

CITY OF DALY CITY

Regular Meeting - CITY COUNCIL

AGENDA

Monday, May 14, 2012 - 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:

American Cancer Society Relay for Life (Presentation by Richard Brugger)

Proclaiming May 20-26, 2012 as National Public Works Week (John L. Fuller)

Commending Daly City Police Explorer Post 817 for Successful Participation in Explorer Challenge 2012

APPROVAL OF MINUTES:

Regular Meeting of April 9, 2012

APPROVAL OF AGENDA:

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.

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 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 Solicit Bids for Sidewalk, Driveway, and Curb and Gutter Improvements 2012
2. Amending Traffic Regulations as follows:
 1. Designating No Parking Zone on the 6200 block of Mission Street on Mondays from 5:00 a.m. to 6:00 a.m. (TSR 12-30)
 2. Designating No Parking Zone on the 200 block of South Mayfair Avenue on Mondays from 8:00 a.m. to 10:00 a.m. on the north side and on Tuesdays from 9:00 a.m. to 11:00 a.m. on the south side. (TSR 12-31)
3. Delegating Authority to City Treasurer to Invest City Funds
4. Setting Time and Place of Public Hearing Regarding Linda Vista Area of Benefit Fiscal Year 2012-2013
Set Hearing 6/25/12
5. Reimbursement Agreement between Successor Agency and City of Daly City for Property Disposition and Rental Management Expenses

As Successor Agency:

6. Reimbursement Agreement between Successor Agency and City of Daly City for Property Disposition and Rental Management Expenses

END OF CONSENT AGENDA

PUBLIC HEARINGS:

7. Major Subdivision SUB-7-11-4269, Use Permit UPR-7-11-4270, Zone Change ZC-10-11-4681, Design Review DR-7-11-4272 and Environmental Assessment CEQA-7-11-4271 - Peoria Street/Wellington Avenue/Lausanne Avenue/Chelsea Court Townhomes
 - A. EA (Negative Declaration)
 - B. Findings
 - C. SUB-7-11-4269, UPR-7-11-4270, ZC-10-11-4681, DR-7-11-4272

Staff:

Naughton

Recommended Action:

Open/Close Hearing

Motion on A

Adopt Resolutions B & C

Roll Call

8. Public Hearing - National Pollutant Discharge Elimination System Local Stormwater Program Regulatory Fee

Staff:

Sweetland

Recommended Action:

Open/Close Hearing

Adopt Resolution

Roll Call

COMMUNICATIONS:

9. Response to 2011-2012 San Mateo County Grand Jury Report “The County, San Carlos and Cal Fire, A Missed Opportunity”

Staff:

Myers

Recommended Action:

Motion to Accept Report and Authorize City Manager to Prepare Written Responses

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:

10. Council Committee
11. City Council
12. Staff

ADJOURNMENT:

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

ROLL CALL: Councilmembers Present:

Raymond A. Buenaventura, Vice Mayor
David J. Canepa
Michael P. Guingona
Carol L. Klatt

Councilmember Absent

Sal Torres, Mayor

Staff Present:

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

PRESENTATIONS:

Proclaiming April 8-14, 2012 as National Library Week

Mayor Torres presented a proclamation proclaiming April 8-14, 2012, as National Library Week to Dorie Paniza, Vice President of the Library Board of Trustees. Ms. Paniza thanked the Council.

APPROVAL OF MINUTES:

Regular Meeting of March 12, 2012

It was moved by Councilmember Canepa, seconded by Councilmember Guingona and carried to approve the minutes of March 12, 2012.

APPROVAL OF AGENDA:

Vice Mayor Buenaventura stated Item No. 6, Conduit Financing for the School House Station and Vista Grande Family Apartment Properties, would be removed from the agenda.

It was moved by Councilmember Klatt, seconded by Councilmember Guingona and carried to approve the agenda, as amended.

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CONSENT AGENDA

Vice Mayor Buenaventura stated it was requested that Item No. 2, Amending Traffic Regulations: C. Designating a 750-ft. four-hour limited parking (green) zone along the east curb of Callan Boulevard, commencing at the curb return of Southgate Avenue and extending in a southerly direction. The green zone is to be enforceable between the hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday. (TSR 12-29), would be taken at the end of the Consent Agenda.

RESOLUTIONS:

Accepting San Mateo County New Measure A Funds for the Lake Merced Boulevard In-Pavement Crosswalk Project

Resolution No 12-52,. Accepting Receipt of New Measure a Grant Funds and Appropriating Grant Funds for the Lake Merced Boulevard In-Pavement Crosswalk Project

Amending Traffic Regulations as follows:

A. Re-designating one existing one-hour metered parking stall in front of 6771 Mission Street to a commercial loading/unloading (yellow) zone for the hours of 7:00 a.m. to 10:00 a.m., Monday through Saturday. (TSR 12-25);

B. Re-designating one existing one-hour metered stall in front of 6771 Mission Street to a 30-minute metered parking stall for the hours of 10:00 a.m. to 6:00 p.m., Monday through Saturday. (TSR 12-26)

Resolution No. 12-56, Establishing Traffic Regulations

- A. Re-designating one existing one-hour metered parking stall in front of 6771 Mission Street to a commercial loading/unloading (yellow) zone for the hours of 7:00 a.m. to 10:00 a.m., Monday through Saturday. (TSR 12-25);
- B. Re-designating one existing one-hour metered stall in front of 6771 Mission Street to a 30-minute metered parking stall for the hours of 10:00 a.m. to 6:00 p.m., Monday through Saturday. (TSR 12-26)

Authorizing Solicitation of Bids for Citywide Accessibility Improvements Project

Resolution No. 12-53, Affirming CEQA Determination, Approving Design Documents and Authorizing Construction Bid Invitations for the Citywide Accessibility Improvements Project

Opposing Governor Brown's Proposed Budget Reductions to Early Care and Education Child Development Programs

Resolution No. 12-54, Opposing Governor Brown's Proposed Budget Reductions to Early Care and Education Child Development Programs

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CONSENT AGENDA: Continued

AUTHORIZING BUDGETARY ADJUSTMENTS

Appropriating Funds for Three MobilGov Computers and Mounts for Building Inspection Vehicles

Resolution No. 12-55, Authorizing Budgetary Adjustments and Appropriations for Fiscal Year 2011-2012

END OF CONSENT AGENDA

It was moved by Councilmember Guingona, seconded by Councilmember Klatt and carried to approve and adopt the Consent Agenda, as amended.

RESOLUTIONS:

Amending Traffic Regulations as follows:

C. Designating a 750-ft. four-hour limited parking (green) zone along the east curb of Callan Boulevard, commencing at the curb return of Southgate Avenue and extending in a southerly direction. The green zone is to be enforceable between the hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday. (TSR 12-29)

Councilmember Klatt asked that the 750-ft four-hour limited parking zone be extended further up Callan Boulevard. She also asked that the limited parking zone be Monday through Sunday.

Director of Public Works John Fuller explained the 750-ft distance is about half the distance between Southgate Avenue and Clarinada Avenue. He stated it could be extended but it cannot be extended to the top of the street because the median island pitches downward.

City Manager Patricia Martel explained this item was meant to address the issue of car parking for extended time and to provide parking for St. Andrews Church parishioners.

Councilmember Canepa was concerned about placing time limits on parking for the St. Andrews Church parishioners.

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

Resolution No. 12-56, Establishing Traffic Regulations:

- c. Designating 1,000-ft. four-hour limited parking (green) zone along the east curb of Callan Boulevard, commencing at the curb return of Southgate Avenue and extending in a southerly direction. The green zone is to be enforceable between the hours of 7:00 a.m. to 6:00 p.m., Monday through Sunday

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PUBLIC HEARINGS:

Conduit Financing for the School House Station and Vista Grande Family Apartment Properties

This item was removed from the agenda.

RESOLUTIONS:

Afterschool Youth Recreation Program and Fee Increase

Recreation Supervisor Jennifer Der recommended that the City Council approve the new Afterschool Youth Recreation Program and proposed fee increases for the 2012-2013 School Year. Ms. Der presented a review of the background on the current and new Afterschool Youth Recreation Program as outlined in the Agenda Report.

Ms. Der stated to continue to provide financial relief to the General Fund, the proposed fee would be raised to \$50 a month for Daly City residents and \$62 a month for non-residents. Staff also proposes to prorate the monthly charge to \$25 per month for Daly City residents and \$31 per month for non-residents for the months of August and December, when the program only runs for half the month.

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

Resolution No. 12-57, Approving the Enhanced Afterschool Youth Recreation Program and Fee Increase

ORDINANCES:

Second Reading, Ordinance No. 1360, Repealing and Replacing Chapter 2.26 and Chapter 2.20 of Title 2 of the Daly City Municipal Code, and Amending Chapter 12.40 and Chapter 12.36 re: Public Library and Recreation Commission

Assistant City Manager and Interim Director of the Department of Library and Recreation Services Kerry Burns presented for Council consideration the second reading of Ordinance No. 1360 with modifications. To address Councilmember Canepa's suggested changes, Staff recommends the following:

1. Modify the language in Sections 2.26.070 and 2.20.060, respectively of the Library Board of Trustees and Recreation Commissioner to reflect a higher level of interaction between the chair and press inquiries. The language shall be amended to read as follows: "(Trustees or Commissioners) shall refer all requests for information made by the press to the chair and/or Director of Library and Recreation Services and shall not endeavor to interpret any action of the commission."

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ORDINANCES: Continued

Second Reading, Ordinance No. 1360, Repealing and Replacing Chapter 2.26 and Chapter 2.20 of Title 2 of the Daly City Municipal Code, and Amending Chapter 12.40 and Chapter 12.36 re: Public Library and Recreation Commission – Cont'd.

2. The other two recommendations are for the City Council to direct the City Manager to work with each of the City's respective Commissions and Boards to develop Mission Statements for consideration by the City Council.
3. The City Council to direct the City Manager to schedule a future Public Hearing to amend existing Municipal Code Chapter 2.32 entitled Vacancies on Boards and Commissions to include language on eligibility to serve as a board member or commissioner.

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

Ordinance No. 1360, Repealing and Replacing Chapter 2.26 and Chapter 2.20 of Title 2 of the Daly City Municipal Code, and Amending Chapter 12.40 and Chapter 12.36 Re: Public Library and Recreation Commission

Second Reading, Ordinance No. 1361, Adding Chapter 8.62 to the Daly City Municipal Code Relating to the Prohibition of Medical Marijuana Distribution Facilities

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

Ordinance No. 1361, Adding Chapter 8.62 to the Daly City Municipal Code Relating to the Prohibition of Medical Marijuana Distribution Facilities

PUBLIC APPEARANCES/ORAL COMMUNICATIONS:

There were no speakers.

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APPOINTMENTS:

Board/Commission Membership Committee Appointments

There were no appointments.

REPORTS:

Council Committee

There were no reports.

City Council

Councilmember Canepa wished happy birthday to his mom. Councilmember Klatt thanked the Recreation staff for the good work done on the Spring Fun Day event.

Staff

There were no reports.

ADJOURNMENT:

It was moved by Councilmember Guingona, seconded by Councilmember Canepa and carried to adjourn the meeting at 7:25 P.M. in memory of Betty Joy Cunneen, Sidney Nichols Hazelton and Bataan Death March Soldiers.

City Clerk

Approved as submitted, this _____

day of _____, 2012.

Vice Mayor



City Council Agenda Report

Item # _____

Meeting Date: May 14, 2012

Subject: Authorization to Solicit Bids for Sidewalk, Driveway, and Curb and Gutter Improvements 2012

Recommended Action

Staff recommends that the City Council affirm the CEQA determination of a categorical exemption, approve the design documents and authorize a construction bid invitation for the subject project.

Background

The City will seek bids and enter into a contract for repair and replacement of damaged concrete sidewalks, driveways, curbs and gutters on an as-needed or "on call" basis. Typical work will include replacement of sidewalks or driveways damaged or uplifted by City maintained "street" tree roots or removed as part of water or sewer system repair and maintenance. This will be a 12-month contract with an option for the City to extend the contract for additional 12-months. The extension allows for up to 5% cost escalation of unit prices based on market conditions. The anticipated repair work will take place throughout the City. The current contract for similar work, which was extended for one year, expires In June 2012.

Discussion

The project has been determined to be categorically exempt under Section 15301, "*Maintenance of Existing Facilities.*"

The bid invitation will start immediately after City Council authorization. The contract will be scheduled for award by the City Council in July 2012. The contractor will be required to complete work on an as-needed basis and within a time period appropriate to the scale of the work to be performed.

Fiscal Impact

Expenditures for the work will be on an as-needed basis. Funding for the project is available in approved budget accounts PW-Streets 01-314-330, CIP-Street Tree Sidewalk Repair 17-314-601, and DWWR-Water 41-382-375. Historically, expenditures under this program average between \$50,000 and \$100,000 per year depending on activity level.

Summary/Conclusion

Staff recommends the City Council affirm the CEQA finding, approve the design documents, and authorize construction bid invitation for the subject project.

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

Respectfully submitted,

Robert Ovadia
Sr. Civil Engineer

John L. Fuller
Director of Public Works



City Council Agenda Report

Item # _____

Meeting Date: May 14, 2012

Subject: Amend Traffic Regulations

Recommended Action

Recommend the City Council amend traffic regulations as follows:

1. Designate No Parking Zone on the 6200 block of Mission Street on Mondays from 5:00 am to 6:00 am. (TSR 12-30)
2. Designate No Parking Zone on the 200 block of South Mayfair Avenue on Mondays from 8:00 am to 10:00 am on the north side and on Tuesdays from 9:00 am to 11:00 am on the south side. (TSR 12-31)

Background

On March 8, 2012, the City's Traffic Safety Committee met and reviewed various requests for traffic improvements, signage and pavement markings, and recommended to the City Manager amending the aforementioned traffic regulations. In the late summer of 2007, the City Council authorized the creation of a signage program to prohibit parking on all City streets to facilitate street sweeping operations. Although this program was intended to apply to all City streets, a very small number of locations were omitted from the program prohibiting parking on street sweeping days for various reasons. The 6200 block of Mission Street and 200 block of South Mayfair Avenue were two such omitted locations because these areas were hand swept since the street sweeper had a hard time getting in and out of the bulb-outs confining the diagonal parking at these locations. Taking advantage of retirements, the Public Works Department has reduced Street maintenance staffing to help address the City current fiscal problems and hand cleaning of streets is no longer practical. In order to reduce the need for hand cleaning of streets, the Public Works Maintenance Division requested that no parking restrictions be instituted on these formerly exempted streets.

Discussion

The amendments to the traffic regulations were recommended for the following reasons:

1. The parking restrictions on the 6200 block of Mission Street are needed for street sweeping operations. The time restrictions were coordinated with the current street sweeping schedule and will inconvenience some residents who park overnight on the block. Public Works Staff currently hand sweeps this block.
2. The parking restrictions on the 200 block of South Mayfair Avenue are needed for street sweeping operations. The time restrictions were coordinated with the current street sweeping

schedule and will not impact residential parking in the evenings. Public Works Staff currently hand sweeps this block.

Fiscal Impact

The proposed signs and/or markings will be funded from the approved operating budget of the Public Works Department, Street Maintenance Division, Account 01-314-330.

Summary/Conclusion

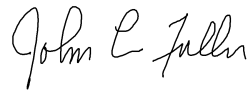
Recommend the City Council amend the aforementioned traffic regulations.

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

Respectfully submitted,

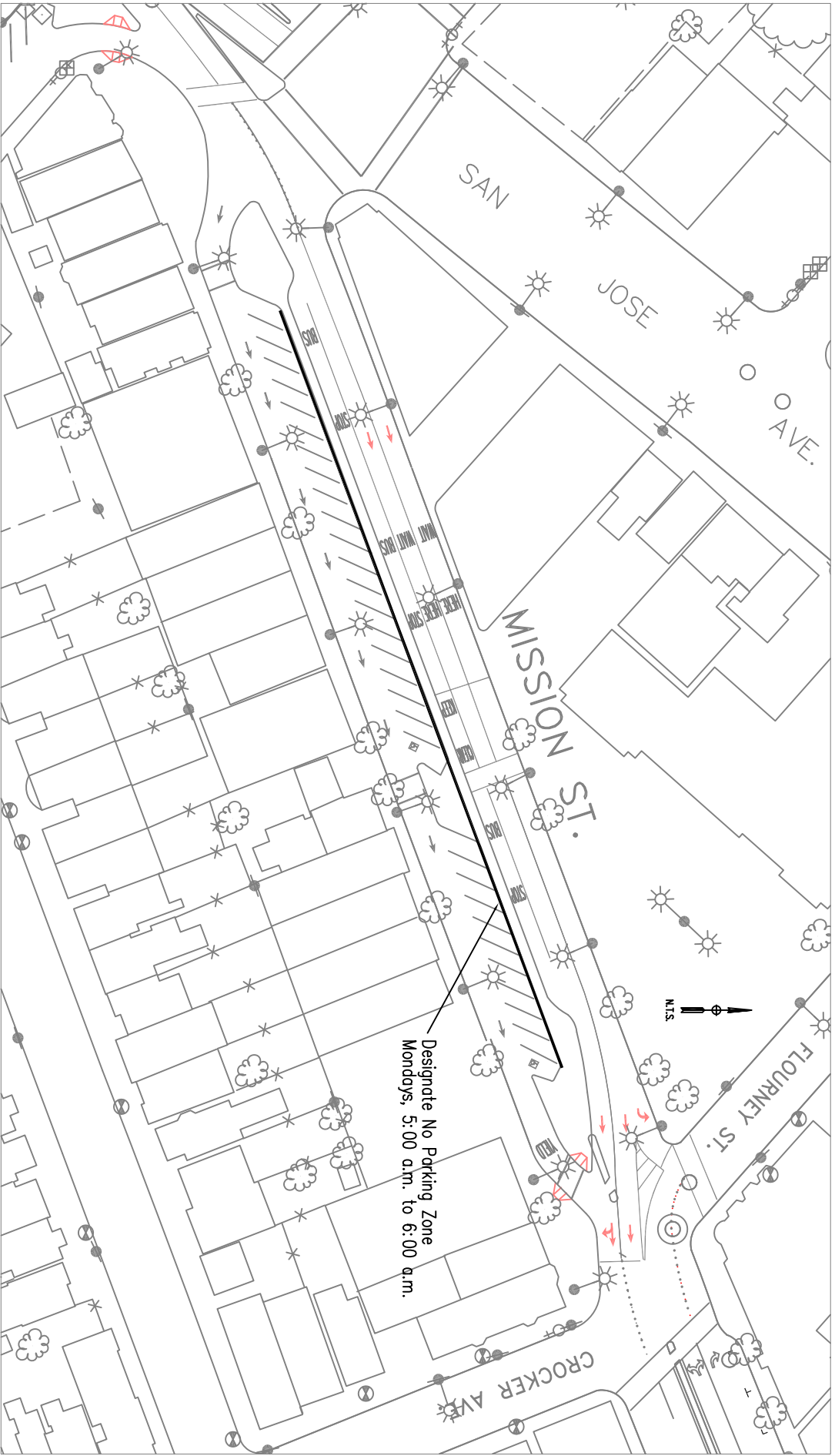


Shirley Chan
Traffic Engineer



John L. Fuller
Director of Public Works

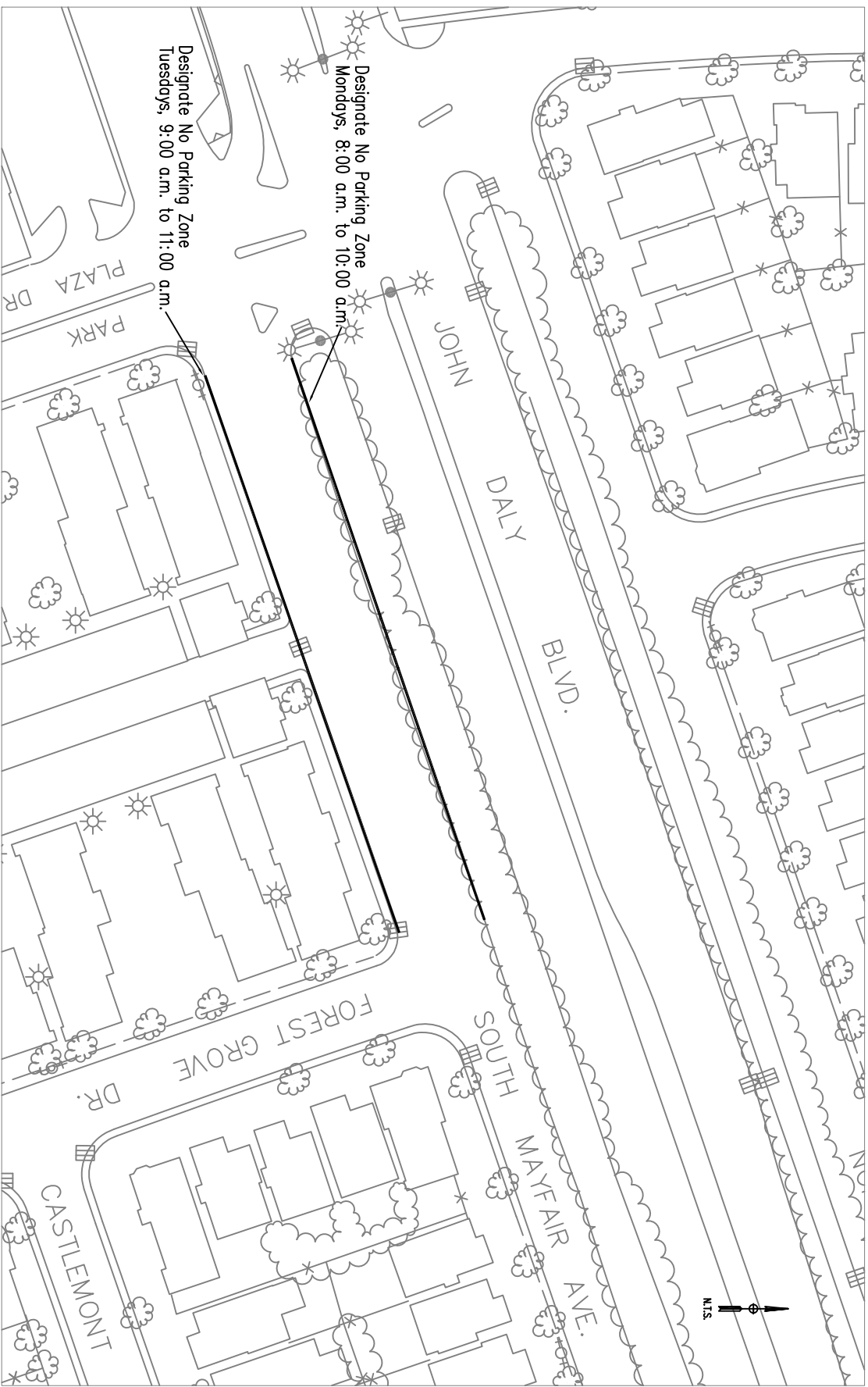
Attachment: Traffic Improvements Location Maps



THE CITY OF DALY CITY
CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

TRAFFIC IMPROVEMENTS
6200 Mission Street

DRAWN	SC	DATE	04/12	APPROVED	CITY ENGINEER
CHECKED	JLF	SCALE	N.T.S.	SHEET NO.	1 OF 1
DESIGNED	SC	DATE		TSR	12-30



THE CITY OF DALY CITY
CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

TRAFFIC IMPROVEMENTS
200 South Mayfair Avenue

DESIGNED	SC	DATE	04/12	APPROVED		CITY ENGINEER
DRAWN	JLF	SCALE	NTS			
SHEET NO.	1	OF	1	TSR 12-31		
REVISION	SC	REVISION NO.				



City Council Agenda Report

Item # _____

Meeting Date: May 14, 2012

Subject: Annual Delegation of Authority to City Treasurer to Invest City Funds

Recommended Action

Adopt a resolution renewing delegation of investment authority to the City Treasurer as required by Government Code Section 53607.

Discussion

In order to comply with State of California Government Code Section 53607, the City Council must annually renew the delegation of authority for investing City funds to the City Treasurer.

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

Respectfully submitted,

Anthony J. Zidich
City Treasurer

cc: City Manager
City Attorney
City Clerk



City Council Agenda Report

Item # _____

Meeting Date: May 14, 2012

SUBJECT: Setting Time and Place of Public Hearing Regarding Linda Vista Area of Benefit Fiscal Year 2012-2013

Recommended Action

Set June 25, 2012, as the date for public hearing to establish the services and assessments for Linda Vista Area of Benefit for Fiscal Year 2012-2013.

Background

The City Council established the Linda Vista Area of Benefit on February 12, 1990, to provide for the maintenance of storm water detention basins and other storm facilities within the Linda Vista and Bay Ridge Subdivisions and the downstream Outfall Channel, through annual Benefit Assessments. It is necessary to re-establish each year the assessment rate for the coming fiscal year.

Discussion

Per the Government code that empowers the City Clerk to proceed, I have set the Hearing for the Linda Vista Assessment District for the Regular City Council Meeting of June 25, 2012, at 7:00 P.M.

All agencies, districts and parties interested will be notified by mail. The Notice of Hearing will also be posted in the Linda Vista Area of Benefit area as well as in City Hall and the public libraries.

Summary/Conclusion

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

Respectfully submitted,

Teresa M. Ricci
Assistant City Clerk

Respectfully submitted,

K. Annette Hipona
City Clerk



City Council Meeting Agenda Report

Item # _____

Meeting Date: May 14, 2012

Subject: Reimbursement Agreement between Successor Agency and City of Daly City for Property Disposition and Rental Management Expenses

Recommended Action

Approve an agreement between the City of Daly City as Successor Agency to the Former Daly City Redevelopment Agency (Successor Agency) and the City of Daly City (Daly City) for reimbursement of the direct costs of disposition of property of the Former Redevelopment Agency and for building maintenance and repair costs for rental properties.

Background

It is anticipated that there will be a number of direct costs incurred in the coming fiscal year related to disposition of properties of the Former Redevelopment Agency, as well as certain costs required to maintain rental properties in serviceable and rentable condition due to turn-over of rental units.

In order to qualify for payment of costs from the Redevelopment Property Tax Trust Fund, a Recognized Obligation must be created so that the costs can be placed on the Recognized Obligation Payment Schedule (ROPS) that is filed with the County and is the basis for future allocations of property tax to the Successor Agency. Per ABx1 26, any agreement between the Successor Agency and the City must be authorized by the Oversight Board. At its April 30, 2012 meeting, the Oversight Board authorized the agreement for reimbursement of expenses.

Discussion

The following is an estimate of costs that may need to be incurred in the period from July through December 2012:

Appraisal of All Properties	\$39,500
General Marketing/Listing Assistance	12,000
Outside Legal Counsel for Contract Review	25,000
Maintenance & Repair Costs for Rental Units	<u>12,000</u>
Total	\$88,500

Many of the exact costs will not be known until much closer to the time they must be paid. Providing for the above allowance will provide a reasonable amount of funds to make payments as the costs are incurred.

Fiscal Impact

Approving the Agreement between the Successor Agency and Daly City will allow for the flexibility necessary to hire outside consultants and to contract for work to repair rental properties on a timely basis.

City Council Agenda Report

Subject: Reimbursement Agreement between Successor Agency and City of Daly City for Property Disposition and Rental Management Expenses

Meeting Date: May 14, 2012

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Any surplus funds not spent or additional costs incurred will be carried over to the following ROPS period. All actual costs incurred will be reconciled with the estimated costs above. Ultimately, these costs will be recovered through property sales and rental income.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Donald W. McVey". The signature is fluid and cursive, with the first name "Donald" and last name "McVey" clearly distinguishable.

Donald W. McVey

Director of Finance and Administrative Services

Attachments:



City Council Meeting Agenda Report

Item # _____

Meeting Date: May 14, 2012

Subject: Reimbursement Agreement between Successor Agency and City of Daly City for Property Disposition and Rental Management Expenses

Recommended Action

As Successor Agency, approve an agreement between the City of Daly City as Successor Agency to the Former Daly City Redevelopment Agency (Successor Agency) and the City of Daly City (Daly City) for reimbursement of the direct costs of disposition of property of the Former Redevelopment Agency and for building maintenance and repair costs for rental properties.

Background

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City Council Agenda Report

Subject: Reimbursement Agreement between Successor Agency and City of Daly City for Property Disposition and Rental Management Expenses

Meeting Date: May 14, 2012

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Donald W. McVey

Director of Finance and Administrative Services

Attachments:



City Council Meeting Agenda Report

Item # _____

Meeting Date: May 14, 2012

Subject: Peoria Street/Wellington Avenue/Lausanne Avenue/Chelsea Court Townhomes—Major Subdivision SUB-7-11-4269, Use Permit UPR-7-11-4270, Zone Change ZC-10-11-4681, Design Review DR-7-11-4272 and Environmental Assessment CEQA-7-11-4271

RECOMMENDED ACTION

Approve Major Subdivision SUB-7-11-4269, Use Permit UPR-7-11-4270, Zone Change ZC-10-11-4681, Design Review DR-7-11-4272 and Adopt Environmental Assessment CEQA-7-11-4271 (Mitigated Negative Declaration).

PLANNING COMMISSION DISCUSSION

On February 7, 2012, the Planning Commission voted 5-0, to recommend approval of Major Subdivision SUB-7-11-4269, Use Permit UPR-7-11-4270, Zone Change ZC-10-11-4681, Design Review DR-7-11-4272 and to recommend adoption of Environmental Assessment CEQA-7-11-4271 (Mitigated Negative Declaration).

Planning discussion items are shown in bold italics and minutes are attached (Attachment G).

BACKGROUND

The applicant, Ray Panek of KB Home South Bay, Inc., is requesting approval for a Major Subdivision, Use Permit, Zone Change, and Design Review for the new construction of 66 residential townhomes.

The +/-4.91 acre project site consists of one parcel located at the western termini of Peoria Street and Wellington Avenue (paper street), the northern terminus of Lausanne Avenue and the southern terminus of Chelsea Court (Attachment A - Location Map).

The project site is currently undeveloped but has been disturbed in the past. Historical records indicate the site has remained undeveloped with the exception of quarry operations, that ceased to operate in the late 1940's and 1950's, in the north and central portions of the site, respectively. The site is surrounded entirely by existing development.

The southernmost portion of the site, previously a separate parcel, was discovered to be zoned R-1, leaving the site with two zoning designations. The portion zoned R-1 is approximately +/- 9,400 square feet and appears to be a historically vacated right-of-way that was zoned R-1 upon vacation. At some point, this parcel came under the same ownership as the rest of the site and the entire +/- 4.91 acres are now under one parcel number. A zone change is therefore needed to re-zone the R-1 portion to R-3, to provide consistency on the zoning map and to allow the proposed development.

The Planning Commission was generally supportive of the project, especially noting the architectural design of the project, and functional interior layouts of the units. The Commission

City Council Agenda Report

Subject: Peoria Street/Wellington Avenue/Lausanne Avenue/Chelsea Court Townhomes

Meeting Date: May 14, 2012

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encouraged the applicant to communicate with the neighborhood during the construction process. There were seven speakers present at the meeting who raised concerns regarding slope erosion, traffic and on-street parking impacts, and general development of the site:

- *Ping Hsu, property owner at 25 Lausanne Avenue*
- *Rich Mowdy, representative, Pointe Pacific Homeowners' Association*
- *Anna Biondini, property owner on Chelsea Court*
- *Fleur Reynolds, property owner at 362 Peoria Street*
- *Judy Reed, property owner at 109 E. Vista Avenue*
- *Rick Pacheco, property owner at 161 E. Vista Avenue*
- *Mandy Chan, resident on E. Vista Avenue*

Speaking on behalf of the applicant team was:

- *Ray Panek, KB Home South Bay, Inc., applicant*
- *Pat Stevens, Stevens, Ferrone & Bailey Engineering Co.*
- *Jason White, Civil Engineer, Ruggeri, Jensen, Azar (RJA)*

On February 27, 2012, the City Council set March 26, 2012 as the time and place for the public hearing to review the entitlements and the Mitigated Negative Declaration. On March 26, 2012, the City Council approved a continuance request from the applicant to postpone the public hearing to May 14, 2012 to allow the applicant sufficient time to review water system improvement recommendations made by Brown & Caldwell in a report received by the applicant on Monday, March 19, 2012.

PROJECT DESCRIPTION

The proposed project will be designed as 11 separate buildings, including ten buildings on the upper portion of the site, accessed from Lausanne Avenue and Peoria Street, and one building on the lower portion of the site, accessed from Chelsea Court. The 66-unit residential townhome development will consist of four different Plan types, including 16 three-bedroom/two-bath units and 50 two-bedroom/two-bathroom units. Two Plan types will feature alternative layouts, with optional additional bedrooms and/or bathrooms. Thirteen of the 66 townhouse units will be sold at Below Market Rate (BMR), while the remaining 53 townhouse units will be sold at Market Rate. Each unit will have a ground floor, two car garage, either in a side by side or tandem configuration, and either one or two levels of living area, depending on the Plan type. Although the Code does not require guest parking, 21 guest parking stalls will be provided in this development.

The average overall building height of the development is approximately 36 feet and complies with the height limit in the R-3 Multiple-Family Residential zoning district.

The subject site is located at the western termini of Peoria Street and Wellington Avenue (paper street), the northern terminus of Lausanne Avenue and the southern terminus of Chelsea Court. The site is surrounded by the following land uses:

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Land Use	Zoning
North: Single Family residential and Commercial (Auto Sales)	R-1 Single-Family Residential District; C-2 Heavy Commercial District
South: Single Family & Multi-Family residential, Edgewood Park	R-1 Single-Family Residential District; R-3 Multiple-Family Residential District; PD14 Pointe Pacific; U Unzoned
East: Single Family and Multi-Family Residential	R-1 Single-Family Residential District and R-3 Multiple-Family Residential District
West: Single Family and Multi-Family Residential & Church Use	R-1 Single Family Residential; C-2 Heavy Commercial; PD59 88 Hillside

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 development density is governed by the General Plan; the subject site has a General Plan land use designation of Low Density Residential, which allows 2-14.5 dwelling units per acre. This land use designation typically corresponds to single family residences located on parcels of 3,000 square feet or greater and is the predominant residential land use category in Daly City. The predominant Zoning designation for the site however, is R-3 Multiple-Family Residential, which would typically be associated with a General Plan land use designation of Medium Density (21-35 d.u./acre) or High Density (36-50 d.u./acre), where areas are developed with a minimum lot area per unit of 500 square feet on a minimum parcel size of 2,500 square feet. The General Plan encourages the development of infill housing development in existing neighborhoods on sites that are underutilized, where residential development represents the highest and best use, and where public infrastructure exists to support the intensity of the proposed development. This site, in particular, is identified as a potential housing site in the Draft General Plan Housing Element. The development would be appropriate in context with surrounding uses, which include Low Density Residential to the south and west, higher density designations such as Medium-Low Density Residential to the east, and commercially zoned properties to the north. This project would meet all the R-3 development standards, as proposed.

As previously mentioned, a Zone change is required for a portion of the site that was discovered to be zoned R-1, leaving the site with two zoning designations. The resulting density for the proposed project is 13.44 dwelling units per acre, consistent with surrounding development and the current Low Density Residential General Plan land use designation.

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- *Speakers raised concerns about the project being too large for the site, and lamented the loss of the hillside view. A suggestion was made that the site be utilized as a park rather than be used for development.*

Parking and Circulation

Staff received correspondence (Attachment F) citing concerns regarding the project's impact on on-street parking conditions. The applicant has proposed providing two parking spaces per unit, and 21 guest parking stalls, resulting in a total of 153 parking spaces for the development. This exceeds the minimum number of spaces by approximately 16%, as mandated by the Zoning Ordinance, which requires two spaces for each townhouse unit. Each Plan type will have either a two car side-by-side garage or a two car tandem garage. The Code requires depths of 38 feet, and widths ranging between 8.5 to 10 feet, depending on wall placement, for a two car tandem parking garage and 17 feet for a two car side by side garage. All of these dimensions are measured from inside wall to inside wall and must be clear of any obstructions. Dimensions proposed for this development meet or exceed the Code requirements for all garages of each Plan type.

Sixty-two units on the upper portion of the site will have two points of vehicular access; the main access gate will be located along Lausanne Avenue, where there will be a call box feature for visitors. The primary gate will be wide enough for a vehicle to pull over at the entry pillar to utilize a call box feature, while another vehicle that has an entry remote passes. A secondary gate will be located along Peoria Street and will be accessible only by residents that have a remote for the gate; it will provide both ingress and egress. The remaining four units fronting Chelsea Court will have one point of vehicular access at the northern end of the site.

Lausanne Avenue will be improved to meet standard specifications, including the removal of the turn-around bulb that currently exists at the northeast end of the street, and the extension of Lausanne Avenue to the development site. Sufficient street width for two-way traffic will be provided and parking will continue to be provided along the west side of Lausanne Avenue only. Sidewalks will be provided per ADA requirements. Chelsea Court will be extended to meet the development site and improved to City standards.

The Zoning Code requires a minimum of 8 feet in width for each traffic lane in a two-way drive aisle. The proposal is providing drive aisle widths meeting the respective criteria, ranging from 26 to a maximum of 35 feet in width, where the main gate entry will be located at Lausanne Avenue. Back up dimensions for all parking spaces meet Code required dimensions of 26 feet throughout the development. Internal pedestrian circulation is provided by a series of walkways and stairs linking the units to common open space areas, around the perimeter of the overall site. Pedestrian linkages to the site from the public right-of-way are provided along Peoria Street, Lausanne Avenue, and Chelsea Court frontages.

- *Concerns were raised by speakers regarding traffic impacts and on-street parking impacts of the project on Peoria Street. The applicant explained that there would be a*

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Homeowners Association established and that parking policies would be a top priority, including the enforcement of guest parking rules.

- *Concerns were also raised regarding construction traffic and parking of workers during site construction.*
- *Staff indicated that the applicant would be required to develop a haul route plan with the Public Works Department and that parking of construction workers is typically limited to on-site parking.*

Floor Plans

There are six different Plan types for the development, including alternate layouts for Plan types 1 & 2. Plan types 1 & 2 will consist of one level of living area, while Plan types 3 & 4 will consist of two levels of living area. The breakdown for the Plan types is as follows:

Plan Type	Bedroom/Bathroom	Size	Number of Units
1	2/2	1,190 sq.ft.	16
1A	2/2 + optional storage area in garage	1,169 sq.ft.	6
2	2/2.5	1,750 sq.ft.	16
2A	2/2 + optional third bedroom & bathroom	1,595 sq.ft.	6
3	3/3	1,414 sq.ft.	6
4	3/3	2,050 sq.ft.	16
Total			66

The 11 buildings will contain a variety of Plan types. The complete distribution is illustrated on sheet C4 of the attached plans, under letter I of the Project Summary. Plan 1 and 2 units have approximately 100 square foot private decks, while Plan 3 units have approximately 120 square foot rear yards. There is no private open space proposed for Plan 4 units.

Affordability

The applicant has received approval for an affordable housing plan (Attachment C), per DCMC Chapter 17.47 Inclusionary Housing. The Ordinance provides two options for the required percentage and affordability level for ownership housing. The applicant is proposing to provide 20% of the units at 100% area median income (AMI), resulting in a total of 13.2 inclusionary units. DCMC Section 17.47.050.A.2 states that any fractional unit obligation must be rounded up to the nearest whole number or be subject to the pro-rata share of the city's per unit in-lieu fee. The applicant has indicated in the affordable housing plan that they will be providing 13 inclusionary units and will contribute the pro-rata share of the city's per unit in-lieu fee, in this case, \$50,000, for the resulting fractional unit obligation.

The AMI index for lower, very low, and extremely low income levels are determined by the U.S. Department of Housing and Urban Development (HUD), while the area median income level

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(100% AMI) is determined by the California Department of Housing and Community Development (HCD). According to HCD, in most cases, AMI is the greater of either the: 1) median family income for a county's metropolitan statistical area or 2) statewide median family income for non-metropolitan counties (\$57,200 for 2011). Once HUD determines the median income, very low-income limits are then established. The very low-income limits are then used to determine the limits for extremely low- and low-income categories. Generally, unless an exception has been made, the 4-person median income limit equals two times the 4-person very low-income limit. The following table represents the current AMI levels for 2011 (they have not yet been updated for 2012):

Number of Persons in Household	Extremely Low Income 30% AMI	Very Low Income 50% AMI	Lower Income 60% AMI	Area Median Income 100% AMI
1	\$22,450	\$37,400	\$59,850	\$71,100
2	\$25,650	\$42,750	\$68,400	\$81,300
3	\$28,850	\$48,100	\$76,950	\$91,450
4	\$32,050	\$53,400	\$85,450	\$101,600
5	\$34,650	\$57,700	\$92,300	\$109,750
6	\$37,200	\$61,950	\$99,150	\$117,850
7	\$39,750	\$66,250	\$106,000	\$126,000
8	\$42,350	\$70,500	\$112,800	\$134,100

DCMC Section 17.47.070.A requires that inclusionary units must be dispersed throughout a residential development and be comparable in infrastructure (sewer, water and other utilities), construction quality and exterior materials to market rate units. The Code allows for inclusionary units to be smaller in aggregate size and have different interior finishes and features from market-rate units, so long as those finishes are durable, of good quality, and consistent with contemporary standards for new housing. The number of bedrooms must be the same as those in the market-rate units, except for units containing more than four bedrooms. The following table represents the inclusionary unit breakdown proposed for the project:

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Building Number	Plan Type	Bedroom/Bathroom	Size	Number of Units
4	1	2/2	1,190 sq.ft.	1
6	2A	3/2.5	1,595 sq.ft.	1
6	3	3/3	1,414 sq.ft.	1
6	1	2/2	1,190 sq.ft.	1
7	1	2/2	1,190 sq.ft.	1
8	3	3/3	1,414 sq.ft.	1
8	2A	3/2.5	1,595 sq.ft.	1
9	2	2/2.5	1,750 sq.ft.	1
10	2A	3/2.5	1,595 sq.ft.	1
10	1	2/2	1,190 sq.ft.	1
10	2	2/2.5	1,750 sq.ft.	1
11	1	2/2	1,190 sq.ft.	1
11	2	2/2.5	1,750 sq.ft.	1
Total				13

Staff determined that the affordable housing plan meets the intent of the Ordinance and it has been approved by the City Manager. The next steps include the execution of an Inclusionary Housing Agreement between the city and the applicant and its recordation with the County of San Mateo.

Use Permit

Pursuant to Section 17.37.060 (Findings – Use Permit Approval) of the Daly City Zoning Ordinance, the City may approve a use permit for condominiums if it makes the following findings:

1. The residential townhouse project will not have a detrimental effect on sound community planning, the economic, ecological, cultural, aesthetic qualities of the community, and on public health, safety, and general welfare.
 - The proposed residential townhouse project has been designed to be consistent with the Daly City Zoning Ordinance and generally in accordance with aesthetic requirements of the DCMC Chapter 17.45 Design Review (see discussion below under Architectural Design). The design proposed for the 66-unit townhouse development is consistent with the height and intensity of similar projects previously approved and constructed in this neighborhood. There exists no evidence in the public record to demonstrate that the project would be detrimental to the public health, safety, and general welfare.

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2. The overall impact on schools, utilities, neighborhood streets, traffic, parking, and other community facilities and resources will not be detrimental.
 - Prior to construction, 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 residential townhouse development is in compliance with the parking requirements established by the Daly City Zoning Ordinance. In addition to providing the Code required parking for the development, the project will be providing an additional 21 guest parking stalls for the project, resulting in a total of 153 parking stalls.

Staff received correspondence (Attachment F) citing concerns regarding the project's impact on traffic volume on streets on the east side of the project. The project is expected to generate 27 a.m.-peak period vehicular trips and 43 p.m.-peak period vehicular trips. This volume of trips is not considered a significant impact to the adjacent street network. As shown in Table ES1 of *Wellington Residential Transportation Impact Analysis* (Attachment H), no study intersection would be significantly impacted by the project either under Existing Plus Project or Cumulative Plus Project conditions. All study intersections would operate at LOS C or better during the AM and PM peak periods. Mission Street & Crocker Avenue (signalized) currently operates at LOS C in the AM peak period and is projected to remain at that level in both the Existing Plus Project, Cumulative No Project, and Cumulative Plus Project scenarios. The same intersection at the PM peak period operates at LOS B and is projected in the study to remain at that level in Existing Plus Project scenario. However, it will operate at LOS C in Cumulative No Project and Cumulative Plus Project scenarios. Crocker Avenue & Peoria Street (unsignalized) currently operates at LOS B in both the AM and PM peak periods and is projected to remain at that level in Existing Plus Project, Cumulative No Project, and Cumulative Plus Project scenarios. Levels of Service "B", "C", and "D" are acceptable traffic conditions according to the Daly City General Plan.

3. That tenants over the twelve months preceding the filing of any application required for a conversion shall not have been encouraged to vacate in order to bring about the conversion.
 - The proposed residential townhouse project is not a condominium conversion, has no existing residential tenants, and is therefore not subject to this finding.

Architectural Design

The project is broken up into a series of 11 buildings. The contemporary design incorporates multi-colored, smooth stucco walls, hipped and gable roof designs, and articulated facades, with Spanish Revival-inspired elements such as reddish-brown concrete tile roofs, arched entries, decorative, painted tile, decorative light fixtures which resemble lanterns, and wood entry and garage doors. Tuscan-inspired elements are also incorporated into the design, such as a warm color palette, natural stone (brick) work, long, narrow vertical window, and wood awnings and window planter

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boxes. The surrounding neighborhood contains an eclectic mix of architectural styles, where no one type of style is dominant.

Building heights will slightly vary but all buildings are in compliance with the maximum 36-foot height limit of the R-3 Multi-Family Residential District. At buildings 1, 2, 3, 4, 5, 7, and 9, the highest midpoint between the eave and the ridge including 8" of exposed foundation is just over 34'-9". DCMC Section 17.040.010 defines maximum height for buildings with hip or gable roofs as, "...the average height level between eaves and ridge..." The worst case grade at the garage side occurs at building 3 and slopes down 1.1' adding approximately 6-7" to the overall height bringing the overall building height up to approximately 35'-4". The highest ridge at 35'-6", just below the 36' height limit, occurs between buildings; (8 and 5), (7 and 9) and (8 and 10) where there is about a 1.5' difference in grade between the buildings. Buildings 6, 8, and 10, have a median roof height of 35'-1" with a similar grade condition as the buildings above yielding 35'-10", again just under 36'.

While there will be substantial grading required to prepare the site for development, the buildings will generally follow the natural contour of the site, terracing up the slope as you move from north to south on the east side of the site. Earth tones in softer tan, august moon, and wheat penny will ensure the development blends in with the natural color palette of the surrounding topography, and is similar in color scheme to newer development along Lausanne Avenue.

The project site is very visually prominent, and can be seen from several off-site public vantage points, presenting a challenging design exercise to ensure appropriate site and building treatment while seeking to meet developer project objectives. The most prominent of these vantage points will be to eastbound traffic on John Daly Blvd., as it reaches the intersection of Mission Street; southbound traffic on Mission Street, as it reaches the same intersection; and the intersection of Crocker Street and Hanover Street, on the east side of the project.

Photo simulations (Attachment D) illustrate how the proposed development will appear from these intersections. In response to the prevailing topography of the site, the applicant's development plan utilizes a series of stepped retaining walls situated below and adjacent to the proposed 11 buildings. Because the development will have a strong visual presence, it is important to ensure that high quality design is executed at this site.

