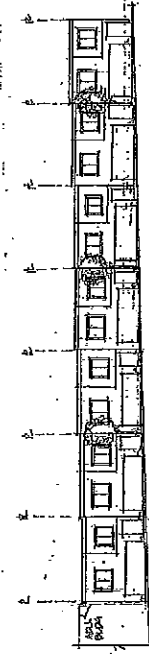
LOCATION MAP

PD-58A 2665 Geneva Ave
Council Committee

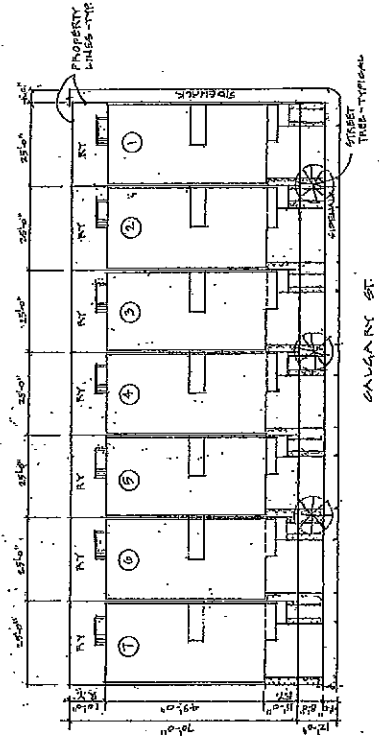


PROJECT DATA

CALGARY ST, DALLAS, TX
 LOT SIZE 55' x 90'
 LOT AREA 4950 SQFT
 NUMBER OF UNITS 7 VACANT
 SINGLE FAMILY DWELLING, W/ SECONDARY UNIT, PROPOSED 7 EACH
 - MAIN DWELLING 3 BDRM - 1 BATH - INTERIOR FINISHING 550 SQFT
 - SECONDARY UNIT 1 BDRM - 1 BATH - INTERIOR FINISHING 475 SQFT
 - BREAK CHANGE UTILITIES/LAUNDRY RM, 475 SQFT



CALGARY ST. PROFILE



PLOT PLAN



LOCATION MAP

Cornerstone Consulting
Conceptual Review
Calgary Lots
March 29, 2011

The applicant has requested Conceptual Review in anticipation of a modification the PD-58A. For conceptual review, we submit the following.

In 2002 the El Rancho Market at 2665 Geneva Avenue closed.

In 2004 the Council approved PD-58 and an accompanying Development Agreement, which included an L-shaped mixed-use building with ground floor commercial uses and 87 affordable senior apartments. The proposal had included the creation of nine lots for the construction of single-family homes: two along Rio Verde Street and seven along Calgary Street. Later, the Calgary Street lots were reduced in number to six lots.

In 2005 PD-58A modifying the PD-58 standards to reflect a revised proposed development was approved. A mixed-use building with ground floor commercial uses and 72 residential units was approved. The proposed single-family lots on the remainder parcel remained unchanged in PD-58A.

The current proposal would restore the seventh lot on Calgary Street and add secondary units to the houses on these lots. Under this scenario, each lot would have a 25-foot frontage. The houses would match the design of other houses on Calgary Street.

The revised project has seven lots of approximately 25 feet by 70 feet, with each lot being 1,750 square feet. The proposed dwellings are two story houses with a 1,210 square foot main house containing two bedrooms, two baths and a den/office space. The secondary unit is 580 square feet in size and has one bedroom and one bath. The garage and laundry area is approximately 475 square feet. Four off-street parking spaces are provided for each lot – two in a side-by-side garage and two in the driveway. The uncovered off-street parking in the driveway does not interfere with pedestrian movement on the sidewalk.

Staff Comments

A. DEPARTMENT OF PUBLIC WORKS

1. Standard drawing S-3A requires that the sidewalk in the driveway area be 6.5-feet wide instead of 4-feet wide.
2. The 8-foot parking extension in the street right of way is not acceptable.

B. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

3. Pending plan review by the Fire Department, a fire flow may be required to properly size the fire sprinkler system. All costs associated with the fire flow shall be borne by the applicant.
4. On Calgary Street there is an existing 8-inch DI water main that ends at the hydrant (near 2665 Geneva Ave). This main at this point reduces to an 2-inch GI water main that continues north in the sidewalk to the SF / San Mateo county limit line. The existing 2-inch water main will need to be abandon and the 8-inch main will need to continue north to the same termination point (ends at the existing above ground blow off hydrant). All the services connected to the 2-inch will need to be transfered over to the new 8-inch water main.
5. The proposed project lies within the boundaries of the Bayshore Sanitary District. Plans should be routed to that utility for review and comment.
6. Water meters shall be located in landscaped areas only. No water meters shall be located in sidewalks or driveways.
7. A certified 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 City of Daly City Engineer 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. Include in plan notes..
8. Landscaping should be drought tolerant, native vegetation or hardscapes. Irrigation in non-turf areas shall be drip, microspray or microjet. No water features shall be permitted.
9. Based on the City's current water maps there is an existing 2-inch water main on: the same side of the street or the opposite side of the street. Pipe size shall be verified by the applicant prior to construction. A fire flow may be required to determine if this main is adequate to supply water for this project. All costs for verification of pipe size and fire flow shall be borne by the applicant.
10. A set of utility plans is required for DWWWR's next review. This will assist in a more thorough review of this project to determine if any necessary additional requirements or conditions may apply.

11. A set of irrigation plans is required for the next review.
12. All domestic fixtures shall be low flow with toilets 1.28 gpf or less and "HE" urinals 0.5 gpf or less are required. Rebates are available for prequalified "HE" toilets. Showers shall be 2.0 gpm, kitchen sinks 2.2 gpm and lavatory sinks 1.5 gpm. Please visit www.ci.daly-city.ca.us/city_services/depts/wwr/water_conserve.html. Click on High Efficiency Toilet Rebate Program.

FIRE DEPARTMENT

13. Fire protection system: fire alarm and fire sprinkler systems shall be installed per NFPA 72 & NFPA 13 and in accordance with Daly City Ord

BUILDING DIVISION

14. Provide a minimum 20 feet rear yard. The rear yard of units 2 to 7 does not provide a direct means of egress to the public way and shall maintain a 20 feet setback from the exterior face of the building to the property line (DCMC 15.10.120 CRC section R310.1
15. Staff may consider an alternate of providing a dedicated 3 foot clear (width) path of travel at the rear yard as an alternate means exit from the rear yard to the sidewalk at unit.

PLANNING DIVISION

16. The proposed driveway off street parking space does not meet the required 19 feet in length and 8.5 feet in width, if ADA compliance is not met by the proposed 4-foot wide sidewalk area.
17. Special conditions of approval apply to this site. The PD-58A standards currently require a 4-foot sideyard setback for all single family lots located along Calgary Street.
18. Proposed lot coverages exceed what is typically allowed in the R-1 Single Family Residential District by 15%-20%. Reduce lot coverages to be more in line with surrounding development.
19. The addition of secondary units on any of the single family lots along Calgary Street would result in density that would exceed the allowable limits set forth in DCMC Section 17.40.100.
20. Compliance with DCMC Chapter 15.65 Green Building Program for New Residential Buildings will be required.
21. The applicant shall submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2 NPDES Permit No. CAS612008, upon submittal for Major Subdivision of the single family lots along Calgary Street.

OBJECTIVES, POLICIES, AND TASKS

This section of the Circulation Element contains a set of integrated objectives, policies, and tasks. Principal intersections identified in the section are identified in Figure CE-x.

Vehicular Traffic

Objective CE-1:

A roadway system in which traffic is relatively free-flowing during peak traffic periods.

Policy CE-1: Use the City's traffic model and environmental review process outlined by the California Environmental Quality Act (CEQA) to ensure that the City's existing roadway network is not overburdened by traffic caused by new development.

Task CE-1.1: Keep the city's traffic model up to date to reflect new development, circulation network improvements, and land use projection amendments as they occur.

Task CE-1.2: Field-verify the model by collecting and inputting traffic data for principal roadways at regular intervals, the first verification to occur in 2015.

Task CE-1.3: Require a traffic study as part of a complete application for discretionary projects which meet pre-determined criteria established by the City Engineer. The study shall determine the cumulative impact of the project on the City's principal intersections, as identified in Figure CE-x, together with approved projects and projects under construction in Daly City and adjacent jurisdictions.

Task CE-1.4: Allow a trip generation discount pre-determined by the City Traffic Engineer for residential projects exceeding 30 dwelling units per acre located within 0.25 miles of any public bus hub or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus "park-n-rides", etc.)

Task CE-1.5: Require a traffic study as part of a complete application in accordance with the *Caltrans Guide for the Preparation of Traffic Impact Studies* and proactively consult Caltrans where there exists ambiguity as to whether such a study is required under Caltrans guidelines.