- *Commission Crump expressed support for the architectural design and interior layout of the units.*
- *Commissioner Bautista questioned whether the project incorporated any sustainability/green building measures into the design. The applicant replied that their buildings will be Energy Star rated and green point rated.*
- *Commissioner Bautista questioned the construction timeline. The applicant indicated their hope was to break ground in the fall of 2012 and complete the project by 2014.*

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Site Retaining Walls

Site retaining walls will be located along the perimeter of the development site, both on the upper portion, accessed from Peoria Street and Lausanne Avenue, and on the lower portion, accessed from Chelsea Court. The site retaining wall locations are most clearly illustrated on sheet C5, where the heights of the respective wall sections are illustrated, along with their locations. The series of retaining walls will range in height from 1 foot to 21 feet and will provide a range of setbacks from the residential buildings between 0 feet (northeast corner of Building 6) and 14 feet (adjacent to southeast corner of Building 8). Several sections of retaining walls will be immediately adjacent to property lines, such as the southeast corner of the site, and the northwest corner of the site. In these locations, the applicant will be constructing soldier pile walls, which will not require soil nails that would cross property lines. This is critical because the southeastern portion of the site is adjacent to the boundary of the San Bruno Mountain Habitat Conservation Plan Area (HCP), and the northwestern corner of the site is adjacent to three single family residential lots. If typical shotcrete walls that utilize tie backs or soil nails were proposed, the applicant would have to obtain easements from the adjacent property owners as well as go through a separate review process with the County of San Mateo for the portion of the encroachment into the HCP area. Once completed, the soldier pile wall will look like any other cast in place retaining wall. The walls will be architecturally treated by using sculpted and stained shotcrete, to resemble natural rock. Stain colors may vary and staff is recommending a condition of approval that the applicant propose a complementary color palette that is compatible with the natural topography of the site and that of adjacent properties.

Block wall retaining systems or Keystone walls, as they are also called, are used throughout the development site. In terms of site visibility, the block walls on the northern portion of the property will be highly visible from the aforementioned intersections. Large shrubs will be planted on the uppermost tier of retaining walls, while smaller shrubs and vines will be planted on subsequent wall levels, moving down the hillside. The photo simulations (Attachment D) illustrate how the walls are anticipated to look one year and three years after completion. Wall details are best illustrated on the preliminary landscaping plan, where there are photo examples of what the respective walls will look like, as well as planting details for the wall systems. As all newly installed landscaping takes time to mature, the walls have the potential to look rather stark and exposed for the first year following installation, and then somewhat softened in appearance after landscaping begins to mature. A condition of approval has been added to address yearly landscaping inspections to ensure the landscaping is maturing appropriately for the first five years following installation.

- *Commissioner Lubiano raised concerns about hillside stability and referenced correspondence from Calvin Wong, property owner of 19 Chelsea Court. Pat Stevens, the project civil and geotechnical engineer for the proposed project, stated that erosion control problems do exist currently on the site; however, the retaining walls proposed for the site will eliminate the existing erosion problems. Commissioner Kelly asked the applicant to confirm that nothing is currently being done to mitigate drainage problems that currently exist on the site and the applicant confirmed.*

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- *Concerns were raised by speakers regarding potential damage to the reservoir as a result of the construction of the retaining walls on the southeast portion of the site as well as general slope stability as a result of the construction of the retaining walls.*
- *Commissioner Bautista questioned whether there were any special seismic conditions required for the retaining walls and wanted to ensure that the design of the respective walls were specific to the project and specified on the Final Map.*
- *Commissioner Kelly expressed concerns regarding construction noise and reminded the applicant to adhere to the city's ordinance regarding working hours. Commission Kelly also recommended that the applicant provide contact information to the neighborhood prior to commencement of any site work and that it remain available throughout the duration of construction.*
- *The project applicant, Ray Panek, stated that they had worked with staff to address the challenges associated with development of the site. He stated that they had done their best to minimize the height of the walls. Mr. Panek also indicated that they would make available the contact information for the project superintendent during construction for any complaints.*

Staff researched Code Enforcement history regarding drainage issues along Peoria Street and found no history of calls for service from residences along Peoria Street regarding this issue.

Landscaping

The City's landscaping ordinance promotes efficient water use in new and rehabilitated landscaping by using proper design and management, efficient irrigation equipment and techniques, low water use plant materials, and the use of mulches and soil improvement materials, while limiting high water use areas. The applicant has submitted a landscape plan with a proposed plant and tree palette for the project which will incorporate an underground irrigation system that will be designed to make efficient use of water through conservation practices. During the building permit submittal process, a more detailed plant and tree palette will be created, based on results of the soil reports and recommendations for materials that will be most appropriate to the specific project site. All plant material selections were selected from the "Water-Conserving Plants and Landscapes" by the East Bay Municipal Utility District (EBMUD) and WULCOS Project "Water-Use Classification of Landscape Species" California Department of Water Resources. EBMUD's Water Conserving Plants and Landscapes is a book that features more than 650 native Californian and Mediterranean plants suited to the climate and microclimates found throughout much of California and the West.

Canopy trees are proposed to border a majority of the site, as well as additional trees proposed for interior portions of the site, along common space areas and the guest parking area. The natural landscape will remain in its natural state for a majority of the site, where feasible. Ground cover options and No Mow fescue are proposed for areas adjacent to the retaining walls at the eastern boundary, that will provide a low-maintenance, natural looking landscape. Pedestrian walkways

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will be accented by smaller scale trees, and seating areas will contain accent paving, and decorative benches. Larger scale, upright trees will be used to screen the primary entrance gate at Lausanne Avenue, along the southwestern portion of the site. Permeable accent entry paving anchored at the primary entrance at the southwest of the site, accent paving along pedestrian walkways, and “street” trees lining the pedestrian walkways, imparts a sense of place within the site.

Several biotreatment areas are illustrated on Sheet C7 of the plan set, while Sheet C8 calculates the total area to meet the requirements of the Municipal Regional Permit (MRP). Bioretention areas are landscaping features adapted to treat stormwater runoff from a development site. They function as soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. Bioretention areas will detain low flows of runoff, are low maintenance and reliable once established, and can act as a landscaping feature, such as the ones proposed. The actual functional design of the bioretention area will be prepared by the project civil engineer and will accompany irrigation plans upon submittal of the construction set for building permits. A third party reviewer will be plan checking the ultimate design to ensure compliance with the MRP.

The selection of appropriate, native plants will utilize the natural conditions of the Bay Area watershed and encourages Bay-friendly practices that foster soil health, conserve water, and reduces waste and prevents pollution. In an attempt to ensure that all new landscaping installed in the City not only complies with the Municipal Code, but also follows a progressive best management approach to landscaping techniques, proposals are reviewed for conformance with the Bay-Friendly Landscape Guidelines. The plant and tree palette is conceptual in nature at this point, therefore staff is recommending a condition of approval that would require the final plant and tree palette to be in compliance with the recommendations in the Bay-Friendly Landscape Guidelines and the EBMUD guidelines, as well as the soil specifications for biotreatment systems, as detailed in the amended MRP. This will ensure the appropriate use of plants that match the microclimate and soil conditions of the site, selection of plants that can grow to their natural size in the space allotted to them, and will avoid the planting of invasive species.

- ***Commissioner Crump wanted to ensure that the plant palettes matched the HCP and that there would not be any invasive species planted. Commissioner Crump indicated that Low Mow fescue has been quite successful at the Crown Colony development.***

The applicant will be required to establish a home owners association (HOA) for the purpose of infrastructure maintenance, building maintenance, landscape maintenance, and parking enforcement. The HOA membership will consist of all residential parcel owners and will be professionally managed.

Subdivision Requirements

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

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1. The proposed subdivision and/or design or improvement must be consistent with applicable general and specific plans.
 - The site is designated as Low Density Residential, which allows for a maximum of 14.5 dwelling units per net acre. The proposed project will result in a density of 13.44 dwelling units per acre. The density and intensity of the project is consistent with other similar projects in the surrounding vicinity.
2. The site must be physically suitable for the type and density of the proposed subdivision.
 - The subject site is currently situated at the western termini of Peoria Street and Wellington Avenue (paper street), the northern terminus of Lausanne Avenue and the southern terminus of Chelsea Court, which is characterized by a mixture of multi- and single-family residential, and service commercial uses in the near vicinity. Given the size and shape of the subject property, together with adjacent land uses, a low-density residential development consisting of 66 townhouses, is the highest and best use of the subject property.
3. The design of the proposed subdivision or improvements must not cause substantial environmental damage or injure fish or wildlife or their habitat.
 - Staff has determined that the proposed townhome subdivision will not cause significant environmental damage or injure fish, wildlife, or their habitat, given the mitigation measures identified in the Mitigation Monitoring Plan. The proposed project would be constructed in a fully urbanized area on a previously disturbed site that contains no protected or unprotected habitat. Based on the Initial Study prepared, it has been determined that there is no substantial evidence, in light of the whole record that the project may have a significant effect on the environment, given the mitigation measures identified in the Mitigation Monitoring Plan and therefore a Mitigated Negative Declaration (Attachment B) will be prepared per CEQA.
4. The design of the proposed subdivision must not cause serious public health problems.
 - The proposed project consists of 11, three-story buildings consisting of 66 residential townhouse units, all of which would be subject to Building Code requirements that set forth minimum safety standards for new construction. Other City and State regulations will assure that public health is not at risk.

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5. The design of the proposed subdivision or improvements must not conflict with any easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
- There are two known easements existing on the property owned by Pacific Gas & Electric Company (PG&E) for two gas pipelines. The applicant is working with PG&E to have the utility quitclaim the easement to the applicant (KB Home). Without the abandonment of this easement, the proposed subdivision or subsequent construction would not be possible. The applicant is moving forward with full understanding that unless PG&E vacates this easement through quitclaim or other means, the Final Map submittal will not be accepted by the City of Daly City. A condition of approval has been added to address this issue. The project would occur exclusive of the public right-of-way and no new easements or encroachments are known to be required at this time.

Utility Providers

The subject property is located within a fully urbanized area with all public services capable of serving the new lots. The City of Daly City has agreed to service the subject development, upon submittal of modeled water analysis by the applicant, illustrating the existing system can meet the demands of the project. Any upgrades in the system deemed necessary will be the applicant's responsibility. Conditions of approval have been added to address this issue. Utilities to serve the project are in place or will be in place prior to construction, within either the Lausanne Avenue, Peoria Street or Chelsea Court public right-of-way and will have the capacity to accommodate additional units. These include electrical, water, sewer, and the availability of telephone service and access to public streets.

<i>Utility</i>	<i>Provider</i>
Water, Sanitary Sewers, Storm Drains	City of Daly City
Gas & Electric	PG&E
Telephone	Pacific Bell
Cable Television	Astound! Cable Services
Fire/Police Protection	North County Fire Authority/City of Daly City

Fiscal Analysis & Impacts

The proposed project consists of the entitlements Major Subdivision, Zone Change, Use Permit, and Design Review for the construction of a new 66-unit residential townhouse development. Prior to project completion, the project applicant will be required to pay park in-lieu fees, building permit, plan check, and AB 1600 fees to the City. Upon sale of the residential properties, the future

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owners will pay property tax to the County, a portion of which is distributed to the City. The addition of the residential project to the subject project would add an incremental demand for City services. Per the Parkland Dedications Ordinance, park in-lieu fees would be required for park or recreational purposes.

- *Ping Hsu, property owner on Lausanne Avenue, raised concerns about infrastructure improvements that should be required as part of the development and stated that a project should benefit the community. Staff responded that the developer would be required to make necessary improvements to infrastructure, consistent with city standards, in addition to paying park in-lieu fees, building permit fees, and AB1600 fees.*

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, determined the project will not have a significant impact on the environment, given the mitigation measures outlined in the Mitigation Monitoring Plan. On February 7, 2012, the Planning Commission affirmed the environmental assessment. The Mitigated Negative Declaration prepared for the project is attached and recommended for City Council adoption.

FINDINGS

The Planning Commission finds that the proposed Major Subdivision SUB-7-11-4269, Zone Change ZC-10-11-4681, Use Permit UPR-7-11-4270, and Design Review DR-7-11-4272 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, given the mitigation measures outlined in the Mitigation Monitoring Plan. 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 February 7, 2012; notice of said hearing was by newspaper publication, and posting and first class mailing to property owners within 300 feet of the site, on January 27, 2012.
2. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the City Council set time and place to conduct a public hearing on March 26, 2012; notice of said hearing was by Council action of setting time and place at a public hearing held on February 27, 2012, posting in newspaper publication on March 16, 2012, and first class mailing to property owners within 300 feet of the site on March 16, 2012. The City Council approved a continuance request by the applicant, to the hearing on May 14, 2012.

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3. 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, given the mitigation measures outlined in the Mitigation Monitoring Program and therefore a Mitigated Negative Declaration will be prepared per CEQA.
4. The project will minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.
5. The site is physically suitable for the type of proposed development. The R-1 Single Family Residential portion of the site is designated as Low Density Residential (2.1-14.5) du/ac. The proposed zone change from R-1 Single Family Residential to R-3 Multiple Family Residential will result in consistent zoning for the site. The proposed project will result in a density of 13.44 dwelling units per acre. The density and intensity of the project is generally consistent with other similar projects in the immediate vicinity.
6. The proposed development provides ample parking for residents by providing 153 off-street parking spaces, where only 132 are required. The project is expected to generate 27 a.m.-peak period vehicular trips and 43 p.m.-peak period vehicular trips. This volume of these trips is not considered a significant impact to the adjacent street network.
7. 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.
8. 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 project site area, there is predominantly a mix of residential and commercial uses.
9. 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.
10. The project complies with applicable provisions of Design Review Section 17.45 of the Zoning Ordinance.
11. The proposed development provides ample parking for residents by providing 153 off-street parking spaces where only 132 spaces are required.

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12. Prior to construction, the applicant will pay fees that mitigate the potential impacts caused by the project related to schools, public facilities, and public utility connection fees.
13. Architectural considerations have been incorporated in order to ensure the general compatibility of this development with the character of other adjacent buildings. These considerations include, but are not limited to, the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, and colors.

CONDITIONS OF APPROVAL:

The Planning Commission recommends approval of Major Subdivision SUB-7-11-4269, Zone Change ZC-10-11-4681, Use Permit UPR-7-11-4270, and Design Review DR-7-11-4272, and Adoption of Environmental Assessment CEQA-7-11-4271 (Mitigated Negative Declaration) 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. 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.
2. The project shall be valid only in conjunction with detailed plans submitted as attached, 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.
3. The project shall conform to all applicable the City of Daly City General Conditions of Approval.
4. The applicant shall submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2 NPDES Permit No. CAS612008. The project must comply with Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.
5. 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

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- 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.
6. Compliance with DCMC Section 17.47.100 is required, and subject to all requirements in DCMC Chapter 17.47 Inclusionary Housing.
 7. The applicant will be required to pay park-in-lieu fees, in compliance with DCMC Chapter 16.30 Parkland Deductions. Per DCMC Section 16.30.040.A, the required dedication in the specific case is 0.63 acres. Per DCMC Section 16.30.060, the in-lieu fee shall be based upon said dedication requirement. Per DCMC Section 16.30.090, in-lieu fees are required to be paid to the City of Daly City, prior to approval of the Final Map. The project is subject to full compliance with DCMC Chapter 16.30 Parkland Deductions.
 8. The applicant shall survey all property boundaries and adequately protect all property boundaries, especially the northwest and southeast portions of the site during grading and construction, so as not to encroach onto neighboring properties. Any encroachment during grading or construction activities will result in the halting of all site activity until proper easements have been obtained by affected property owners. This condition is similar to Mitigation Measure 2, where adequate protection must be ensured along the southeastern corner of the property.
 9. Decorative trash, recycling, and green waste receptacles shall be provided in common open space areas. Receptacles must be pre-approved by Allied Waste prior to submitting location and number plan to the City. The number and location of said receptacles shall be subject to approval by the Director of Economic and Community Development.
 10. 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. The maintenance plan shall include the following standards: The entire development area shall be maintained in a neat, safe, and healthful condition. 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 any time. All enclosures should be kept clean and free of odor at all times.
 11. Site lighting shall be provided in common open space areas and shall be illustrated on final landscaping plans submitted for building permit. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare, yet provide safety for residents utilizing the common walkways and open space areas. Site lighting shall be subject to the approval of the Director of Economic and Community Development.

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12. The applicant must submit evidence of abandonment of easements owned by PG&E on the subject site, prior to or in conjunction with, Final Map submittal.
13. Annual inspection of the landscaping shall be conducted for the first five years following construction completion to ensure the landscaping, especially along retaining walls on the northern portion of the site, are adequately maturing in a healthy manner. Should plants be determined to be significantly deficient in growth or health, additional landscaping shall be required to compensate for the lack of vegetation. Annual inspections shall be conducted by the Planning Division. A point of contact within the HOA shall be established to coordinate said annual inspections, and the HOA shall retain responsibility to maintain and, as necessary per the direction of the City, replace landscaping or enhance site and retaining walls.
14. The applicant shall propose a complementary color palette for the shotcrete retaining walls proposed for the site that is compatible with the natural topography of the site and that of adjacent properties, subject to approval by the Director of Economic and Community Development.
15. The applicant shall provide adequate pedestrian linkages from the project site to all rights-of-ways.
16. The applicant shall submit a detail of the primary and secondary entry gates for the site. Said design is subject to approval by the Director of Economic and Community Development.
17. The applicant shall establish a home owners association (HOA) for the purpose of infrastructure maintenance, building maintenance, landscape maintenance, and parking enforcement. The HOA membership shall consist of all residential parcel owners. The HOA shall be professionally managed and the HOA bylaws and initial annual operating budget shall be reviewed and approved by the Planning Division prior to submittal to the California Department of Real Estate.
18. Prior to the recordation of a Final Map, the developer shall submit a maintenance plan, which clearly specifies methods and standards for performance of common responsibilities and maintenance for all common areas and equipment and fees to be assessed for such purposes. The maintenance plan shall include a budget acceptable to the City for major repairs and extraordinary expenses.
19. The developer shall submit to the City Attorney, for review and approval, a copy of the covenants, conditions, and restrictions (CC&Rs) that will apply to the development prior to recordation of the Final Map.
20. The applicant shall record cross access and cross maintenance easements between all townhome owners on the subject site. All easements and associated language shall be submitted to the Planning Division for review and approval prior to recordation.

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B. DEPARTMENT OF PUBLIC WORKS

21. Lausanne Avenue, Peoria Street and Chelsea Court connections shall be designed as street extensions (full width) and include pedestrian facilities.
22. Lausanne Avenue improvements shall include the improvement of Lausanne Avenue south of the project site to current City standards and allow for the removal of the loop access easement.
23. Conform to the "City of Daly City General Conditions of Approval: Use Permits, Variances, Design Reviews, Planned Developments, and Subdivisions" dated 1999.
24. Provide a soil report in conjunction with the proposed grading and land disturbance plans. Soil report to evaluate impact of dewatering and varying underground water table on surrounding subdivisions.
25. Provide street lighting system layout per city standards.
26. Provide minimum road turning radii to satisfy concurrent fire engines and other emergency vehicle requirements.
27. Maintain safe "site distance" for vehicles backing out of garages and for vehicles making the 90 degrees turn on the driveway from the Peoria Street alignment around building No 2.
28. Provide an energy dissipating structure for storm drain runoff prior to its discharge to City main.
29. Provide for periodic clean out of debris from the detention pipe of the storm drain system.
30. Existing and proposed utility easements and lines are not shown on the site and grading plans. Retaining walls and other structures are not permitted within utility easements or over utility lines.
31. If the access to the development on Lausanne Avenue is controlled or gated the existing turn around must be preserved to permit vehicles not admitted into the subdivision to turn around and go back.
32. The soil report must address the impact that the site grading may have on the neighboring developed areas. For instance the dewatering associated with major cuts can result in differential settlements of adjacent structures with partial foundations on compressible materials.
33. The typical street A Section on sheet C-4 does not add up to 26 feet as marked. Revise sheet accordingly per City Standard Drawing S-25.
34. Provide ADA ramps for access to path between buildings 5 and 7 and from Peoria Street.

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35. Provide ADA ramps connecting paths between buildings 9 and 10.
36. All storm drain facilities required shall be designed for at least a 10-year storm frequency, with duration of two (2) hours, including the required storm water detention facilities. The on-site drainage system shall be designed to detain on-site all flows in excess of the existing flows during a ten year (2-hour) frequency storm. The flow rate entering City's storm drain system shall not exceed the pre-development condition. The detention basin shall be designed to receive water only during peak flows. Normal dry weather flows should remain in the storm drain pipes, bypassing the detention system. Parking area runoff shall be directed through an hydrocarbon filtration system prior to entering the City storm drain system. The cost of all required on and off-site improvements shall be borne by the developer.
37. Stormwater study: Methodology shall conform to City Design Standards. Discharge Rate shall be calculated at the point of connection to City's System. The provided discharge, after detention, does not take into account the pipelines and connections downstream of the proposed storage basin at the upper development site, flowing down the steep slope and connecting to City's system on Chelsea Court.
38. Retaining walls shall not be constructed within public rights of way or easements. Any retaining wall supporting or adjoining a City Street or emergency access easement shall be designed for a useful service life of no less than 100 years. Retaining walls built outside but adjacent to any public street right of way or emergency access easement shall require a deed restriction on the property requiring immediate repairs and property maintenance of soil retaining structures at all times and authorizing the City to undertake any required corrective work at property owners full cost. Retaining walls and other grading improvements shall be designed with adequate consideration and provisions for easy future maintenance.
39. All improvements, including on- and off-site improvements, and all public service and utility facilities required to serve the project, shall be completed by the applicant, or shall be incorporated into an Improvement Agreement(s) before issuance of a Building Permit. The improvements shall be consistent with the plans approved by the City Engineer and the Conditions of Approval. All construction shall meet the latest California Building Code, California Fire Code, Daly City Municipal Code and the City Standard Specifications and Drawings. Securities for all required improvements, and applicable fees and charges, shall be submitted with the Building Permits, or submission of the development agreement for approval. The applicant shall obtain all required permits before commencing work. All required improvements shall be constructed at no cost to the City except where specifically agreed to by the City under the provisions of a written agreement. Grading and improvement plan review and approval by the City Engineer are required before any City Permit is issued. The improvement plans shall include details for on-site and off-site improvements for vehicular and pedestrian access, parking, traffic signs and markings, utility service connections, modifications and extension of the City's sewer, water, storm drain, safety lighting, landscaping, and other public service facilities. Said improvements shall conform to Daly City and affected Agency's standards. Plans shall be accompanied by all required calculations and studies including geotechnical and impact studies to justify

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design. Submit photo-mylar reproducible (24" x 36"), electronic files (to City AutoCAD Standards) and blueprints as required for City's inspection and filing before permits are issued for construction of improvements. All required improvements shall be constructed at no cost to the City. All improvements shall be completed and functioning and as-built record plans of all improvements submitted in a form acceptable to the City before any occupancy permit is issued or public service improvements are accepted by the City for maintenance.

40. The sanitary sewer system downstream of the development shall be evaluated to ascertain adequate capacity to accept flows from the existing and future developments to the satisfaction of the City Engineer and Department of Water and Wastewater Resources. Developer may be required to undertake capacity improvements of the downstream system to provide required capacities. The cost of all required on and off-site improvements shall be borne by the developer.

C. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

41. The applicant shall provide the estimated water demand in MGD.
42. The applicant shall provide modeled analysis of the existing Daly City water system to determine if the system can provide the domestic needs of the project and if the system can provide the fire flow required by the Fire Code. The City's consultant, Brown and Caldwell has current information on the Daly City water system. All costs associated with the development of the model shall be borne by the applicant.
43. All costs associated with any necessary water and sewer infrastructure improvements required to serve the development shall be borne by the applicant.
44. The water system shall be fed from two locations and shall be looped. No dead end mains will be permitted.
45. Water system shall be designed in accordance with the water model performed by the City's consultant Brown and Caldwell. The water model and consultant's report shall be submitted to DWR for review prior to approval of the tentative map. Reconfiguration of the water system portrayed on the submitted plan may have impact on the PUE provided. Submit Brown and Caldwell Water Study.
46. Water system shall be designed in accordance with the water model performed by the City's consultant Brown and Caldwell. The water model and consultant's report shall be submitted to DWR for review prior to approval of the tentative map. Reconfiguration of the water system portrayed on the submitted plan may have impact on the PUE provided. Submit Brown and Caldwell Water Study.

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- 47. Applicant shall bear the costs of all sewer improvements required as a result of the City's review of the sewer study performed as a requirement for this project.
- 48. Applicant shall bear all costs associated with all improvements required as a result of the Brown and Caldwell water model/ study.
- 49. On- and off-site sewer improvements shall be designed in accordance with the Daly City review of the sewer system study performed by the applicant. All costs associated with any improvements shall be borne by the applicant.

D. FIRE DEPARTMENT

- 50. Fire hydrant - additional fire hydrant(s) required.
- 51. Fire sprinklers required throughout development per code and ordinance.
- 52. Fire flow shall meet Fire Code requirements.
- 53. Fire apparatus access shall meet code requirements along with NCFE specs (width, weight restrictions, slope, turning radius, etc.).
- 54. Key box for gate access required.
- 55. Fire flow requirements based on largest structure.
- 56. Fire alarm as required - install fire alarm in accordance with NFPA 72.

E. BUILDING DIVISION

- 57. Assumed property lines between buildings shall be provided to check for fire rating and limiting wall or roof projections.
- 58. The project is subject to California Green Building Code and Daly City Green Building Program.
- 59. To establish feasibility of proposed tentative map, all site retaining walls, grading, compaction, backfill slope, and associated drainage need to be designed in accordance with governing code provisions. Provide site specific engineering analysis and design of earth retaining structures assigned to seismic design category "E" complying with CBC 1832.5.1 and ASCE7-05 sections 15.6.1 and 11.8.3. Determine adequacy of retaining wall resisting and added lateral pressure due to earthquake shaking where applicable.
- 60. Where gravity wall such as keystone, Allan Block and etc. are used, provide engineering design to established required geogrid length behind retaining wall and distance to property line. Terrace retaining walls shall include required terrace distance based on manufacturer's design and specification.

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61. Project requires that an alternate setback and clearance request shall be submitted for review and approval together with a geotechnical investigation report to demonstrate that the intent of California Building Code section 1808.7 (Foundation Walls, Retaining Walls and Embedded Post and Poles) would be satisfied. (Refer to California Building Code Section 1803.5.10 and 1808.7.5)

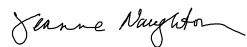
PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommends the following to the City Council:

1. Adopt the Findings as outlined herein;
2. Adopt the Mitigated Negative Declaration prepared for the project;
3. Approve Major Subdivision SUB-7-11-4269, Zone Change ZC-10-11-4681, Use Permit UPR-7-11-4270, Design Review DR-7-11-4272, and Environmental Assessment CEQA-7-11-4271, subject to the Findings and Conditions outlined herein.

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

Respectfully submitted,



Jeannie Naughton
Associate Planner

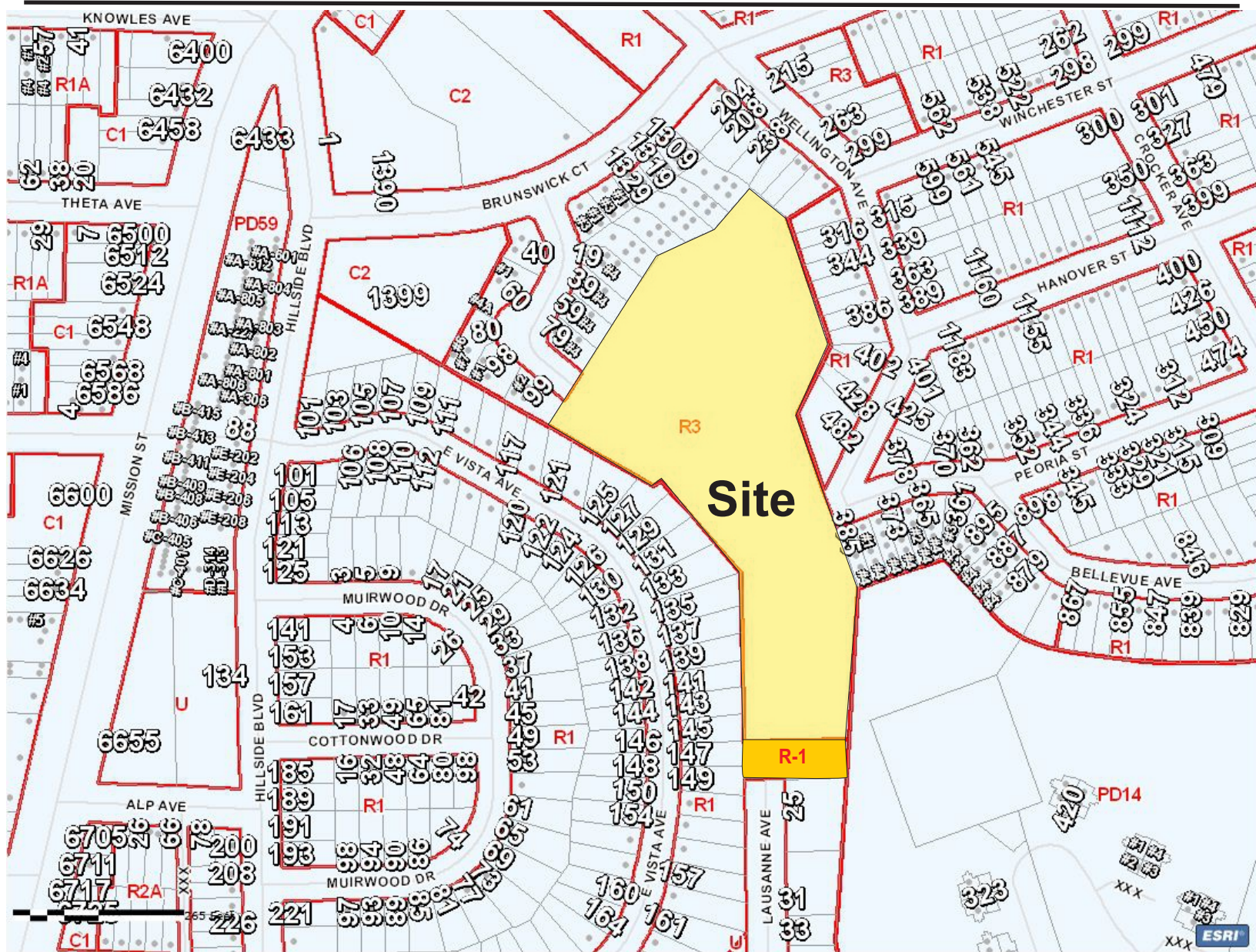


Brian Millar
Director of Economic & Community Development

Attachments

- Attachment A – Location Map
- Attachment B – Mitigated Negative Declaration, Mitigation Monitoring Program
- Attachment C – Inclusionary Housing Plan
- Attachment D – Photo Sims
- Attachment E – Tentative Map, Project Plans
- Attachment F – Correspondence
- Attachment G – Planning Commission Minutes 02/12/12 Meeting
- Attachment H – Wellington Residential Transportation Impact Analysis

Peoria St./Wellington Ave/Chelsea Ct. 66-unit Townhouse Development City Council Review





City of Daly City

MITIGATED NEGATIVE DECLARATION

Planning Division
333-90th Street
Daly City, CA 94015
(650) 991-8033

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: Peoria Street/Wellington Avenue/Lausanne Avenue/Chelsea Court townhomes (Major Subdivision SUB-7-11-4269, Use Permit UPR-7-11-4270, Zone Change ZC-10-11-4681, Design Review DR-7-11-4272 and Environmental Assessment CEQA-7-11-4271)

APPLICANT: KB Home
Ray Panek
6700 Koll Center Parkway
Pleasanton, CA 94566

OWNER: Private Capital Fund, LLC
4300 Stevens Creek Blvd. #275
San Jose, CA 95129

LOCATION: One parcel located at the western termini of Peoria Street and Wellington Avenue (paper street), the northern terminus of Lausanne Avenue and the southern terminus of Chelsea Court, Daly City

Assessor's Parcel Number: 003-211-310

DESCRIPTION: The applicant, Ray Panek of KB Home South Bay, Inc. is requesting approval for a Major Subdivision, Use Permit, Zone Change, and Design Review for the new construction of 66 residential townhomes.

The +/-4.91 acre project site consists of one parcel located at **the western termini of Peoria Street and Wellington Avenue (paper street), the northern terminus of Lausanne Avenue and the southern terminus of Chelsea Court**. Assessor's Parcel Number: 003-211-310 (Attachment A - Location Map).

The project site is currently undeveloped but has been disturbed in the past. Historical records indicate the site was utilized with quarry operations, that ceased to operate in the late 1940's and 1950's, in the north and central portions of the site, respectively. The site is surrounded entirely by existing development. The southernmost portion of the site, previously a separate parcel, was discovered to be zoned R-1, leaving the site with two zoning designations. The portion zoned R-1 is approximately +/- 9,400 square feet and appears to be a historically vacated right-of-way that was zoned R-1 upon vacation. At some point, this

parcel came under the same ownership as the rest of the site and the entire +/-4.91 acres are now under one parcel number. A zone change is therefore needed to re-zone the R-1 portion to R-3, to provide consistency on the zoning map and to allow the proposed development.

The project will include the construction/installation of any off-site infrastructure that may be necessary to adequately provide the subject property with municipal services.

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 Mitigated Negative Declaration was prepared in accordance with the provisions of the California Environmental Quality Act of 1970, as amended, and applicable guidelines. A hard copy of the Initial Study and Checklist and related materials may be obtained at the City of Daly City Planning Division, 333-90th Street, Daly City, CA 94015. All materials are also available in electronic format and may be obtained by submitting an email request to Jeannie Naughton, Associate Planner, at jnaughton@dalycity.org.

Prepared by:



Jeannie Naughton, Associate Planner

January 31, 2012



CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Peoria Street/Wellington Avenue/Lausanne Avenue/Chelsea Court Townhomes
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:	One parcel located at the western termini of Peoria Street and Wellington Avenue (paper street), the northern terminus of Lausanne Avenue and the southern terminus of Chelsea Court, Daly City Assessor's Parcel Number: 003-211-310
Project sponsor's name and address:	KB Home Ray Panek 6700 Koll Center Parkway Pleasanton, CA 94566
General plan description:	Low Density (2.5-14.5 du/ac)
Zoning:	R-3 Multiple Family Residential District and R-1 Single Family Residential
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.)	Major Subdivision, Use Permit, Zone Change, and Design Review for the new construction of a proposed 66-unit residential townhouse development
Surrounding land uses and setting; briefly describe the project's surroundings:	The project site is surrounded by predominantly single family residential development with some adjacent multi-family residential.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	None

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: 01.31.12
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 a Major Subdivision, Use Permit, Zone Change, and Design Review for the new construction of sixty-six residential townhomes.

The undeveloped site is a +/- 4.91 acre property situated at the western termini of Peoria Street and Wellington Avenue (paper street), the northern terminus of Lausanne Avenue and the southern terminus of Chelsea Court. The southernmost portion of the site, previously a separate parcel, was discovered to be zoned R-1, leaving the site with two zoning designations. The portion zoned R-1 is approximately +/- 9,400 square feet and appears to be a historically vacated right-of-way that was zoned R-1 upon vacation. At some point, this parcel came under the same ownership as the rest of the site and the entire +/-4.91 acres are now under one parcel number. A zone change is therefore needed to re-zone the R-1 portion to R-3, to provide consistency on the zoning map and to allow the proposed development.

Surrounding development consists of predominantly two- and three-story single and multi-family residential buildings along Peoria Street and Bellevue Avenue, one- and two-story single family residential buildings along Wellington Avenue, and Chelsea Court, and one- to three-story single family residential buildings along Lausanne Avenue. The proposed development will have varying building heights, ranging between averages of 34 feet to 36 feet as measured from finished grade, and several series of retaining walls varying in height from 1 to 21 feet in height.

The site is surrounded by urbanized residential uses and will most likely effect existing ocean and lake views for occupants of the multiple-family buildings on the southwest end of Peoria Street. Daly City Municipal Code does not however, have any protections for views and the design complies with the height requirements of the R-3 Multi-Family Residential District, so no mitigation measures are required. The proposal will retain a significant amount of pervious materials, which will enhance the aesthetic of the site and contribute toward retaining the existing rural-like visual character that exists on a portion of the project site. The proposed development will adhere to the R-3 Multiple Family Residential standards, including required setbacks and lot coverage. The project site is very visually prominent, and can be seen from several off-site public vantage points, presenting a challenging design exercise to ensure appropriate site and building treatment while seeking to meet developer project objectives.

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. Because the development will have a strong visual presence, it is important to ensure that high quality design is executed at this site. The Planning Commission and/or City Council may wish to further discuss the proposed design concept during the public hearing process as part of the Design Review. The proposed townhome units are considered infill development in an existing fully urbanized residential neighborhood. The proposal is subject to CEQA review because of the Zone Change and to ensure there are no significant effects relating to traffic, noise, air quality, or water quality. 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?	☐	☐	☐	☒
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: The site is currently undeveloped and is completely surrounded by urbanized development. 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?	☐	☐	☐	☒
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 provide 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 1 mile to Daly City 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 66 dwelling unit residential townhouse infill development, located approximately 1 mile from Daly City BART and multiple bus routes located on 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 three permitted emission sources within 1,000 feet of the project's fence line; the Daly City Fire Station at 18 Bepler Street, the Daly City War Memorial building at 6555 Mission Street and a dry cleaning business at 6379 Mission Street. 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 were compared to the single source thresholds, and then all the sources' values within 1,000 feet of the project were summed and the total compared against the cumulative thresholds.

The Individual Project Thresholds of Risk and Hazards for new receptors is Compliance with a Qualified Community Risk Reduction Plan OR Cancer: >10 in a million; Increased Non-cancer risk: >1.0 Hazard Index (Chronic or Acute); and Ambient PM_{2.5} increase: >0.3 µg/m³ annual average. Both the Daly City Fire Station at 18 Bepler Street, and the War Memorial Building at 6555 Mission Street are sources that only include diesel internal combustion engines (emergency back-up generators) and may therefore utilize the BAAQMD's Diesel Multiplier Calculator to further refine the Cancer Risk. Refined modeling of both these sources brought the single source Cancer Risk to 0.207 in a million and 0.68 in a million, respectively. Both these levels are well below the 10 in a million single source thresholds. The Non-cancer risk for 18 Bepler Street and 6555 Mission Street is 0.023 and 0.007, respectively; and PM_{2.5} levels of 0.0108 and 0.0532, respectively. The dry cleaners located at 6379 Mission Street is a non co-residential dry cleaners and utilizes a Permac Closed-Loop, 30lb system on-site. These types of facilities must phase out use of permac by January 1, 2023. Therefore, the risk from these dry cleaners does not need to be factored in over a 70-year period, but instead should reflect the number of years per use will continue after the project's residents or other sensitive receptors (such as residents) take occupancy. Assuming the project is entitled in 2012 and construction completed by 2014 for occupancy, the refined modeling for the Cancer Risk from this source resulted in a value of 2.097 in a million, well below the 10 in a million threshold. 6379 Mission Street has a Non-cancer risk value of 0.007 and PM_{2.5} value of 0. All three of the permitted sources within 1,000 feet of the project's fence line are well below the single source thresholds.

The 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 2.984 in a million (from all local sources); Non-cancer hazard index of 1.739; and PM_{2.5} of 0.105µg/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 analyses 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 *Wellington Residential Transportation Impact Analysis*, prepared by Hexagon Transportation Consultants, Inc. (October 19, 2011), the proposed project would not generate more than 100 net peak hour 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 66-unit townhouse development did not meet all of the criteria, due to unknowns regarding exactly how much material transport (soil import/export) would take place during 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 66-unit townhouse project resulted in a combined unmitigated ROG of 6.23 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 66-unit townhouse project resulted in a combined unmitigated NOX of 11.22 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 66-unit townhouse project resulted in a combined unmitigated PM₁₀ of 0.65 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 66-unit townhouse project resulted in a combined unmitigated PM_{2.5} of 0.59 lb/day.

The daily average emissions of construction-related criteria air pollutants or precursors of the proposed 66-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?	☐	☐	☐	☒
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 undeveloped site is completely surrounded by existing development and lies adjacent to the northwestern boundary of the Reservoir Hill area of the San Bruno Mountain Habitat Conservation Plan (HCP).

A Biological Resources Analysis prepared by Olberding Environmental, Inc. in November, 2011 consulted sources for agency status information, including the USFWS (2011a, 2011b) for federally listed species and CDFG (2011a, b) for State of California listed species. Based on information from those sources, Olberding Environmental developed a target list of special-status plants and animals with the potential to occur within or in the vicinity of the Property (Attachment 2, Table 2 of Olberding Environmental, Inc. November 2011. *Biological Resources Analysis for the Wellington Property. San Mateo County, California*. Prepared for KB Homes South Bay, Inc., Pleasanton, California). Potential for occurrence of each special-status or protected plant and animal species was evaluated, by performing soils evaluation, botanical and wildlife surveys, and review of literature and data sources. Ten special-status plant species were identified by CNDDDB as having the potential to occur on the Property based on the presence of suitable habitats and soil types as described in the CNDDDB. However, due to the lack of recent occurrences in the area and marginal habitat types, most of these plants are presumed absent or unlikely to occur on the Property. Only two special-status plants were identified as having the potential to occur on the Property based on recent occurrences and suitable habitats. These include the San Francisco collinsia and seaside tarplant. Botanical surveys performed in April and October of 2011 resulted in a negative finding for these plants. The Olberding report concluded that there are no special-status plant species on the Property.

The applicant contracted with Live Oak Associates, Inc. (LOA) in the Spring of 2011 to ascertain if the previous results from a survey conducted in June of 2006 by Thomas Reid & Associates for special status butterflies known to occur regionally were in fact still valid (TRA 2006). Thomas Reid & Associates Environmental Sciences (TRA) prepared the San Bruno Mountain HCP for the County of San Mateo in 1982 and has been assisting the County with its implementation since that time. The previous analysis in 2006 evaluated the site for five special status butterfly species including the San Bruno elfin (*Callophrys mossii bayensis*: federally endangered); Bay checkerspot butterfly (*Euphydryas editha bayensis*: federally threatened); Mission Blue butterfly (*Plebejus icarioides missionensis*: federally endangered); Callippe silverspot butterfly (*Speyeria callippe callippe*: federally endangered); and monarch butterfly (*Danaus plexippus*: not state or federally listed, but considered a species of local importance). The 2006 analysis among other things, noted that the site was no longer in the range for the Bay checkerspot butterfly (this species has not been observed regionally since 1985 and is considered extirpated from the area). LOA states in their 2011 assessment that the, "tiny, sparse patch of *Plantago erecta* on the site could not possibly support a population of the checkerspot, nor are there additional resources on adjacent parcels." The survey conducted by TRA in 2006 stated there were no resources for the San Bruno elfin or the Callippe Silverspot butterfly, and the trees on site were not suitable habitat for monarch butterflies. LOA 2011 assessment further states that, "these three species are definitely absent from this site and have no potential resources here."

The survey conducted by TRA in 2006 was based on one single survey, conducted during the flight season of the Mission Blue butterfly. In addition to assessing the potential of the aforementioned three species to occur on or near the site, the applicant contracted with LOA in the Spring of 2011 to conduct a series of adult flight season surveys between May and June 2011 that strengthens inferences from the TRA 2006 analysis, regarding the presence/absence of the Mission Blue butterfly on this site. Twelve surveys were conducted within the expected flight period of the Mission Blue butterfly. LOA found that its absence from the subject site is demonstrated by a lack of evidence found during the well-timed twelve survey visits within the

Mission Blue butterfly's expected flight season. Furthermore, based on the initial assessment in 2006 and the resulting 2011 survey effort, LOA concludes that, "...the five species of butterfly considered in the original effort (TRA 2006) are in fact absent from the site. Site conditions remain unsuitable for these species and none of them, including the Mission Blue butterfly, were observed during this extensive survey effort."

There are no riparian habitats or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service located on the subject property, however, the San Bruno Mountain Habitat Conservation Area is adjacent to the subject property. The Biological Resources analysis prepared by Olberding in November 2011 states that the subject property contains no areas that exhibited positive indicators of wetland soils, hydrology or vegetation and that based on the results of their reconnaissance survey, the site lacked all criteria used by the US Army Corps of Engineers to determine wetland/waters status. The report goes on to say that there are no areas on the property which qualify as Corps regulated wetlands/waters.

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, as there are none present near this site.

This project will not interfere with the movement of any native resident or migratory fish, as there are none present on or near this site. The Biological Resources Analysis prepared by Olberding in November 2011 states that foraging habitat for the red-tailed hawk, red-shouldered hawk, barn owl, and great-horned owl exists throughout the Property in the form of annual grassland and conifer habitats. The Analysis also states that one raptor species was determined to have a potential to nest within the trees on the subject site based on suitable habitat types—the Red-Tailed Hawk. No raptor or songbird nests were observed on the site during the April 2011 survey. However, a nesting bird and raptor survey during the nesting season is recommended to be performed prior to the removal of vegetation and/or construction to determine absence or presence of nesting species based on suitable habitats. A mitigation measure has been added to address this issue.

The site borders the San Bruno Mountain Habitat Conservation Plan (HCP) area but because it is not located with the boundary of the HCP area, the proposed development is not subject to the provisions of that Plan. There are substantial retaining walls proposed for the southeast corner of the site, which run generally, in a northerly direction, close to the eastern property line. These property lines also denote the boundary of the HCP area. In order to ensure that grading activities and wall construction do not encroach into this area, mitigation measures have been included to address surveyed boundaries and adequate protection of this area.

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:

Mitigation Measure 1: Pre-construction surveys for raptors and migratory songbirds are necessary due to the presence of suitable nesting trees and shrubs on and adjacent to the property. The trees surrounding the property should be surveyed if construction activities are to occur after February and prior to September. Surveys are required if grading or construction traffic is to occur within a 100-foot distance of any known nesting site. Surveys shall be performed prior to March, to identify any potential nesting trees prior to the birds laying eggs. Once eggs have been laid, a buffer of at least 100 feet must be established around the nest site

and the site protected until August 31 or until the young have fledged (typically 3 to 4 weeks). However, a nesting bird and raptor or songbird survey during the nesting season would be required 14 days prior to the removal of vegetation and/or construction to determine absence or presence of nesting bird and/or raptor species based on suitable habitats.

Mitigation Measure 2: Property boundary survey and adequate protection of HCP boundary line is required prior to commencement of any site clearing and/or grading/or construction activities. No less than monthly inspections shall occur throughout the duration of grading and construction activities to ensure there is no encroachment into the HCP area by grading or construction activities. Should encroachment take place, all activities will be stopped and referred to the County of San Mateo for further action.

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?	☐	☐	☐	☒
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 undeveloped but has been disturbed in the past. Historical records indicate the site has remained undeveloped with the exception of quarry operations, that ceased to operate in the late 1940's and 1950's, in the north and central portions of the site, respectively. 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?	☐	☐	☒	☐
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 (3 miles southwest). 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 Serra fault, approximately 1.8 miles southwest, and the San Andreas fault, approximately 3 miles southwest, the proposed development, along with all of the City of Daly City, engenders risk of seismic instability. Due to its proximity to these faults, and the generally seismically active region, severe ground shaking is likely during the life of the structure(s), particularly during a major seismic event.

A geologic and geotechnical investigation report prepared by Stevens Ferrone & Bailey Engineering Company, Inc. for the subject site, lists the ten nearest active faults, with their approximate direction and distance from the site. Only three faults—the Serra, San Andreas, and Seal Cove—are less than 10 miles from the site. They are 1.8 miles, 3 miles, and 7.3 miles respectively, from the site.

The project area is currently undeveloped, yet has been disturbed in the past, due to quarry 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 66 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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 ENGEO, 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 local, state, tribal and federal environmental record sources, standard historical sources, aerial photographs, fire insurance maps and physical setting sources. A reconnaissance of the Property was conducted to review site use and current conditions to check for the storage, use, production or disposal of hazardous or potentially hazardous materials and interviews with persons knowledgeable about

current and past site use.

The Phase I states that the site reconnaissance and records review did not find documentation or physical evidence of soil or groundwater impairments associated with the use of the property; there exists no documentation of hazardous materials violations or discharges on the property in any regulatory databases maintained by county, state, and federal agencies. Based on the findings in the Phase I environmental assessment, no further environmental studies were recommended.

The proposed 66-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 66 townhouse units on a +/-4.91 acre site. As previously stated, the site is currently undeveloped. The project area is surrounded on all sides by single-family residential and multi-family residential development. The site is currently in a disturbed state and 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?	☐	☐	☐	☒
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-2-2009-0074, 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 Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, intended to control pollution in storm water associated with construction and land disturbance activities.

There are no known subsurface water supplies in the project area. The surrounding residential areas receive water service from the City of Daly City. The City purchases treated water from the San Francisco Public Utility Commission's Hetch Hetchy water system. The project will not draw on or deplete groundwater supplies.

The development of the property with a 66-unit townhouse development will result in increased impermeable surfaces, as the existing site is currently undeveloped and consists entirely of permeable surfaces. However, the development will be required to meet pre-development stormwater detention rates, in addition to treatment requirements per Order R-2-2009-0074,

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 final 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 has submitted a Sewer Flow Study illustrating that the existing system is capable of handling the additional flow of this development. A final Sewer Flow Study shall be provided prior to issuance of any permits illustrating any and all improvements necessary. 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 Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, intended to control pollution in storm water associated with construction and land disturbance 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-2-2009-0074, 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 became the first priority of required systems. LID treatment systems, as defined in Order R-2-2009-0074, 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 per Order No. 2010-0014-DWQ, NPDES No. CAS000002, and compliance with Order R-2-2009-0074, 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: The proposed project consists of a Major Subdivision, Use Permit, Zone Change, and Design Review for the new construction of sixty-six residential townhomes.

The undeveloped site is a +/- 4.91 acre property situated at the western termini of Peoria Street and Wellington Avenue (paper street), the northern terminus of Lausanne Avenue and the southern terminus of Chelsea Court. The southernmost portion of the site, previously a separate parcel, was discovered to be zoned R-1, leaving the site with two zoning designations. The portion zoned R-1 is approximately +/- 9,400 square feet and appears to be a historically vacated right-of-way that was zoned R-1 upon vacation. At some point, this parcel came under the same ownership as the rest of the site and the entire +/-4.91 acres are now under one parcel number. A zone change is therefore needed to re-zone the R-1 portion to R-3, to provide consistency on the zoning map and to allow the proposed development.

Surrounding development consists of predominantly two- and three-story single and multi-family residential buildings along Peoria Street and Bellevue Avenue, one- and two-story single family residential buildings along Wellington Avenue, and Chelsea Court, and one- to three-story single family residential buildings along Lausanne Avenue.

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 buildings 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. The San Bruno Mountain Habitat Conservation Plan is adjacent to the southeastern border of the site but the subject site is not within the boundaries of the HCP and is therefore not subject to those regulations.

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 that would be of value to the region and the residents of the state are located on the site. According to the Geologic and Geotechnical Investigation and the Phase I reports prepared for the Property, the subject site was utilized as quarry operations that ceased to operate in the late 1940's or 1950's. The development of the subject site with the proposed 66-unit townhouse development would not result in the loss of availability of a locally important mineral resource recovery site, as this site is not delineated as such, on a local general plan, specific plan or other land use plan.

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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 231 people who are expected to reside in the 66 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.

The site is currently undeveloped and would not displace any housing, necessitating the construction of replacement housing elsewhere.

The project would be constructed on a +/-4.91-acre infill site and will utilize or improve existing site infrastructure. The proposed project is a 66-unit residential townhouse development located less than 1 mile to the Daly City BART station. 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: 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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: Sixty-two units will be accessed off Lausanne Avenue and Peoria Street, while four units will be accessed from Chelsea Court. The Engineering Division has reviewed the proposed means of vehicular access from Lausanne Avenue, Peoria Street, and Chelsea Court, respectively, 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, Fire Department, and Allied Waste Management.

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.

Wellington Residential Transportation Impact Analysis was prepared by Hexagon Transportation Consultants, Inc. for KB Home and the City of Daly City, on December 9, 2011, and included evaluations of peak-hour traffic conditions at one unsignalized intersection, one signalized intersection, and three roadway segments in the vicinity of the project site. The study intersections were Crocker Avenue & Peoria Street (unsignalized) and Mission Street & Crocker Avenue (signalized). The study roadway segments were Peoria Street between its western

terminus and Roosevelt Avenue; Bellevue Avenue between Peoria Street and Roosevelt Avenue; and Crocker Avenue between Mission Street and Templeton Avenue. The roadway segments were analyzed using volume to capacity (V/C) ratios.

Traffic conditions at the study locations were analyzed during the AM (7:00 A.M. to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods. The Existing (2011), Existing Plus Project, Cumulative No Project, and Cumulative Plus Project transportation scenarios were examined in the study.

Wellington Residential Transportation Impact Analysis 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). For the proposed project, the townhouse (ITE category 230) trip generation regression equations were used. The proposed project would generate 448 daily, 27 AM peak hour (6 inbound 31 outbound) and 43 PM peak hour (29 inbound 14 outbound) new vehicle trips.

As shown in Table ES1 of *Wellington Residential Transportation Impact Analysis*, no study intersection would be significantly impacted by the project either under Existing Plus Project or Cumulative Plus Project conditions. All study intersections would operate at LOS C or better during the AM and PM peak periods. Mission Street & Crocker Avenue (signalized) currently operates at LOS C in the AM peak period and is projected to remain at that level in both the Existing Plus Project, Cumulative No Project, and Cumulative Plus Project scenarios. Mission Street & Crocker Avenue (signalized) currently operates at LOS B during the PM peak period and is projected in the study to remain at that level in Existing Plus Project scenario, and operate at LOS C in Cumulative No Project and Cumulative Plus Project scenarios. Crocker Avenue & Peoria Street (unsignalized) currently operates at LOS B in both the AM and PM peak periods and is projected to remain at that level in Existing Plus Project, Cumulative No Project, and Cumulative Plus Project 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, 132 parking spaces would be required for a 66-unit residential townhouse development. There is no Code requirement for guest parking spaces however, the developer is proposing to provide 21 guest parking spaces, resulting in a total of 153 parking stalls for the development.

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 43 P.M. peak hour trips, it is in compliance with the CMP and no further analysis is necessary.

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?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion of Evaluation: 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. The City of Daly City currently services the area surrounding the project site. Prior to the issuance of any permits, the applicant will be required to submit revised 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)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 a Major Subdivision, Use Permit, Zone Change, and Design Review for the new construction of sixty-six residential townhomes.

The undeveloped site is a +/- 4.91 acre property situated at the western termini of Peoria Street and Wellington Avenue (paper street), the northern terminus of Lausanne Avenue and the southern terminus of Chelsea Court. The southernmost portion of the site, previously a separate parcel, was discovered to be zoned R-1, leaving the site with two zoning designations. The portion zoned R-1 is approximately +/- 9,400 square feet and appears to be a historically vacated right-of-way that was zoned R-1 upon vacation. At some point, this parcel came under the same ownership as the rest of the site and the entire +/-4.91 acres are now under one parcel number. A zone change is therefore needed to re-zone the R-1 portion to R-3, to provide consistency on the zoning map and to allow the proposed development.

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

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4. City of Daly City. General Plan, Noise Element, April 1989.
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6. City of Daly City. Zoning Regulations, Title 17, as updated to 5/11.
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23. Bay Area Air Quality Management District. *Stationary Source Screening Analysis Tool*, San Mateo May 2011, Google Earth KMZ file, accessed November, 2011.
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28. ENGEO Incorporated. Phase I Environmental Site Assessment Report, Wellington Property Daly City, California, April 7, 2011.
29. Stevens, Ferrone & Bailey Engineering Company, Inc. Geologic and Geotechnical Investigation, Wellington Residential Project, Daly City, California, SFB Project NO. 104-83A, November 3, 2011.
30. Olberding Environmental, Inc. November 2011. *Biological Resources Analysis for the Wellington Property, San Mateo County, California*. Prepared for KB Homes South Bay, Inc., Pleasanton, California.
31. Live Oak Associates, Inc. Presence/Absence Survey Results for Special Status Butterfly Species, Particularly The Mission Blue Butterfly, for the Wellington Avenue Site in Daly City, San Mateo County. Prepared for KB Home, South Bay, Inc. Jeff McMullen, 6700 Koll Center Pkwy #200, Pleasanton, CA 94566. July 15, 2011.
32. Institute of Transportation Engineers. TRIP GENERATION, 8TH Edition, Volume 2 of 3, 2008.
33. California Department of Public Health, California Environmental Health Tracking Program (CEHTP). Traffic Volume Linkage Tool, accessed November, 2011, www.ehib.org
34. 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")
- Mitigation Monitoring Plan
- URBEMIS Environmental Management Software Version 9.2.4. Combined Annual Emissions Reports (Tons/Year) Wellington KB Home 66-Unit Townhome Development, October, 2011.
- Daly City Planning Division. San Mateo County Permitted Sources Map, Permitted Sources within 1,000 feet of the Project Area. October 19, 2011.

MITIGATION MONITORING AND REPORTING PROGRAM

Peoria Street/Wellington Avenue/Lausanne Avenue/Chelsea Court Townhomes, SUB-7-11-4269, ZC-10-11-4681, UPR-7-11-4270, DR-7-11-4272, CEQA-7-11-4271, Daly City, CA

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/ Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
<u>Mitigation Measure 1</u> Pre-construction surveys for raptors and migratory songbirds are necessary due to the presence of suitable nesting trees and shrubs on and adjacent to the property. The trees surrounding the property should be surveyed if construction activities are to occur after February and prior to September. Surveys are required if grading or construction traffic is to occur within a 100-foot distance of any known nesting site. Surveys shall be performed prior to March, to identify any potential nesting trees prior to the birds laying eggs. Once eggs have been laid, a buffer of at least 100 feet must be established around the nest site and the site protected until August 31 or until the young have fledged (typically 3 to 4 weeks). However, a nesting bird and raptor or songbird survey during the nesting season would be required 14 days prior to the removal of vegetation and/or construction to determine absence or presence of nesting bird and/or raptor species based on suitable habitats.	Surveys shall be conducted by a wildlife biologist, raptor biologist or other qualified professional. Survey reports shall be submitted to the Planning Division for review prior to issuance of grading permit. If nest protection is required, the applicant shall submit plans to comply with protection recommendations of professional survey report. Inspection of protection buffer is required prior to commencement of site work.	Planning Division, Engineering Division and Building Division	Approve or disapprove building or grading permit issuance.	No building or grading permit	

Peoria Street/Wellington Avenue/Lausanne Avenue/Chelsea Court Townhomes, SUB-7-11-4269, ZC-10-11-4681, UPR-7-11-4270, DR-7-11-4272, CEQA-7-11-4271, Daly City, CA

MITIGATION MONITORING AND REPORTING PROGRAM

Peoria Street/Wellington Avenue/Lausanne Avenue/Chelsea Court Townhomes, SUB-7-11-4269, ZC-10-11-4681, UPR-7-11-4270, DR-7-11-4272, CEQA-7-11-4271, Daly City, CA

<u>Mitigation Measure 2:</u> Property boundary survey and adequate protection of HCP boundary line is required prior to commencement of any site clearing and/or grading/or construction activities. No less than monthly inspections shall occur throughout the duration of grading and construction activities to ensure there is no encroachment into the HCP area by grading or construction activities. Should encroachment take place, all activities will be stopped and referred to the County of San Mateo for further action.	Applicant shall submit property boundary survey and detailed plans exhibiting adequate protection from all grading and construction activities from the HCP boundary. Protections must be maintained throughout grading and construction activities.	Planning Division, Building Division, Engineering Division	Approve or disapprove building and grading permit issuance, and ensure activity conducted on site. Should any inspection reveal encroachment into HCP boundary, site work shall be stopped and the County of San Mateo will be contacted for further action.	No building or grading permit	
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Peoria Street/Wellington Avenue/Lausanne Avenue/Chelsea Court Townhomes, SUB-7-11-4269, ZC-10-11-4681, UPR-7-11-4270, DR-7-11-4272, CEQA-7-11-4271, Daly City, CA

INCLUSIONARY HOUSING PLAN

For
Wellington Site, Daly City, CA

Developer: KB HOME South Bay, Inc.
Contact: Ray Panek, Senior Vice President
Date Submitted: December 5, 2011
REVISED December 20, 2011

1. The location, structure (attached, semi-attached, or detached), proposed tenure, and size of the proposed market-rate, commercial space and/or Inclusionary Units and the basis for calculating the number of Inclusionary Units.

See Attachment A. The proposed development is comprised of 11 buildings with a total of 66 units (townhomes) for ownership.

Table 1 below shows plan types, bedroom and bathroom counts, unit square footage, and number of proposed units for each plan type. Thirteen BMR units are proposed along with a pro-rata in-lieu fee of \$50,000. ($66 \times .20 = 13.2$)

Table 1

			<u>Entire Development</u>		<u>BMR</u>	
Plan Type	Bed/Bath	Sq.Ft.	Number	Percent	Number	Percent
1	2/2	1190	16	24.2%	5	38.5%
2	2/2.5	1750	16	24.2%	3	23.1%
3*	3/3	1414	6	9.1%	2	15.4%
4	3/3	2050	16	24.2%	0	0.0%
1alt	2/2	1169	6	9.1%	0	0.0%
2alt**	2/2, opt bed and bath	1595	6	9.1%	3	23.1%
			66		13	

*Plan Type 3 will be offered as a standard 3 bedroom plan with an option of making it 2 bedrooms if the buyer wants a larger living space and chooses that option.

****Plan Type 2 alt will be offered as a standard two bedroom with the option of a third bedroom if the buyer chooses that option. It comes standard with two bedrooms.**

2. A floor or site plan depicting the location of the Inclusionary Units.

See Attachment B, Affordable Units site plan.

<u>Affordable Unit Distribution</u>			
building #	plan #	# of units	comments
4	1	1	2 bedrm
6	2 alt	1	2-3 bedrm
6	3	1	2-3 bedrm
6	1	1	2 bedrm
7	1	1	2 bedrm
8	3	1	2-3 bedrm
8	2 alt	1	2-3 bedrm
9	2	1	2 bedrm
10	2 alt	1	2-3 bedrm
10	1	1	2 bedrm
10	2	1	2 bedrm
11	1	1	2 bedrm
11	2	1	2 bedrm
	total	13	units

3. The income levels to which each Inclusionary Unit will be made affordable.

Each Inclusionary Unit will be made affordable to 100% area median income (AMI).

4. The mechanisms that will be used to assure that the units remain affordable for the desired term, such as resale and rental restrictions, deeds of trust, and rights of first refusal and other documents.

Ongoing affordability of the BMR units will be ensured with the recorded Inclusionary Housing Agreement that must be executed by the developer prior to issuance of a building permit. The Agreement will stipulate the terms for initial and future resales of the BMRs, that the units will be affordable for a minimum of 55 years, and include forms of all required homebuyer documents including a Resale Restriction, Notice of Affordability Restriction and Request for Notice of Default. The City of

Daly City will provide a template for the Inclusionary Housing Agreement as well as forms of the required homebuyer documents.

5. **For phased Development, a phasing plan that provides for the timely development of the number of Inclusionary Units proportionate to each proposed phase of development as required by Section 17.47.050(B) of ordinance.**

NOT APPLICABLE.

6. **Any alternative means designated in Section 17.47.090 proposed for the Development along with information necessary to support the findings required by Section 17.47.090 for approval of such alternatives; and**

No alternatives submitted.

7. **Any other information reasonably requested by the City Manager to assist with evaluation of the Plan under the standards of the ordinance.**

No additional information requested at this time.

Attachments

- A- KB Home Spreadsheet
- B- Site map
- C- Location map

11/17/2011 revised 12/20/2011
Wellington Site, Daly City
Affordable Unit Distribution

Total units	66
Percent 2 bedroom units	67%
Percent 3 bedroom units	33%
Affordability level	100% AMI
Percentage affordable units required	20%
Number Affordable Units Required	13.2
Pro-rat In-Lieu fee payable	\$50,000

<u>Project Summary</u>			<u>Entire Development</u>		<u>BMR</u>	
Plan Type	Bed/Bath	Sq.Ft.	Number	Percent	Number	Percent
1	2/2	1190	16	24.2%	5	38.5%
2	2/2.5	1750	16	24.2%	3	23.1%
3	3/3,	1414	6	9.1%	2	15.4%
4	3/3,	2050	16	24.2%	0	0.0%
1alt	2/2	1169	6	9.1%	0	0.0%
	2/2, opt bed and					
2alt	bath	1595	6	9.1%	3	23.1% 3 bedrm
			66		13	

Affordable Unit Distribution

building #	plan #	# of units	comments
4	1	1	2 bedrm
6	2	1	3 bedrm
6	3	1	3 bedrm
6	1	1	2 bedrm
7	1	1	2 bedrm
8	3	1	3 bedrm
8	2	1	3 bedrm
9	2	1	2 bedrm
10	2	1	3 bedrm
10	1	1	2 bedrm
10	2	1	2 bedrm
11	1	1	2 bedrm
11	2	1	2 bedrm
total		13 units	

KB Home anticipates entering into an Affordable Housing Agreement (agreement) with the City of Daly City consistent with the affordability levels, type of unit and location of units specified above.

Ongoing affordability of the restricted units would be via an agreement signed by the purchaser of the restricted unit and recorded against that unit. The City of Daly City will provide a template for the Inclusionary Housing Agreement as well as forms of required homebuyer documents.

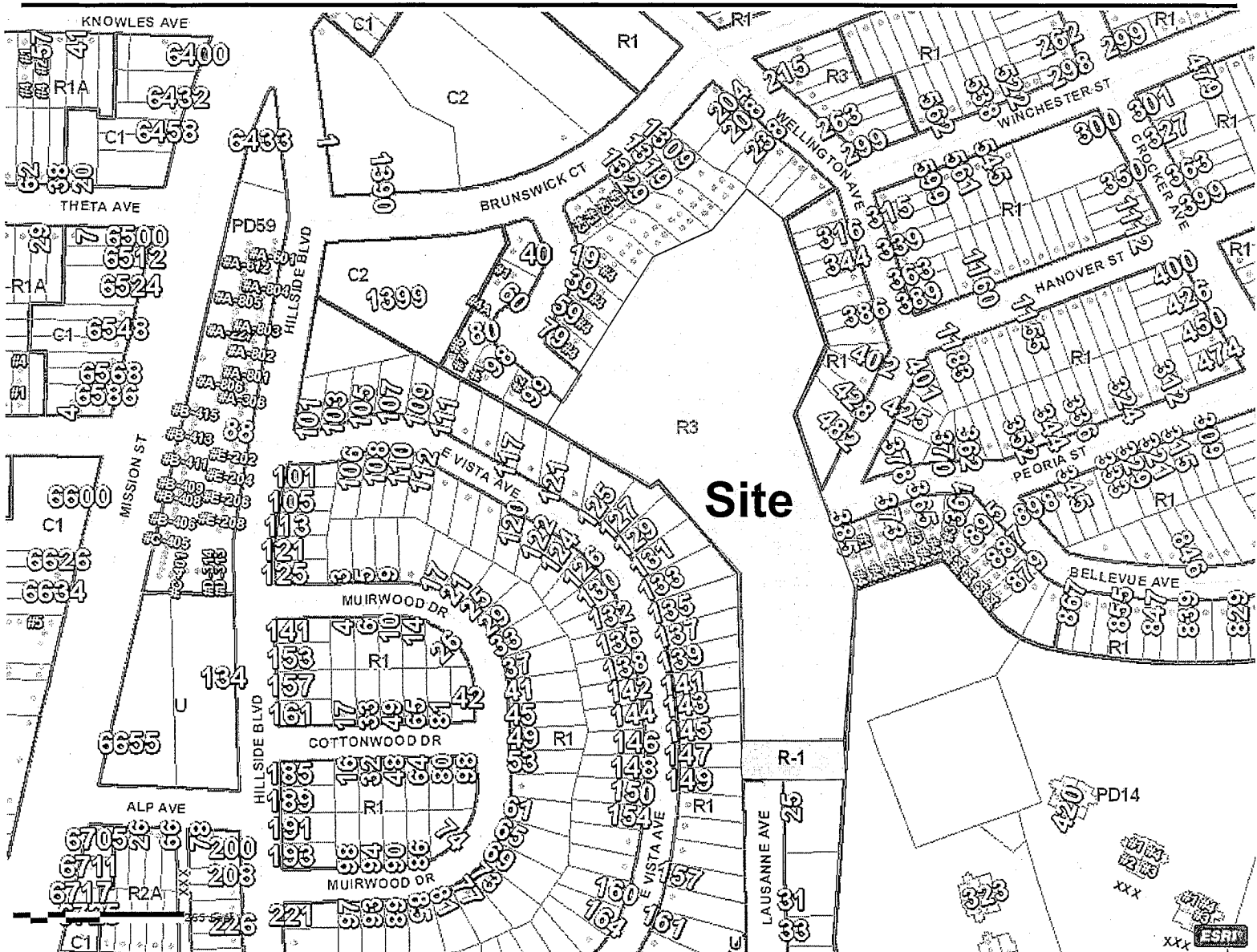
UNCLASSIFIED
DATE CITY
AFFORDABLE HLT LOCAL
12/20/11 REVISED

LOCATION MAP



SUB-7-11-4269, UPR-7-11-4270,
ZC-10-11-4681, DR-7-11-4272,
CEQA-7-11-4271

Peoria St./Wellington Ave/Chelsea Ct.
66-unit Townhouse Development



INCLUSIONARY HOUSING PLAN

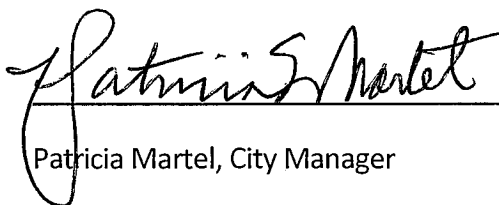
For
Wellington Site, Daly City, CA

Developer: KB HOME South Bay, Inc.
Contact: Ray Panek, Senior Vice President
Date Submitted: December 5, 2011
REVISED December 20, 2011

Per 17.47.100B of the City's Inclusionary Housing Ordinance, the City Manager must approve, conditionally approve or reject the Inclusionary Housing Plan within 60 days of the date of a complete application for that approval.

Staff has reviewed this Inclusionary Housing Plan as attached and recommends approval.

Approved by:



Patricia Martel, City Manager



Date





ELITE MOTORS

BMW Ford Dodge KIA Lexus Lotus Nissan GMC

FINANCE

QUALITY





BENCHMARK

NATIONAL GEODETIC SURVEY BRASS DISK "M 109", LOCATED AT THE JUNCTION OF SAN JOSE AVENUE – SAGAMORE STREET AND PLYMOUTH AVENUE AT SAN FRANCISCO, 104.7 FEET NORTHEAST OF BENCHMARK "R 1241", IN THE TOP OF THE NORTHWEST EDGE OF THE NORTHWEST SIDEWALK OF SAN JOSE AVENUE, 0.2 FOOT SOUTHEAST OF THE SOUTHEAST FACE OF A BRICK BUILDING FRONT THAT COVERS A PORTION OF THE DISK, 10.0 FEET NORTHWEST OF THE NORTHWEST CURB OF SAN JOSE AVENUE, 62 FEET SOUTH OF THE SOUTH CURB LINE OF SAGAMORE STREET, 35 FEET WEST OF THE EXTENDED CENTER LINE OF PLYMOUTH AVENUE, 0.5 FOOT NORTHEAST OF THE SOUTH CORNER OF A BUILDING OCEAN VIEW INN, 102.5 FEET NORTHEAST OF THE NORTHEAST END OF THE NORTHWEST ABUTMENT OF INTERSTATE HIGHWAY 280 BRIDGE OVER SAN JOSE AVENUE, AND FLUSH WITH THE SIDEWALK.

ELEVATION: 297.45 FEET (NGVD 29)

LEGEND

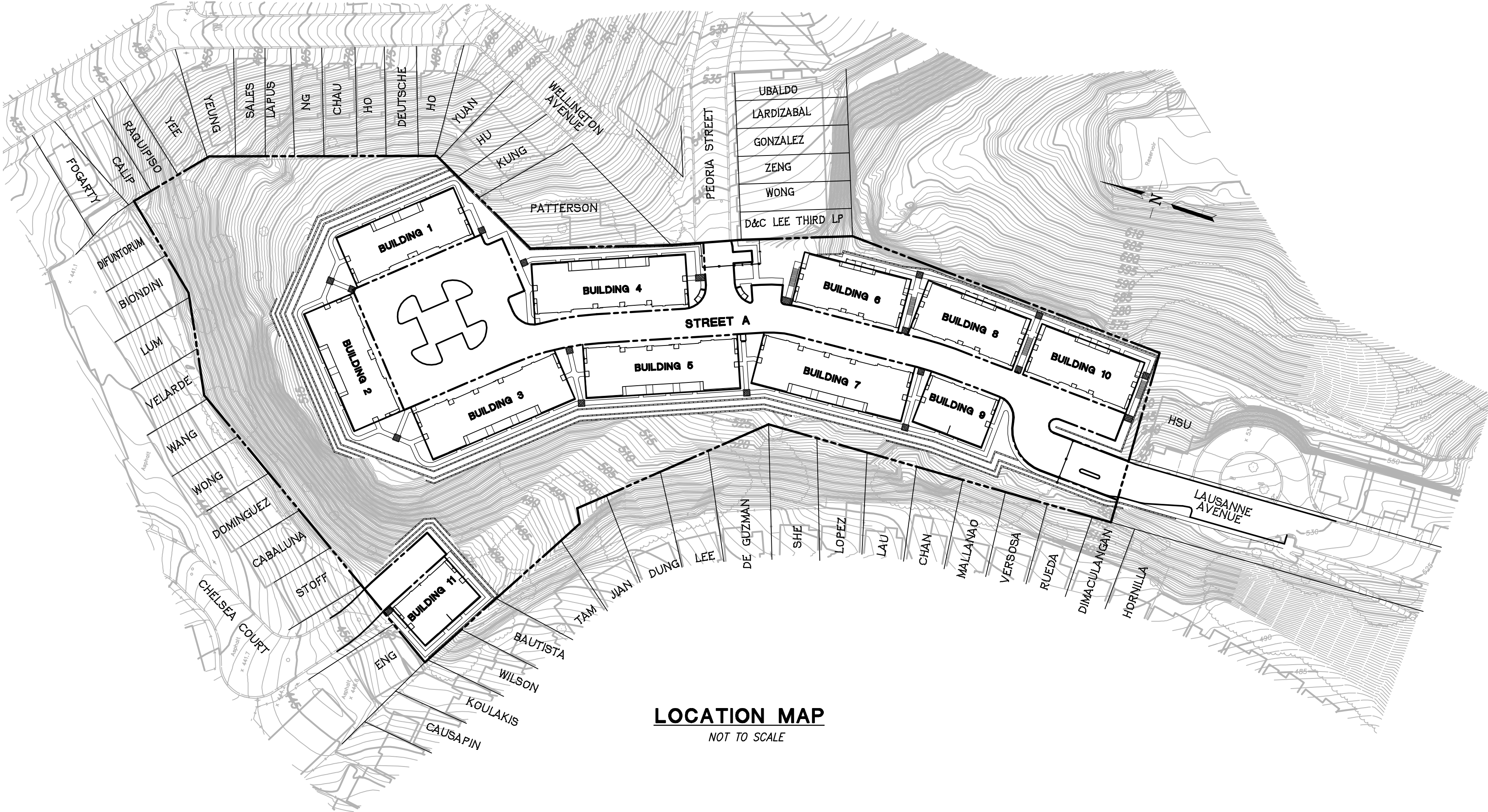
PROPOSED	DESCRIPTION	EXISTING
	TRACT BOUNDARY	
	LOT LINE	
	CENTER LINE	
	RETAINING WALL	
	EASEMENT LINE	
	STORM DRAIN	
	SANITARY SEWER	
	WATER	
	RECYCLED WATER	
	CURB & GUTTER	
	SIDEWALK	
	CONCRETE DITCH	
	STORM WATER INLET	
	FIELD INLET	
	AREA DRAIN	
	DIRECTION OF FLOW	
	MANHOLE	
	FIRE HYDRANT	
	BLOW OFF	
	SANITARY SEWER CLEAN OUT	
	SANITARY SEWER LATERAL	
	WATER LATERAL WITH METER	
	WATER VALVE	
	STREET LIGHT	
	MONUMENT	
	TRAFFIC SIGN	
	STREET NAME SIGN	
	FENCE	
	BARRICADE	
	SLOPE	
	HANDICAP RAMP	
	SAVE TREE	
	REMOVE TREE	
	CONTOUR ELEVATIONS	
	SPOT ELEVATION	

ABBREVIATIONS

BNBY	BOUNDARY
BO	BLOW OFF
BW	BOTTOM OF WALL
CL	CENTER LINE
EX	EXISTING
FC	FACE OF CURB
FL	FLOW LINE
GR	GRATE
HP	HIGH POINT
INV	INVERT ELEVATION
LP	LOW POINT
MH	MANHOLE
PL	PROPERTY LINE
PSDE	PRIVATE STORM DRAIN EASEMENT
PUE	PUBLIC UTILITY EASEMENT
RET	CURB RETURN
RW	RIGHT OF WAY
SD	STORM DRAIN
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEAN OUT
STA	STATION
SW	STORM WATER INLET
SWK	SIDEWALK
TC	TOP OF CURB
TW	TOP OF WALL
W	WATER
WLE	WATER LINE EASEMENT
WM	WATER METER

TENTATIVE MAP
WELLINGTON SITE

DALY CITY, SAN MATEO COUNTY, CALIFORNIA
FOR: KB HOME SOUTHBAY



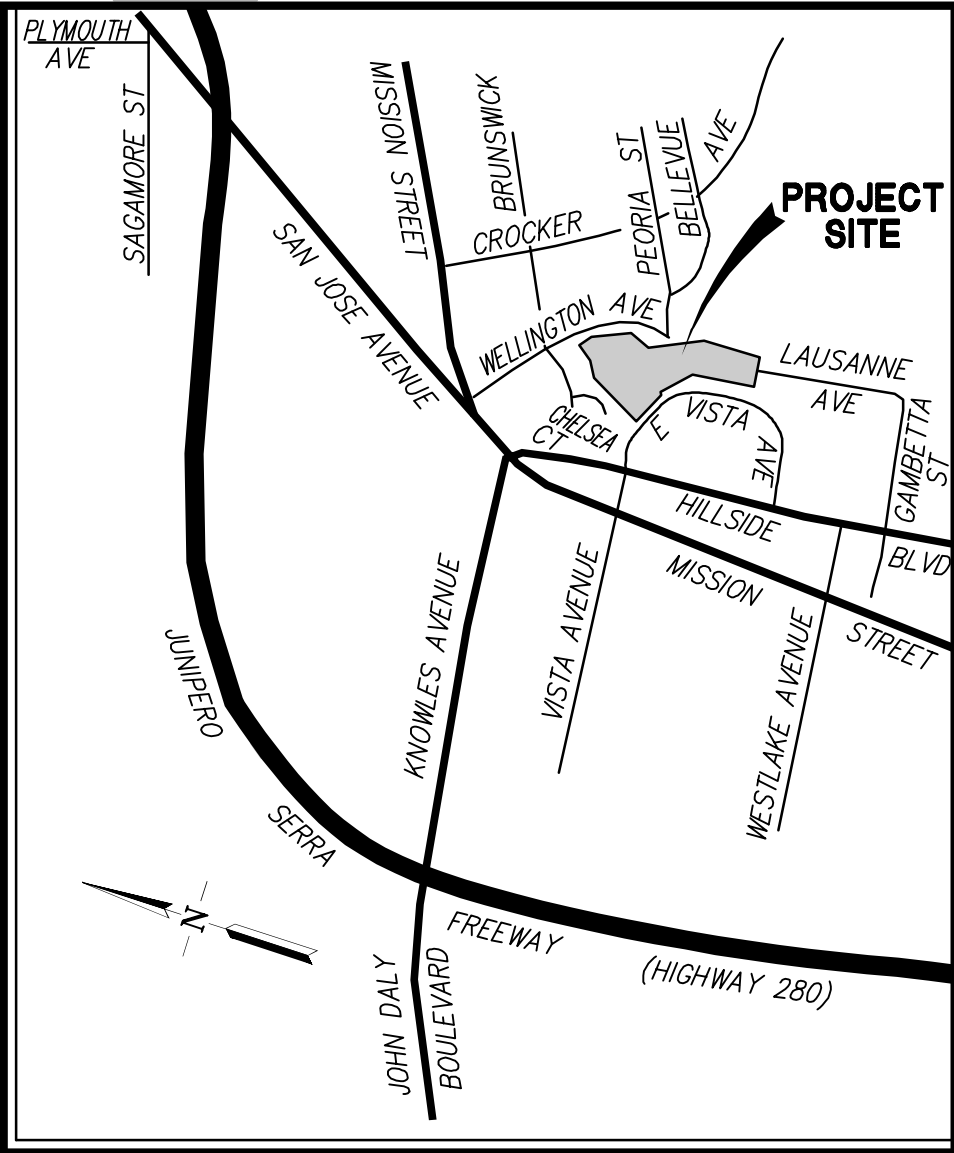
LOCATION MAP

NOT TO SCALE

SHEET INDEX

SHEET NO. DESCRIPTION

C1	TITLE SHEET
C2	EXISTING CONDITION PLAN
C3	LOTING AND EASEMENT PLAN
C4	PRELIMINARY SITE PLAN
C5	PRELIMINARY GRADING AND DRAINAGE PLAN
C6	PRELIMINARY UTILITY PLAN
C7	PRELIMINARY STORM WATER TREATMENT PLAN
C8	PRELIMINARY STORM WATER TREATMENT DETAILS



VICINITY MAP

NOT TO SCALE

GENERAL NOTES:

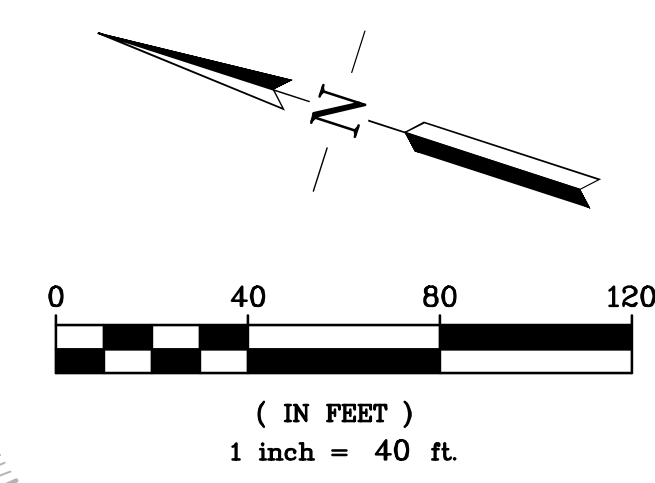
- OWNER: PRIVATE CAPITAL FUND, LLC
4300 STEVENS CREEK BOULEVARD #275
SAN JOSE, CA 95129
- DEVELOPER: KB HOME SOUTH BAY
6700 KOLL CENTER PARKWAY
PLEASANTON, CA 94566
(925) 750-1713
- ARCHITECT: KTG GROUP, INC.
1733 OCEAN AVENUE, SUITE 250
SANTA MONICA, CA 90401
(949) 851-2133
- CIVIL ENGINEER: RUGGERI-JENSEN-AZAR
4690 CHABOT DRIVE, SUITE 200
PLEASANTON, CA 94588
(925) 227-9100
- SOILS ENGINEER: STEVENS, FERRONE & BAILEY
1600 WILLOW PASS COURT
CONCORD, CA 94520
(925) 688-1001
- CURRENT GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL (2.1-14.5 DU/AC)
- CURRENT ZONING: LOW DENSITY RESIDENTIAL
- PROPOSED ZONING: R-3 MULTIPLE FAMILY RESIDENTIAL
- APN: 003-211-310
- GROSS SITE AREA: 4.91± ACRES
- TOTAL NO. OF PROPOSED UNITS: 66
- PARKING:
REQUIRED: 132 (2.0 PER UNIT)
PROVIDED: 153 (INCLUDES 21 GUEST STALLS)
- UTILITIES:
WATER: CITY OF DALY CITY
SANITARY SEWER: CITY OF DALY CITY
STORM DRAIN: CITY OF DALY CITY
FIRE: NORTH COUNTY FIRE AUTHORITY
GAS & ELECTRIC: PACIFIC GAS & ELECTRIC
TELEPHONE: AT&T
CABLE TV: COMCAST
- BOUNDARY AS SHOWN IS COMPILED FROM RECORD INFORMATION.
- TOPOGRAPHY SHOWN IS BASED ON AN AERIAL TOPOGRAPHIC MAP PREPARED BY TETRA-TECH IN JUNE 2011.



RUGGERI-JENSEN-AZAR

ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

ATTACHMENT E



TENTATIVE MAP
LOTING AND EASEMENT PLAN
WELLINGTON SITE
DALY CITY, SAN MATEO COUNTY, CALIFORNIA

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

G:\J02011\11060\TENT-MAP\C3-LOTING.DWG 12/2/2011 7:25:26 AM JENNY YEE

PROJECT SUMMARY

A. GROSS SITE AREA: 4.91± ACRES	D. FLOOR AREA RATIO (FAR): 133,570± TOTAL BUILDING AREA/231,880± SITE AREA =0.58
B. PROPOSED # OF UNITS: 66	E. LOT SUMMARY
C. GROSS DENSITY: 13.6 UNITS/AC	ACRES
	LOTS (MULTIFAMILY HOMES) (LOTS 1-11) 1.4±
	LOTS (OPEN/Common SPACE) (LOTS C-D) 2.6±
	STREETS/PARKING (LOTS A-B) 0.9±
	TOTAL 4.9±

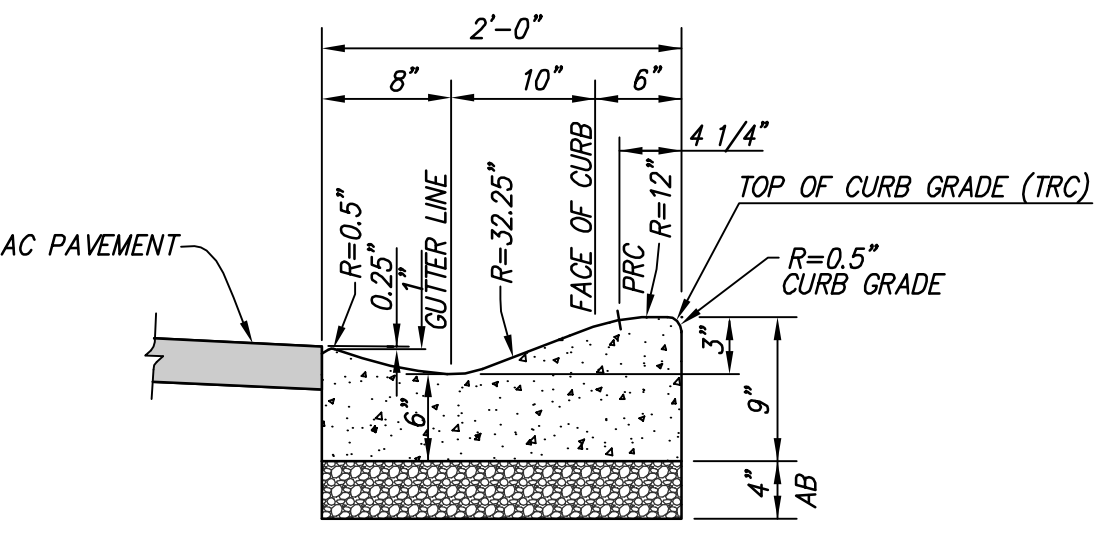
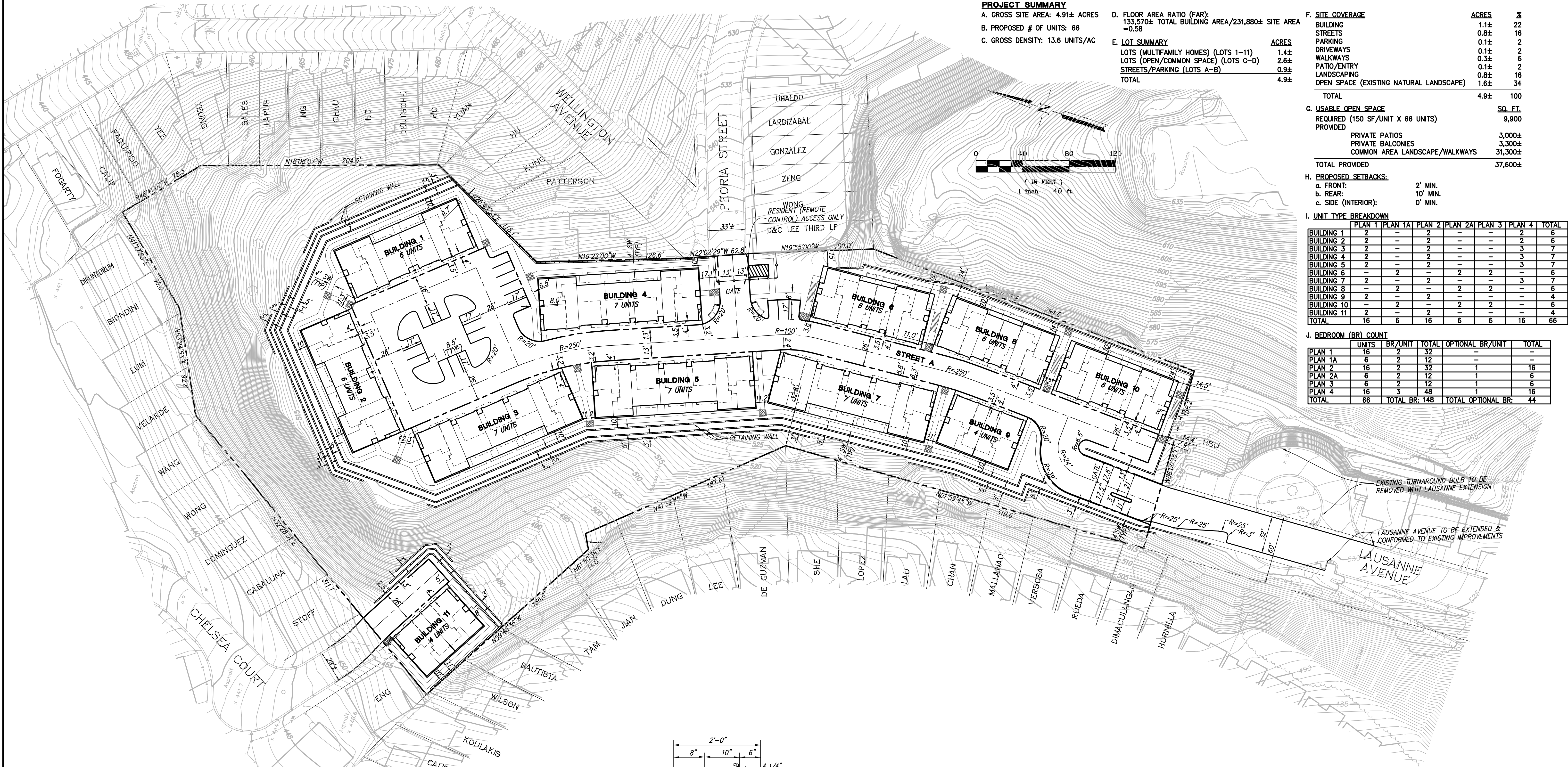
F. SITE COVERAGE	ACRES	%
BUILDING	1.1±	22
STREETS	0.8±	16
PARKING	0.1±	2
DRIVEWAYS	0.1±	2
WALKWAYS	0.3±	6
PATIO/ENTRY	0.1±	2
LANDSCAPING	0.8±	16
OPEN SPACE (EXISTING NATURAL LANDSCAPE)	1.6±	34
TOTAL	4.9±	100

G. USABLE OPEN SPACE	SQ. FT.
REQUIRED (150 SF/UNIT X 66 UNITS)	9,900
PROVIDED	
PRIVATE PATIOS	3,000±
PRIVATE BALCONIES	3,300±
COMMON AREA LANDSCAPE/WALKWAYS	31,300±
TOTAL PROVIDED	37,600±

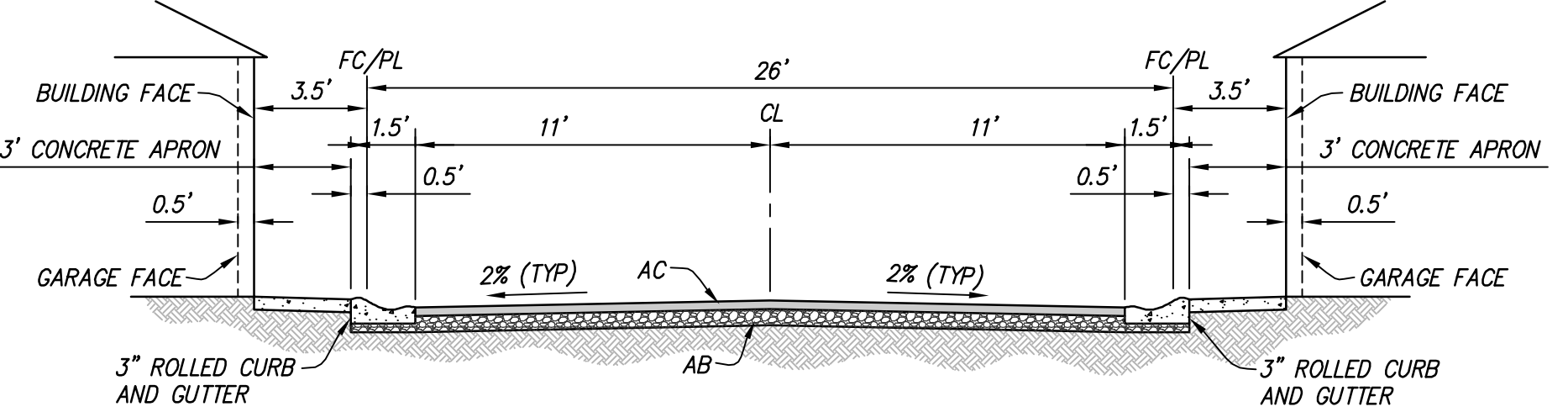
H. PROPOSED SETBACKS:	
a. FRONT:	2' MIN.
b. REAR:	10' MIN.
c. SIDE (INTERIOR):	0' MIN.