Task CE-1.6: Incorporate a tiered Level of Service (LOS) standard into Daly City's Local Thresholds of Significance Guidelines and use the standard as an evaluation measure for the traffic impacts created by new discretionary projects and to identify future roadway and intersection improvements in the City's Capital Improvement Program.

This standard shall be applied as follows:

- Require that a minimum Level of Service "C" be maintained during the a.m.-peak traffic period and that a Level of Service "D" be maintained during the p.m.-peak traffic periods at all principal intersections.
- Where a traffic study identifies that a discretionary project will degrade the Level of Service at any of the City's principal intersections to below acceptable levels, the City

shall, through the environmental review process, require measures to mitigate the anticipated impact to a level of insignificance.

- New vehicular traffic created by a discretionary project that causes any of the City's principal intersections to degrade to Level of Service "F" during any traffic period shall be considered a significant impact subject to the preparation of an Environmental Impact Report (EIR). The EIR shall provide both mitigation measures and feasible project alternatives that would effectively mitigate anticipated traffic impacts to a level of insignificance.
- Mitigation measures shall include construction of or financial contribution toward traffic improvements that can effectively mitigate the impact within a ten-year timeframe from the project approval date. Traffic impacts which are not fully mitigable within a ten-year timeframe shall be considered temporarily unmitigable and subject to the adoption of a Statement of Overriding Considerations in addition to mitigation measures.
- The City staff shall recommend the adoption of a Statement of Overriding considerations related to traffic in instances where there is substantial evidence to support the notion that the project possesses qualities (including environmental, legal, technical, social, and economic factors) that merit the project's approval despite the traffic impacts caused by the project.
- Projects which are anticipated to impact intersections that currently operate at LOS "E" or worse, and for which the City has not identified a mitigation measure in City's Capital Improvement Program.

The Local Thresholds of Significance Guidelines may provide additional detail and clarity.

Policy CE-2: Minimize impacts on collector and local streets by moving traffic with origins and destinations outside of Daly City efficiently to area freeways and major arterial streets.

Task CE-2.1: Review new development projects in adjacent jurisdictions and make every reasonable effort to ensure that these projects do not degrade traffic conditions at Daly City's principal intersection to Levels of Service identified in Daly City's Local Thresholds of Significance Guidelines.

Task CE-2.2: Support efforts by the City of Brisbane to establish an extension of Geneva Avenue, connecting with the Candlestick Highway 101 Interchange, as a part of the Baylands Specific Plan implementation, to the extent that any pass-through traffic originating from the new interchange can be effectively dissuaded/mitigated.

Task CE-2.3: Ensure that the Bi-County Transportation Study provides for an infrastructure phasing plan which ensures that Daly City roadways and intersections are not onerously impacted for significant periods of time.

Task CE-2.4: Limit and control the number and location of driveways into arterial streets and disallow any traffic entering City or State right-of-way to do so by backing into the right-of-way.

Policy CE-3: In areas adjacent to intersections anticipated to experience Level of Service degradations, give preference to new development that can demonstrate a 20 percent reduction in long-term vehicular trip generation.

Objective CE-2:
Proactively plan for necessary improvements to the roadway network.

Policy CE-4: Utilize the City's Capital Improvement Program (CIP) to prioritize necessary traffic improvements and identify the funding sources necessary to construct these improvements.

Task CE-4.1: Continue updates of the CIP which include circulation improvements identified in Figure CE-x and ensure that the figure is maintained to reflect all planned circulation improvements.

Task CE-4.2: Within the CIP, allocate to existing and new development the proportionate costs for traffic improvements identified in Figure Figure CE-5, and identify anticipated funding sources for all improvements. In addition to circulation improvement projects in Daly City, the CIP should provide a component which identifies funding sources and responsibilities for joint-benefit transportation projects in adjacent jurisdictions to which the City intends to commit financial resources.

Task CE-4.3: Continue to collect AB1600 impact fees from new development and, from time to time, re-assess the amount and distribution of monies collected from such fees to ensure that these amounts are sufficient to provide an adequate pro-rata contribution toward the public improvements identified in the City's Capital Improvement Program (same as Task LU-4.4B and RME-11).

Task CE-4.4: As part of the comprehensive infrastructure plan for the Geneva Avenue Corridor identified in Task LU-2.1B, develop a infrastructure enhancement fee program specific to new development in the Bayshore area which provides funding for any necessary circulation, utility, and joint-benefit projects planned in this area.

Policy CE-5: Work with the Metropolitan Transportation Commission to coordinate the transportation planning efforts of the City with those of adjacent jurisdictions.

Task CE-5.1: Support the Metropolitan Transportation Commissions (MTC) efforts to coordinate regional transportation planning insofar as they contribute to the accomplishment of the goals and policies of the General Plan.

Task CE-5.2: Ensure that the programs contained in MTC's Regional Transportation Plan are in accord with the needs of the City by participating in the yearly revisions of the plan.

Policy CE-6: Support regional efforts to improve traffic while accommodating future development.

Task CE-6.2: Participate in regional planning efforts conducted by CCAG and ensure the Countywide Congestion Management Program reflects the future transportation needs of Daly City residents and businesses.

Task CE-6.3: Actively participate in the multi-agency Bi-County Transportation Study currently being undertaken by the San Francisco County Transportation Authority to ensure that the study adequately identifies traffic improvements in and adjacent to Daly City necessary to accommodate future development in Bi-County study area.

Public Transit

Objective CE-3:

A transit system that provides frequent service to key destinations and is effectively accommodated by the City roadway system.

Policy CE-7: Support the work of other agencies in their efforts to expand public transit in and around Daly City.

Task CE-7.1: Participate in SamTrans service planning and work with SamTrans staff to ensure the service levels in Daly City are enhanced and expanded.

Task CE-7.2: Participate in efforts by MUNI to extend the 14 Mission Street bus service to the Daly City BART Station to the extent that such a connection does not require the installation of additional utilities in Daly City's right-of-way or create a visual blight on John Daly Boulevard.

Task CE-7.3: Participate in efforts by MUNI to extend the T-Third light rail line and construct a multimodal Bayshore transit station.

Task CE-7.3: Support efforts to enhance MUNI and Samtrans service in the Bayshore neighborhood.

Policy CE-8: Consider mechanisms which help public transit agencies reduce the headway times of their vehicles.

Task CE-8.1: Work with both San Mateo County Transit District and the San Francisco Municipal Transportation Agency to explore the concept of peak-hour exclusive bus-only lanes along Mission Street and Geneva Avenue.

Task CE-8.2: Ensure that plans for future exclusive bus-only lanes accommodate dedicated bicycle lanes identified by the City's Bicycle Master Plan.

Objective CE-4:

Increase ridership levels for all public transit services.

Policy CE-9: Promote public transit programs.

Task CE-9.1: Develop a program which provides free or reduced public transit vouchers to City employees who can demonstrate that their travel to work is provided primarily by public transit.

Task CE-9.2: Allow as a mitigation measures bona fide private programs which provide free or reduced public transit vouchers/passes to employees who can demonstrate that their travel to work is provided primarily by public transit.

Task CE-9.3: Ensure that access to public transit services is convenient by providing information about these services, such as bus routes and schedules, at City facilities such as libraries and community centers.

Task CE-9.4: Promote the development and maintenance of programs that increase transit ridership levels through incentives such as reduced fares and/or preferential passes for senior citizens, students, and other transportation dependent citizens.

Parking

Objective CE-5:

Adequate parking within neighborhoods, commercial corridors, and shopping centers.

Policy CE-10: Parking requirements contained within the Zoning Ordinance should, as closely as possible, reflect accepted current parking trends. Regulations for residential uses should recognize the ability for high-density mixed-use development that is close to transit to reduce parking requirements.

Task CE-10.1: As a part of the Zoning Ordinance update, ensure that parking requirements are identified for all non-residential land uses allowed within the City and that the off-street parking requirements for these uses reflect the minimum parking requirements supported by recognized parking demand studies.

Task CE-10.2: Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components.

Task CE-10.3: For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently-funded HOA/POA amenities (e.g., van pools or car sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus "park-n-rides", etc.)

Task CE-10.4: Amend the parking regulations to remove differentiation between single-family, multiple-family, and condominium uses for the purpose of parking regulations, and establish such regulations based on total bedroom count. This requirement shall also apply to residential additions and the provision of additional bedrooms within any existing dwelling.

Task CE-10.5: Clarify in the parking regulations that no parking reduction incentive (other than incentives allowed for senior affordable units) shall result in less than one parking space per unit. Any housing development that is willing to deed-restrict at least 20 percent of the units for extremely low-income households shall, however, be exempt from the minimum parking requirement identified by this task and instead be subject to providing at least 0.5 parking spaces per unit.