I. UNIT TYPE BREAKDOWN	PLAN 1	PLAN 1A	PLAN 2	PLAN 2A	PLAN 3	PLAN 4	TOTAL
BUILDING 1	2	-	2	-	-	2	6
BUILDING 2	2	-	2	-	-	2	6
BUILDING 3	2	-	2	-	-	3	7
BUILDING 4	2	-	2	-	-	3	7
BUILDING 5	2	-	2	-	-	3	7
BUILDING 6	-	2	-	2	2	-	6
BUILDING 7	2	-	2	-	-	3	7
BUILDING 8	-	2	-	2	2	-	6
BUILDING 9	2	-	2	-	-	-	4
BUILDING 10	-	2	-	2	2	-	6
BUILDING 11	2	-	2	-	-	-	4
TOTAL	16	6	16	6	6	16	66

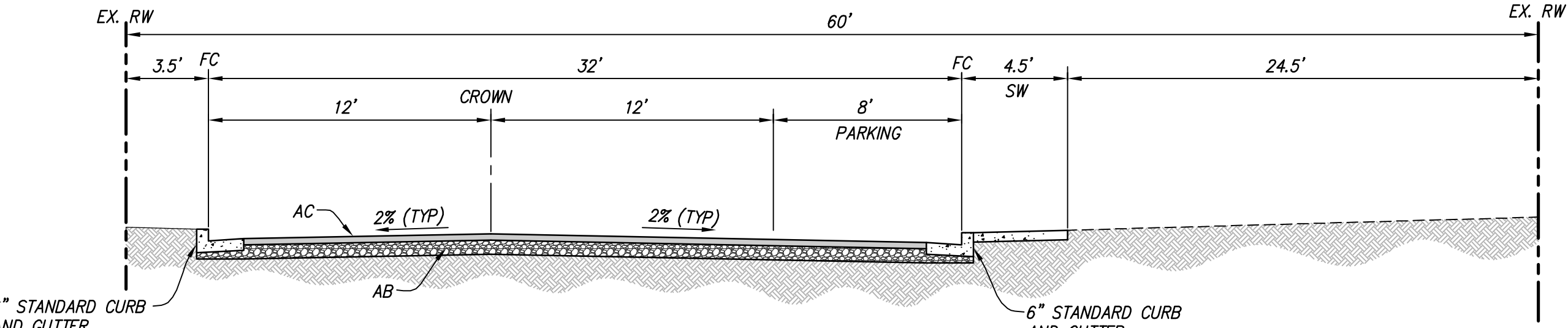
J. BEDROOM (BR) COUNT	UNITS	BR/UNIT	TOTAL	OPTIONAL BR/UNIT	TOTAL
PLAN 1	16	2	32	-	-
PLAN 1A	6	2	12	-	-
PLAN 2	16	2	32	1	16
PLAN 2A	6	2	12	1	6
PLAN 3	6	2	12	1	6
PLAN 4	16	3	48	1	16
TOTAL	66	TOTAL BR: 148	TOTAL OPTIONAL BR: 44		



3' ROLLED CURB AND GUTTER DETAIL
NOT TO SCALE



TYPICAL STREET A SECTION
(NO PARKING)
NOT TO SCALE

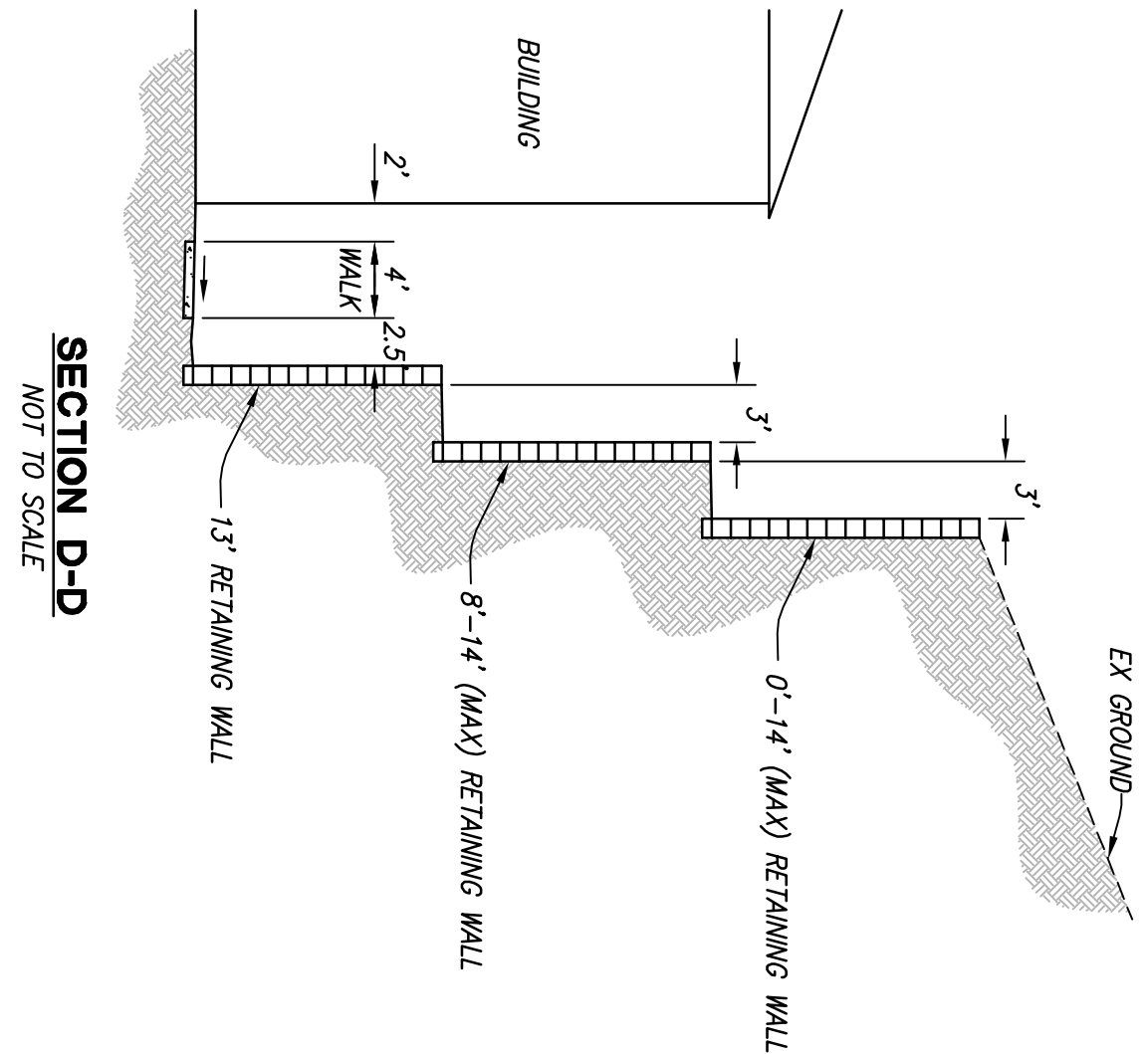


TYPICAL LAUSANNE AVENUE SECTION
NOT TO SCALE

TENTATIVE MAP
PRELIMINARY SITE PLAN
WELLINGTON SITE
DALY CITY, SAN MATEO COUNTY, CALIFORNIA

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

G:\02011\11060\TENT-MAP\CA-PRELIMINARY-SITE.DWG 12/2/2011 8:00:07 AM JASON WHITE



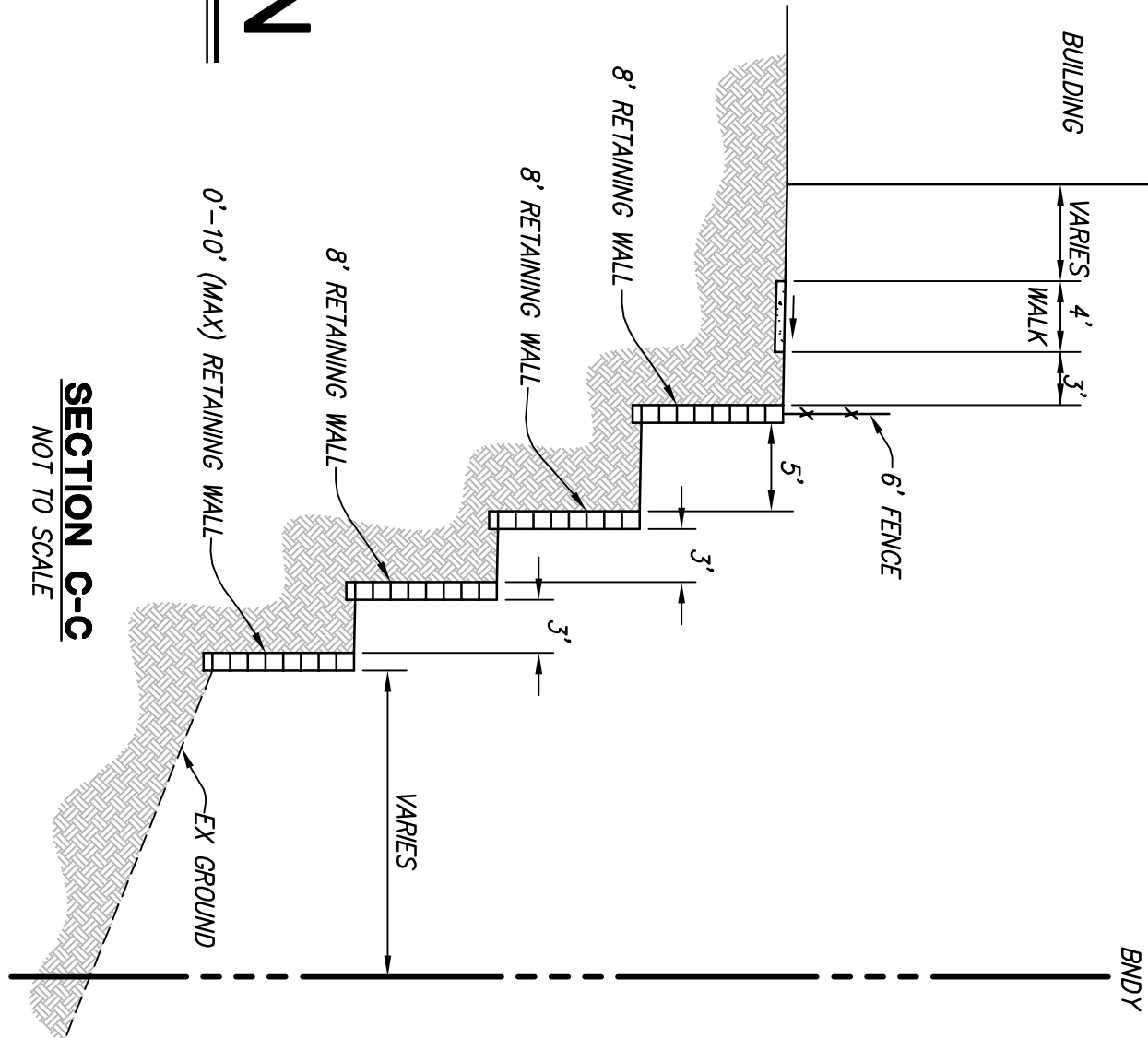
SECTION D-D
NOT TO SCALE

PRELIMINARY GRADING AND DRAINAGE PLAN

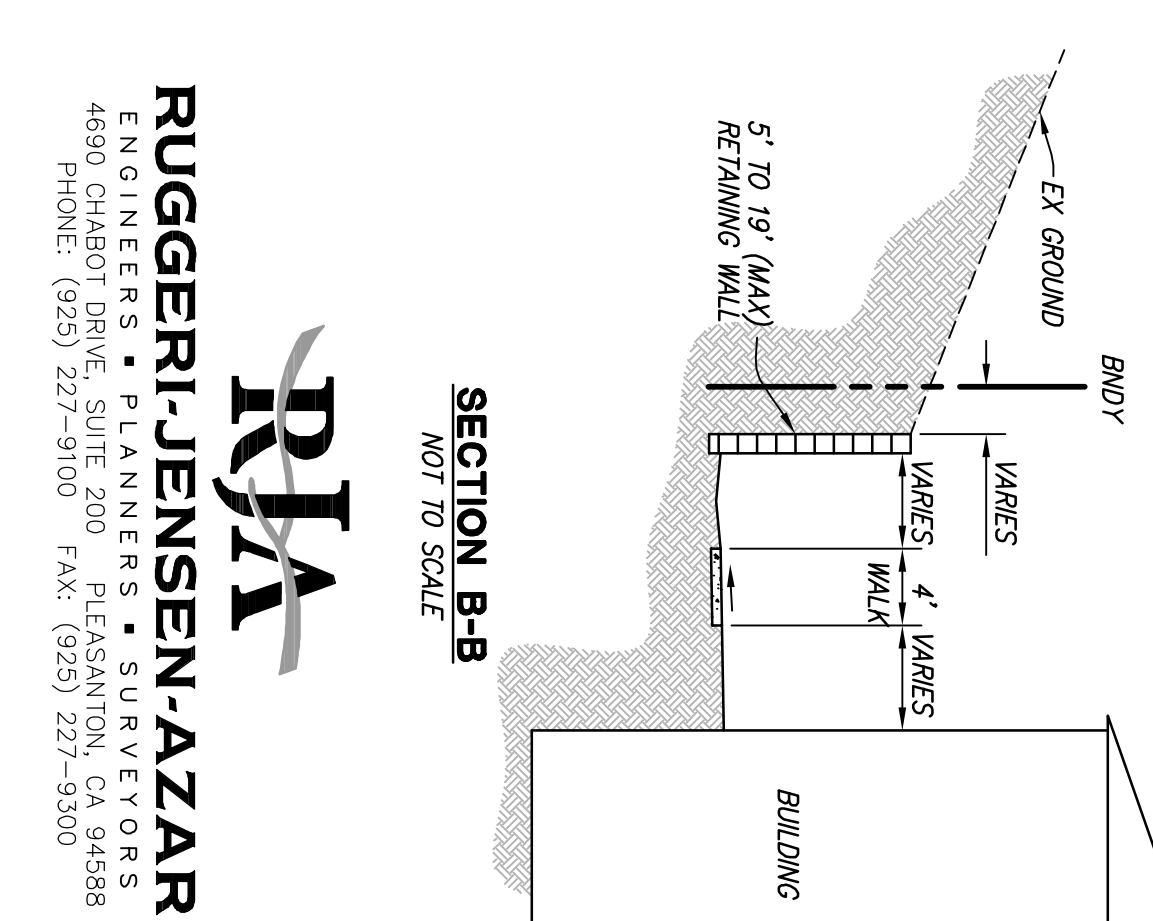
TENTATIVE MAP

WELLINGTON SITE

DALY CITY, SAN MATEO COUNTY, CALIFORNIA



SECTION C-C
NOT TO SCALE



SECTION B-B
NOT TO SCALE

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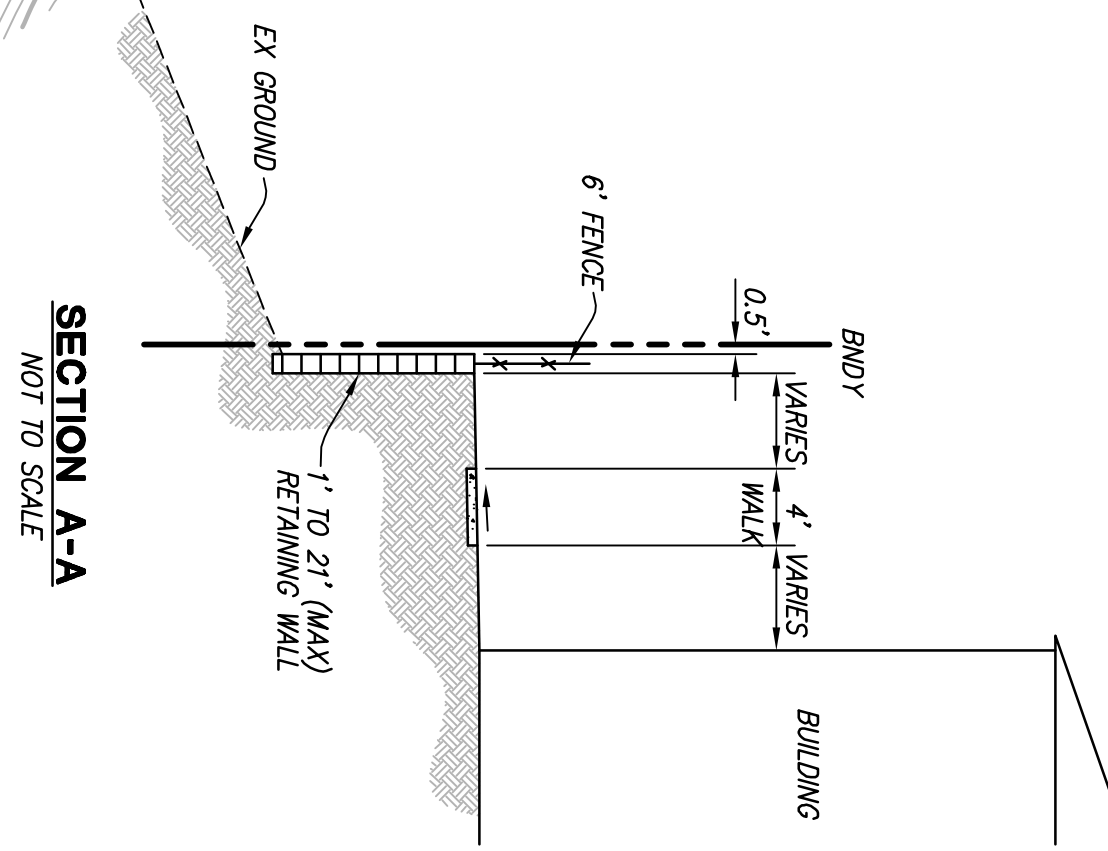
DATE: JANUARY 18, 2012

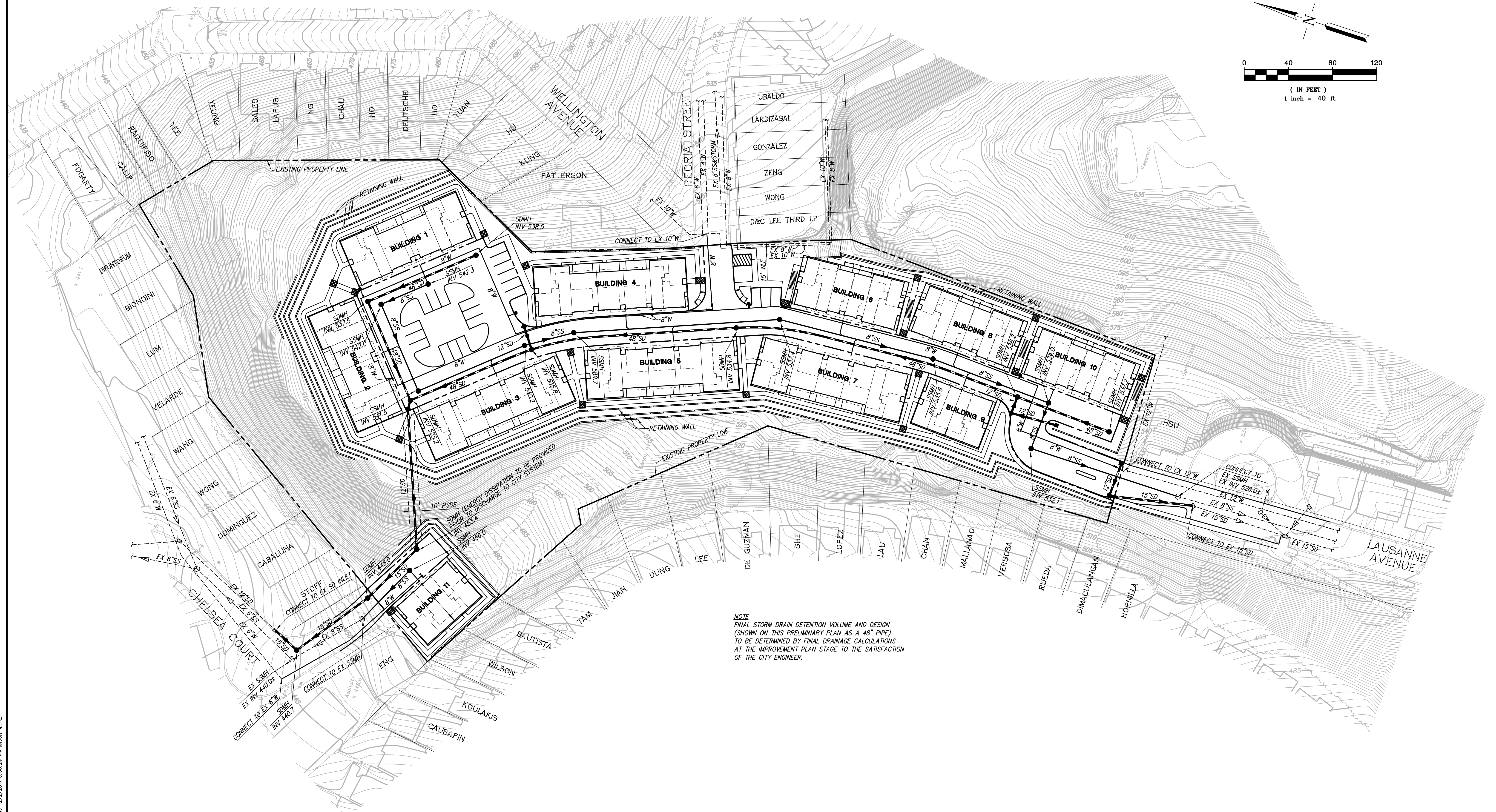
JOB NO. 111060

SHEET 05



SECTION A-A
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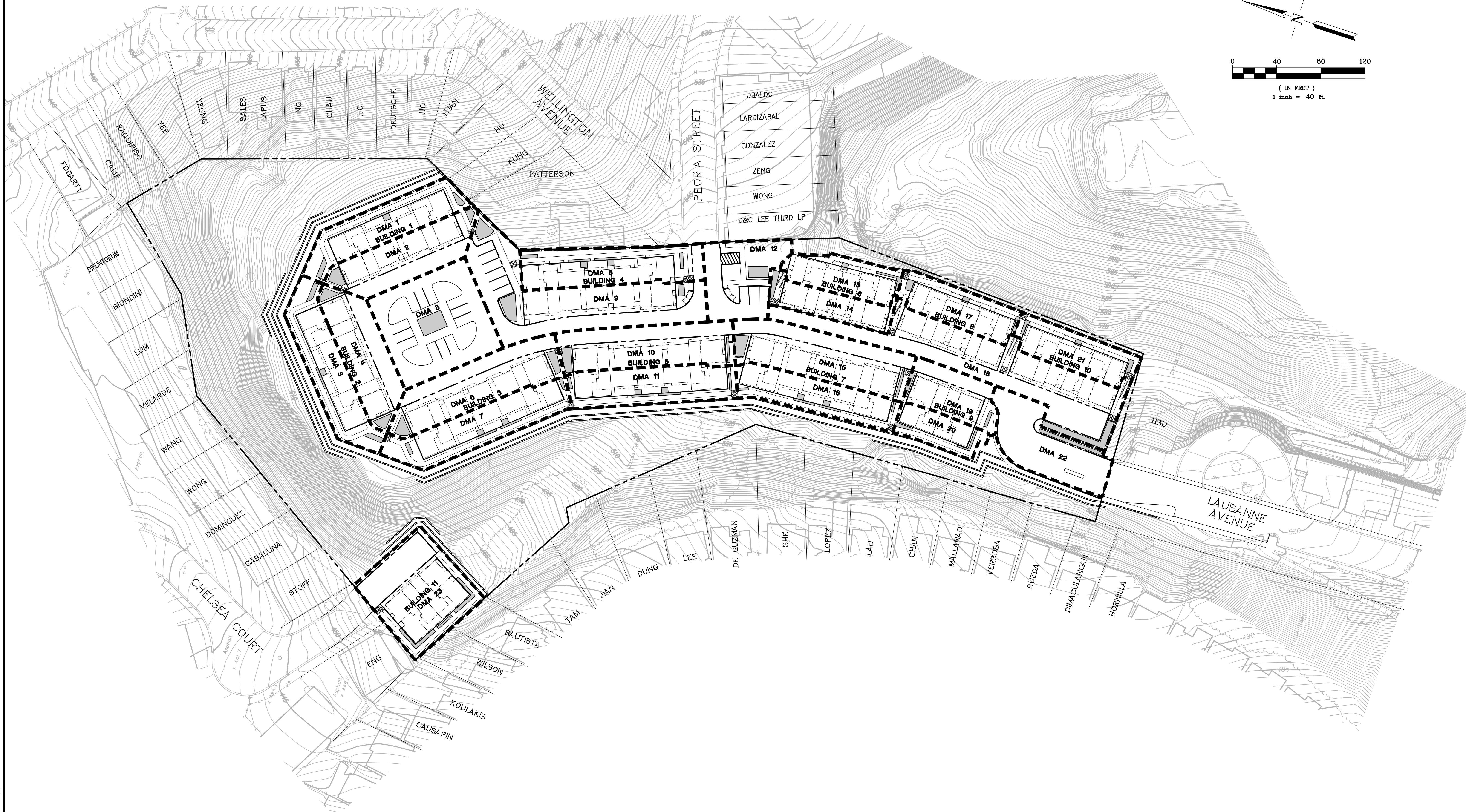
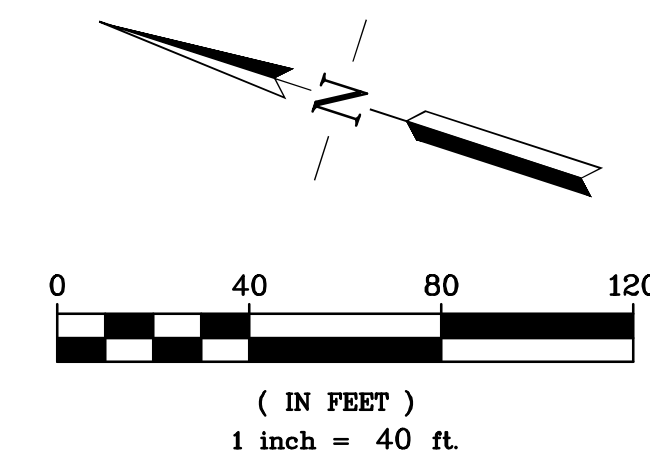




TENTATIVE MAP
PRELIMINARY UTILITY PLAN
WELLINGTON SITE

RJA

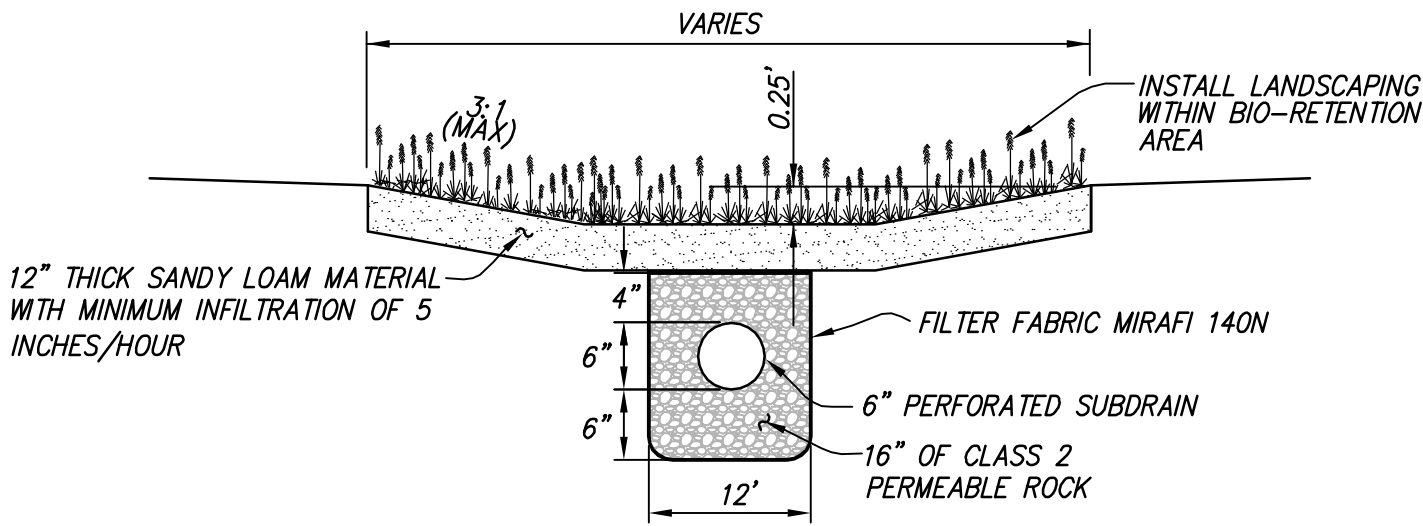
TENTATIVE MAP
PRELIMINARY STORM WATER TREATMENT PLAN
WELLINGTON SITE
 DALY CITY, SAN MATEO COUNTY, CALIFORNIA



STORM WATER TREATMENT CALCULATIONS

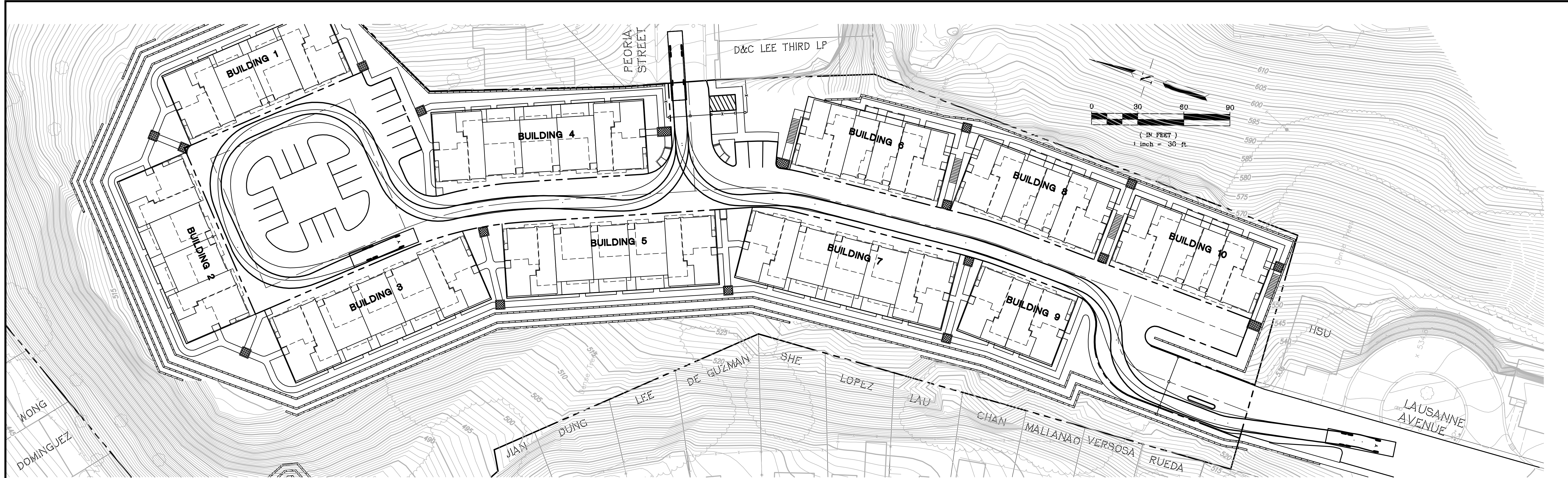
DMA	SURFACE	IMPERVIOUS AREA (SF) ¹⁾	BMP USED	SIZING FACTOR	REQUIRED SURFACE AREA (SF)	SURFACE AREA PROVIDED (SF)
DMA 1	DRIVEWAY/ROOF/WALKWAY	4,500	BIO-RETENTION AREA	0.04	180	206
DMA 2	DRIVEWAY/ROOF/WALKWAY	4,700	BIO-RETENTION AREA	0.04	188	221
DMA 3	DRIVEWAY/PAVEMENT/ROOF/WALKWAY	4,700	BIO-RETENTION AREA	0.04	188	213
DMA 4	DRIVEWAY/PAVEMENT/ROOF/WALKWAY	4,500	BIO-RETENTION AREA	0.04	180	218
DMA 5	PAVEMENT	7,800	BIO-RETENTION AREA	0.04	312	368
DMA 6	DRIVEWAY/PAVEMENT/ROOF/WALKWAY	5,800	BIO-RETENTION AREA	0.04	232	280
DMA 7	DRIVEWAY/ROOF/WALKWAY	4,900	BIO-RETENTION AREA	0.04	196	212
DMA 8	DRIVEWAY/ROOF/WALKWAY	5,100	BIO-RETENTION AREA	0.04	204	238
DMA 9	DRIVEWAY/PAVEMENT/ROOF/WALKWAY	9,500	BIO-RETENTION AREA	0.04	380	505
DMA 10	DRIVEWAY/PAVEMENT/ROOF/WALKWAY	5,400	BIO-RETENTION AREA	0.04	216	217
DMA 11	DRIVEWAY/ROOF/WALKWAY	4,500	BIO-RETENTION AREA	0.04	180	200
DMA 12	PAVEMENT/WALKWAY	4,100	BIO-RETENTION AREA	0.04	164	180
DMA 13	DRIVEWAY/ROOF/WALKWAY	2,900	BIO-RETENTION AREA	0.04	116	134
DMA 14	DRIVEWAY/ROOF/WALKWAY	2,600	BIO-RETENTION AREA	0.04	104	107
DMA 15	DRIVEWAY/PAVEMENT/ROOF/WALKWAY	6,200	BIO-RETENTION AREA	0.04	248	270
DMA 16	DRIVEWAY/ROOF/WALKWAY	4,000	BIO-RETENTION AREA	0.04	160	180
DMA 17	DRIVEWAY/ROOF/WALKWAY	3,300	BIO-RETENTION AREA	0.04	132	150
DMA 18	DRIVEWAY/PAVEMENT/ROOF/WALKWAY	2,100	BIO-RETENTION AREA	0.04	84	99
DMA 19	DRIVEWAY/PAVEMENT/ROOF/WALKWAY	3,100	BIO-RETENTION AREA	0.04	124	132
DMA 20	DRIVEWAY/ROOF/WALKWAY	2,100	BIO-RETENTION AREA	0.04	84	103
DMA 21	DRIVEWAY/ROOF/WALKWAY	3,300	BIO-RETENTION AREA	0.04	132	150
DMA 22	PAVEMENT	4,300	BIO-RETENTION AREA	0.04	172	180
DMA 23	DRIVEWAY/PAVEMENT/ROOF/WALKWAY	6,500	BIO-RETENTION AREA	0.04	260	287

- NOTES:
- 90% OF THE DMA AREA IS ASSUMED TO BE IMPERVIOUS.
 - THE ABOVE CALCULATIONS ARE BASED ON THE SAN MATEO COUNTYWIDE WATER POLLUTION PREVENTION PROGRAM C.3 STORMWATER TECHNICAL GUIDANCE, DATED OCTOBER 20, 2010 AND THE FOLLOWING CRITERIA:
 - 0.2 INCHES/HOUR RAINFALL INTENSITY ON 100% IMPERVIOUS AREA.
 - SOIL FOR TREATMENT MEDIUM WITH A 5 INCHES/HOUR INFILTRATION RATE.
 - SIZING FACTOR SIZING FACTOR OF 0.04 NOTED ABOVE IS CALCULATED BASED ON THE FOLLOWING CRITERIA:
 - SIZING FACTOR=(0.2 IN/HR)/(5 IN/HR)=0.04.

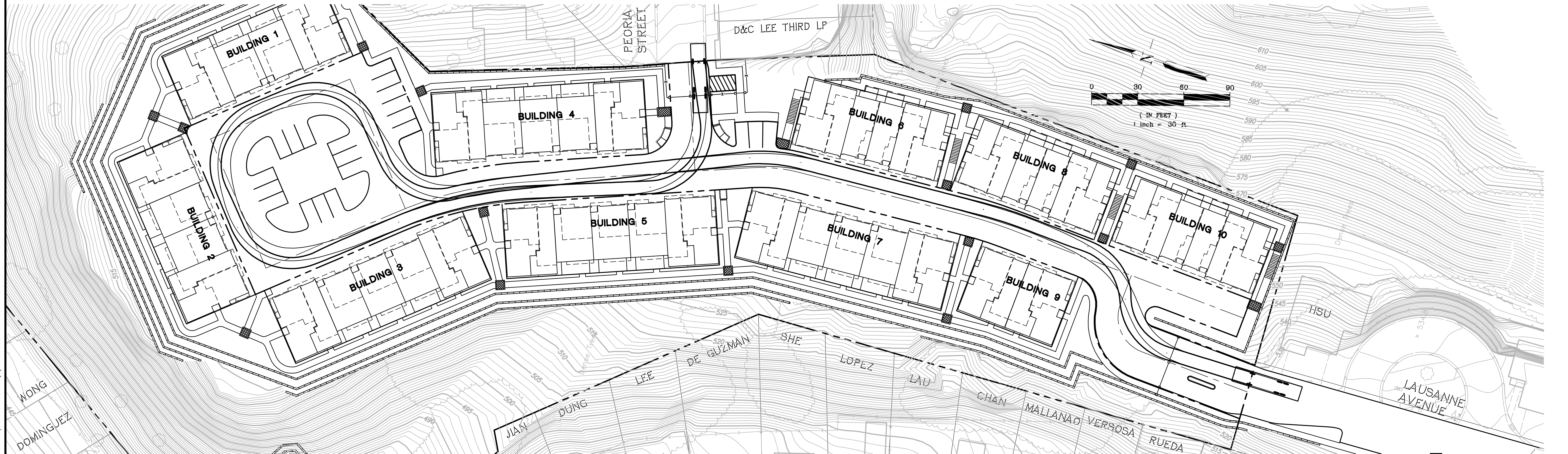


TYPICAL BIO-RETENTION DETAIL
NOT TO SCALE

TENTATIVE MAP
PRELIMINARY STORM WATER TREATMENT DETAILS
WELLINGTON SITE
DALY CITY, SAN MATEO COUNTY, CALIFORNIA



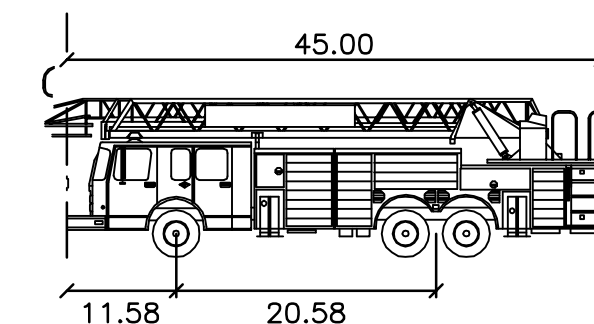
ENTRY ON PEORIA STREET



ENTRY ON LAUSANNE AVENUE

WELLINGTON FIRE TRUCK TURNING EXHIBIT

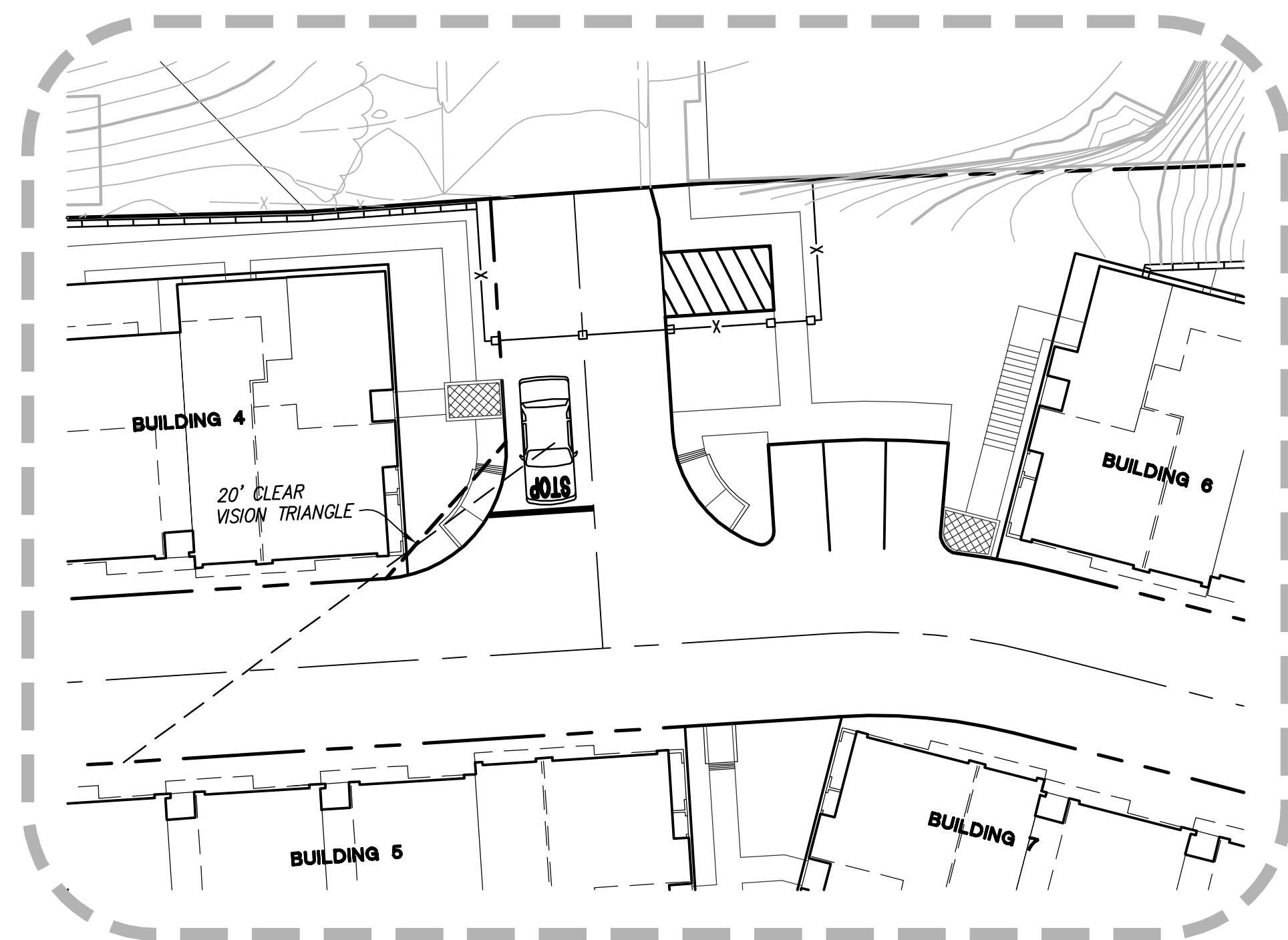
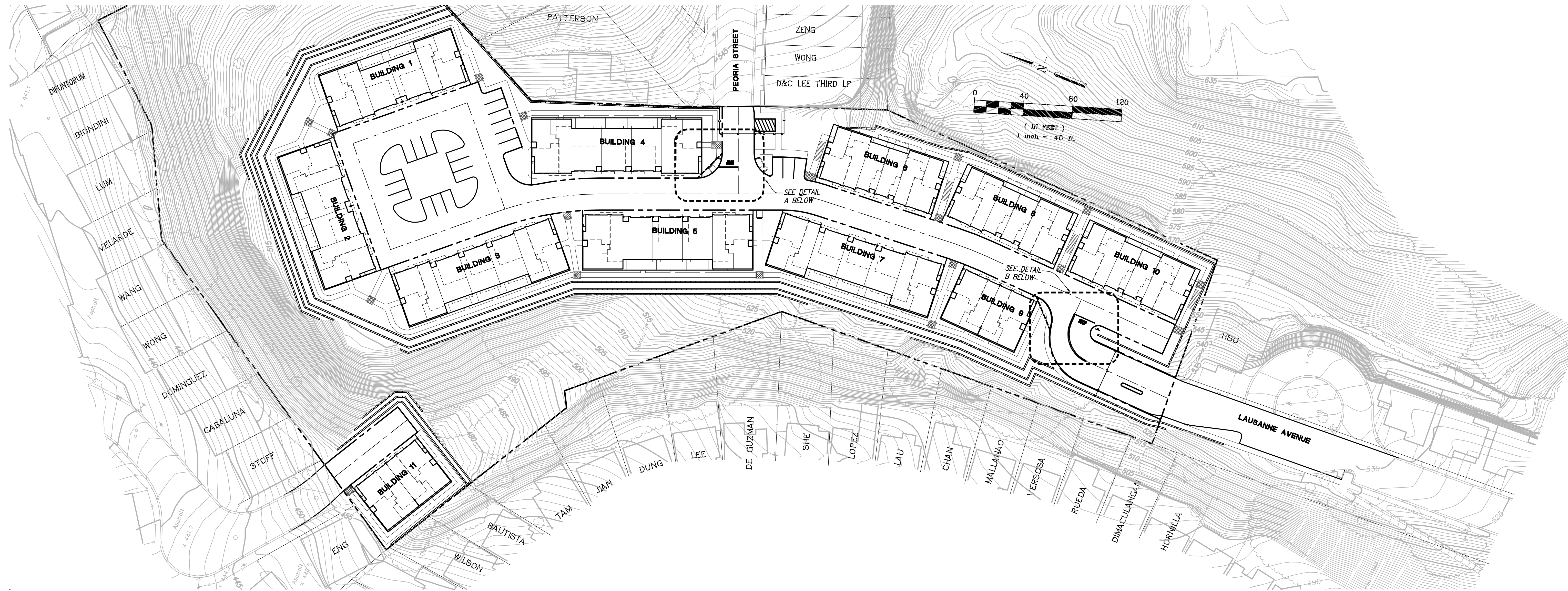
CITY OF DALY CITY, SAN MATEO COUNTY, CALIFORNIA



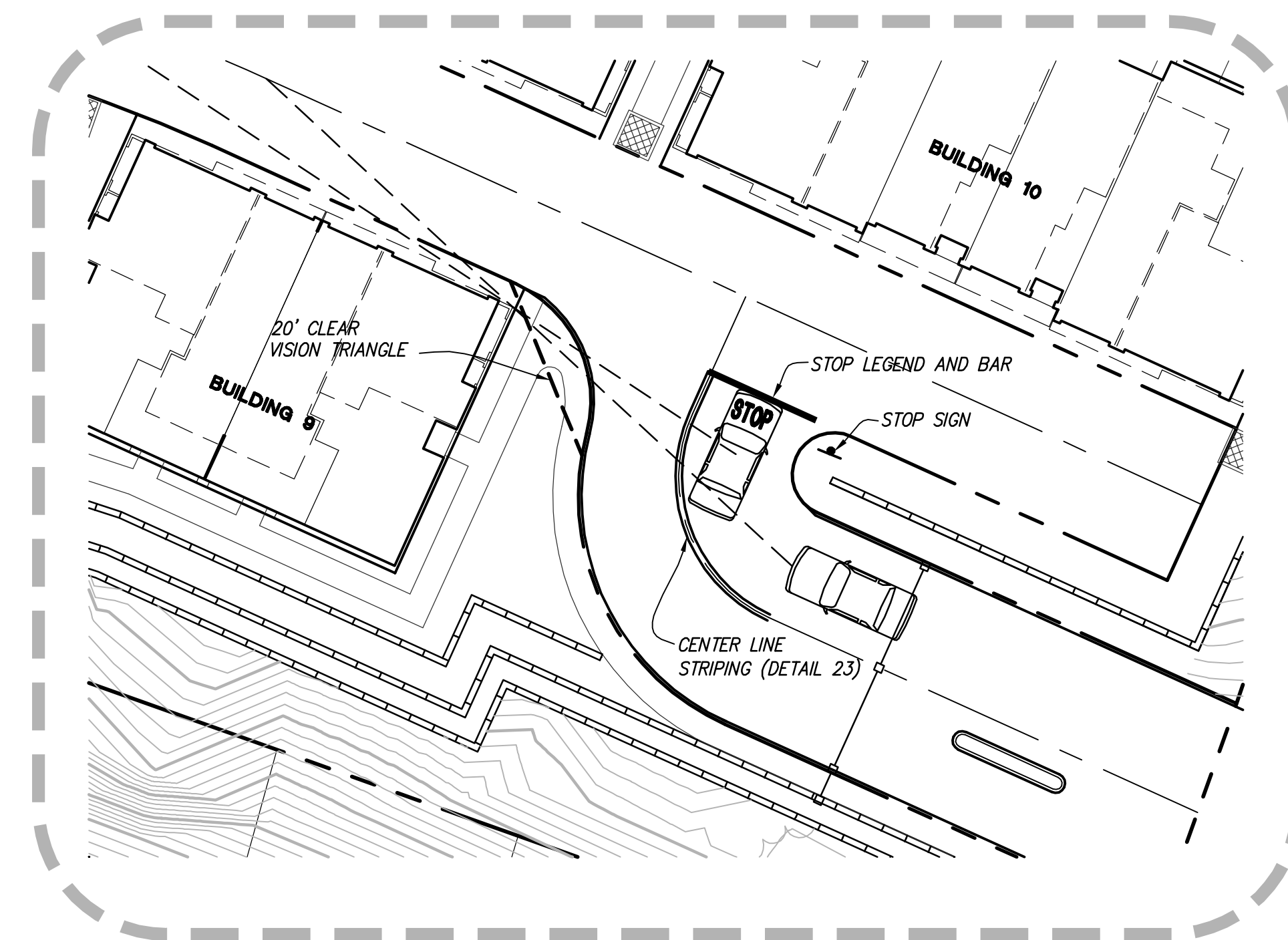
LPFD	feet
Width	: 9.67
Track	: 8.25
Lock to Lock Time	: 7.00
Steering Angle	: 38.00