Policy CE-11: Consider the use of in-lieu fees for parking areas, joint-use of parking areas, the creation of parking assessment districts, and other innovative methods of providing off-street parking.

Task CE-11.1: Continue to explore the potential for use of innovative methods of providing off-street parking in these and other areas.

Task CE 11.2: Formalize within the Zoning Ordinance the allowance of shared parking between uses and provided criteria which identify when shared parking is appropriate and the extent to which it is allowed.

Task CE11.3: Explore amendments to the Zoning Ordinance to require the payment of parking in-lieu fees for parcels 5,000 square feet or less with direct frontage on Mission Street or Geneva Avenue. As part of any such amendment, the City shall identify capital improvement(s) for both Mission Street and Geneva Avenue toward which in-lieu money is

expended within a certain time. These improvements may include any improvements that enhance parking, pedestrian mobility, or public transit access along each respective corridor.

Policy CE-12: Encourage parking lots of 500 or more spaces in new development to be provided in parking structures.

Task CE-12.1: Consider revisions to the Zoning Ordinance that require structured parking for projects which require the provision of 500 or more parking spaces in all zones, including Planned Development zones.

Bicycle and Pedestrian Travel

Objective CE-6:

A street infrastructure which functions both safely and effectively for bicyclists and pedestrians.

Policy CE-13: View transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Task CE-13.1: As part of the comprehensive infrastructure and streetscape plan for the Geneva Avenue Corridor (see Task LU-2.1B), ensure that both public and private improvements provide significant accommodation of both pedestrian and bicycle transportation modes.

Task CE 13.2: Continue to participate in the effort of the Grand Boulevard Initiative for Mission Street and, when considering the design of Mission Street pedestrian improvements, make every reasonable effort to implement the street design guidelines identified by the Grand Boulevard Multimodal Transportation Corridor Plan.

Task CE-13.3: Consider impacts to the existing and future bicycle and pedestrian network when completing environmental review for private development projects, and require mitigation measures where necessary and reasonable to ensure that these systems are not impacted.

Task CE-13.4: Ensure that as part of any reassessment of the City's Development Impact Fee (AB1600) that adequate and commensurate money is collected and distributed to City projects involving the expansion of Daly City's pedestrian and bicycle network. The amount of this allocation shall be determined at the time of the fee reassessment, should a reassessment occur.

Task CE-13.5: As part of the effort to unify the Zoning Ordinance into a more broad set of development regulations (as identified in Policy LU 4.1C), review the City's public improvement (i.e., street, curb, sidewalk) standards to ensure that safe and effective bicycle and pedestrian circulation is accommodated to the same extent as the automobile.

Policy CE-14: Actively comment on the environmental reviews completed by other public agencies and quasi-public agencies desiring to undertake projects within Daly City in an effort to ensure impacts to pedestrian and bicycle circulation systems are not impacted.

Task CE-14.1: As part of any City involvement in or comments provided for the Geneva Avenue connection with the Candlestick Highway 101 Interchange, work toward the

inclusion of the both pedestrian and bicycle transportation modes that, at a minimum, extend those identified in the Geneva Avenue infrastructure plan and/or Daly City Bicycle Route Map.

Policy CE-15: Ensure the new building along Mission Street and Geneva Avenue are situated so that they are easily accessible by pedestrians.

Task CE-15.1: Explore amendments to the Zoning Ordinance to provide for maximum setbacks along Mission Street and Geneva Avenue, and which disallow parking within any provided front setback area.

Task CE-15.2: Amend the Zoning Ordinance to require, in new development projects located along either Mission Street or Geneva Avenue, that all parking spaces provided for projects located be either underground or placed behind buildings.

Policy CE-16: Strengthen pedestrian access between and within residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.

Task CE-16.1: Develop a Pedestrian Master Plan and, include specific projects in the City's Capital Improvement Program (CIP) that raise the profile of walking as a mode of transportation and as an attractive recreational opportunity. This Master Plan should make specific recommendations for both Mission Street and Geneva Avenue.

Task CE-16.2: Update the Comprehensive Accessibility and Mobility Plan, and codify requirements for private replacement of non-compliant sidewalk curbs for redevelopment or significant rehabilitation of non-residential properties.

Task CE-16.3: Improve pedestrian safety by providing adequate separation of pedestrian and motor vehicle traffic. This includes making provisions for sidewalks on newly constructed or existing roads and constructing pedestrian overcrossings in areas of heavy pedestrian and vehicular traffic.

Task CE-16.4: Make street crossings easier and more accessible to pedestrians by widening sidewalks, medians, installing bulb-outs, and/or allowing more time for pedestrians to cross the street.

Task CE-16.5: Consider developing parking lot design guidelines for shopping center parking lots exceeding a certain size that maximizes safe pedestrian access from parking lots to storefronts and between storefronts.

Task CE-16.6: Work with BART on providing safe pedestrian access to and from the Daly City BART station that utilizes existing street level crossings on John Daly Boulevard and maximizes either existing or future grade separated crossing(s) at this location.

Task CE-16.7: Evaluate increasing the City standard for new sidewalk construction to at least five (5) feet wide in an effort to increase sidewalk usability for pedestrians with strollers, wheelchairs, and other walking assistance devices.

Task CE-16.8: Explore amendments to the Zoning Ordinance which would require increased sidewalk dedication along roadways where existing sidewalk width has been determined by the City to be inadequate and/or less than optimal.

Task CE-16.9: Require as a condition of development/redevelopment project approval the provision of sidewalks and wheelchair ramps where lacking, repair or replacement of damaged sidewalks, and sidewalks that link directly to building entrances.

Task CE-16.10: Develop a policy which minimizes the number of curb-cuts along arterial and collector roadways.

Policy CE-17: Work with local school districts to implement projects and activities that promote walking to school among students, parents, and staff.

Task CE-17.1: Invite school districts in Daly City to participate in the Bicycle and Pedestrian Advisory Committee.

Objective CE-7:

Develop and maintain a comprehensive bicycle network within Daly City, providing connections to BART, surrounding cities, employment, and shopping areas and schools.

Policy CE-18: Continue to install bicycle facilities throughout the city in accordance with the Bicycle Master Plan

Task CE-18.1: Update the bicycle master plan and Capital Improvement Programs to ensure that the City's bikeways system is effectively coordinated with the countywide system and conveniently serves major areas of attraction, such as shopping centers, public buildings, parks, schools and places of employment.

Task CE-18.2: Implement bicycle route improvements, which include signing, striping, paving and provision of bicycle facilities at employment sites, shopping centers, schools, and public facilities.

Policy CE-19 Take proactive steps to ensure that owning and using a bicycle in Daly City is a viable transportation option.

Task CE-19.1: Require the provision of secure covered bicycle parking for large multifamily residential, commercial and office/institutional uses, and other key destinations, including public facilities such as transit stations. The requirement for such provision shall be detailed in the Zoning Ordinance and may be implemented through either code compliance during major remodel or environmental review undertaken as a part of the California Environmental Quality Act.

Task CE-19.2: Encourage provision of showers and lockers for employees as a part of all non-residential development by providing within the Zoning Ordinance a pre-specified parking reduction for projects that provide such facilities in perpetuity.

Task CE-19.3: Pursue regional funding and other sources for new bikeways to the extent possible under federal and State law.

Task CE-19.4: Work with transit providers to ensure that transit facilities are equipped with adequate bicycle carrying capacity.

Task CE-19.5: Work with local school districts to implement projects and activities that promote bicycling to school among students, parents, and staff.



General Plan Steering Committee Meeting Staff Report

MEETING DATE: JUNE 29, 2011

SUBJECT: REVIEW OF DRAFT CIRCULATION ELEMENT POLICIES

FROM: DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

PRESENTATION BY: MICHAEL VANLONKHUYSEN, SENIOR PLANNER

RECOMMENDATION

Staff recommends that the Steering Committee review the Draft Circulation Element (DCE) policies and be prepared to provide staff with comments, questions, or concerns at the Steering Committee meeting. The background section of the element will be delivered to the Committee at the meeting.

BACKGROUND

State law requires that general plans include a circulation element which identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities. The Element also establishes the City's objectives for undertaking transportation improvements and identifying the planning tools that will be necessary for financing and constructing these improvements.

As mentioned previously, the California Complete Streets Act (AB1358) requires that all cities, upon the next update of their Circulation Element, plan for the development of a multimodal transportation network. A multimodal transportation network is one which allows for effective travel by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region. The law emphasizes the desire that cities prioritize the construction of public improvements that accelerate development of a balanced, multimodal transportation network. The General Plan Circulation Element provides a policy framework wherein both public and private projects efforts to enhance the multimodal transportation network are identified and, where necessary, funding mechanism(s) for their implementation explored.