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 ENGINEERS • PLANNERS • SURVEYORS
 4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
 PHONE: (925) 227-9100 FAX: (925) 227-9300



DETAIL A
SCALE: 1" = 20'



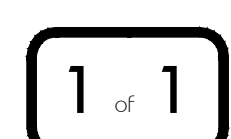
DETAIL B
SCALE: 1" = 20'

SIGHT DISTANCE EXHIBIT

WELLINGTON SITE

DALY CITY, SAN MATEO COUNTY, CALIFORNIA

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ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300





W E L L I N G T O N

CONCEPT I PERSPECTIVE



KB Home South Bay Inc.
6700 Koll Center Parkway
Pleasanton, CA 94566
Contact: Ray Panek
Phone: 925-750-1713

DALY CITY, CALIFORNIA
K T G Y # 2011-0126 DATE OCTOBER 18, 2011

Architecture + Planning
1733 Ocean Ave., Suite 250
Santa Monica, CA 90401
ktgy.com
310 394 2623





LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

W E L L I N G T O N



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Pleasanton, CA 94566
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CONCEPT I ELEVATIONS

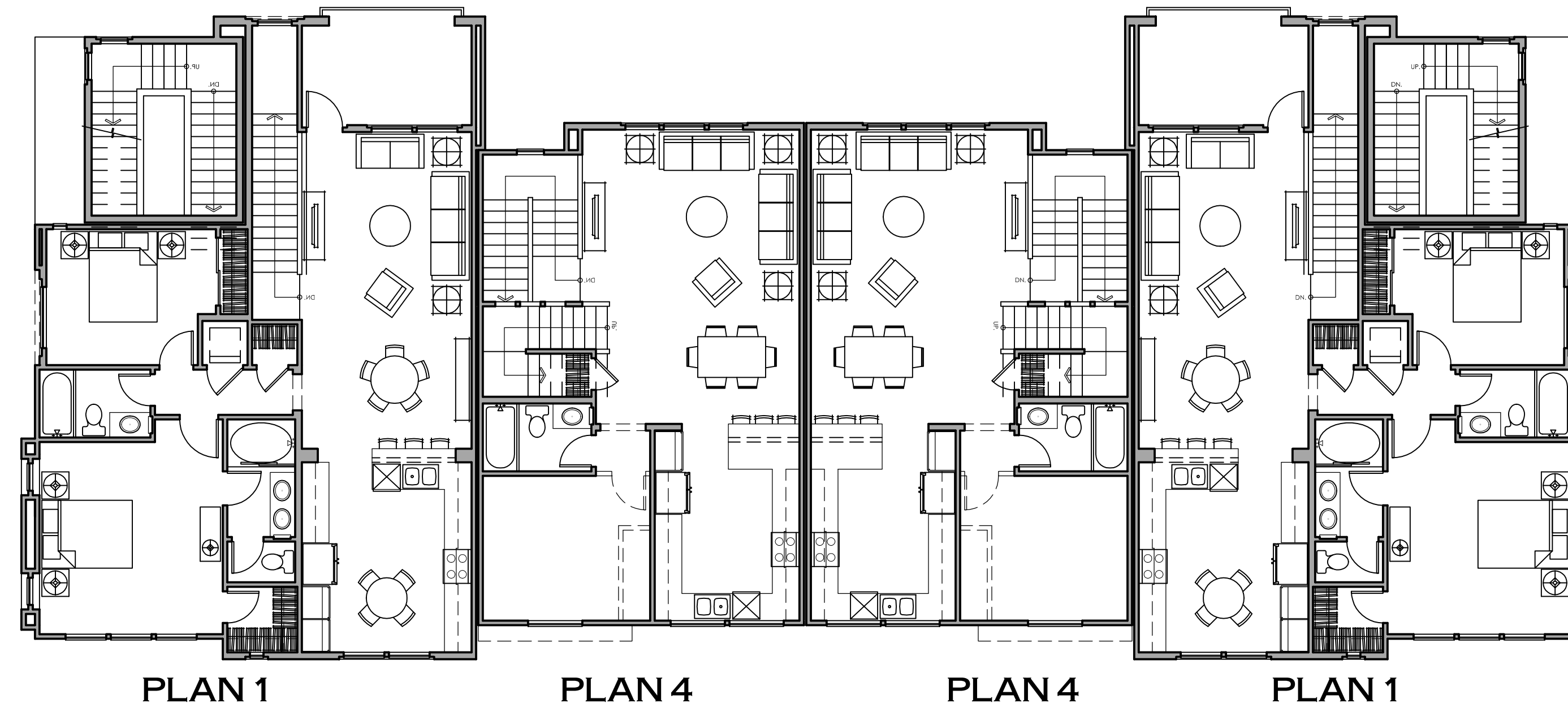
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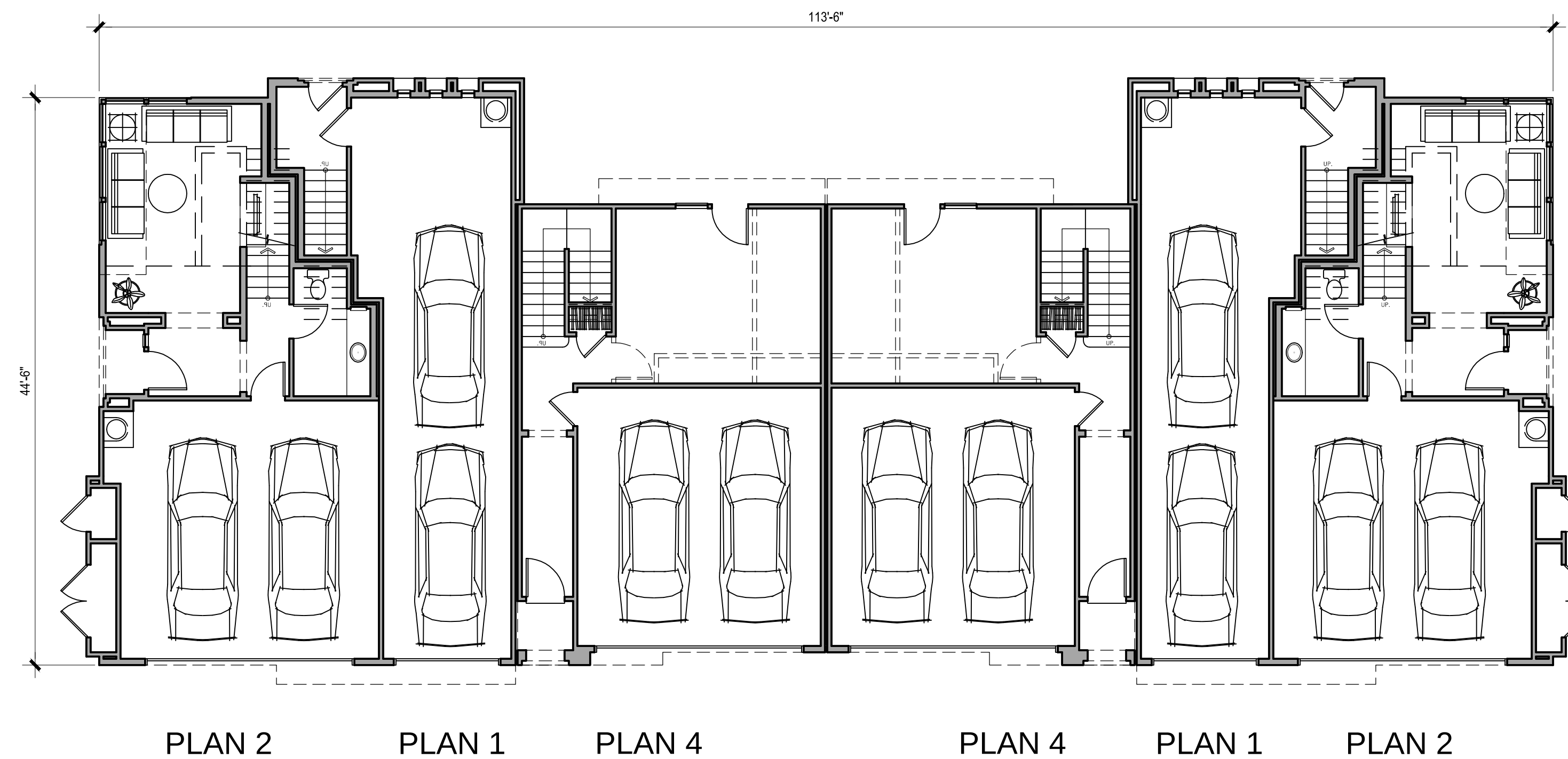
Scale 0 4 8 16

AI.0





SECOND FLOOR



FIRST FLOOR

W E L L I N G T O N

BUILDING 1 & 2

DALY CITY, CALIFORNIA
K T G Y # 2011-0126 DATE OCTOBER 13, 2011



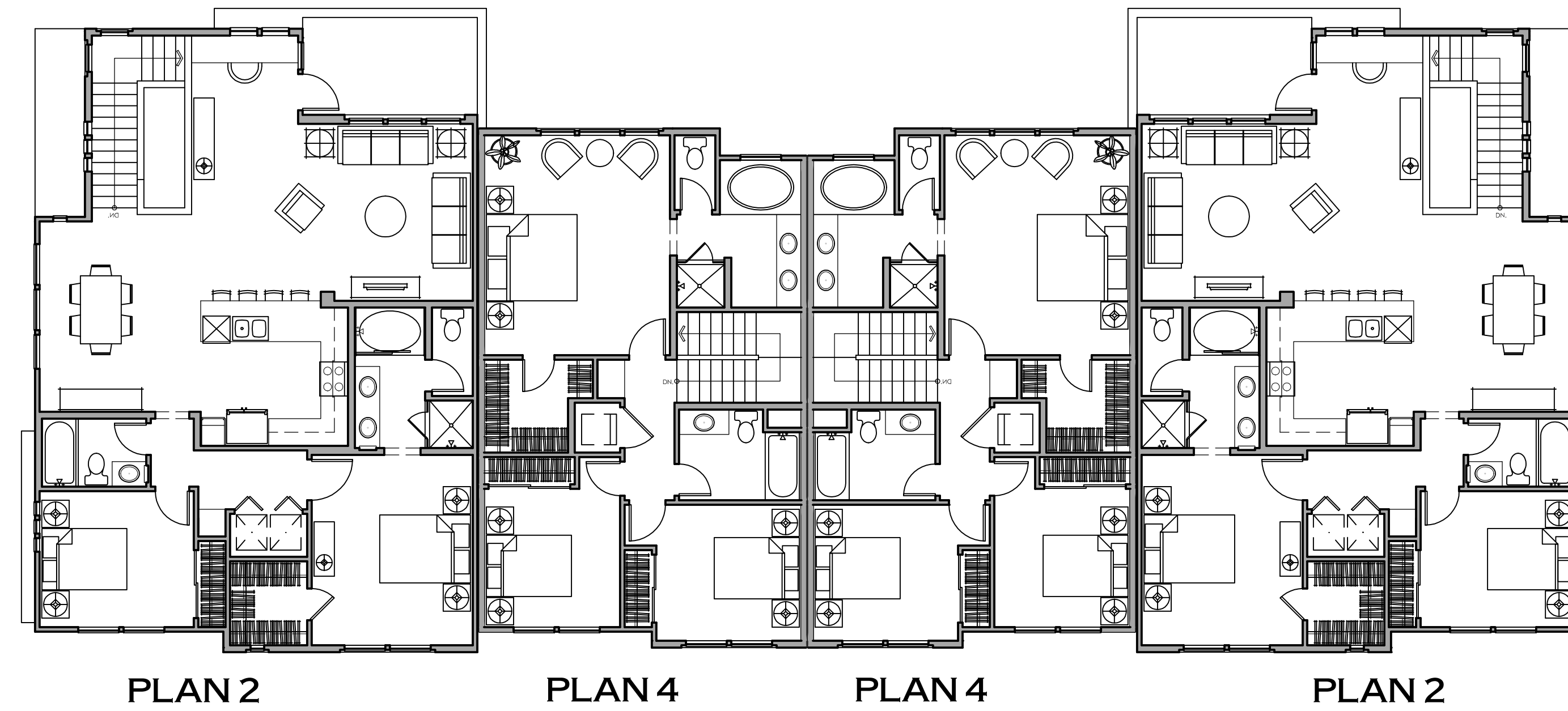
KB Home South Bay Inc.
6700 Koll Center Parkway
Pleasanton, CA 94566
Contact: Ray Panek
Phone: 925-750-1713

Scale 0 4 8 16

A2.0



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THIRD FLOOR

W E L L I N G T O N



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 Pleasanton, CA 94566
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BUILDING 1 & 2

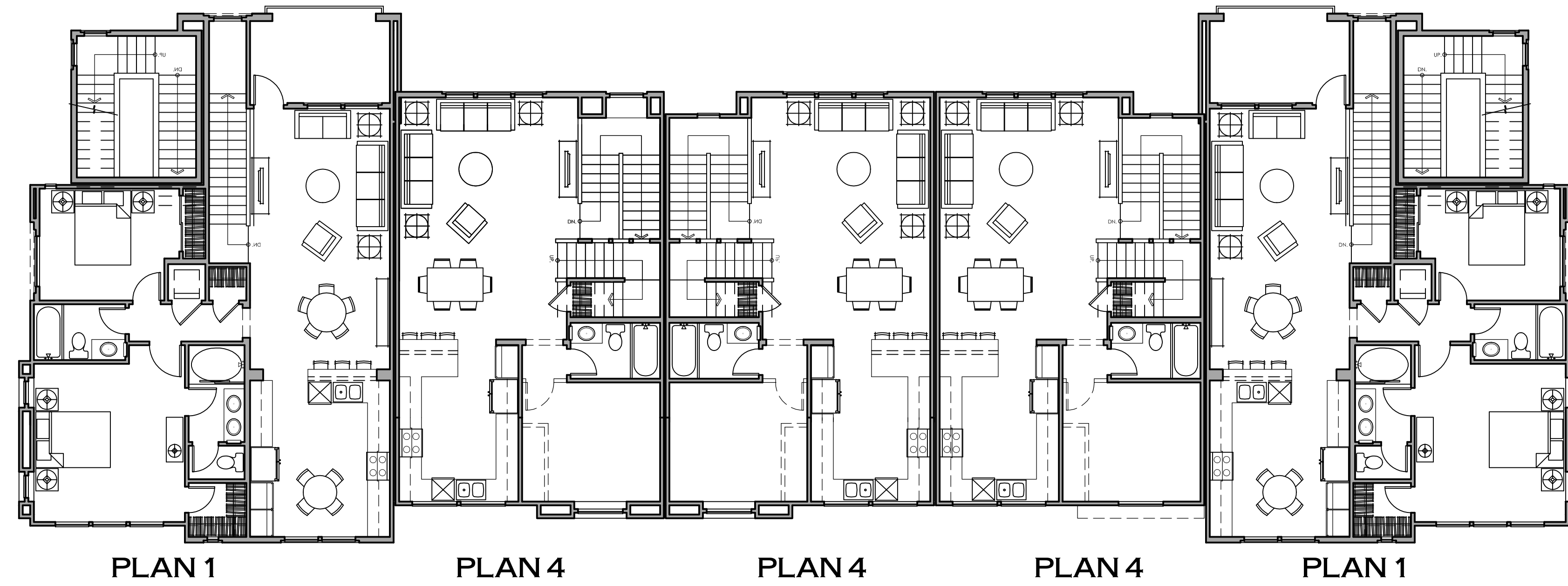
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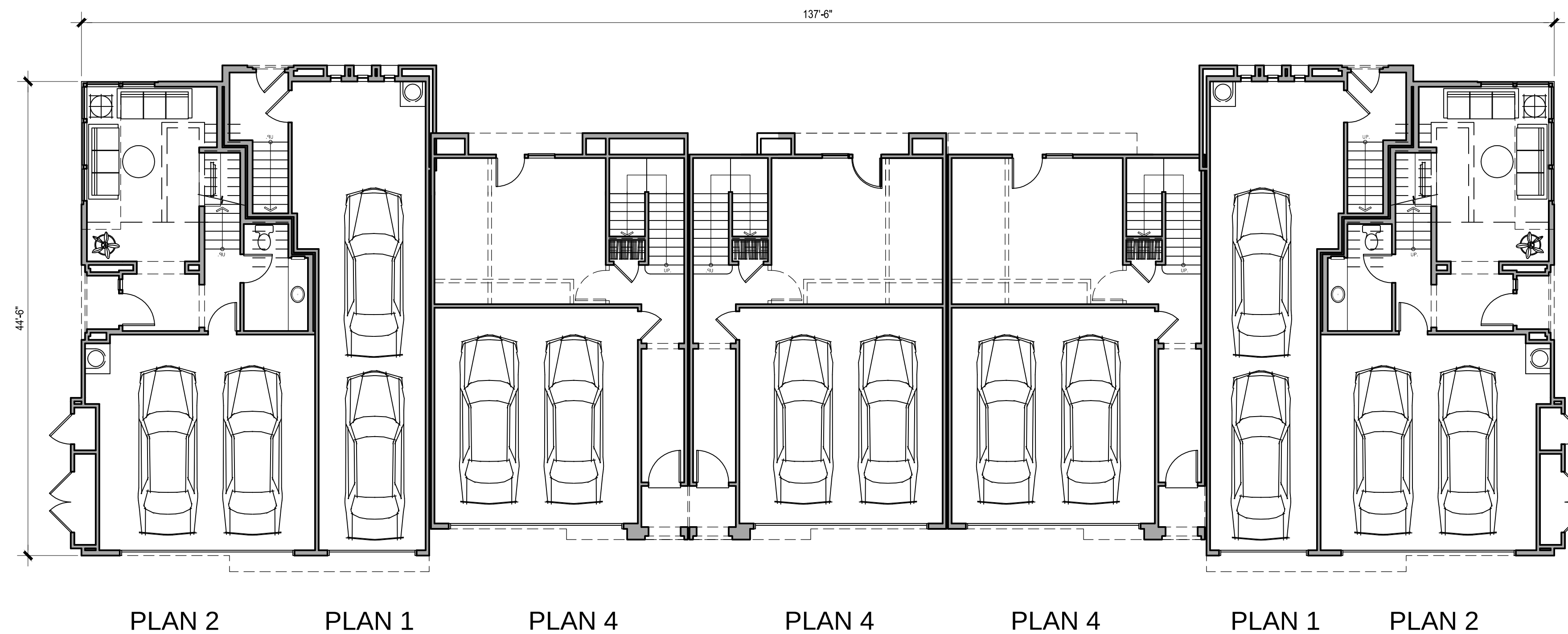
Scale 0 4 8 16

A2.1





SECOND FLOOR



FIRST FLOOR

W E L L I N G T O N

BUILDING 3,4,5&7

DALY CITY, CALIFORNIA
K T G Y # 2011-0126 DATE OCTOBER 13, 2011



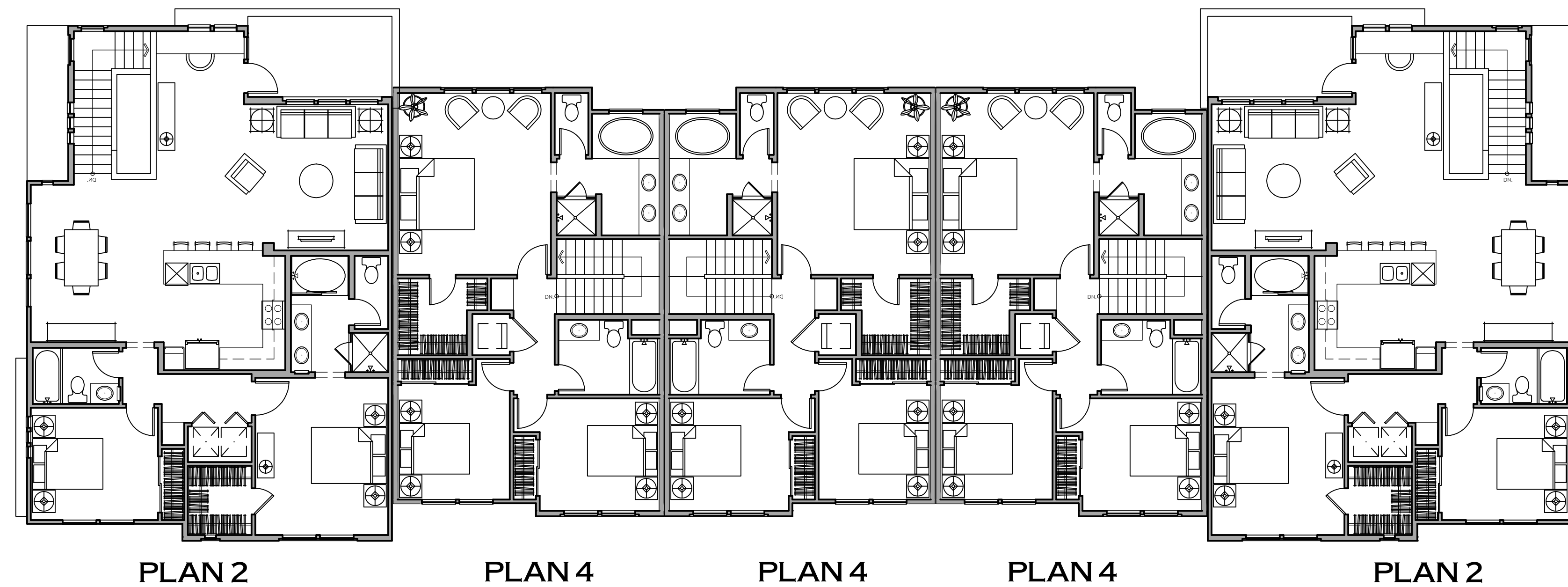
KB Home South Bay Inc.
6700 Koll Center Parkway
Pleasanton, CA 94566
Contact: Ray Panek
Phone: 925-750-1713

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Scale 0 4 8 16

A2.2





THIRD FLOOR

W E L L I N G T O N

BUILDING 3,4,5&7

DALY CITY, CALIFORNIA
K T G Y # 2011-0126 DATE OCTOBER 13, 2011

Scale 0 4 8 16

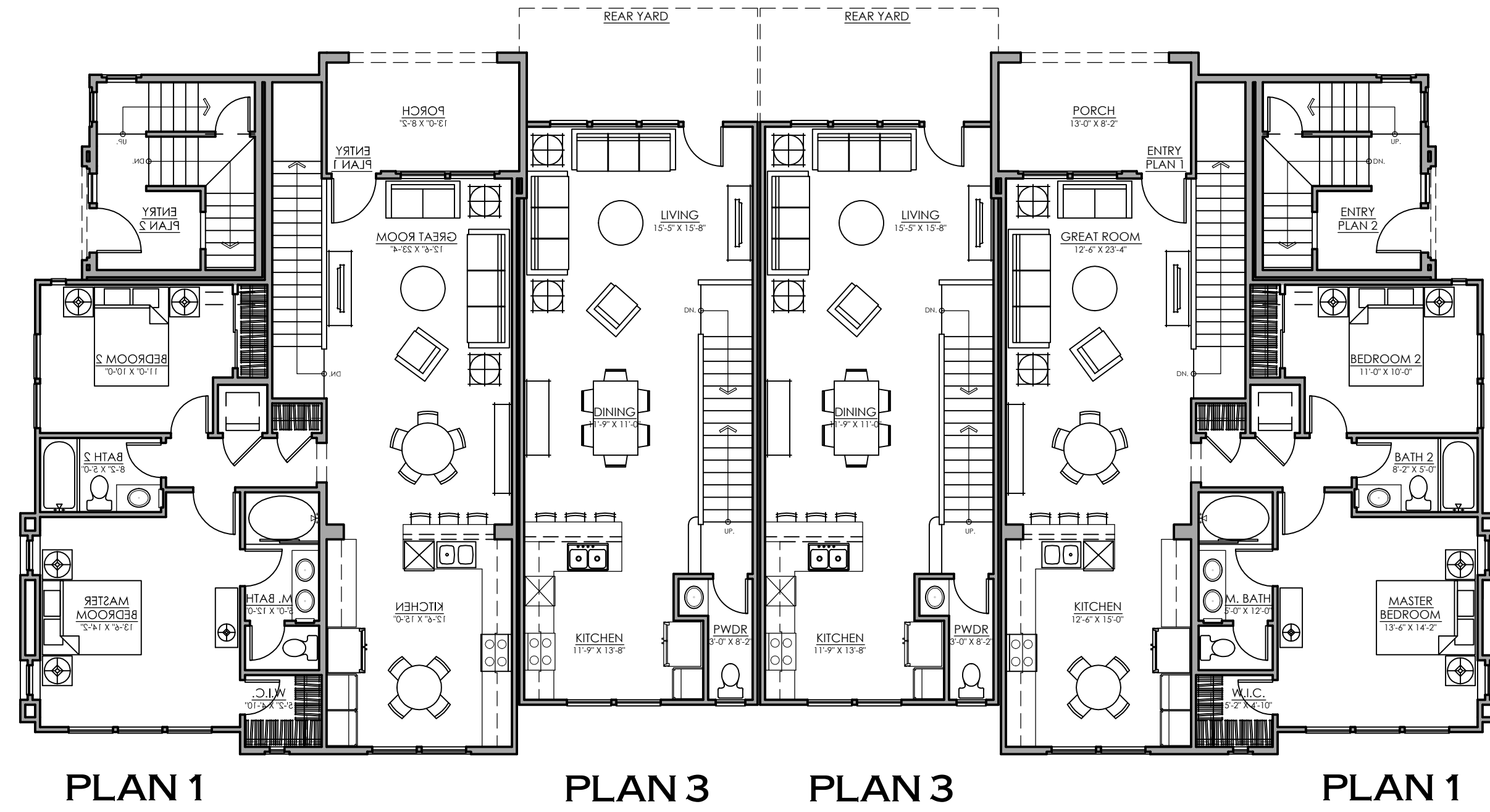
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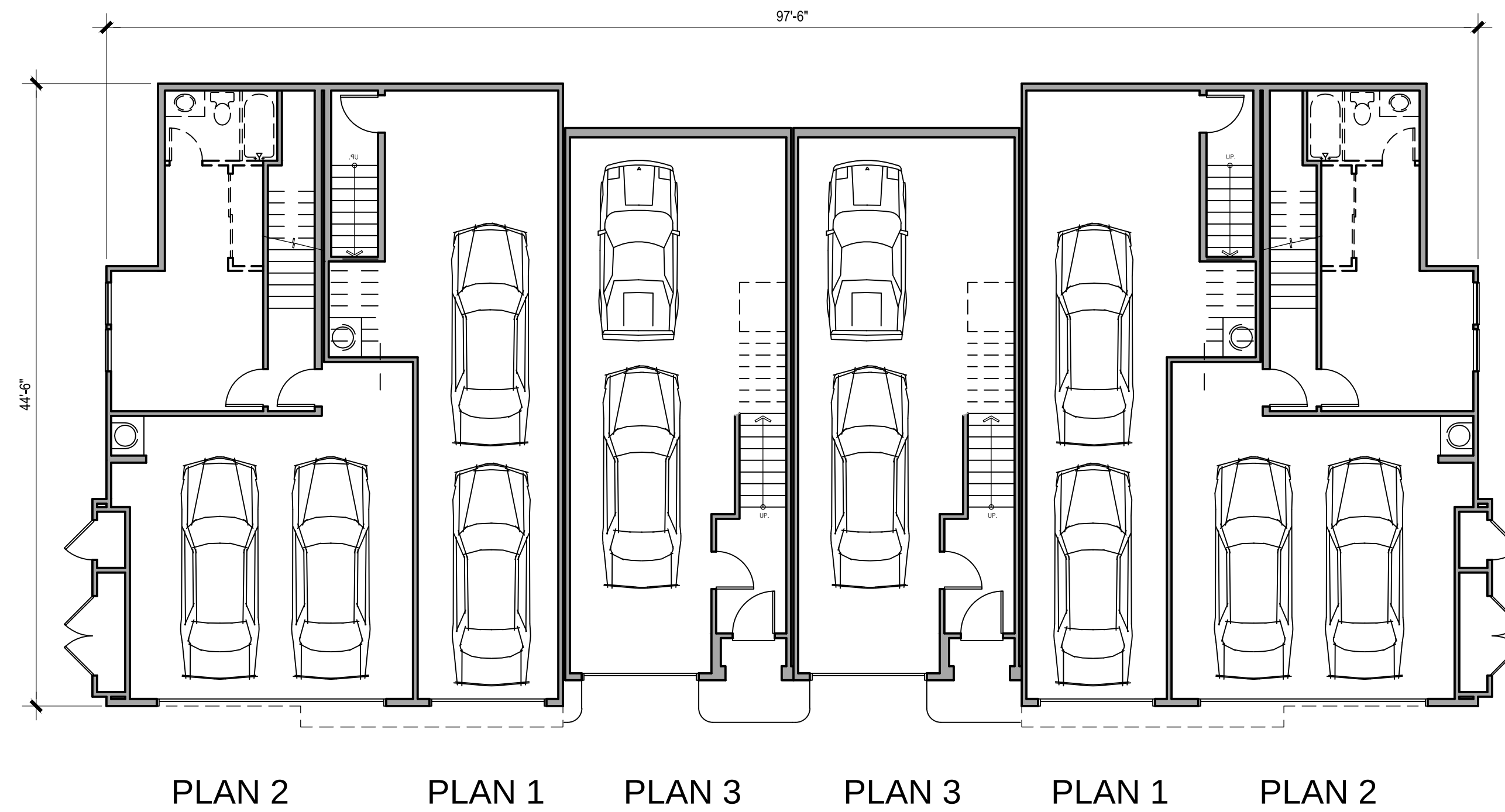
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6700 Koll Center Parkway
Pleasanton, CA 94566
Contact: Ray Panek
Phone: 925-750-1713

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SECOND FLOOR



FIRST FLOOR

W E L L I N G T O N

BUILDING 6,8&10

DALY CITY, CALIFORNIA
K T G Y # 2011-0126 DATE OCTOBER 13, 2011

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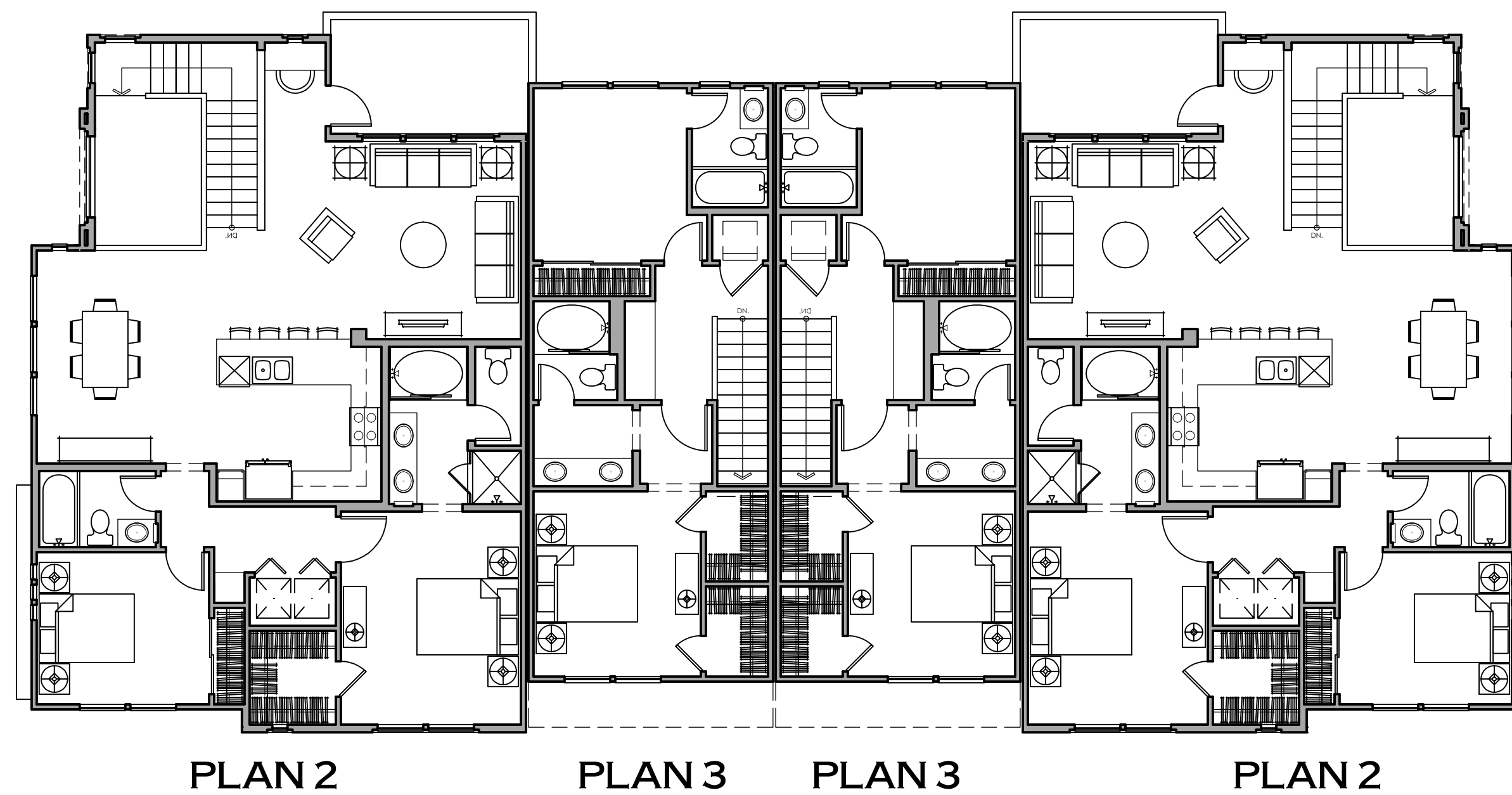
Scale 0 4 8 16

A2.4



KB Home South Bay Inc.
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Pleasanton, CA 94566
Contact: Ray Panek
Phone: 925-750-1713





THIRD FLOOR

W E L L I N G T O N

BUILDING 6,8&10

DALY CITY, CALIFORNIA
K T G Y # 2011-0126 DATE OCTOBER 13, 2011

Scale 0 4 8 16

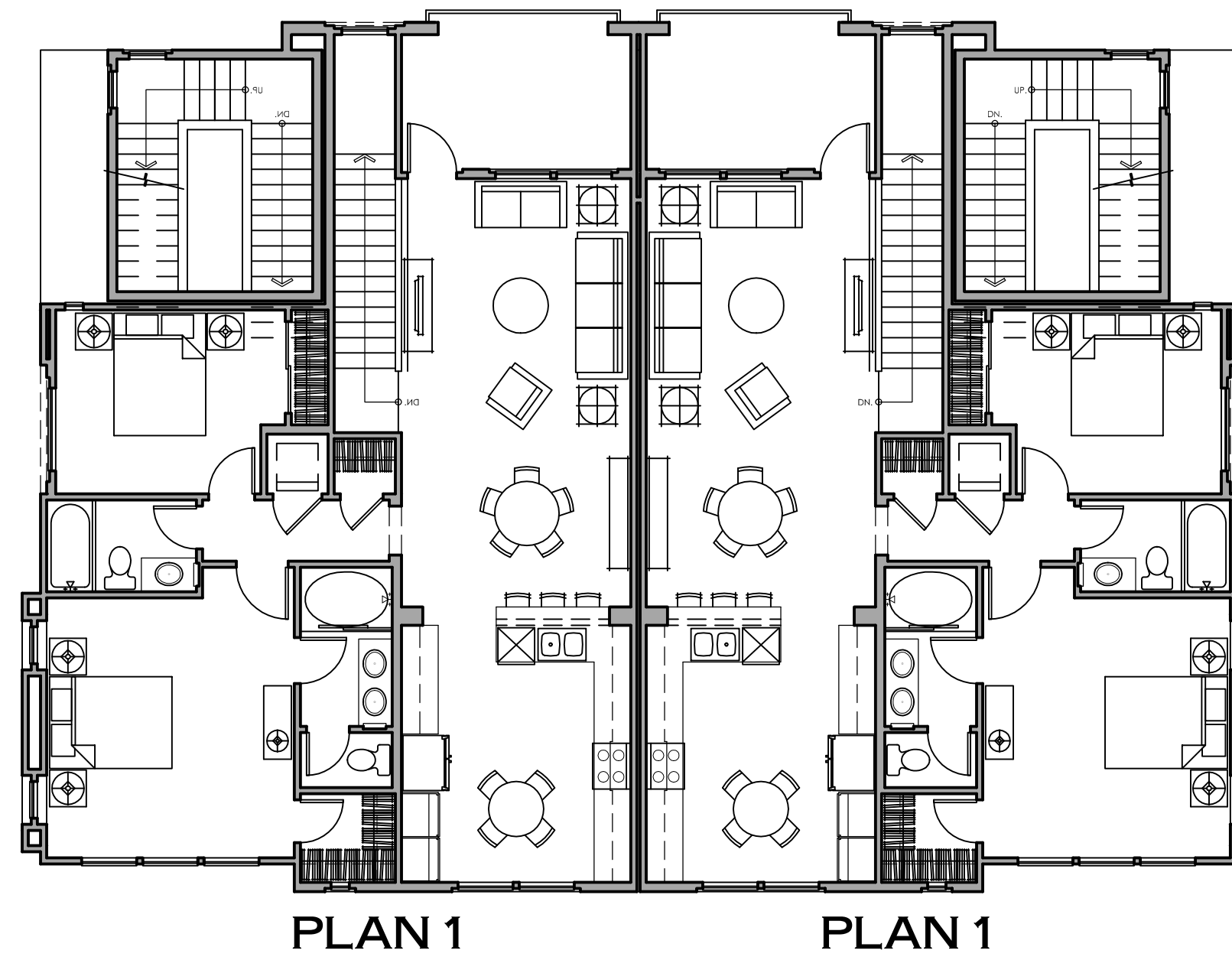
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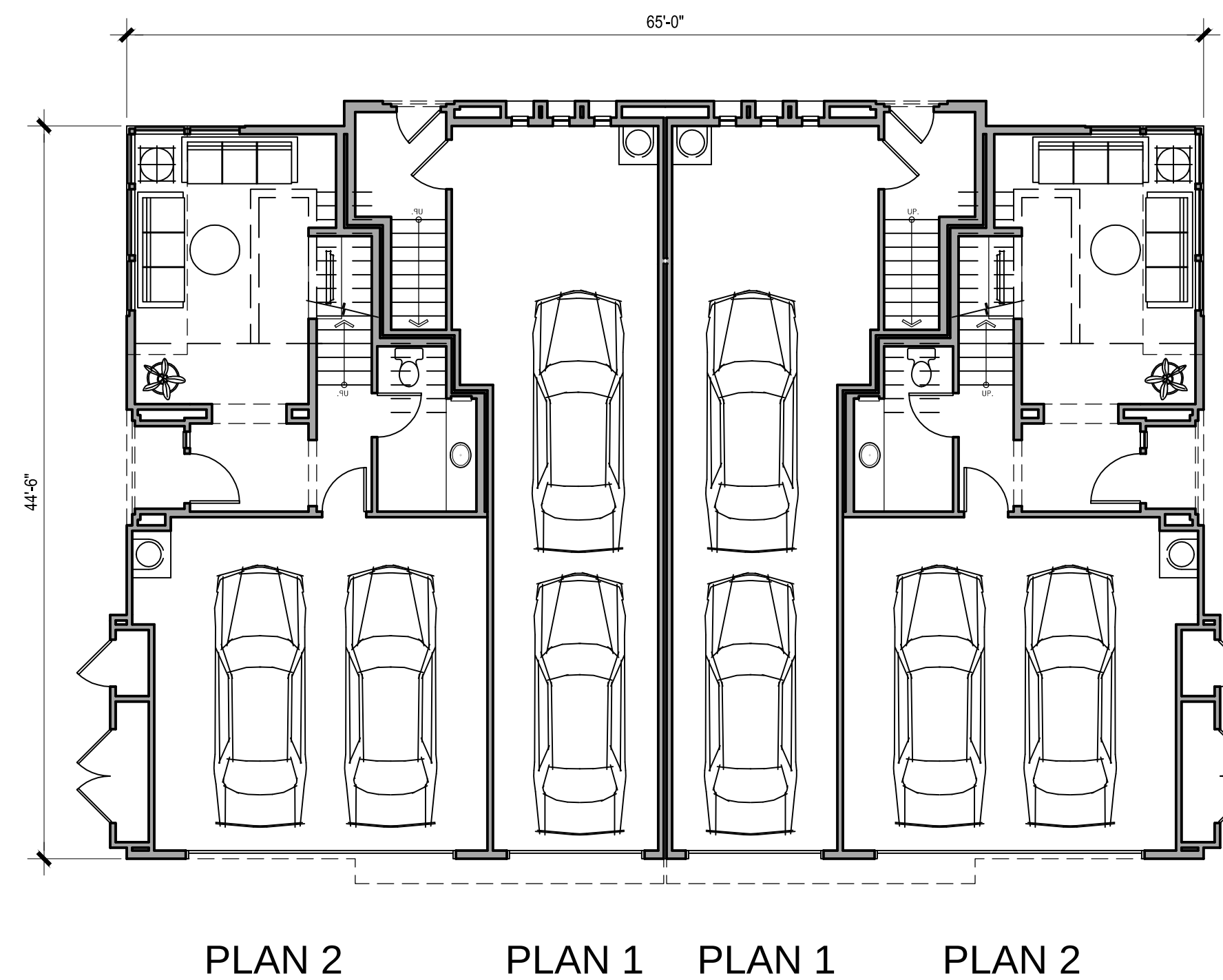
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Phone: 925-750-1713

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SECOND FLOOR



FIRST FLOOR

W E L L I N G T O N

BUILDING 9&11

DALY CITY, CALIFORNIA
K T G Y # 2011-0126 DATE OCTOBER 13, 2011

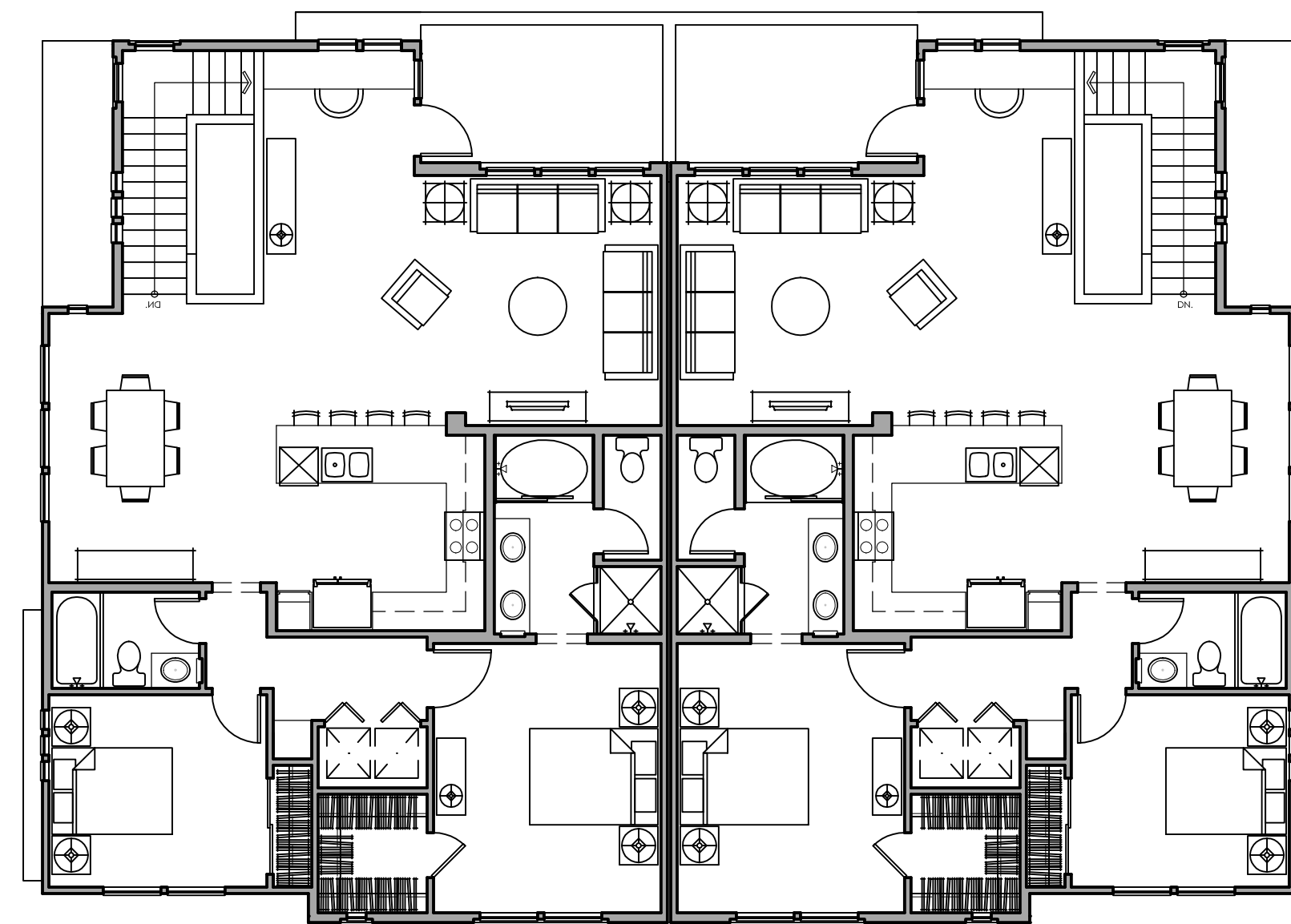
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Scale 0 4 8 16

A2.6



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6700 Koll Center Parkway
Pleasanton, CA 94566
Contact: Ray Panek
Phone: 925-750-1713



PLAN 2

PLAN 2

THIRD FLOOR

W E L L I N G T O N

BUILDING 9&11

DALY CITY, CALIFORNIA

K T G Y # 2011-0126 DATE OCTOBER 13, 2011

Scale 0 4 8 16

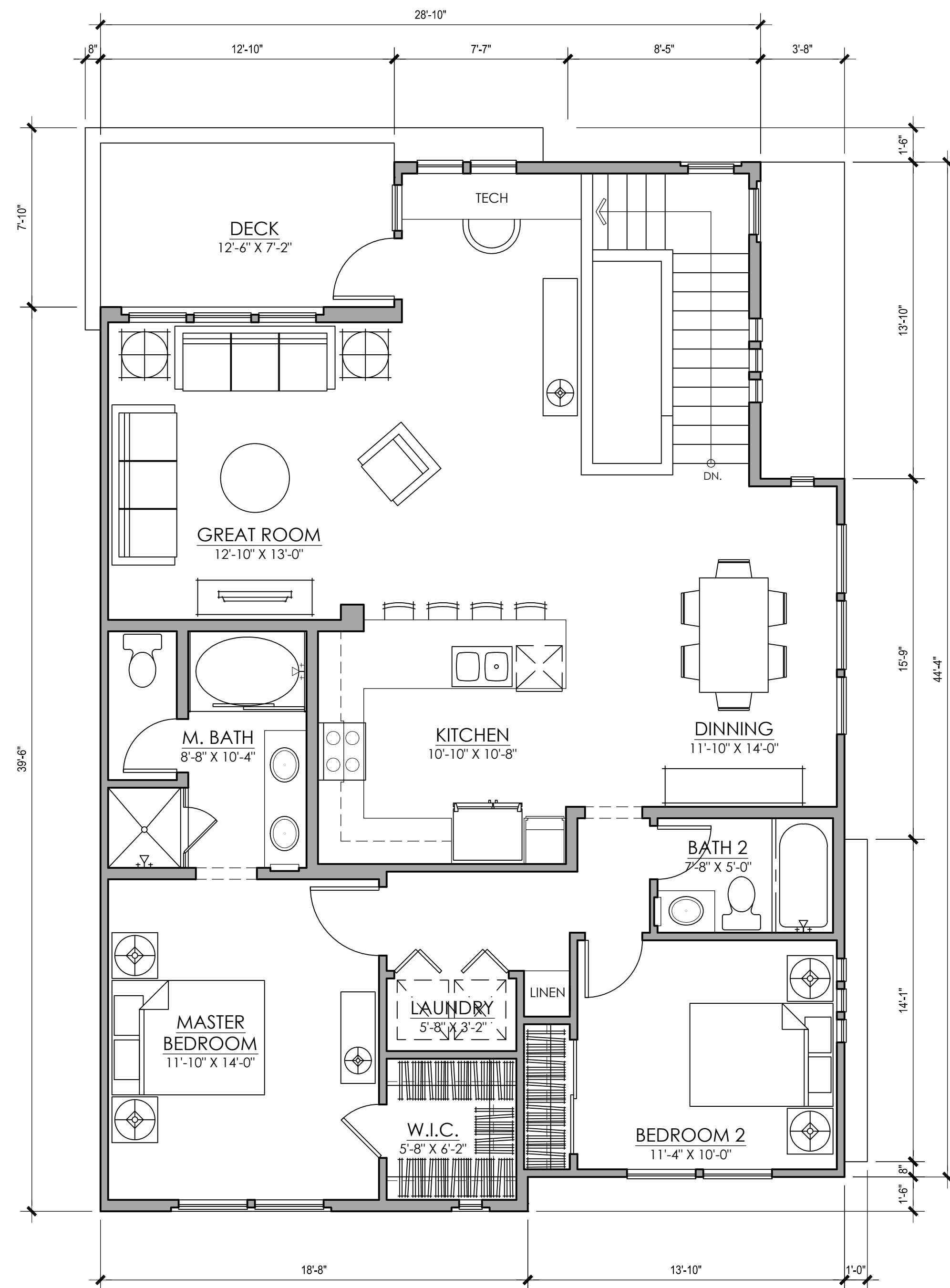
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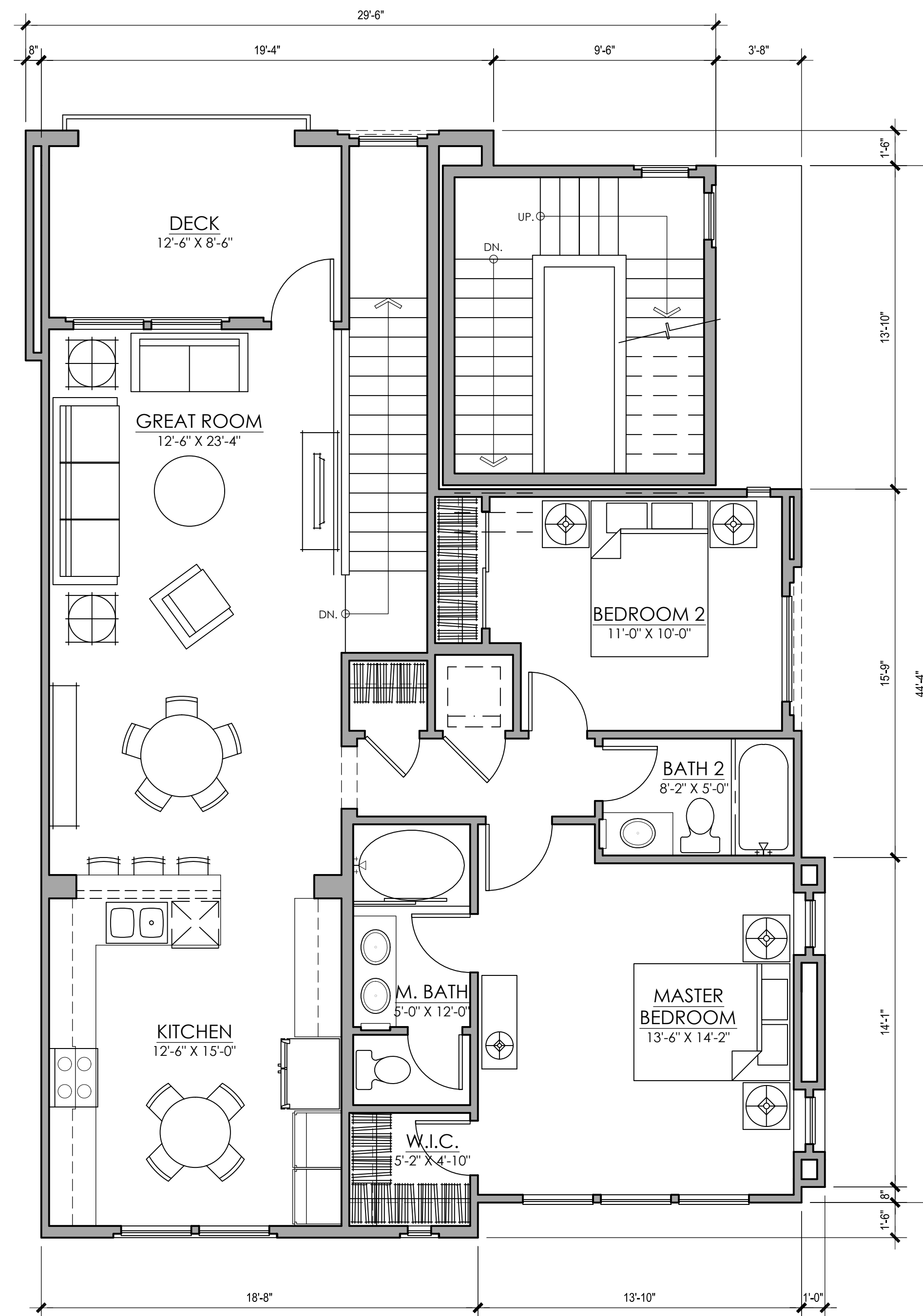
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Pleasanton, CA 94566
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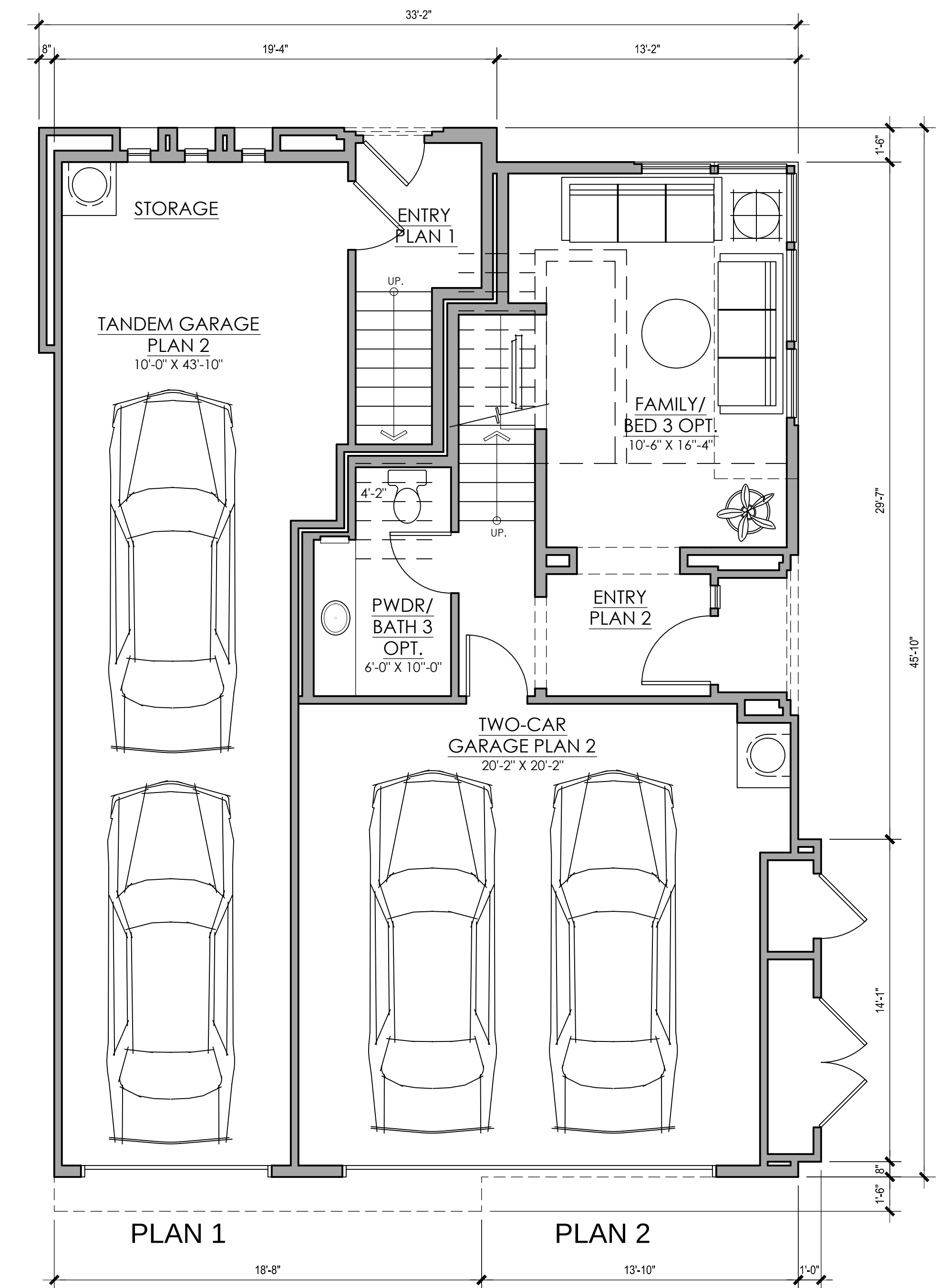




THIRD FLOOR - PLAN 2



SECOND FLOOR - PLAN 1



FIRST FLOOR - PLAN 1 & 2

W E L L I N G T O N



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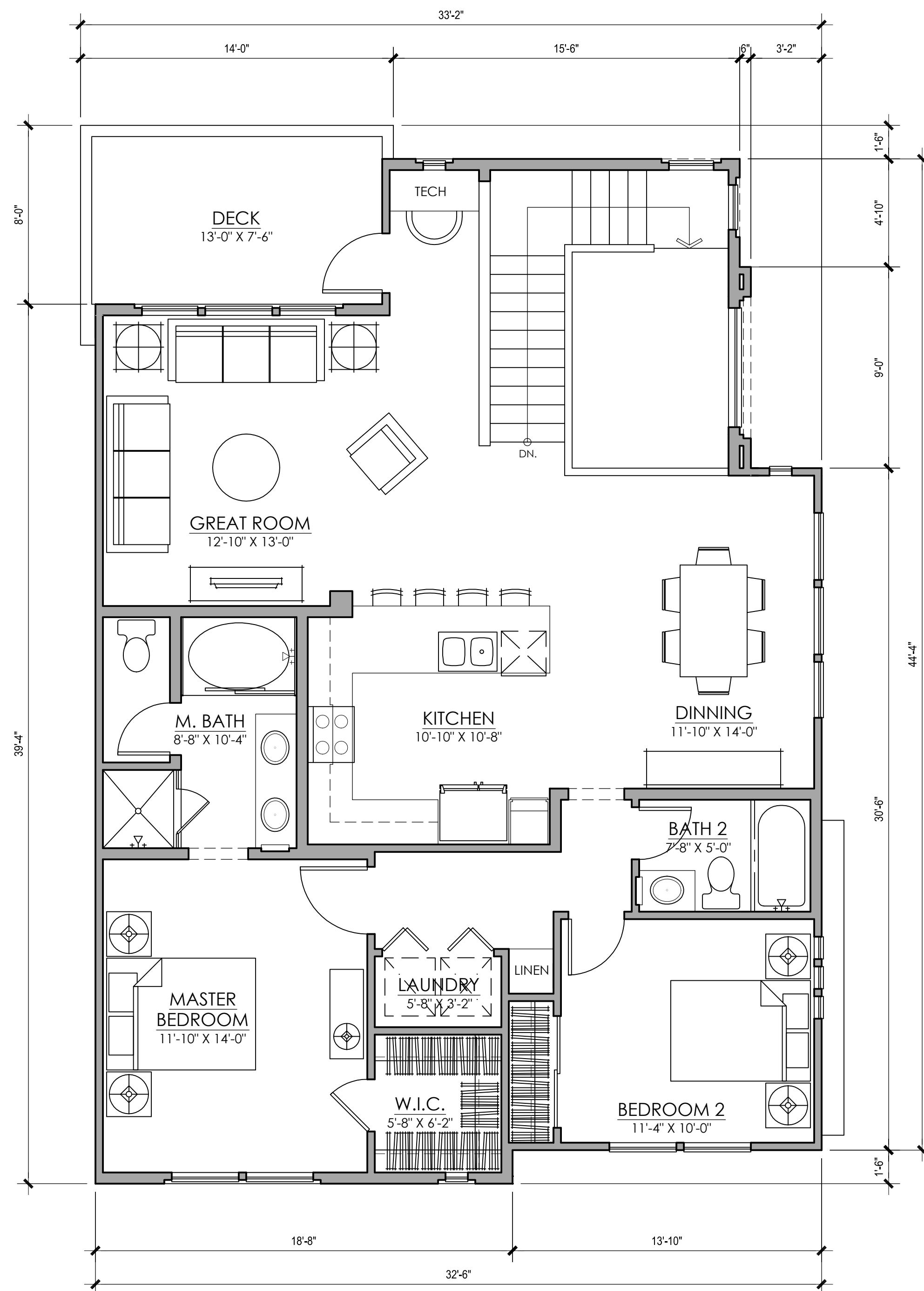
PLAN 1&2

DALY CITY, CALIFORNIA
 K T G Y # 2011-0126 DATE OCTOBER 13, 2011

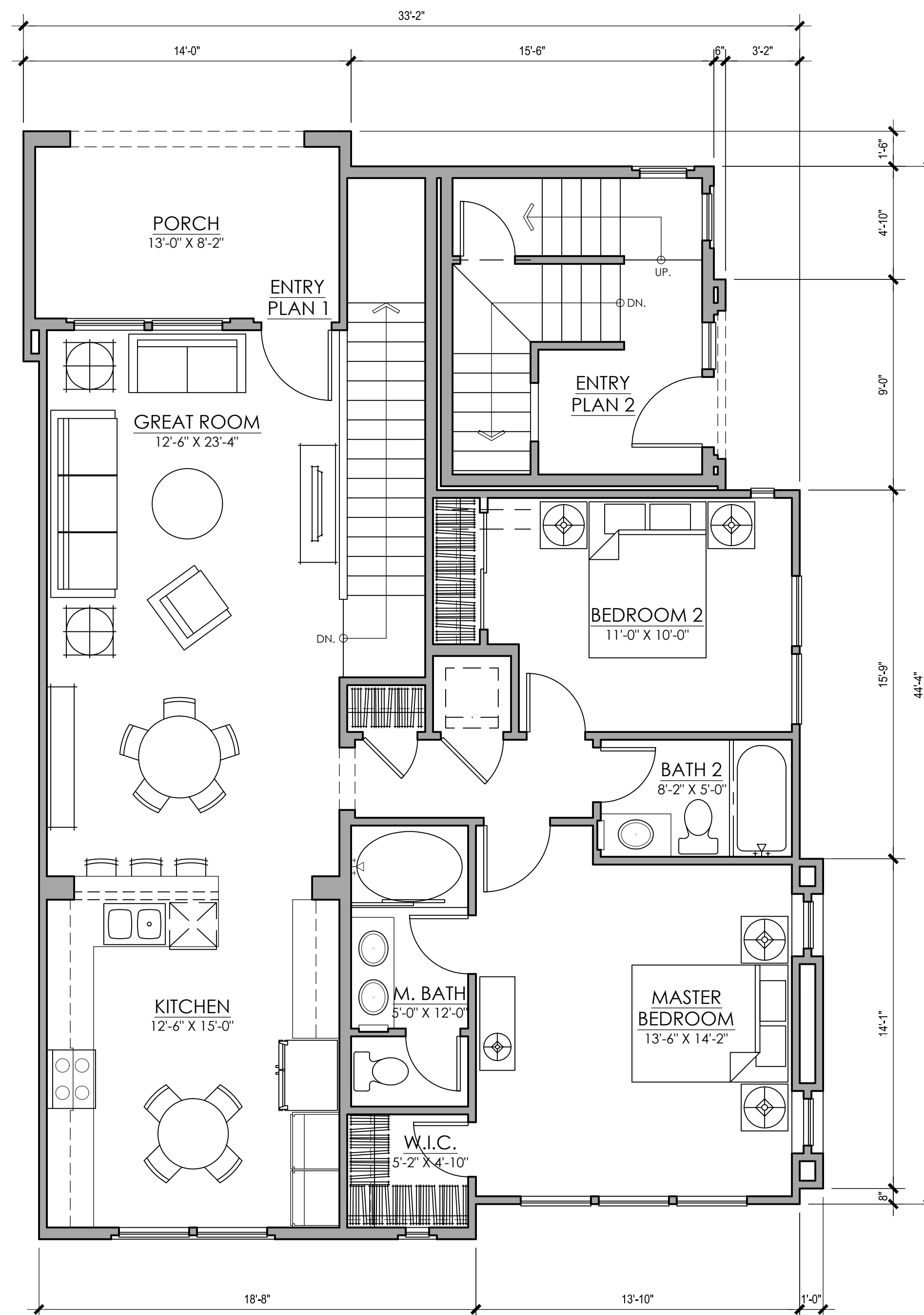
PLAN 1 1,125 sf net 1,190 sf gross
 PLAN 2 1,623 sf net 1,750 sf gross

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 310 394 2623

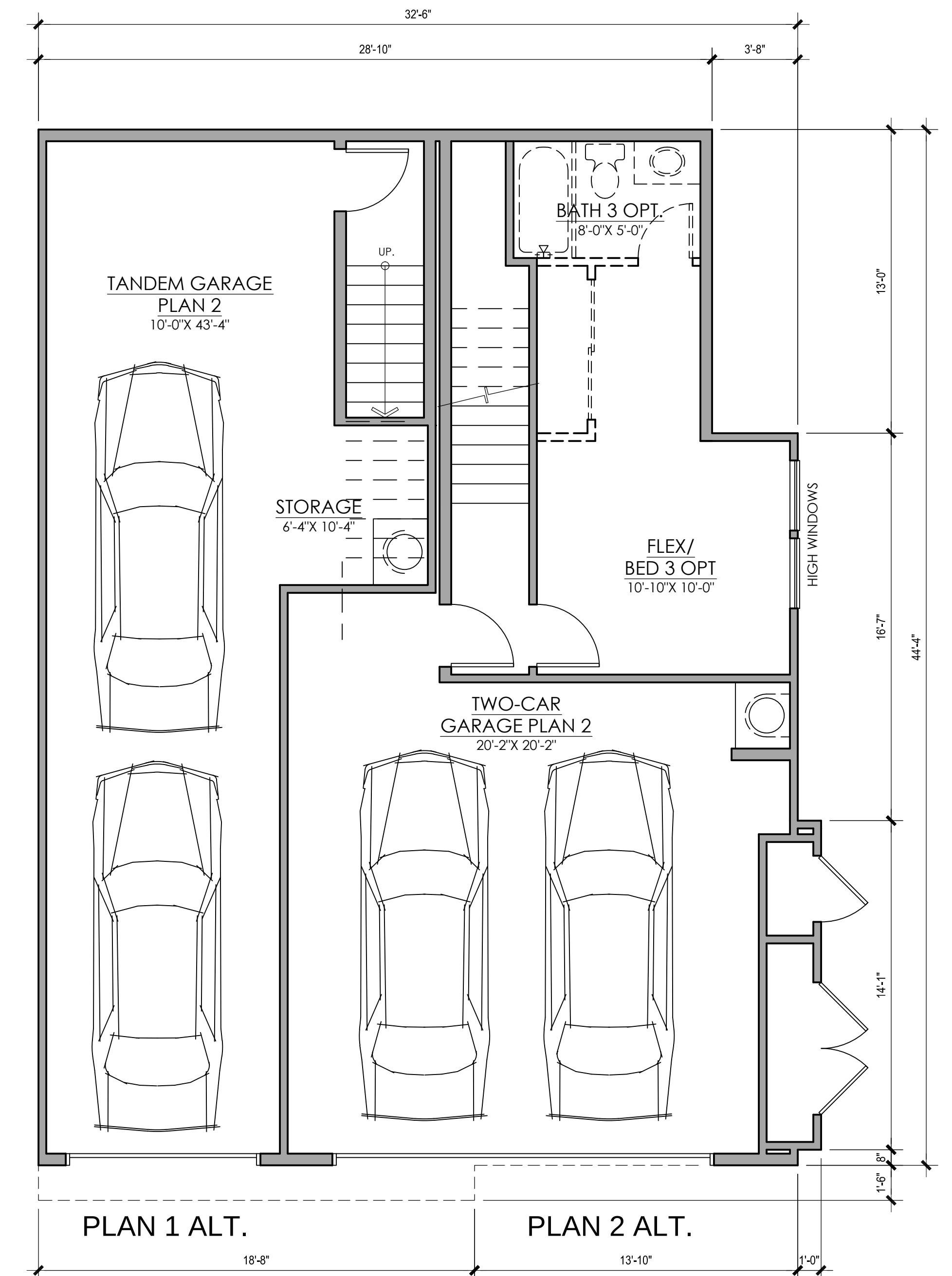




THIRD FLOOR - PLAN 2 ALT.



SECOND FLOOR - PLAN 1 ALT.



FIRST FLOOR - PLAN 1 & 2 ALT.

W E L L I N G T O N



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Contact: Ray Panek
Phone: 925-750-1713

PLAN 1&2 ALTERNATE

DALY CITY, CALIFORNIA
K T G Y # 2011-0126 DATE OCTOBER 13, 2011

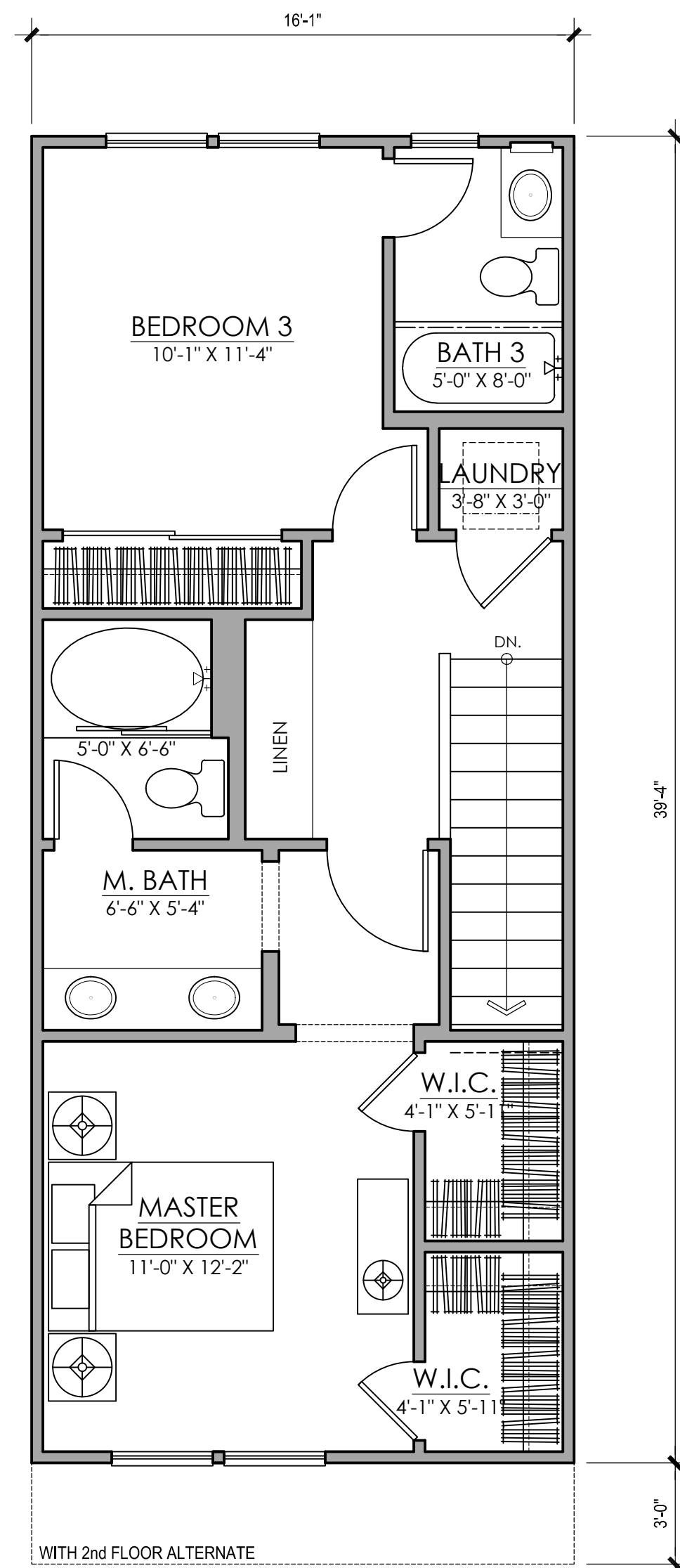
PLAN 1 ALT 1,111 sf net 1,169 sf gross
PLAN 2 ALT 1,503 sf net 1,594 sf gross

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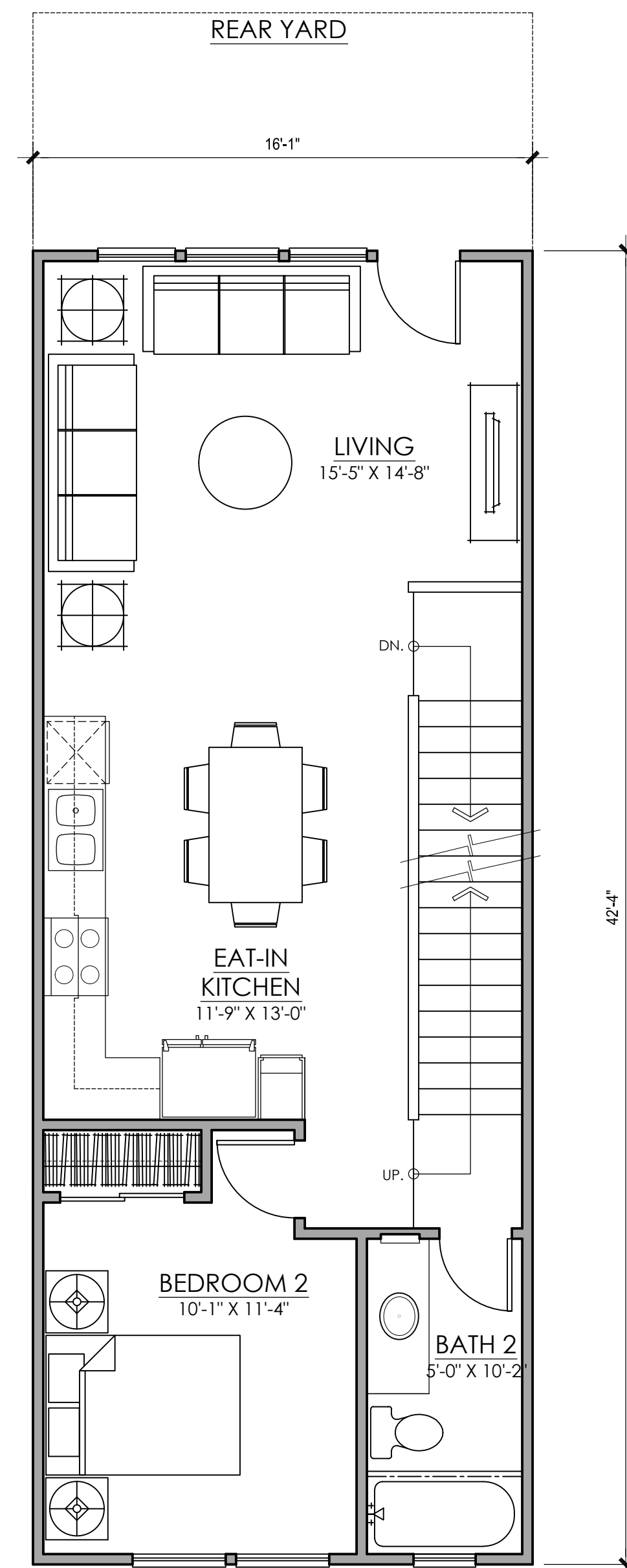
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A3.0.1

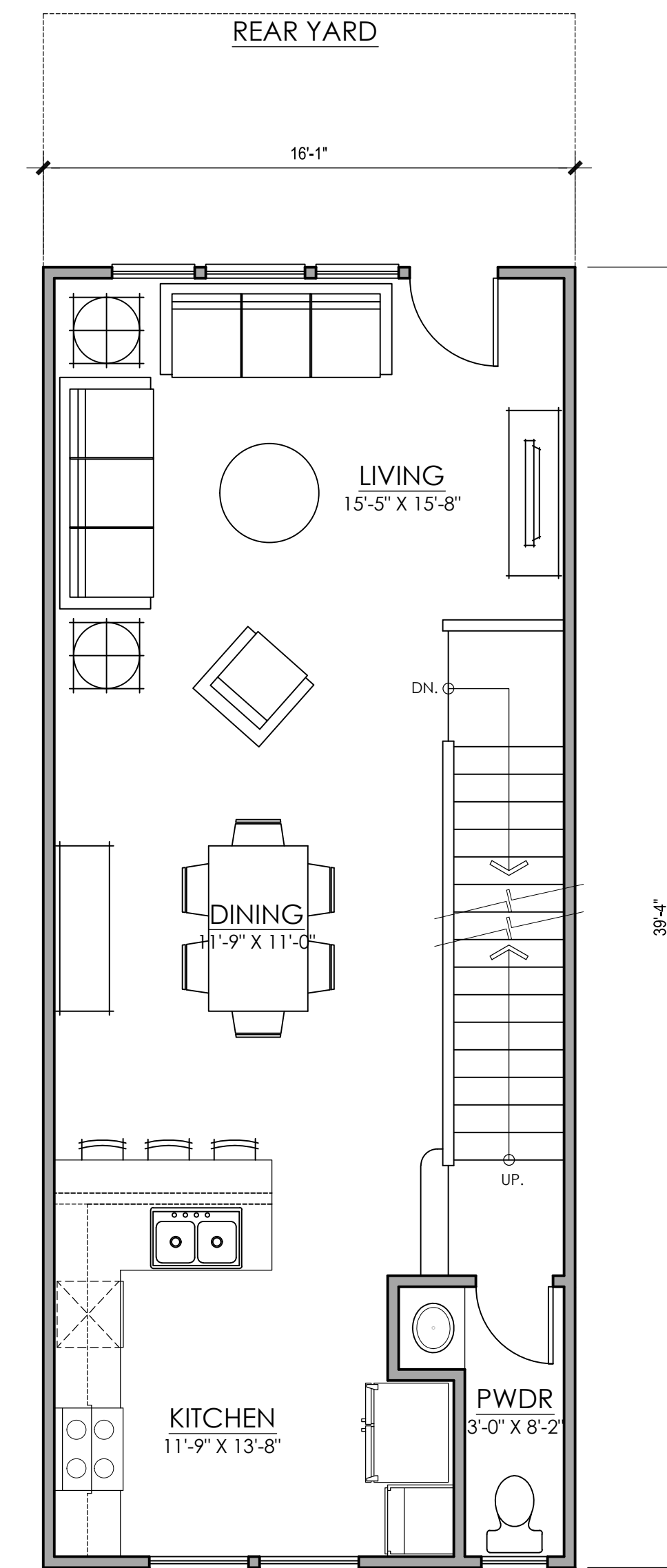




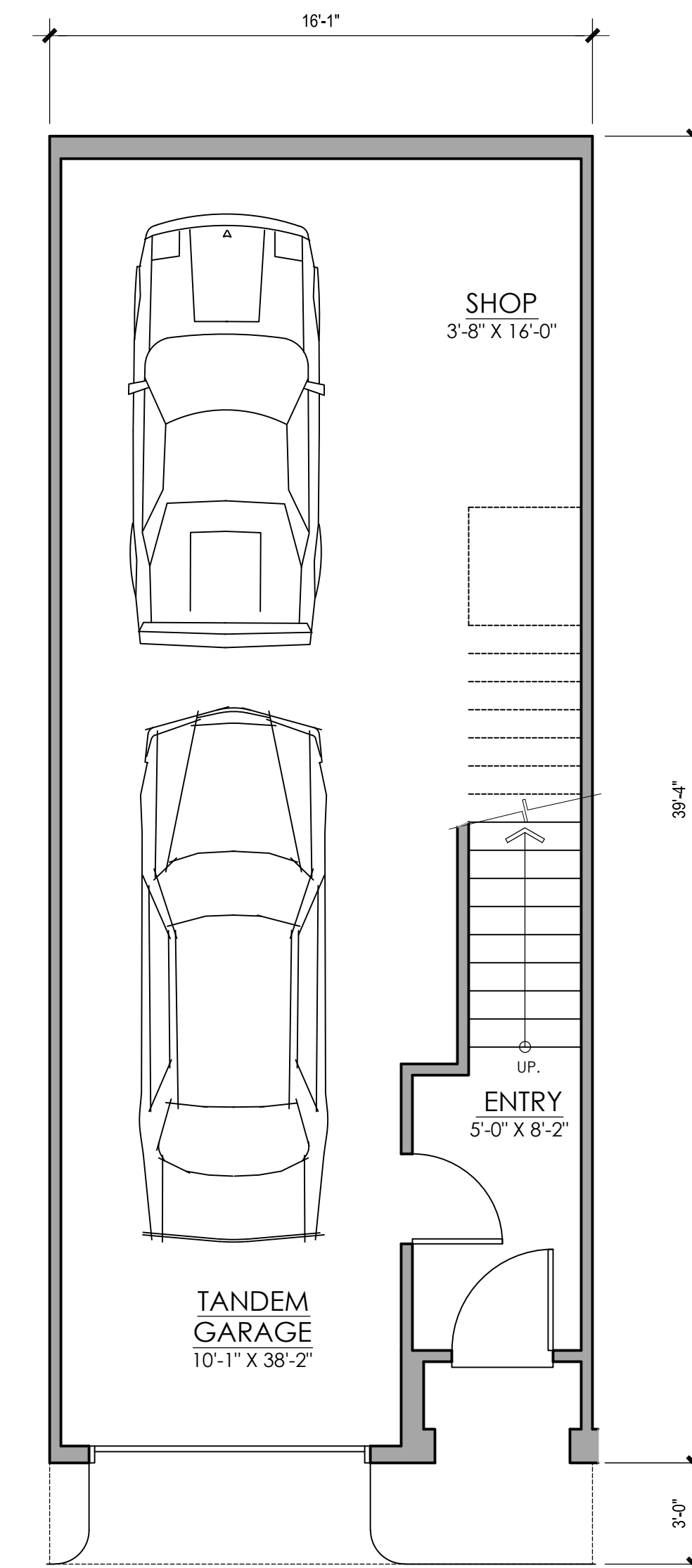
THIRD FLOOR



SECOND FLOOR ALTERNATE



SECOND FLOOR



FIRST FLOOR

W E L L I N G T O N

PLAN 3

DALY CITY, CALIFORNIA
K T G Y # 2011-0126 DATE OCTOBER 13, 2011

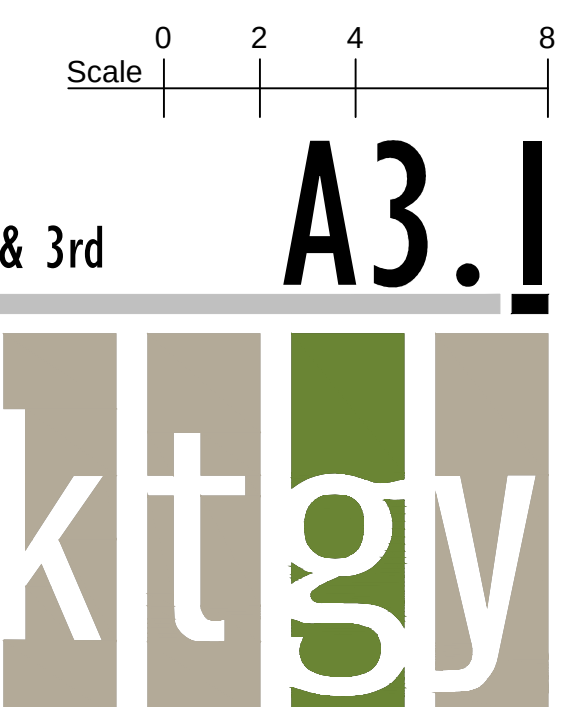
1,236 sf net 1,318 sf gross
1,328 sf net 1,414 sf gross ALT. 2nd & 3rd

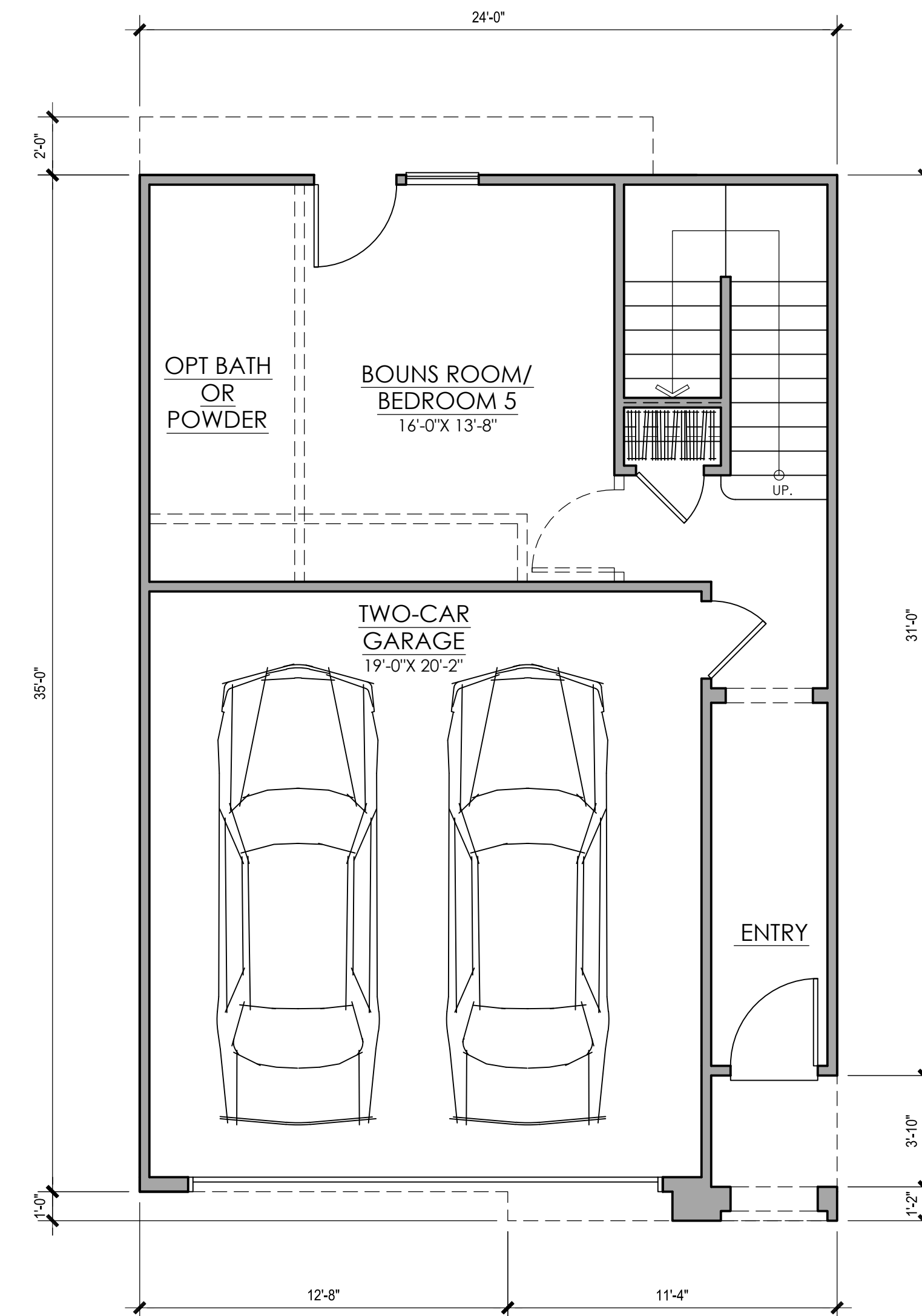
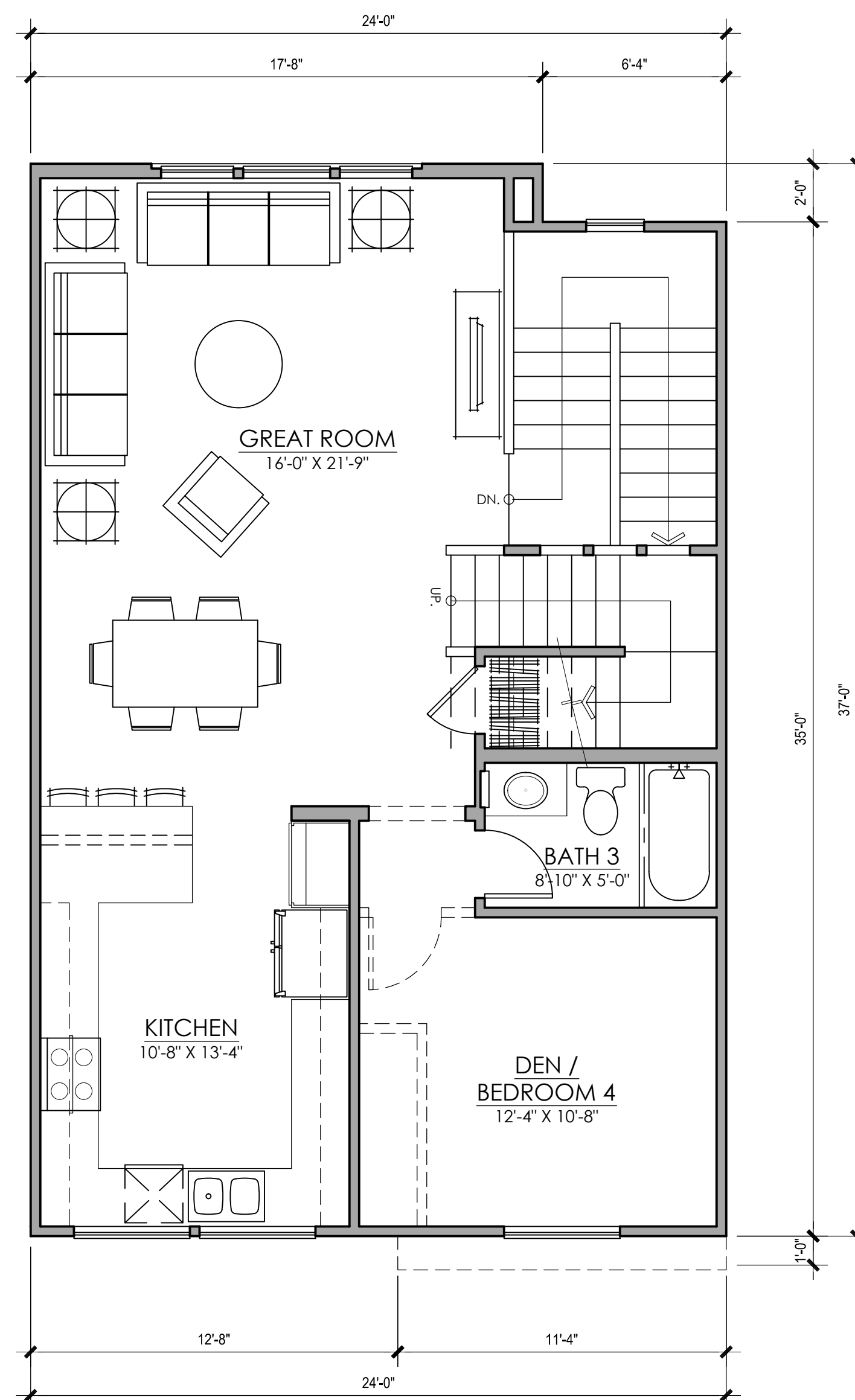
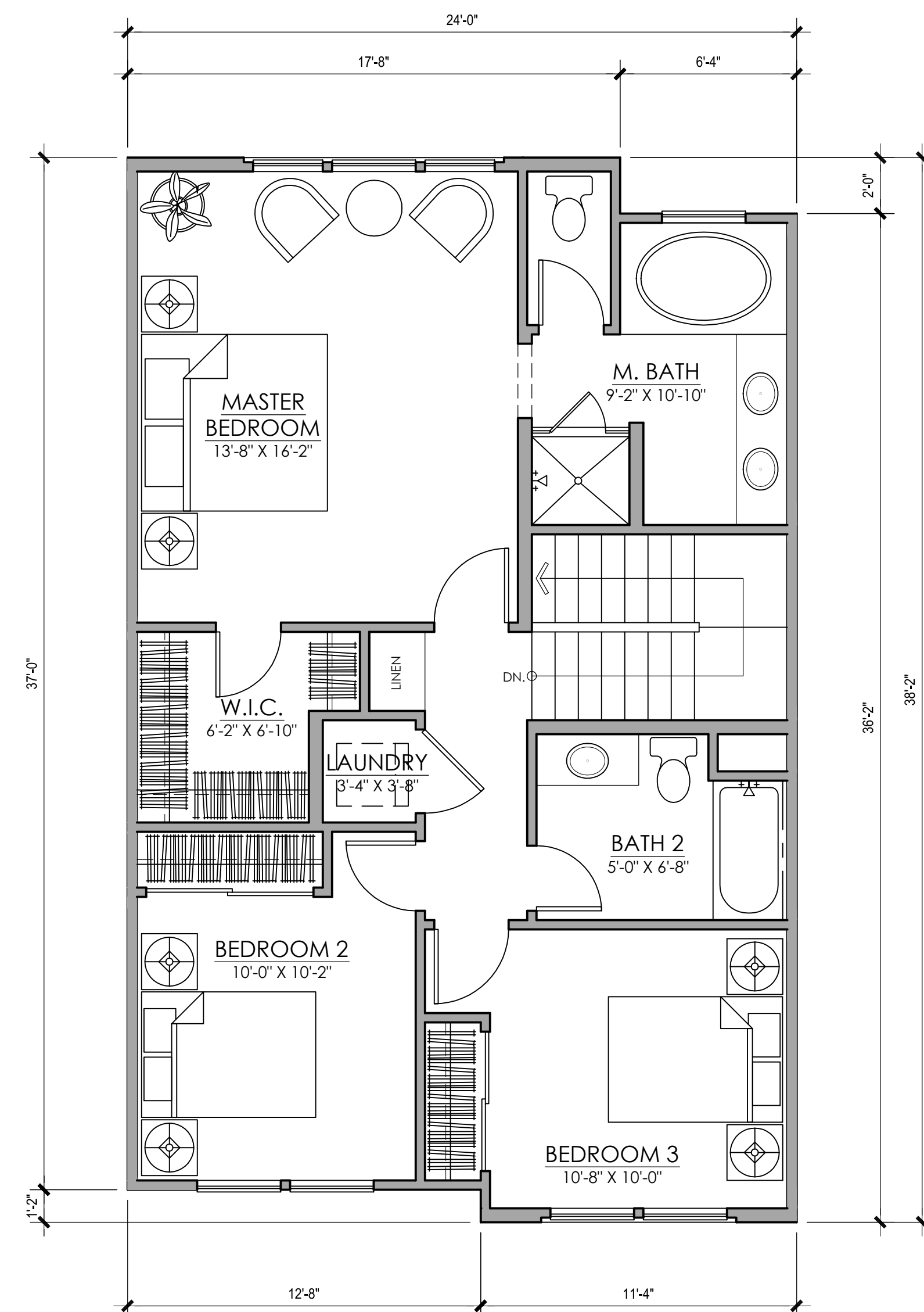
A3.1