DISCUSSION

According to the Census, the predominate form of transportation in Daly City, both to and from the workplace, remains the private automobile. For this reason, much of the discussion related to circulation in Daly City is related to *traffic* circulation. However, in developing City's circulation policies, staff has attempted to provide an optimal balance between the needs of motorists, pedestrians, and bicyclists to ensure that the transportation needs of all residents are addressed to the extent feasible.

The DCE is therefore broken down into the following three policy areas:

Circulation Policies

Although the staff presentation will examine the DCE policies in detail, key policies within the draft element are as follows:

Vehicular traffic

- Require a traffic study as part of a complete application for discretionary projects which meet pre-determined criteria established by the City Engineer.
- Allow a trip generation discount pre-determined by the City Traffic Engineer for residential projects exceeding 30 dwelling units per acre located within 0.25 miles of any public bus hub or are within 0.5 mile distance of a BART station.
- Incorporate a tiered Level of Service (LOS) standard into Daly City's Local Thresholds of Significance Guidelines and use the standard as an evaluation measure for the traffic impacts created by new discretionary projects and to identify future roadway and intersection improvements in the City's Capital Improvement Program.
- Support regional efforts to establish an extension of Geneva Avenue, connecting with the Candlestick Highway 101 Interchange, as a part of the by the City of Brisbane's Baylands Specific Plan implementation.
- In areas adjacent to intersections anticipated to experience Level of Service degradations, give preference to new development that can demonstrate a 20 percent reduction in long-term vehicular trip generation.
- Within the City's Capital Improvement Program (CIP), allocate to existing and new development the proportionate costs for traffic improvements, and identify anticipated funding sources for all improvements.
- As part of the comprehensive infrastructure plan for the Geneva Avenue Corridor identified in Task LU-2.1B, develop a infrastructure enhancement fee program specific to new development in the Bayshore area which provides funding for any necessary circulation, utility, and joint-benefit projects planned in this area.
- Actively participate in the multi-agency Bi-County Transportation Study currently being undertaken by the San Francisco County Transportation Authority to ensure that the study adequately identifies traffic improvements in and adjacent to Daly City necessary to accommodate future development in Bi-County study area.

Public Transit

- Participate in SamTrans service planning and work with SamTrans staff to ensure the service levels in Daly City are enhanced and expanded.

- Participate in efforts by MUNI to extend the 14 Mission Street bus service to the Daly City BART Station to the extent that such a connection does not require the installation of additional utilities in Daly City's right-of-way or create a visual blight on John Daly Boulevard.
- Participate in efforts by MUNI to extend the T-Third light rail line and construct a multimodal Bayshore transit station.
- Support efforts to enhance MUNI and Samtrans service in the Bayshore neighborhood.
- Work with both the San Mateo County Transit District and the San Francisco Municipal Transportation Agency to explore the concept of peak-hour exclusive bus-only lanes along Mission Street and Geneva Avenue.
- Develop a program which provides free or reduced public transit vouchers to City employees who can demonstrate that their travel to work is provided primarily by public transit.
- Allow as mitigation measures bona fide private programs which provide free or reduced public transit vouchers/passes to employees who can demonstrate that their travel to work is provided primarily by public transit.

Parking

Many of these items were already reviewed by the Committee as part of Draft Housing Element, but they are repeated in the DCE as cross-reference.

- Ensure that parking requirements are identified for all non-residential land uses allowed within the City and that the off-street parking requirements for these uses reflect the minimum parking requirements supported by recognized parking demand studies.
- Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components.
- For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently-funded HOA/POA amenities (e.g., van pools or car sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus "park-n-rides", etc.)
- Amend the parking regulations to remove differentiation between single-family, multiple-family, and condominium uses for the purpose of parking regulations, and establish such regulations based on total bedroom count. This requirement shall also apply to residential additions and the provision of additional bedrooms within any existing dwelling.