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Pleasanton, CA 94566
Contact: Ray Panek
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Architecture + Planning
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Santa Monica, CA 90401
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W E L L I N G T O N

PLAN 4

DALY CITY, CALIFORNIA
K T G Y # 2011-0126 DATE OCTOBER 13, 2011

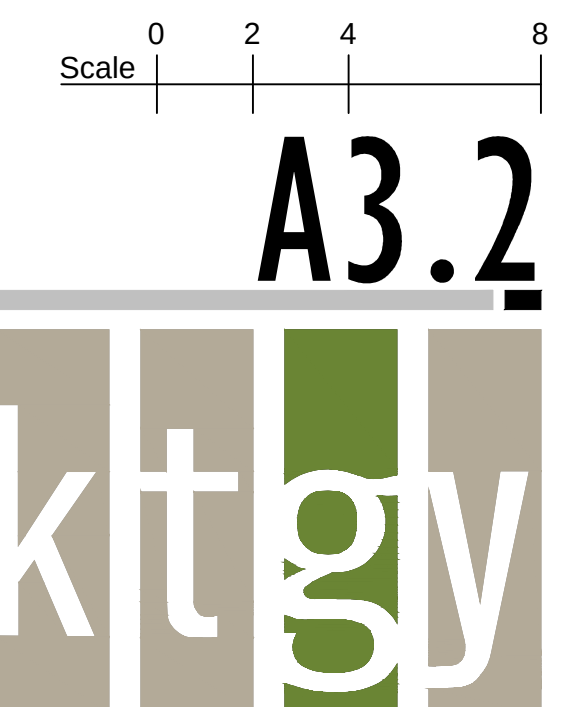
PLAN | 1,931 sf net 2,050 sf gross

A3.2



KB Home South Bay Inc.
6700 Koll Center Parkway
Pleasanton, CA 94566
Contact: Ray Panek
Phone: 925-750-1713

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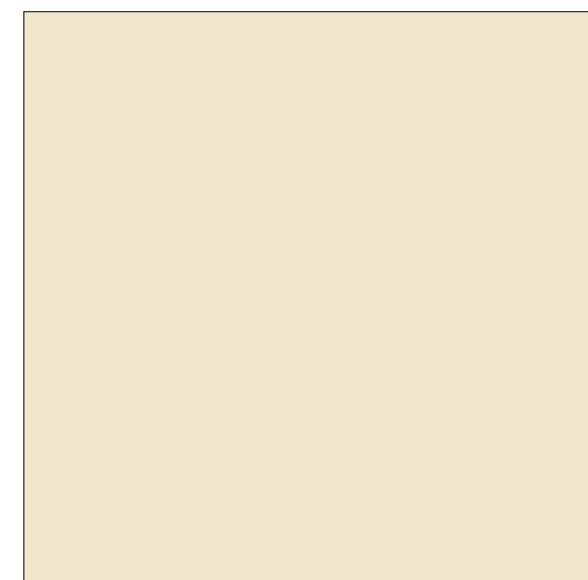


SCHEME I

SCHEME I

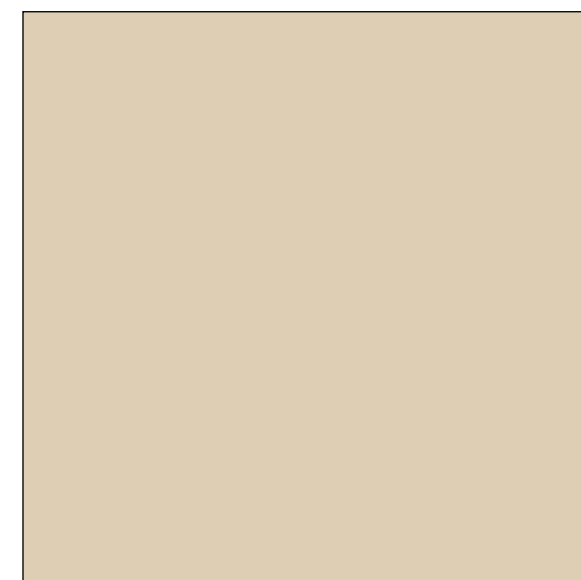
PAINT MANUFACTURE: **SHERWIN WILLIAMS**

STUCCO - 1



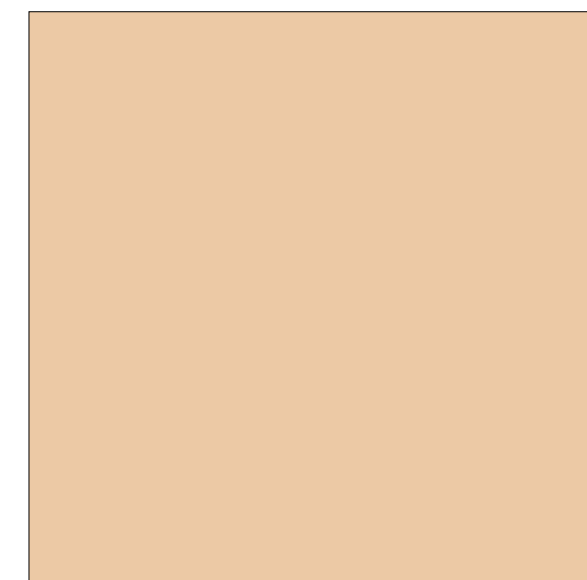
CLASSICAL WHITE (SW 2829)

STUCCO - 2



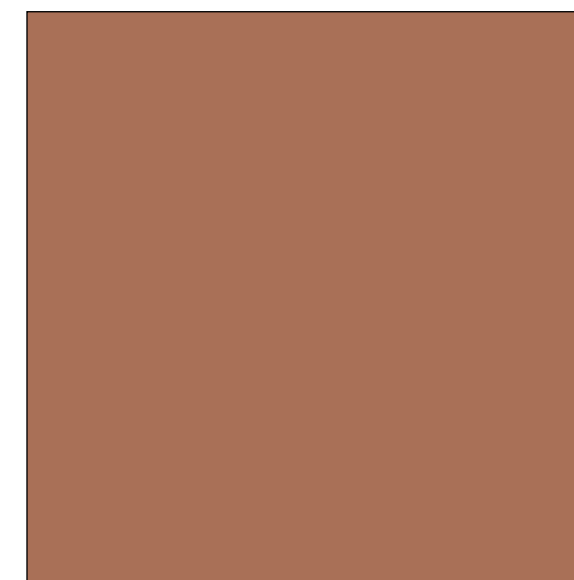
SOFTER TAN (SW 6141)

STUCCO - 3



AUGUST MOON (SW 7687)

FASCIA / TRIM /
GARAGE & FRONT DOORS



WHEAT PENNY (SW 7705)

ROOFING MANUFACTURE: **MONIER LIFE TILE**



CONCRETE "S" ROOFING TILE : BARCELONA 900
CALIFORNIA MISSION ROAD 2ESCS6464

BRICK MANUFACTURE: **EL DORADO STONE**



ROMA BRICK : CASTELLO



KB Home South Bay Inc.
6700 Koll Center Parkway
Pleasanton, CA 94566
Contact: Ray Panek
Phone: 925-750-1713

Daly City Townhomes
Daly City, California
Project # 20110126.00 | November 1, 2011

Materials Board

Architecture+Planning
1733 Ocean Ave., Suite 250
Santa Monica, CA 90401
310.394.2623
ktgy.com





RECEIVED

FEB 6 2012

CITY OF DALY CITY
ECD/PLANNING DIVISION

MRS. MARGARET DEKKER
39572 DORRINGTON CT.
FREMONT CA 94538
510 6571964

Hear Commissioners.

I have been notified of the proposed zoning change, R1 to R3 for the project at the "Top of the Hill" at Wellington & Peoria Sts.

I am greatly concerned about traffic. I lived at 401 Wellington for many years (now a rental) and go there several times a year so I am very aware of the steepness of the Wellington hill and the dangers of adding (I don't know how to estimate the volume, but I'm sure 66 units will generate a significant number of cars) this substantial number of autos to very old and narrow streets. They are always lined with parked cars, making the streets even tighter, as there is not adequate parking for these older homes with today's style of living (2-3 cars per house)

There is always a race to get the next parking spot with some motorists jockeying their cars from one space to another as parking is so limited.

Another concern is the corner of Wellington and Hanover which is always a challenge to navigate as it is impossible to see the joining traffic clearly.

None of the streets surrounding the project



- 2 -

Mrs. M. Dekker

seem capable of handling the added traffic. It is an older neighborhood whose arteries are already filled to bursting.

Please ~~consider~~ consider the project carefully keeping in mind the impact on the current residents

Thanks for your time and attention

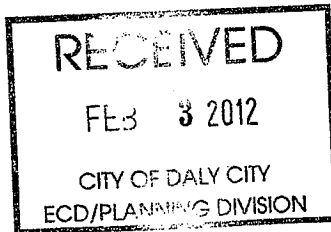
Margaret Dekker

39572 DORRINGTON Ct.

FREMONT CA 94538

570 6571964

Propertyowner@401 Wellington



February 1, 2012

Planning Office
333-90th Street
Daly City, CA 94015

Subject: Major Subdivision SUB-7-11-4269, Use Permit UPR-7-11-4270, Zone Change
ZC-10-11-4681
Applicant: KB Home South Bay, Inc, Ray Panek

As the Owner of 19 Chelsea Court, I do have concerns for the development of the area above my apartment building. The development will in all probability destabilize the hillside and caused more rockslides.

After every rainy season, silt that was washed down from the hill has to be shovelled and remove by the undersigned. There is one large boulder that came crashing down several years ago. (The boulder is still resting on the drainage ditch.) Luckily, no one was hurt or killed. The cleanup of silt is ongoing and could be worse with the new development. 39 Chelsea Court has the same problem

Sincerely,

A handwritten signature in cursive script that reads "Calvin Wong". The signature is written in dark ink and is positioned above the printed name.

Calvin Wong
Owner- 19 Chelsea Court

ACTION MINUTES
DALY CITY PLANNING COMMISSION
Regular Meeting
Tuesday, February 7, 2012
Council Chambers, Daly City

Chair Edelman called the meeting to order at 7:00 p.m.

ELECTION OF OFFICERS: Nominated by Commissioner Crump, seconded by Commissioner Bautista to elect Commissioner Kelly as Chair. Motion carried 5-0.

Nominated by Commissioner Edelman, seconded by Commissioner Bautista to elect Commissioner Crump as Vice Chair. Motion carried 5-0.

ROLL CALL: Present: Lubiano, Bautista, Kelly, Crump, and Edelman

Staff Present: Millar, Schott, Mothershead, Naughton and DeFries

APPROVAL OF MINUTES: Moved by Commissioner Edelman, seconded by Commissioner Bautista, to approve the minutes of November 1, 2011. Motion carried 5-0.

PUBLIC HEARINGS:

- 10. Major Subdivision SUB-7-11-4269, Use Permit UPR-7-11-4270, Zone Change ZC-10-11-4681, Design review DR-7-11-4272 and Environmental Assessment CEQA-7-11-4271 for new construction of a 66-unit residential townhouse development; re-zone a portion of the site from R-1 Single-Family Residential to R-3 Multiple-Family Residential – Peoria/Wellington, Lausanne Avenue, Chelsea Ct**

Staff report presented by: Jeannie Naughton, Associate Planner

Ms. Naughton presented the request for a series of entitlements that would allow the new construction of 66 townhome units, including re-zoning a portion of the property that is currently zoned R-1 to R-3. The approximately 4.91 acre site area is located at the western termini of Peoria Street and Wellington Avenue (paper street), the northern terminus of Lausanne Avenue and the southern terminus of Chelsea Court. It consists of one parcel where the majority of the site is zoned R-3 Multi-Family Residential District while a 9,400 square foot portion is zoned R-1 Single Family Residential. A re-zoning is therefore required to provide a consistent zoning designation on the property.

The project site is currently undeveloped, but has been disturbed in the past, with quarry operations on portions of the site that ceased to operate in the late 40's and 50's. The site is surrounded entirely by existing development. Sixty-two units will be located on the upper portion of the site and will have two points of vehicular access, with the main access gate located along Lausanne Avenue. The primary gate will be wide enough for a vehicle to be pulled over at the entry pillar, while another vehicle passes with an entry remote.

The secondary gate will be located along Peoria Street and will be accessible only by residents that have a remote for the gate. It will provide both ingress and egress. The remaining four units

fronting Chelsea Court will have one point of vehicular access at the northern end of the site, with no gate proposed.

Ms. Naughton mentioned that staff received correspondence citing concerns regarding the project's impact on traffic volume on the streets on the east side of the project. There was also concern about on-street parking conditions. The project is expected to generate 27 morning peak period vehicular trips and 43 evening peak period vehicular trips. This volume of trips is not considered a significant impact to the adjacent street network. The traffic study submitted for the project states that no study intersection would be significantly impacted by the project.

The project will consist of eleven separate buildings – ten on the upper portion of the site and one on the lower portion of the site. Site retaining walls will be located along the perimeter of the development, both on the upper and lower portions. Correspondence was also received regarding concerns of hillside destabilization as a result of the project, above Chelsea Court. The applicant has submitted a preliminary geotechnical report, along with preliminary structural calculations illustrating feasibility of the construction of the site retaining walls. Soils reports are required wherever future development is intended, prior to grading or issuance of a building permit.

Several sections of retaining walls will be immediately adjacent to property lines, such as the southeast and northwest corners of the site. In both of those locations, they will be constructing a type of retaining wall called soldier pile walls, which will not require soil nails that would cross property lines. This is critical because the southeastern portion of the site is adjacent to the boundary of the San Bruno Mountain Habitat Conservation Plan (HCP) and the northwestern corner of the site is adjacent to three single family residential lots. If typical shotcrete walls that utilize tie backs or soil nails were proposed, the applicant would have to obtain easements from the adjacent property owners as well as go through a separate review process with the County of San Mateo.

Block wall retaining systems or Keystone walls are used throughout the development. Large shrubs will be planted on the uppermost tier of retaining walls, while smaller shrubs and vines will be planted on subsequent wall levels, moving down the hillside. A condition of approval has been added to address yearly landscaping inspections to ensure the landscaping is maturing appropriately for the first five years following installation.

The contemporary design incorporates elements of Spanish-revival and Tuscan architectural styles. The surrounding neighborhood contains an eclectic mix of architectural styles, where no one type is dominant. Building heights will vary slightly, but all buildings are in compliance with the maximum 36-foot height limit of the R-3 Multi-Family Residential District.

There are six different Plan types for the development, but all are at least two bedroom/two bathroom and all have two-car parking in the garage. Some units have rear yards. Twenty percent of the project's units, or 13 units, will be sold at an affordability level of 100% area median income or AMI, and will be providing the resulting fractional obligation in the form of an in-lieu fee. Once the affordable housing plan has been approved by the City Manager, an Inclusionary Housing Agreement will be executed between the City and the applicant and recorded with the County of San Mateo.

The applicant has submitted a preliminary landscape plan with a proposed plant and tree palette for the project which will incorporate an underground irrigation system that will be designed to make efficient use of water through conservation practices. Canopy trees are proposed to border a majority of the site, as well as additional trees proposed for interior portions of the site, along common space areas and the guest parking area. All final landscaping choices must comply with the City's landscaping ordinance. During the building permit submittal process, a more detailed plant and tree palette will be created, based on results of soil reports and recommendations for the site.

There are two mitigation measures recommended for this project. The first is that pre-construction surveys for raptors and migratory songbirds be conducted, should construction activities take place during the nesting season. If nests are found in any of the trees or shrubs on or adjacent to the property, adequate protection must be ensured until the young have fledged the nest. The second mitigation measure is that property boundary surveys be conducted and adequate protection be put into place for the HCP boundary prior to and during all site clearing and construction activities.

Commissioner Lubiano was concerned about hillside stability and asked if there were driveways that could be used for parking. Ms. Naughton replied that there were two garage spaces for each unit and there were 21 guest parking spaces.

Commissioner Bautista asked if the utility easement for a 10' pipeline was to be abandoned and what was currently being done about erosion. Ms. Naughton said that the applicant is working with PG&E, although the pipeline is not in use.

Speakers: Ray Panek, KB Home South Bay, Inc., applicant
Pat Stevens, Stevens, Ferrone & Bailey Engineering Co.
Jason White, Civil Engineer, RJA
Ping Hsu, property owner at 25 Lausanne Avenue
Rich Mowdy, representative, Pointe Pacific Homeowners' Association
Anna Biondini, property owner on Chelsea Court
Fleur Reynolds, property owner at 362 Peoria Street
Judy Reed, property owner at 109 E. Vista Avenue
Rick Pacheco, property owner at 161 E. Vista Avenue
Mandy Chan, resident on E. Vista Avenue

Mr. Stevens, a civil and geotechnical engineer, addressed the questions about erosion control and said that there is currently no erosion control, but that serious problems exist and this project will eliminate the current problems. All water now goes down the slopes and onto other properties. When the retaining walls are built and improvements made, 70% of the water will be controlled and erosion issue should be eliminated. Mr. Panek added that they would have to work on the walls first, which would require them to put in temporary catchment basins. He said the site was designed for balance for a couple of reasons, the first being economic and the second being they don't want to have trucks hauling in and out of the site.

Commissioner Kelly wanted to confirm that the property owner is not currently doing anything to mitigate the drainage problems and if they were addressing neighbor's concerns. Ms. Naughton replied that staff would follow up with Code Enforcement and check for complaints and have them contact the owner at Chelsea Court that wrote the letter.

Commissioner Bautista asked about sustainability, architecture, and if there were any green building measures. Mr. Panek replied that their buildings are Energy Star rated and green point rated at 100 points plus.

Commissioner Bautista then asked about the schedule. Mr. Panek said they would possibly be breaking ground in September or October for the walls. It takes six months to get plans. They would probably start building construction in 2013 and finish in 2014.

Commissioner Crump wanted the plant palettes to complement species in the HCP and to make sure not to use any invasive species. He suggested they use fescue, which has been used with great success at the Crown Colony complex.

Commissioner Kelly voiced her concern about construction noise and reminded the applicant to adhere to the City's ordinance regarding working hours and not start early or work late. She also asked if they would be enforcing rules for guest parking. Mr Panek replied that KB Homes had done a lot of similar projects and they always have a project sign with the phone number of the project superintendent for any complaints. They are aware of noise ordinances. There will be a homeowners' association and they go over the parking policies at the first meeting. They will have cars towed to enforce the guest parking rules.

Commissioner Kelly noted that currently there is diagonal parking on Chelsea Court and wondered if that would still be allowed with the increased traffic. Ms. Mothershead said she would check with Public Works staff to see if it would still be allowed.

Commissioner Bautista asked if there were any special seismic conditions for retaining walls. Ms. Naughton replied that it was not in a special seismic area and they will have to adhere to strict provisions in our building code. Commissioner Bautista wanted to make sure that the retaining walls are specific to the project and specified in the final map and the structural issues are addressed in the plans.

Mr. Panek spoke about the challenges of the project and this unique site. They spent lots of time working through issues with staff. Some of the issues that framed the plan were points of access at Lausanne and Peoria, the grade and topography, with a 16' drop between Peoria and Lausanne and a 92' drop between Peoria and Chelsea. There are also issues with the site grade, limited amount of flat area, sewer constraints and erosion and runoff. There was a soils report to see if it would be a viable project in terms of walls and foundation. The walls will help eliminate the erosion problem for houses on Chelsea Court. They minimized as best they could the height of the walls and tried to keep them below 10', although some are higher. There are walkways around the site and open space and the architecture is a more traditional style in keeping with the neighborhood.

Commissioner Crump commented that he really like the look of the project, including the architecture and interior layouts. Commissioner Kelly asked if there had been any neighborhood meetings or contact with those adversely affected. She was told there had not been any meetings. Commissioner Kelly suggested that before any work began, they put up a sign with contact information for the neighbors.

Mr. Ping Hsu, who developed a project on Lausanne several years ago, said that the City asked him to do lots of things, including enlarging the water service line, building a pump station on top of site and improving the park landscaping. He said a project should benefit the community and wanted to know what benefit this project provided. He also asked about the easements for the waterline. Ms. Naughton replied that regarding the benefit to the community, the developer would be required to pay park-in-lieu fees for the maintenance and creation of city parks and also AB1600 fees as well as school fees. These are typical costs that every developer is required to pay. Regarding the access easements for the waterline, the Water/Wastewater Resources Department requires a 20' easement for all waterlines. The applicant has worked with DWWR and their Conditions of Approval address these issues. Commissioner Bautista asked if the applicant had been in touch with the DWWR regarding the Water Masterplan. Ms. Naughton said they had been working with DWWR and Public Works and they have been required to retain Brown and Caldwell to do a water study for the project site and area in general and will be required to make the necessary upgrades. Commissioner Bautista asked about the outcome of the study. Mr. White, one of the project engineers, responded that they study was completed by Brown and Caldwell and given to DWWR, but they had not seen the study yet, but Conditions of Approval do require them to comply.

Rich Mowdy, representing Pt. Pacific Homeowners Association, had one concern, which was the reservoir above the southeast corner of the property. He is concerned about the cut and tiered wall and the mass and weight of the reservoir. He wants them to be sure that when the cut into the hillside, the retaining wall can sustain the weight.

Anna Biodini, owner of property on Chelsea Ct., was concerned about the wall and if it collapsed, who would be responsible. She also was worried about construction dust and mess on her building. Ms. Mothershead replied that the Homeowners' Association would be responsible if the wall collapsed.

Fleur Reynolds, property owner on Peoria Street, voiced her concerns about parking and worried that her street would become a thoroughfare. She asked what was to keep residents from the new complex from parking on their streets and walking in. She stated that parking on Peoria Street is already a nightmare. She is concerned about quality of life and accessibility to her own home. She also wanted to know where the workers would be parking during construction and if a lot of trucks would be using Peoria Street and if it would be a main access point to the complex. Ms. Mothershead responded that they would have to develop a haul route with Public Works. Commissioner Bautista suggested a Condition of Approval to provide worker parking off site and shuttle workers to project site. Ms. Mothershead stated that for fire purposes, roads need to be the first thing built in the interior of the development. Ms. Schott, Assistant City Attorney, said that Engineering does limit the parking on the street. Ms. Reynolds asked if Wellington will be paved and Ms. Naughton replied that it would not and would remain a paper street.

Judy Reed, a resident of E. Vista Avenue, spoke against the project. She felt it was too large of a development for the site and makes the environment worse. She said there is already storm water and waste problems and too much concrete won't be able to absorb the water.

Rick Pacheco, a resident of E. Vista Avenue, spoke against the project. He grew up in the area and spent lots of time on the mountain and feels it's a shame to see the hill gone and covered by buildings. He suggested a park be created on the site.

Mandy Chan, a resident of E. Vista Avenue, spoke against the project. She was sad to lose her view and concerned for the stability of the site.

COMMISSION ACTION:

Moved by Commissioner Crump, seconded by Commissioner Edelman to close the public hearing. Motion carried 5-0.

Moved by Commissioner Edelman, seconded by Commissioner Bautista, to adopt the findings as outlined in the staff report of February 7, 2012. Motion carried 5-0.

Moved by Commissioner Crump, seconded by Commissioner Bautista, to affirm the Environmental Assessment and recommend that the City Council adopt the Mitigated Negative Declaration. Motion carried 5-0.

Moved by Commissioner Edelman, seconded by Commissioner Crump, to approve Major Subdivision SUB-7-11-4269, Zone Change ZC-10-11-4681, Use Permit UPR-7-11-4270, Design Review DR-7-11-4272 and Environmental Assessment CEQA-7-11-4271 subject to the Findings and Conditions outlined in the staff report of February 7, 2012. Motion carried by unanimous roll call vote (5-0).

COMMUNICATIONS:

ADJOURNMENT:

Moved by Commissioner Crump, seconded by Commissioner Bautista, to adjourn at 8:10 p.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Brian Millar". The signature is written in a cursive, flowing style.

Brian Millar
Director of Economic and Community Development



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Wellington Residential

Transportation Impact Analysis



Prepared for:

KB Home and Daly City



December 9, 2011



Hexagon Office: 4377 1st Street, Suite A
Pleasanton, CA 94566

Hexagon Job Number: 11BW12

Phone: 925.225.1439



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Executive Summary

This report presents the results of the transportation impact analysis conducted for the proposed Wellington Residential development in Daly City, California. The project as proposed would construct 66 townhouse units. The existing site is vacant. Access for 62 units would be provided via Peoria Street and Lausanne Avenue.

The potential impacts of the project were evaluated following the standards and methodologies set forth by the City of Daly City and the San Mateo City/County Association of Governments (C/CAG), which is the Congestion Management Agency (CMA) for San Mateo County. The traffic analysis evaluated peak-hour traffic conditions at one unsignalized intersection, one signalized intersection, and three roadway segments in the vicinity of the project site. The study locations were selected by City staff. The study also includes an analysis of site access, on-site circulation, and parking. Freeway level of service analysis was not performed since project trips on freeway segments would not be greater than one percent of the capacity of any segment.

Trip Generation & Assignment

The magnitude of traffic generated by the proposed project was estimated by applying to the size of the development the applicable trip generation rates contained in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation*, Eighth Edition. For the proposed project, the townhouse (ITE category 230) trip generation regression equations were used. Based on the size of the proposed project and the applicable trip generation rates, it was estimated that the project would generate a total of 37 AM peak hour trips and 43 PM peak hour trips. The trip distribution pattern for the proposed project was estimated based on existing travel patterns on the surrounding roadway system and a select zone analysis from the C/CAG Travel Demand Forecast model. The peak hour trips generated by the project were assigned to the roadway network in accordance with the project trip distribution.

Intersection Level of Service Analysis

The intersection level of service calculations are summarized in Table ES1. The results show that no study intersection would be significantly impacted by the project either under (1) existing plus project or (2) cumulative plus project conditions. All study intersections would operate at LOS C or better during the AM and PM peak hours.

Roadway Segment Level of Service Analysis

The roadway segment level of service calculations are summarized in Tables ES2 and ES3. The results show that no study roadway segment would be significantly impacted by the project either under (1) existing plus project or (2) cumulative plus project conditions. All study roadway segments would operate at LOS C or better during the AM and PM peak hours.

CMP Compliance

As the Congestion Management Agency (CMA) for San Mateo County, the City/County Association of Governments (C/CAG) is responsible for maintaining the performance and standards of the Congestion Management Program (CMP) roadway network. The CMP requires new development projected to add 100 or more peak hour trips to the CMP roadway network to implement Travel Demand Management (TDM) measures that would reduce project impacts. The proposed project would generate less than 100 peak hour trips. Therefore, an analysis based on the requirements of C/CAG, the administering agency for the CMP, is not necessary.

Site Access & Circulation

A review of the project site plan was performed to determine whether adequate site access and circulation would be provided. This review was based on the site plan prepared by RJA dated September 27, 2011. Generally, it was determined that the project would provide adequate site access and circulation. However, at the southern end of the site, the project would have one 60-foot long dead end aisle. Dead-end roads are undesirable because drivers can enter the road, and upon discovering that there is no available parking, must back out or conduct three-point turns. In residential areas where parking is designated for specific residences, issues with dead end roads are primarily confined to trucks (garbage collection). Prior to final design, the project should consult with City staff to confirm that the design is acceptable for garbage collection.

The project plan shows sidewalks on site and at the project driveway on Peoria Street to provide a pedestrian link to the public street network. However, there are places where the proposed on site sidewalk would be approximately 2 feet wide. This would not meet current Americans with Disability Act (ADA) requirements, which require a minimum of 48 inches clear for a pedestrian path (with 36 inches being acceptable at some locations). In addition, there is no pedestrian path between the project site and Lausanne Avenue. While the traffic volume at this driveway would be low and shared use between motor vehicles and pedestrians is possible, it is preferable to separate vehicular and pedestrian traffic even at low volume roadways where feasible.

Parking

Parking supply for the proposed development was evaluated using Daly City parking standards as well as established rates from commonly cited parking references. For multiple family units with 2 bedrooms or more, Daly City requires 2 parking spaces per unit. The Daly City parking rates were compared to rates from the following publications: (1) *Parking* by Weant and Levinson and (2) *Parking Generation, 3rd Edition* by the Institute of Transportation Engineers (ITE). *Parking* by Weant and Levinson suggests that each multifamily unit should provide 2 spaces per unit, and *Parking Generation* by ITE shows an 85th percentile townhouse peak parking demand of 1.78 spaces per unit. Both of these confirm that the Daly City parking standards are reasonable for townhouse uses.



All of the project units would include at least 2 bedrooms. Based on City requirements, the project should provide 132 total parking spaces (66 units x 2 spaces per unit). The proposed project would provide 2 covered parking spaces per unit and 21 guest parking spaces, for a total of 153 onsite parking spaces. Thus, the project parking supply would exceed the City parking requirements by 21 spaces. For this reason, the parking supply proposed by the project would be adequate to serve the anticipated demand. The project would be located adjacent to an existing neighborhood where on street parking is 100% occupied during peak periods. Assuming that that garage spaces provided by the proposed project are used for parking, the project would not adversely affect parking conditions in the adjacent neighborhoods.

Transit, Pedestrian, and Bicycle Analysis

Potential project impacts to offsite transit, pedestrian, and bike facilities were evaluated in the project vicinity. Overall, the volume of transit, pedestrian, and bicycle trips generated by the project would not exceed the carrying capacity of the existing facilities near the project site. Therefore, no improvements would be necessary in conjunction with the proposed project.

Table ES 1
Intersection Levels of Service Summary

Intersection Name	Traffic Control	Peak Hour	Existing		Existing Plus Project		Cumulative No Project		Cumulative Plus Project	
			Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Avg. Delay ¹	LOS
1 Crocker Av. and Mission St.	Signal	AM	21.8	C	21.9	C	22.7	C	22.8	C
		PM	19.6	B	19.8	B	20.2	C	20.4	C
2 Crocker Av. and Peoria St.	Stop	AM	12.0	B	12.3	B	12.6	B	12.9	B
		PM	11.5	B	11.6	B	11.9	B	12.1	B

Notes: Intersection control based on existing conditions
 - Signal = signalized Intersection
 - Stop = Stopped controlled on minor street approach

¹Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Worst approach delay reported for stop controlled intersection.

Table ES 2
Existing Plus Project Roadway Segment Level of Service

Roadway	Direction	Weekday Peak Hour	Existing			Existing + Project			
			Volume	V/C Ratio	LOS	Project Trips	Total Volume	V/C Ratio	LOS
Peoria St.	EB	AM	30	0.06	A	19	49	0.10	A
		PM	13	0.03	A	8	21	0.04	A
	WB	AM	18	0.04	A	3	21	0.04	A
		PM	21	0.04	A	18	39	0.08	A
Bellevue Av.	EB	AM	23	0.05	A	1	24	0.05	A
		PM	14	0.03	A	0	14	0.03	A
	WB	AM	16	0.03	A	0	16	0.03	A
		PM	8	0.02	A	1	9	0.02	A
Crocker Av.	NB	AM	444	0.56	C	15	459	0.57	C
		PM	182	0.23	A	7	189	0.24	A
	SB	AM	162	0.20	A	3	165	0.21	A
		PM	251	0.31	B	18	269	0.34	B

Table ES 3
Cumulative Roadway Segment Level of Service

Roadway	Direction	Weekday Peak Hour	Cumulative			Cumulative + Project			
			Volume	V/C Ratio	LOS	Project Trips	Total Volume	V/C Ratio	LOS
Peoria St.	EB	AM	33	0.07	A	19	52	0.10	A
		PM	14	0.03	A	8	22	0.04	A
	WB	AM	20	0.04	A	3	23	0.05	A
		PM	23	0.05	A	18	41	0.08	A
Bellevue Av.	EB	AM	25	0.05	A	1	26	0.05	A
		PM	15	0.03	A	0	15	0.03	A
	WB	AM	18	0.04	A	0	18	0.04	A
		PM	9	0.02	A	1	10	0.02	A
Crocker Av.	NB	AM	490	0.61	C	15	505	0.63	C
		PM	201	0.25	A	7	208	0.26	A
	SB	AM	179	0.22	A	3	182	0.23	A
		PM	277	0.35	B	18	295	0.37	B

1.

Introduction

This report presents the results of the transportation impact analysis conducted for the proposed Wellington Residential development in Daly City, California. The project as proposed would construct 66 townhouse units. The existing site is vacant. Access for 62 units would be provided via Peoria Street and Lausanne Avenue. Access for 4 units would be provided via Chelsea Court. The project site and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Study

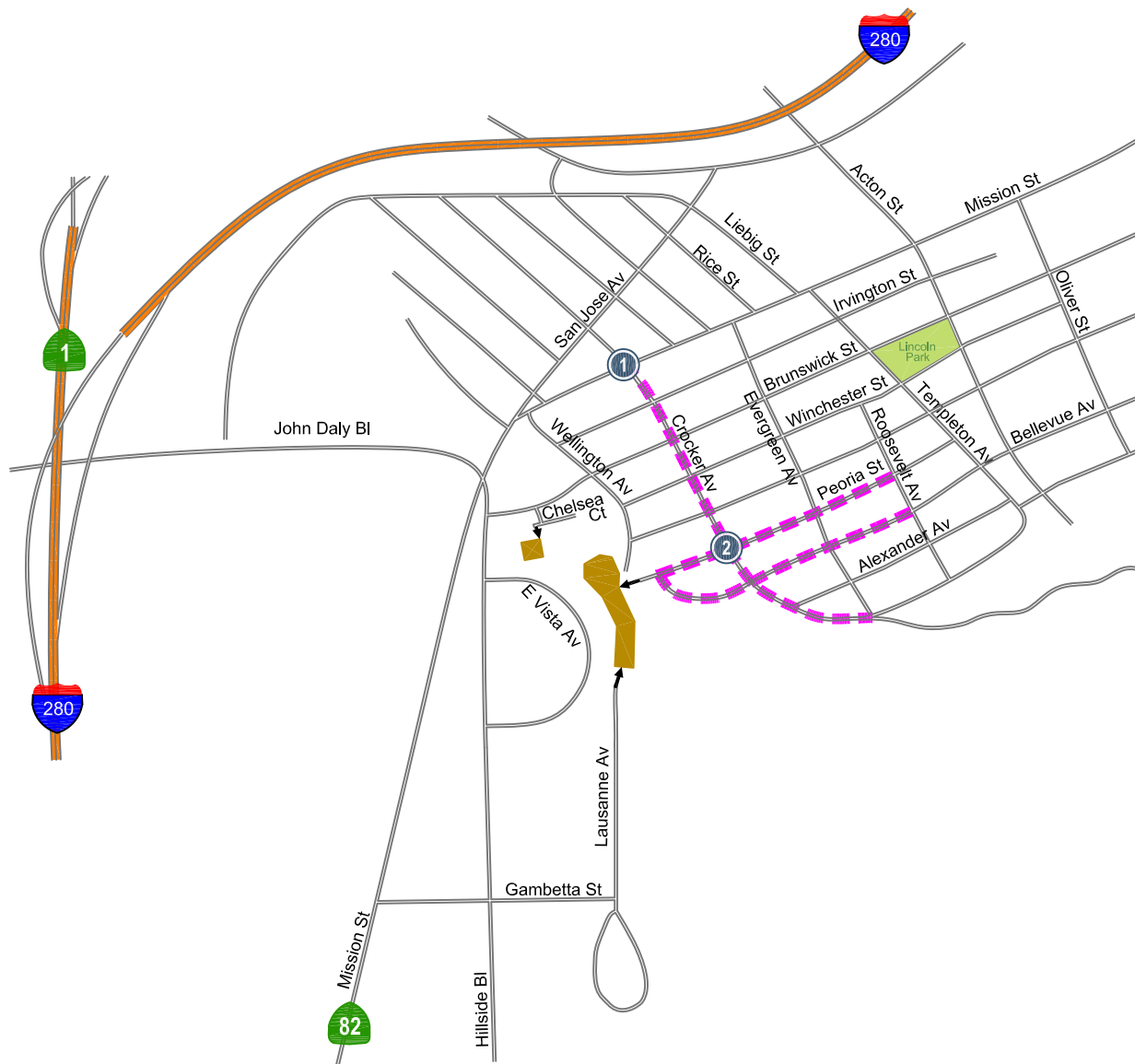
The potential impacts of the project were evaluated following the standards and methodologies set forth by the City of Daly City and the San Mateo City/County Association of Governments (C/CAG), which is the Congestion Management Agency (CMA) for San Mateo County. The traffic analysis evaluated peak-hour traffic conditions at one unsignalized intersection, one signalized intersection, and three roadway segments in the vicinity of the project site. The study locations were selected by City staff. The study also includes an analysis of site access, on-site circulation, and parking. Freeway level of service analysis was not performed since project trips on freeway segments would not be greater than one percent of the capacity of any segment. The study intersections are:

- Mission Street & Crocker Avenue
- Crocker Avenue & Peoria Street

The study roadway segments are:

- Peoria Street
- Bellevue Avenue
- Crocker Avenue

Traffic conditions at the study locations were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday. Traffic conditions were evaluated for the following scenarios:



LEGEND

- = Project Site Location
- = Study Intersection
- = Study Roadway Segment
- = Project Driveway

Figure 1
Site Location and Study Intersections

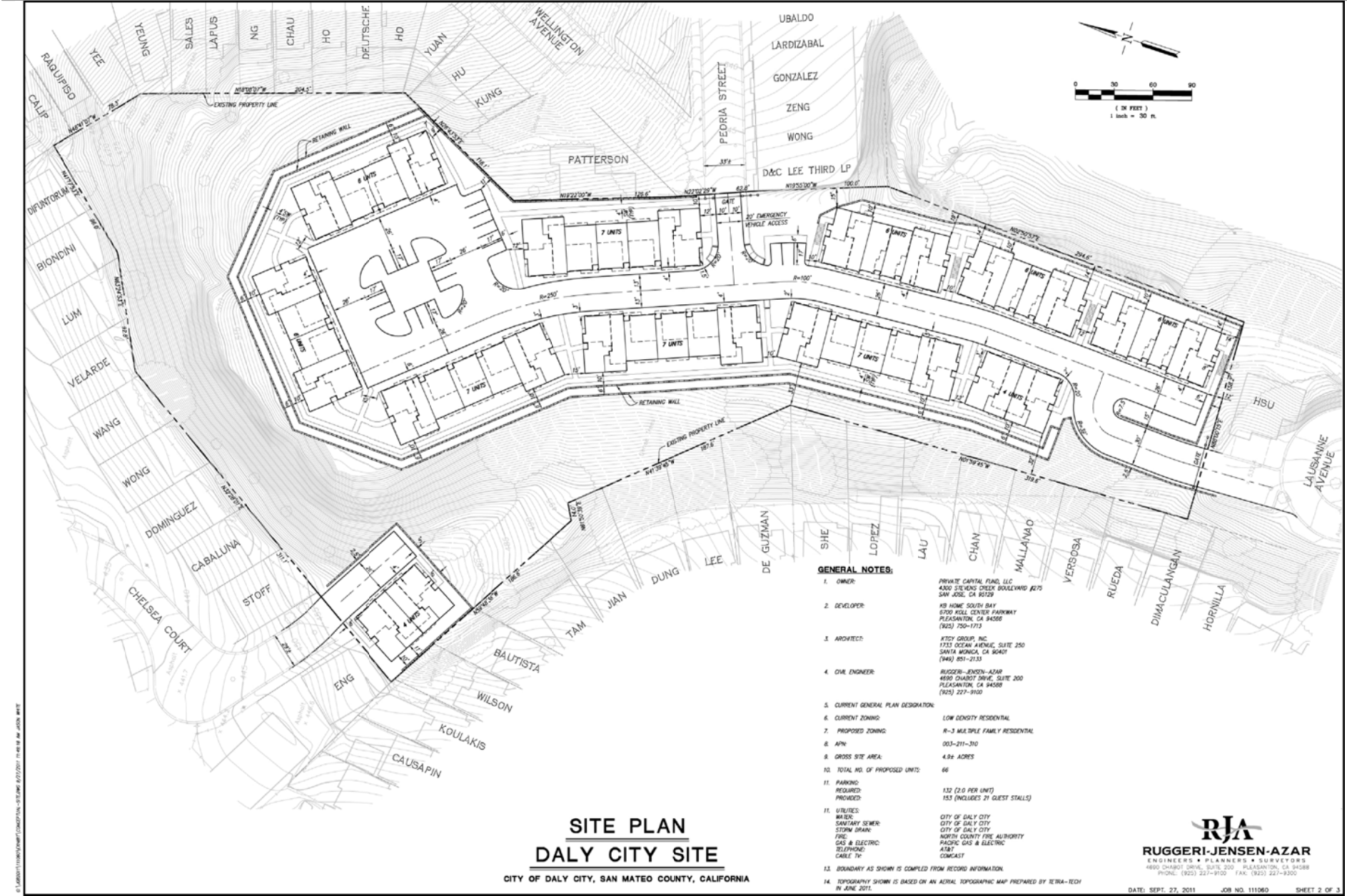


Figure 2

Site Plan

- Scenario 1:** *Existing Conditions.* Existing traffic volumes were obtained from new traffic counts. According to information provided by Daly City staff, there are two approved developments that would generate significant traffic in Daly City. They are the *Monarch Village* development and the *Serramonte* development. After review of the traffic impact studies performed for each development, neither approved project would add traffic to the intersections and roadway segments evaluated for Wellington Residential study. For this reason, the existing condition and existing plus approved condition scenarios are identical.
- Scenario 2:** *Existing Plus Project Conditions.* Existing plus Project conditions represent existing peak-hour traffic volumes with the addition of traffic generated by the proposed project. Existing plus project conditions were evaluated relative to existing conditions in order to identify potential impacts associated solely with the proposed project.
- Scenario 3:** *Cumulative No Project Conditions.* Cumulative no project traffic volumes were estimated by applying a one percent (1%) annual growth rate for the next ten years to the existing volumes in the vicinity of the project area.
- Scenario 4:** *Cumulative Plus Project Conditions.* Cumulative plus project conditions were estimated by adding to the cumulative conditions traffic volumes the additional traffic estimated to be generated by the proposed project. Cumulative plus project conditions were evaluated relative to cumulative no project conditions in order to determine potential cumulative project impacts.

As the Congestion Management Agency (CMA) for San Mateo County, the City/County Association of Governments (C/CAG) is responsible for maintaining the performance and standards of the Congestion Management Program (CMP) roadway network. The CMP requires new development projected to add 100 or more peak hour trips to the CMP roadway network to implement Travel Demand Management (TDM) measures that would reduce project impacts. The proposed project would generate less than 100 peak hour trips. Therefore, an analysis based on the requirements of C/CAG, the administering agency for the CMP, is not necessary.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing

Level of Service Standards and Analysis Methodologies

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

For signalized intersections, the level of service was calculated based on the *Highway Capacity Manual* (HCM) 2000 methodology using TRAFFIX software. The HCM 2000 method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City's level of service standard for signalized intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

For unsignalized intersections, the level of service also was calculated based on the HCM 2000 methodology using TRAFFIX software. For two-way stop controlled intersections, the HCM method evaluates unsignalized intersection operations on the basis of average delay time for the worst approach (highest delay) at the intersection. The City of Daly City level of service standard for STOP controlled intersections is LOS E or better. The correlation between average delay and level of service is shown in Table 2.

Roadway segments were analyzed using volume to capacity (V/C) ratios. Crocker Avenue was evaluated between Mission Street and Templeton Avenue. Peoria Street was evaluated between its western terminus and Roosevelt Avenue, and Bellevue Avenue was evaluated between Peoria Street and Roosevelt Avenue. The AM and PM peak hour volumes for each roadway segment were measured in the field using recent traffic counts. Traffic counts were conducted the weeks of October 14th and October 21st, 2011. The capacity of each study segment was derived from the intersection level of service (LOS) calculations conducted for this analysis. On Crocker Avenue, the capacity of the street is limited by the available green time at the intersection of Mission Street and Crocker Avenue and the stop signs at cross streets. According to the peak hour LOS calculations, the capacity of Crocker Avenue is approximately 800 vehicles per hour (VPH). On Peoria Street and Bellevue Avenue, the capacity is limited by stop signs on cross streets. According to the peak hour LOS calculations, the capacity of Peoria Street and Bellevue Avenue are approximately 500 vph. For each roadway, the peak hourly volume was divided by the capacity to calculate a V/C ratio. This was then correlated to a level of service per Table 3 (derived from *Highway Capacity Manual, 2000, Exhibit 23-2*).