- Clarify in the parking regulations that no parking reduction incentive (other than incentives allowed for senior affordable units) shall result in less than one parking space per unit. Any housing development that is willing to deed-restrict at least 20 percent of the units for extremely low-income households shall, however, be exempt from the minimum parking requirement identified by this task and instead a be subject to providing at least 0.5 parking spaces per unit.
- Consider the use of in-lieu fees for parking areas, joint-use of parking areas, the creation of parking assessment districts, and other innovative methods of providing off-street parking.
- Formalize within the Zoning Ordinance the allowance of shared parking between uses and provided criteria which identify when shared parking is appropriate and the extent to which it is allowed.
- Explore amendments to the Zoning Ordinance to require the payment of parking in-lieu fees for parcels 5,000 square feet or less with direct frontage on Mission Street or Geneva Avenue.
- Consider revisions to the Zoning Ordinance that require structured parking for projects which require the provision of 500 or more parking spaces in all zones, including Planned Development zones.

Bicycle and Pedestrian Travel

Many of the policies contained in the DCE were reviewed at the General Plan Steering Committee and Bicycle and Pedestrian Advisory Committee meeting in January. The following policies were *not* reviewed at the joint meeting:

- As part of any City involvement in or comments provided for the Geneva Avenue connection with the Candlestick Highway 101 Interchange, work toward the inclusion of the both pedestrian and bicycle transportation modes that, at a minimum, extend those identified in the Geneva Avenue infrastructure plan and/or Daly City Bicycle Route Map.
- Explore amendments to the Zoning Ordinance to provide for maximum setbacks along Mission Street and Geneva Avenue, and which disallow parking within any provided front setback area.
- Amend the Zoning Ordinance to require, in new development projects located along either Mission Street or Geneva Avenue, that all parking spaces provided for projects located be either underground or placed behind buildings.
- Invite school districts in Daly City to participate in the Bicycle and Pedestrian Advisory Committee.

Circulation Improvements

Pursuant to state law, the Circulation Element must correlate directly with the Land Use element, meaning that all future land uses must be considered when planning the City's transportation infrastructure. Through the use of a computerized traffic model which considers new development occurring both in Daly City and throughout the region, the City has been able to gain a better understanding of where traffic congestion could become problematic.

Based on the findings of the traffic model and, again, the need to provide a program of public improvements which balances the needs of motorists, bicyclists, and pedestrians, the following transportation improvements have been identified to address traffic circulation issues through the year 2035:

1. Geneva Avenue extension to US 101 and interchange reconstruction at US 101 (Caltrans/City of Brisbane lead)
2. John Daly overcrossing improvements (pedestrian improvements and additional traffic lane) (Caltrans lead)
3. Serramonte Blvd/Highway 1/I-280 merge lane construction (Caltrans lead)
4. Serramonte Blvd/Highway One northbound off-ramp signalization (Caltrans lead)
5. I-280 overcrossings pedestrian improvements (Caltrans lead)
6. Sullivan Avenue widening between Washington Avenue and Pierce Avenue
7. Lake Merced/Southgate Avenue signalization
8. School Street/Junipero Serra Blvd intersection improvements
9. Serramonte Blvd/Callan Boulevard signalization
10. Extend sidewalk on Junipero Serra Boulevard south of the Colma BART station
11. Bay Ridge trail improvements
12. Extending Martin into Carter Canyon and creating a circulation plan for the area
13. John Daly / Skyline intersection improvements – pedestrian crossing improvements from Westlake neighborhood to Thornton Beach

The Committee should be aware that although the Draft Circulation Element may identify projects that are not located in Daly City (#1 above), or projects in which Caltrans is the lead agency (#2 - #5 above), the intent of identifying these improvements is to identify any project to which the City intends to commit financial resources or seek public funding to help finance.

NEXT STEPS

After the Steering Committee meeting concerning the DCE, staff will incorporate appropriate changes to the element and introduce the element together with other elements for City Council adoption.

ATTACHMENT

Attachment A – Draft Circulation Element (policies)



General Plan Steering Committee

MEETING AGENDA FOR JUNE 29, 2011

NOTICE OF GENERAL PLAN STEERING COMMITTEE MEETING

**Wednesday, June 29, 2011 – 6:00 p.m.
City Hall Administrative Conference Room – Third Floor
333 90th Street, Daly City**

AGENDA

- A. Roll Call**
- B. Communications and Announcements**
- C. New Business**
 - 1. Policy concepts for Draft Circulation Element (DCE):** *This item will provide an overview of the DCE, including policies related to vehicular traffic improvements, public transit, bicycle facilities, parking, and pedestrian circulation.*
- D. Adjournment**

The General Plan Steering Committee is a public meeting at which the committee engages in a work study session. No decisions can be made at this meeting other than to request additional information or to move a matter to a Regular City Council Meeting. The public is encouraged to attend these meetings and receive the presentations.