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts are based on City of Daly City Level of Service standards. Project impacts on other transportation facilities, such as pedestrian and bicycle facilities, parking, and transit service were determined on the basis of engineering judgment. For this analysis, the project would result in a significant impact if it:

- Increases peak hour traffic volumes such that levels of service degrade from LOS A, B, or C, to LOS D, E, or F AND the development project does not incorporate a transportation demand management (TDM) program.
- Increases peak hour traffic volumes such that levels of service degrade from LOS A, B, C, or D, to LOS E or F AND the development project does incorporate a TDM program.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operation with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0
Source: Transportation Research Board, <i>2000 Highway Capacity Manual</i> , (Washington, D.C., 2000)		

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

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delays occurring with favorable progression.	Up to 10.0
B	Operations with low delays occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operation with longer delays due to a combination of unfavorable progression of high V/C ratios.	25.1 to 35.0
E	Operation with high delay values indicating poor progression and high V/C ratios. This is considered to be the limited of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0
Source: Transportation Research Board, <i>2000 Highway Capacity Manual</i> . (Washington, D.C., 2000)		

Table 3
Roadway Segment Level of Service Definitions Based on V/C

Level of Service	Description	Volume-to-Capacity (V/C) Ratio
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	less than 0.269
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	0.270 - 0.439
C	Speeds at or near the free-flow speed of the roadway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	0.440 - 0.639
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	0.640 - 0.849
E	At this level, the roadway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	0.850 - 0.999
F	Vehicular flow breakdowns occurs. Large queues form behind breakdown points.	1.000 and greater

- Increases peak hour traffic volumes at a signalized intersection that is already operating at LOS E or F, or at an unsignalized intersection that is already operating at LOS F.
- Creates a condition, either by design or by the generation of traffic, which causes unsafe vehicular traffic movements.
- Creates a condition, either by design or by the generation of traffic, that provides a barrier to, or unsafe conditions for, pedestrian and bicycle circulation.
- Creates a transit demand that would exceed currently planned transit service.
- Creates a demand for parking that exceeds the existing or proposed parking supply.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic and its impact on the transportation system under Existing plus Project conditions. Chapter 4 presents the analysis of other transportation related issues, including site access/circulation and parking. Chapter 5 describes Cumulative conditions without and with project traffic.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, bicycle and pedestrian facilities, and transit service.

Existing Roadway Network

The existing roadways in the project vicinity are Mission Street, Peoria Street, Bellevue Avenue, Crocker Avenue, Chelsea Court, and Lausanne Avenue. These roadways are described below.

Mission Street is a four lane arterial in the vicinity of the project site. It provides direct access for various commercial uses. Access to Mission Street from the project site is provided primarily via Peoria Street and Crocker Avenue.

Crocker Avenue is a two lane roadway with parking on both sides in the vicinity of the project site. It begins at Mission Street in the north and terminates at South Hill Boulevard in the south. It primarily serves the surrounding residential uses. Access to Crocker Avenue from the project site is provided via Peoria Street and Bellevue Avenue.

Peoria Street is a two lane local roadway with parking on both sides in the vicinity of the project site. It begins at the project site in the west and ends at Templeton Avenue in the east. It provides direct access to the surrounding residential properties. One project driveway is proposed to connect to Peoria Street.

Bellevue Avenue is a two lane local roadway with parking on both sides in the vicinity of the project site. It begins at Peoria Street in the west and ends near South Hill Boulevard in the east. It provides direct access to the surrounding residential properties. Access to Bellevue Avenue from the project site is provided via Peoria Street.

Chelsea Court is a two lane local roadway with parking on both sides in the vicinity of the project site. It begins as a cul-de-sac in the south and ends at Brunswick Street in the north. It provides direct access to the surrounding residential properties. One project driveway serving four townhouse units is proposed to connect to Chelsea Court.

Lausanne Avenue is a two lane local roadway with parking on one side in the vicinity of the project site. It begins as a cul-de-sac in the north and ends at Gambetta Street in the south. It provides direct access to the surrounding residential properties. One project driveway is proposed to connect to Lausanne Avenue.

Existing Bicycle and Pedestrian Facilities

According to the Daly City Bicycle Master Plan (2005), in the project vicinity, Class II bike lanes are planned for John Daly Boulevard. In addition, portions of Mission Street, Hillside Boulevard, Crocker Avenue, Bellevue Avenue, Brunswick Street, and Irvington Street are proposed as Class III bike routes. On the local streets surrounding the project site, the volume and speed of vehicular traffic is generally low enough such that shared use between bikes and motor vehicles is feasible. The planned bicycle facilities within the study area are shown on Figure 3. Pedestrian facilities in the project area consist of sidewalks along virtually all streets and crosswalks at signalized intersections. Sidewalks are provided along Peoria Street, Lausanne Avenue, and Chelsea Court at the project site.

Existing Transit Service

Existing transit service to the study area is provided by the San Francisco Municipal Transit Agency (SFMTA), SamTrans, and Bay Area Rapid Transit (see Figure 4). SFMTA provides bus service near the project site via Routes 14, 14L, and 14x, which travel between Daly City and San Francisco at headways as short as 15 minutes during commute hours. The closest bus stop to the project site is located on Mission Street near Crocker Avenue.

SamTrans provides bus service near the project site via Route 130, which travels between the Daly City BART station and South San Francisco at 20 minute headways during commute hours. The closest bus stop to the project site is located on Hillside Boulevard near Mission Street.

The Daly City Bay Area Rapid Transit (BART) station is located approximately one-half mile northwest of the project site. BART trains provide access to a variety of locations in Bay Area including San Francisco, Oakland, Dublin, Fremont, Pittsburg, and Richmond. Trains run on approximately 15 minute headways during commute hours. There are also a number of bus routes and shuttles operated by SamTrans and SFMTA that stop at the Daly City BART station.

Existing Intersection Lane Configurations & Traffic Volumes

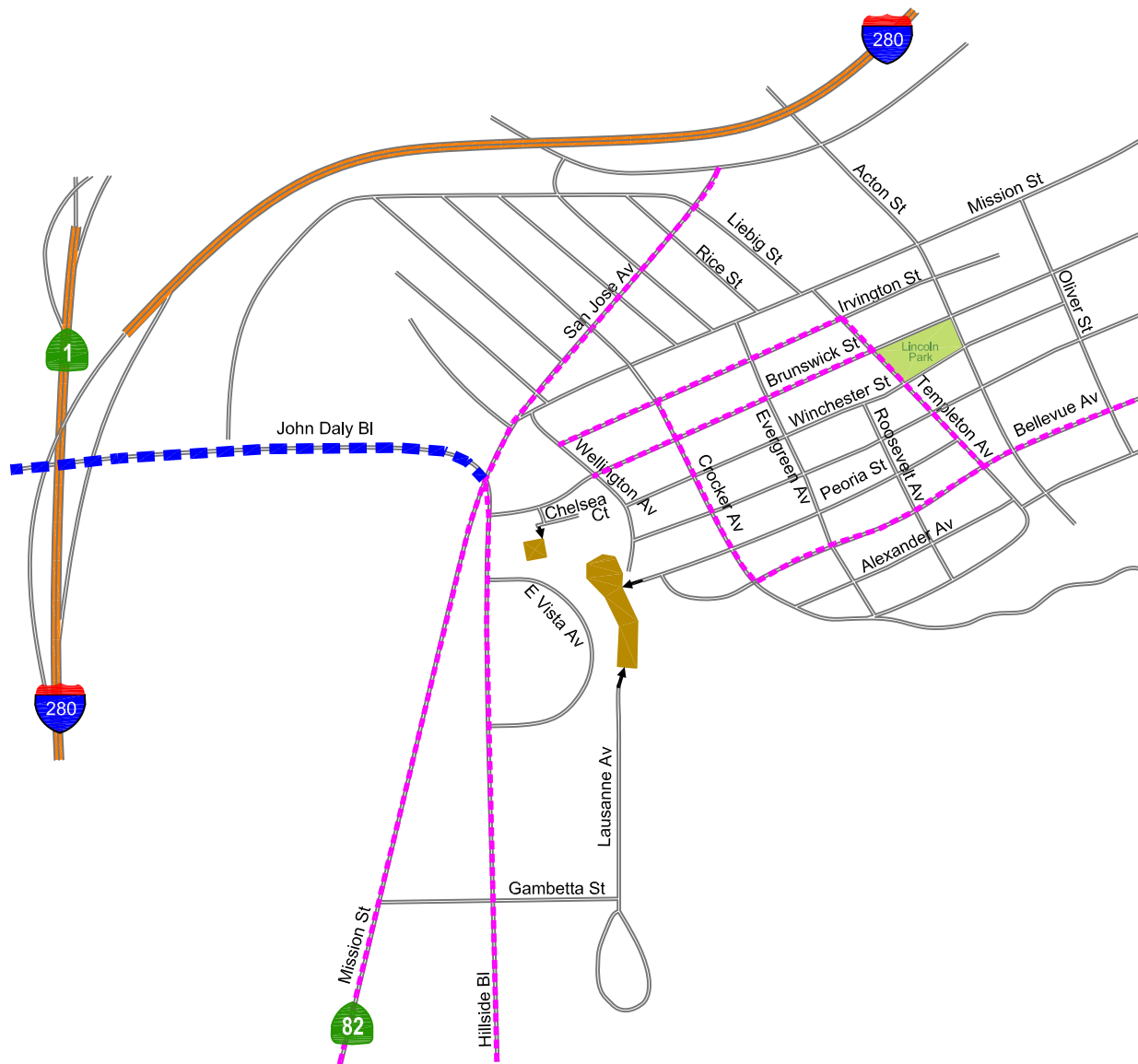
The existing lane configurations at the study intersections were obtained from field observations. The existing traffic volumes were obtained from new (October 2011) manual turning movement counts at each study intersection. The existing AM and PM peak-hour intersection volumes and intersection lane configurations are shown on Figure 5. The intersection traffic count data are included in Appendix A.

Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Table 4. The results indicate that all study intersections currently operate at LOS C or better during both the AM and PM peak hours. The level of service calculation sheets are included in Appendix B.

Existing Roadway Segment Level of Service

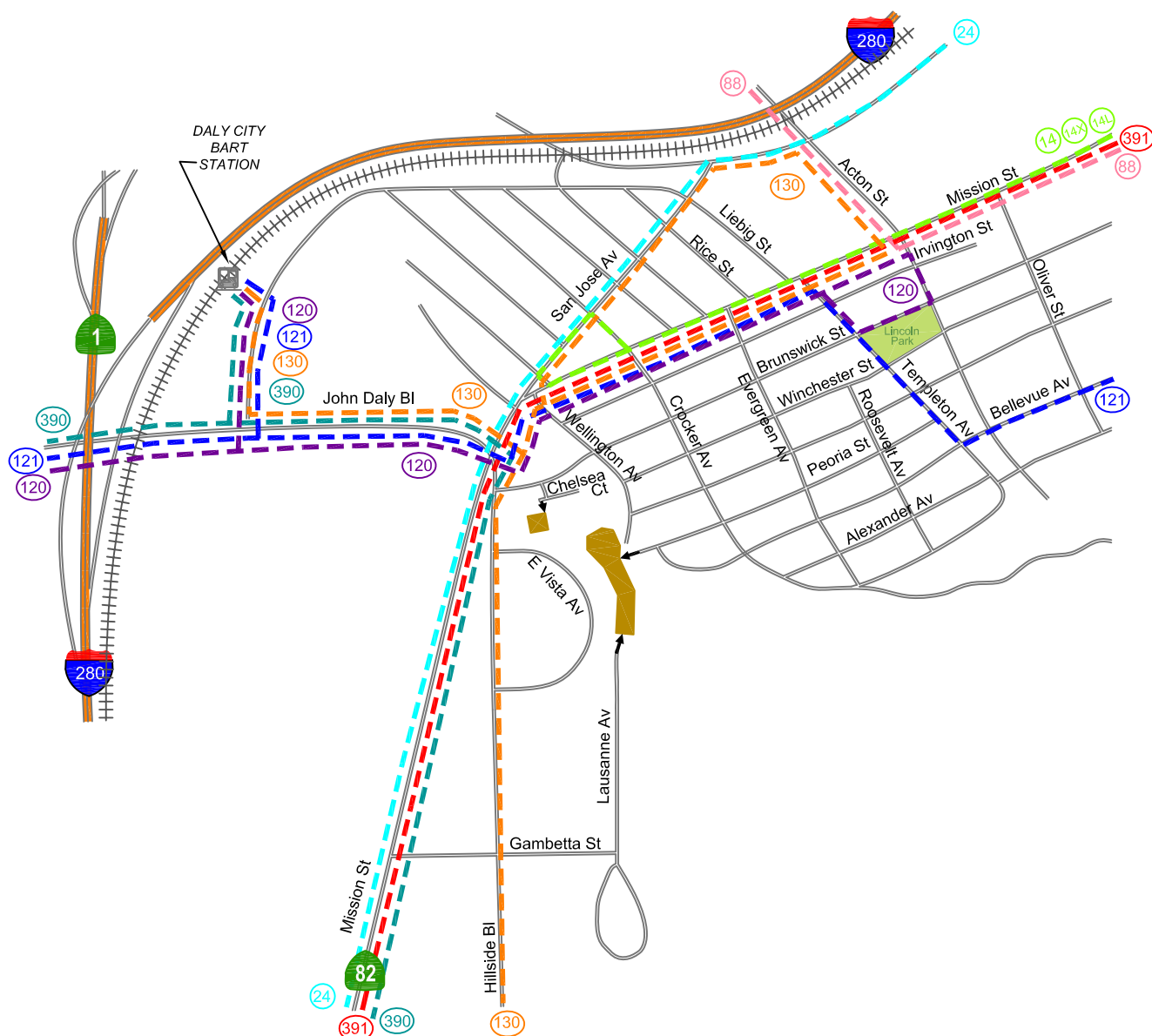
Roadway links were analyzed using volume to capacity (V/C) ratios. The traffic volumes were measured in the field using recent traffic counts. The results of this analysis are summarized on Table 5. Under existing conditions, all of the study segments operate at Level of Service C or better during the AM and PM peak hours.



LEGEND

- = Project Site Location
- = Project Driveway
- = Class II Bike Lane
- = Class III Bike Route

Figure 3
Planned Bike Facilities



LEGEND

= Project Site Location

= Project Driveway

= BART

= SFMTA Lines 14, 14X and 14L

= Bus Route 24

= Bus Route 88

= Bus Route 120

= Bus Route 121

= Bus Route 130

= Bus Route 390

= Bus Route 391

Figure 4
Existing Transit Service

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Traffic Control	Peak Hour	Count Date	Avg. Delay ¹	LOS
1	Crocker Av. and Mission St.	Signal	AM	10/11/11	21.8	C
			PM	10/11/11	19.6	B
2	Crocker Av. and Peoria St.	Stop	AM	10/11/11	12.0	B
			PM	10/11/11	11.5	B

Notes: Intersection control based on existing conditions
 - Signal = signalized Intersection
 - Stop = Stopped controlled on minor street approach
¹Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections.
 Worst approach delay reported for stop controlled intersection.

Table 5
Existing Road Segment Levels of Service

Roadway	Direction	Count Date	Weekday		# of Lanes	Capacity	V/C Ratio	LOS
			Peak Hour	Volume				
Peoria St.	EB	10/12/2011	AM	30	1	500	0.06	A
		10/12/2011	PM	13	1	500	0.03	A
	WB	10/12/2011	AM	18	1	500	0.04	A
		10/12/2011	PM	21	1	500	0.04	A
Bellevue Av.	EB	10/12/2011	AM	23	1	500	0.05	A
		10/12/2011	PM	14	1	500	0.03	A
	WB	10/12/2011	AM	16	1	500	0.03	A
		10/12/2011	PM	8	1	500	0.02	A
Crocker Av.	NB	10/12/2011	AM	444	1	800	0.56	C
		10/12/2011	PM	182	1	800	0.23	A
	SB	10/12/2011	AM	162	1	800	0.20	A
		10/12/2011	PM	251	1	800	0.31	B

Peoria Street TIA

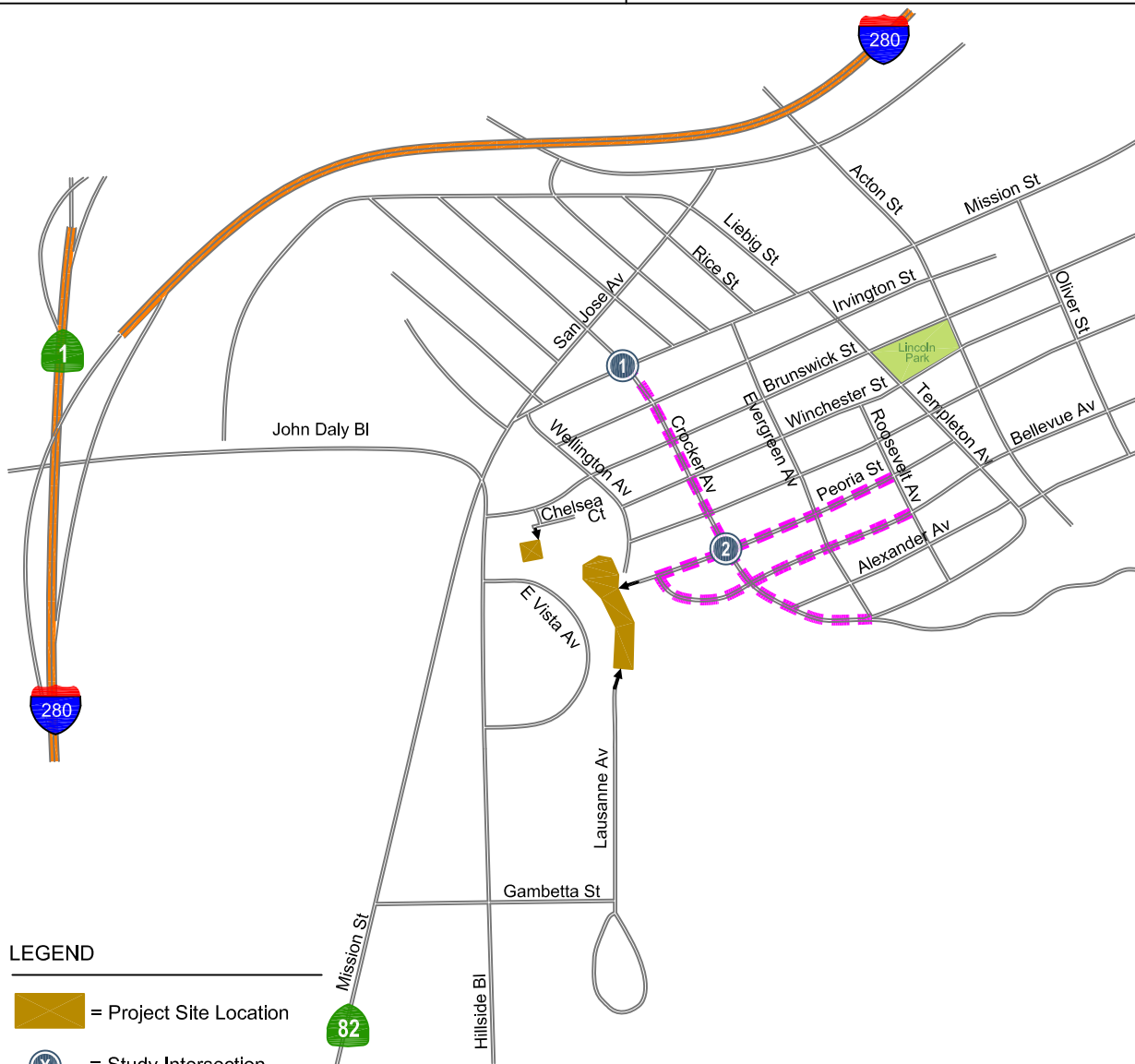
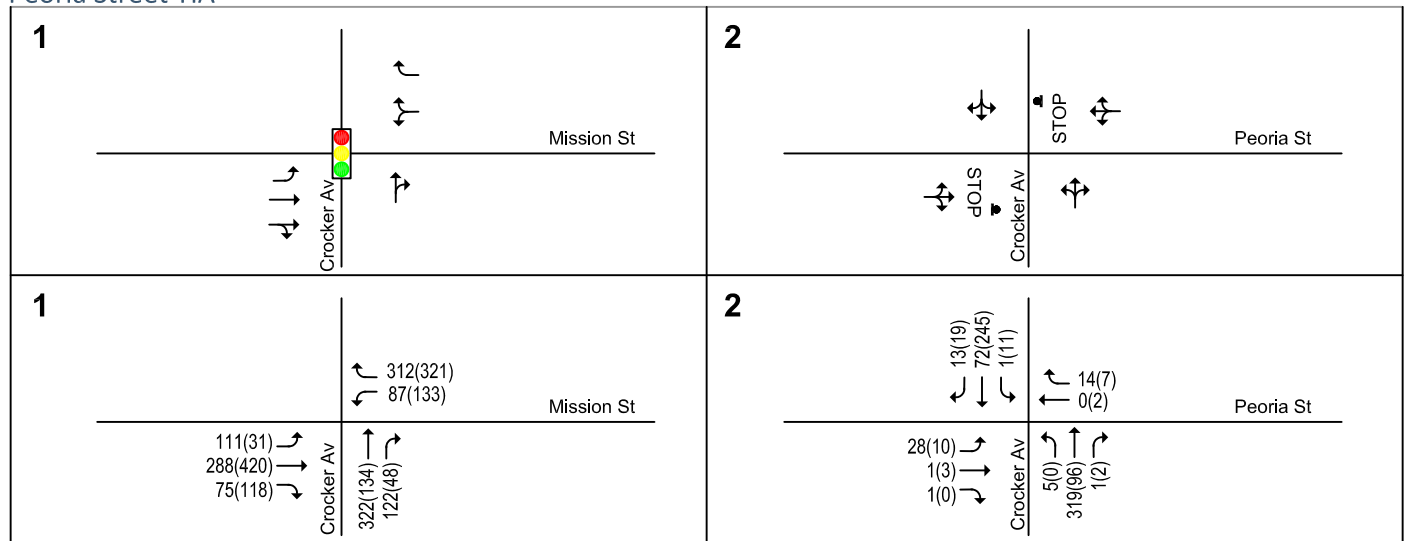


Figure 5
Existing Traffic Volumes and Lane Configurations

Existing Traffic and Parking Observations

Traffic and parking conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field. Overall, the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations revealed that, at the intersection of Mission Street and Crocker Avenue between 7:50 AM and 8:10 AM, the northbound queues on Crocker Avenue extended to Brunswick Street (up to 450 feet) and did not clear the intersection in one signal cycle.

Parking conditions on Crocker Avenue, Peoria Street, and Bellevue Avenue were evaluated the week of October 3rd, 2011. These streets primarily serve the surrounding residential uses. Parking is generally allowed on both sides of these streets. However, parking is prohibited for street sweeping on one side of the street between the hours of 6:00 AM and 8:00 AM on Tuesdays, and during the same times on the opposite side of the street on Wednesdays. Residential parking demand peaks in the late evening and early morning periods. Parking observations were conducted between 4:00 AM and 9:00 AM on a Tuesday, and 4:00 PM and 6:00 PM on a Wednesday. Based on the observations, on street parking is 100% occupied in the study area between 4:00 AM and 7:00 AM. All legal parking spaces were occupied and many vehicles were parked illegally between 6:00 AM and 8:00 AM where prohibited due to street sweeping. In addition, during the 4:00 AM to 7:00 AM period, many vehicles were parked in front of driveways on street and blocked access to residential garages. Between 8:00 AM and 5:00 PM, on street parking spaces were generally available on most streets. The parking conditions observed were typical of those found in urban residential areas.

Parking conditions on Lausanne Avenue and Chelsea Court were evaluated the week of December 9, 2011. These streets primarily serve the surrounding residential uses. Parking is allowed both sides of Lausanne Avenue except (1) on the east side of the street north of Edgewood Court, (2) where prohibited by private driveways, and (3) when prohibited for street sweeping. Street sweeping on Lausanne Avenue occurs on Thursdays between 7:00 AM and 9:00 AM on one side of the street and on Fridays during the same period on the opposite side of the street. On Chelsea Court, parking is allowed on both sides of the street except (1) where prohibited by private driveways and (2) when prohibited for street sweeping. Street sweeping on Chelsea Court occurs on Tuesdays between 7:00 AM and 9:00 AM on one side of the street and on Wednesdays during the same period on the opposite side of the street. During the observations, the parking spaces were 100% occupied on Lausanne Avenue during the evening and early morning periods. On Chelsea Court, the parking spaces were 75% occupied during the evening and early morning periods. Between 8:00 AM and 5:00 PM, on street parking was readily available on both streets.



3.

Existing Plus Project Conditions

This chapter describes existing traffic conditions with the addition of traffic that would be generated by the proposed project. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts. This chapter describes the method used to estimate project-generated traffic, identification of project impacts, and measures that are recommended to mitigate project impacts, if necessary.

Project Trip Estimates

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

Trip Generation

The magnitude of traffic generated by the proposed project was estimated by applying to the size of the development the applicable trip generation rates contained in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation*, Eighth Edition. For the proposed project, the townhouse (ITE category 230) trip generation regression equations were used. Based on the size of the proposed project and the applicable trip generation rates, it was estimated that the project would generate a total of 37 AM peak hour trips and 43 PM peak hour trips. The project trip generation estimates are presented in Table 6.

Table 6
Project Trip Generation

Land Use	Size /a/	Daily Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
				Rate	Total	In	Out	Rate	Total	In	Out
Townhouse /b/	66	6.79	448	0.56	37	6	31	0.65	43	29	14
Notes: /a/ Size expressed in number of dwelling units /b/ Residential trip generation rates based on ITE <i>Trip Generation, 8th Edition</i> , regression rates, for townhome use (ITE Land Use Code 230)											

Trip Distribution and Assignment

The trip distribution pattern for the proposed project was estimated based on existing travel patterns on the surrounding roadway system and a select zone analysis from the C/CAG Travel Demand Forecast model. The peak hour trips generated by the project were assigned to the roadway network in accordance with the project trip distribution. The project trip distribution and assignment are shown on Figure 6.

Existing Plus Project Traffic Volumes & Transportation Network

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as described under existing conditions.

Project trips, as represented in the above project trip assignment, were added to the existing traffic volumes to obtain existing plus project traffic volumes. Existing plus project conditions traffic volumes for the proposed project are shown on Figure 7.

Existing Plus Project Intersection Analysis

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 7. The results show that all of the study intersections would continue to operate at LOS C or better during the AM and PM peak hours. Thus, according to Daly City level of service standards, the proposed project would not result in any adverse LOS impacts to intersections. The level of service calculation sheets are included in Appendix B.

Existing Plus Project Roadway Segment Level of Service

The results of the roadway segment level of service analysis under existing plus project conditions are summarized in Table 8. The results show that all of the study segments would operate at Level of Service C or better during the weekday AM and PM peak hours. Thus, according to Daly City level of service standards, the proposed project would not result in any adverse LOS impacts to street segments.



LEGEND

 = Project Site Location

 = Study Intersection

 = Project Driveway

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 6
Project Trip Distribution and Assignment

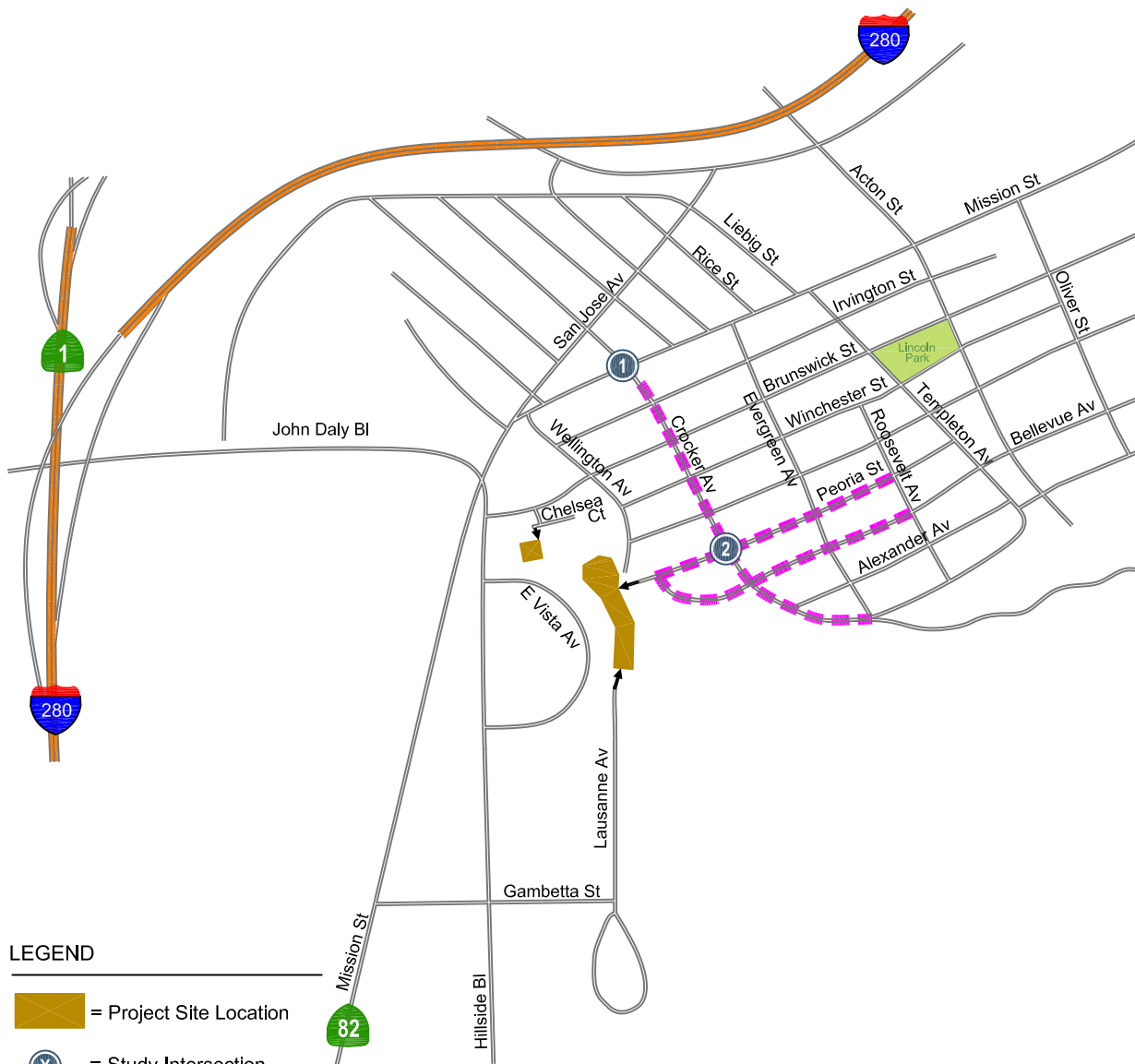
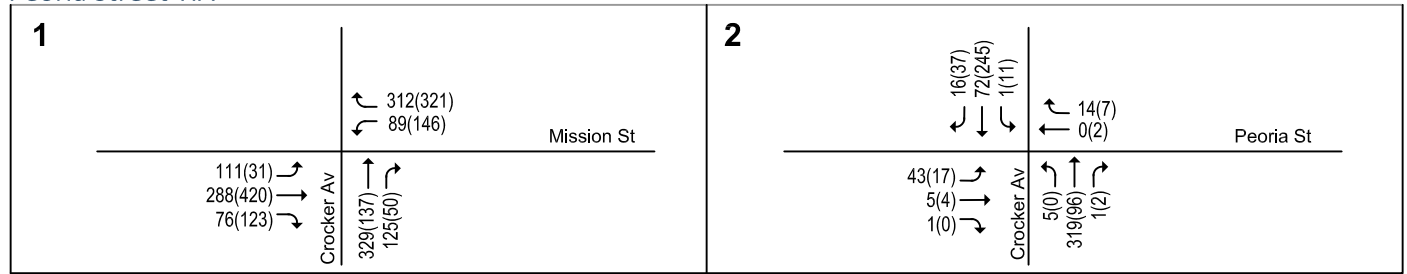
Table 7
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Traffic Control	Peak Hour	Count Date	Existing		Existing Plus Project
					Avg. Delay ¹	LOS	Avg. Delay ¹
1	Crocker Av. and Mission St.	Signal	AM	10/11/11	21.8	C	21.9
			PM	10/11/11	19.6	B	19.8
2	Crocker Av. and Peoria St.	Stop	AM	10/11/11	12.0	B	12.3
			PM	10/11/11	11.5	B	11.6
Notes: Intersection control based on existing conditions - Signal = signalized Intersection - Stop = Stopped controlled on minor street approach ¹ Whole intersection weighted average control delay expressed in seconds per vehiclefor signalized intersections. Worst approach delay reported for stop contolled intersection.							

Table 8
Existing Plus Project Roadway Levels of Service

Roadway	Direction	Weekday Peak Hour	Existing			Existing + Project			
			Volume	V/C Ratio	LOS	Project Trips	Total Volume	V/C Ratio	LOS
Peoria St.	EB	AM	30	0.06	A	19	49	0.10	A
		PM	13	0.03	A	8	21	0.04	A
	WB	AM	18	0.04	A	3	21	0.04	A
		PM	21	0.04	A	18	39	0.08	A
Bellevue Av.	EB	AM	23	0.05	A	1	24	0.05	A
		PM	14	0.03	A	0	14	0.03	A
	WB	AM	16	0.03	A	0	16	0.03	A
		PM	8	0.02	A	1	9	0.02	A
Crocker Av.	NB	AM	444	0.56	C	15	459	0.57	C
		PM	182	0.23	A	7	189	0.24	A
	SB	AM	162	0.20	A	3	165	0.21	A
		PM	251	0.31	B	18	269	0.34	B

Peoria Street TIA



LEGEND

- = Project Site Location
- = Study Intersection
- = Study Roadway Segment
- = Project Driveway
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 7
Existing Plus Project Traffic Volumes



Impacts to Lausanne Avenue and Hillside Blvd./Gambetta St.

A qualitative analysis of potential project impacts was evaluated for (1) Lausanne Avenue and (2) the intersection of Hillside Boulevard/Gambetta Street. Because these roadways operate at very good levels of service and because the project would contribute few new vehicle trips, a level of service analysis was not needed. The general operational characteristics of the roadways and the amount of proposed project traffic that would be added are described below.

- Lausanne Avenue is a low volume local street that serves as direct access to the surrounding residential properties. Field observations showed that this street operates well below its existing capacity. Its traffic volume is similar to that of Peoria Street and Bellevue Avenue (see Table 8). Lausanne Avenue does not experience any peak hour congestion and nearly all vehicles traveling on it experience little or no delay. The proposed project would add approximately 12 AM peak hour trips and 14 PM peak hour trips, which equates to one new vehicle trip every 5 minutes during the AM peak hour and one new vehicle trip every 4 minutes during the PM peak hour.
- Hillside Boulevard and Gambetta Street is an all-way stop controlled intersection with a single all movement approach lane on each of the four intersection legs. Field observations show that the traffic delays at the intersection are brief during peak hours. Vehicle queues occasionally reached 3 to 5 vehicles on the Hillside Boulevard approaches during peak hours. However, these queues dissipated quickly and there was no standing queue at either Hillside Boulevard approach. On the Gambetta Street approaches, the queues averaged one vehicle or less during peak hours. The proposed project would add approximately 12 AM peak hour trips and 14 PM peak hour trips to the intersection.

The volume of project traffic that would be added to each location described above could easily be accommodated by the existing available street capacity. Existing street users would experience little or no additional delay as a result of proposed project traffic. Therefore, the project would not cause a significant traffic impact at either location.



4. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Potential impacts to bike, pedestrian and transit facilities;
- Vehicular site access and on-site circulation; and
- Parking.

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Transit, Pedestrian, and Bicycle Analysis

According to the U.S. Census, pedestrian trips comprise approximately 3% of the total commute mode share in Daly City. For the proposed project, this would equate to approximately 1 or 2 new pedestrian commute trips during the AM and PM peak hours. In addition, the project would generate some pedestrian trips to/from (1) transit stops (see further discussion below), (2) schools, and (3) recreational areas. Overall, the volume of pedestrian trips generated by the project would not exceed the carrying capacity of the existing sidewalks and crosswalks on streets surrounding the site. Most of the streets in the project vicinity have sidewalks and crosswalks at signalized intersections.

According to the U.S. Census, bicycle trips comprise less than 1% of the total commute mode share in Daly City. For the proposed project, this would equate to approximately 1 new bike trips during the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not require new off-site bicycle facilities.

According to the U.S. Census, transit trips comprise approximately 21% of the total commute mode share in Daly City. The closest bus stops are located at Mission Street near Crocker Avenue and on Hillside Boulevard near Brunswick Boulevard. These stops are located within an 800 to 2,000-foot walk of the project site (depending on where the units are located). For the proposed project, a 21% mode share would equate to approximately 8 new transit trips during the AM peak hour and 9 new transit trips during the PM peak hour. This volume of riders would not exceed the carrying capacity of the existing bus and rail service near the project site. Therefore, no major improvements to the existing transit facilities would be necessary in conjunction with the proposed project.

Site Access & Circulation

A review of the project site plan was performed to determine if adequate site access and circulation are provided. This review is based on the site plan prepared by RJA dated September 27, 2011. The main project site would have 62 units and would be served by one driveway on Peoria Street and one driveway on Lausanne Avenue. The driveway on Peoria Street would be 20 feet wide and provide inbound and outbound access to the site. The driveway on Lausanne Avenue would be 30 feet wide and also provide inbound and outbound access to the site. Both driveways would be located at the terminus of the existing local roadways. For this reason, there would be no conflicting vehicle movements at either driveway.

The proposed driveways and onsite circulation aisle would exclusively serve project traffic. Gates would be provided at each driveway to prevent cut through traffic between Lausanne Avenue and Peoria Street. Aside from the delay incurred by the opening and closing of these gates, both driveways would operate with almost no delay. On site, the project would provide one main drive aisle between Peoria Street and Lausanne Avenue. This drive aisle would serve two-way traffic and would be 26 feet wide. North of Peoria Street, the main drive aisle would continue until it would terminate into a traffic loop. The loop would also have 26-foot wide drive aisles and would serve the main guest parking area. Guest parking stalls are shown in the traffic loop oriented at 90 degrees to their respective drive aisles. At the southern end of the site, the project would have one 60-foot long dead end aisle. Dead-end roads are generally undesirable because drivers can enter the road, and upon discovering that there is no available parking, must back out or conduct three-point turns. However, in residential areas where parking is designated for specific residences, issues with dead end roads are primarily confined to trucks (garbage collection). Prior to final design, the project should consult with City staff to confirm that the design is acceptable for garbage collection.

A second project site serving 4 units is shown with access to Chelsea Court. This site would be served by one 75-foot long dead end drive aisle. The drive aisle would be 26 feet wide and provide direct access to the garages for the 4 proposed units. The project should consult with City staff to confirm that the design is acceptable for garbage collection.

The speeds of vehicles on site would be relatively low and suitable for shared use of the project's roadways between bikes and motor vehicles. In addition, the project plan shows sidewalks on site and at the project driveway on Peoria Street to provide a pedestrian link to the public street network. However, there are places where the proposed on site sidewalk would be approximately 2 feet wide. This would not meet current Americans with Disability Act (ADA) requirements, which require a minimum of 48 inches clear for a pedestrian path (with 36 inches being acceptable at some locations). In addition, there is no pedestrian path between the project site and Lausanne Avenue. While the traffic volume at this driveway would be low and shared use between motor vehicles and pedestrians is possible, it is preferable to separate vehicular and pedestrian traffic even at low volume roadways where feasible.

Parking

Parking supply for the proposed development was evaluated using Daly City parking standards as well as established rates from commonly cited parking references. For multiple family units with 2 bedrooms or more, Daly City requires 2 parking spaces per unit. The Daly City parking rates were compared to rates from the following publications: (1) *Parking* by Weant and Levinson and (2) *Parking Generation, 3rd Edition* by the Institute of Transportation Engineers (ITE). *Parking* by Weant and Levinson suggests that each multifamily unit should provide 2 spaces per unit, and *Parking Generation* by ITE shows an 85th percentile townhouse peak parking demand of 1.78 spaces per unit. Both of these confirm that the Daly City parking standards are reasonable for townhouse uses.

All of the project units would include at least 2 bedrooms. Based on City requirements, the project should provide 132 total parking spaces (66 units x 2 spaces per unit). The proposed project would provide 2 covered parking spaces per unit and 21 guest parking spaces, for a total of 153 on site parking spaces. Thus, the project parking supply would exceed the City parking requirements by 21 spaces. For this reason, the parking supply proposed by the project would be adequate to serve the anticipated demand. As previously described, the project would be located adjacent to an existing neighborhood where on street parking is 100% occupied during peak periods. Assuming that that garage spaces provided by the proposed project are used for parking, the project would not adversely affect parking conditions in the adjacent neighborhoods.





5. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. It includes descriptions of the procedure used to estimate traffic volumes associated with cumulative conditions and presents the results of the level of service calculations. The analysis of cumulative conditions was conducted in conformance with the California Environmental Quality Act (CEQA).

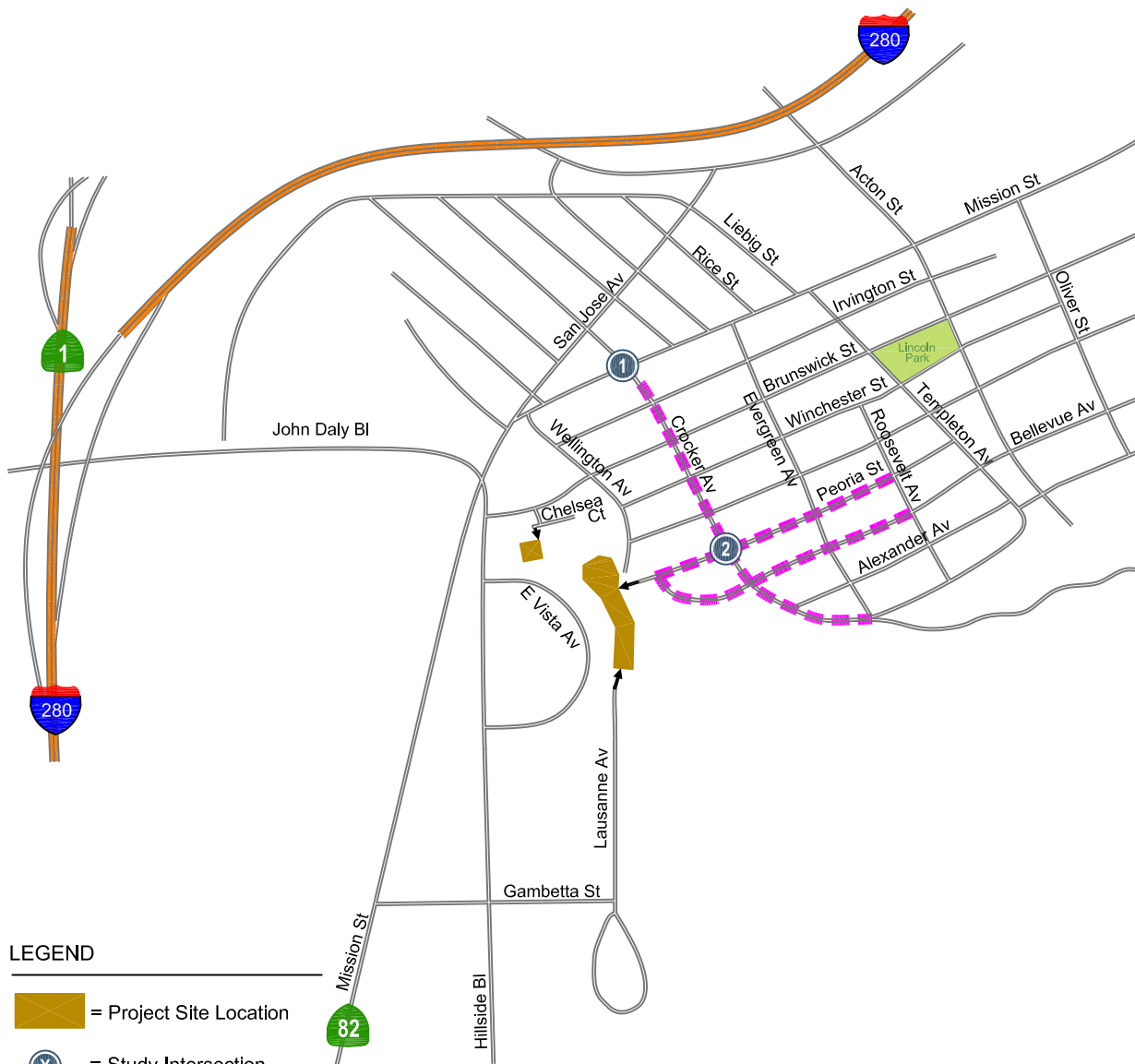
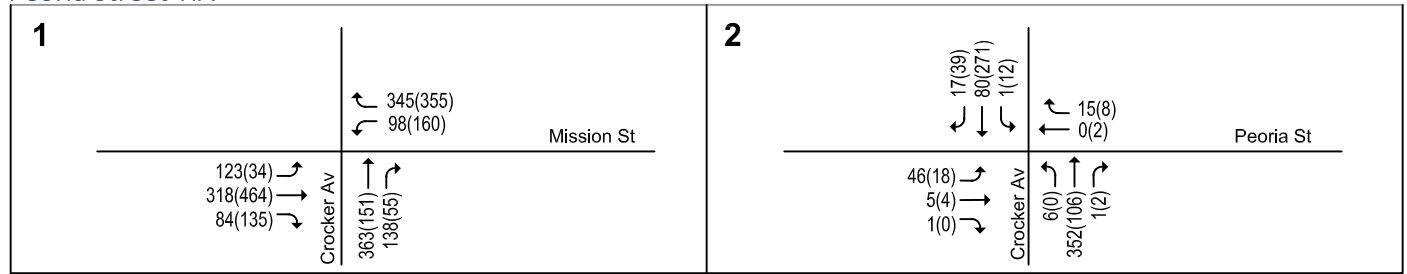
Cumulative Transportation Network and Traffic Volumes

It was assumed for this analysis that the cumulative condition roadway network would be the same as under existing conditions. Based on a review of approved and pending developments in Daly City, there are no planned development projects that would add traffic to the study intersections and roadway segments. Traffic volumes for cumulative (no project) conditions were estimated by applying a one percent (1%) annual growth rate for the next ten years to the existing volumes. Cumulative plus project traffic volumes were estimated by adding to the cumulative condition volumes the trips estimated to be generated by the project. The peak hour cumulative traffic volumes with project traffic are shown on Figure 8.

Cumulative Intersection Levels of Service

The results of the study intersection level of service analysis under cumulative conditions are summarized in Table 9. The results indicate that all of the study intersections would continue to operate at acceptable levels under cumulative plus project conditions. The level of service calculation sheets are included in Appendix B.

Peoria Street TIA



LEGEND

= Project Site Location

= Study Intersection

= Study Roadway Segment

= Project Driveway

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 8
Cumulative Plus Project Traffic Volumes

Table 9
Cumulative Intersection Levels of Service

Study Number	Intersection	Traffic Control	Peak Hour	Cumulative No Project		Cumulative Plus Project	
				Avg. Delay ¹	LOS	Avg. Delay ¹	LOS
1	Crocker Av. and Mission St.	Signal	AM	22.7	C	22.8	C
			PM	20.2	C	20.4	C
2	Crocker Av. and Peoria St.	Stop	AM	12.6	B	12.9	B
			PM	11.9	B	12.1	B

Notes: Intersection control based on existing conditions
 - Signal = signalized Intersection
 - Stop = Stopped controlled on minor street approach
¹Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections.
 Worst approach delay reported for stop controlled intersection.

Cumulative Roadway Segment Level of Service

The results of the roadway segment level of service analysis under cumulative conditions are summarized in Table 9. The results indicate that all of the study segments would operate at Level of Service C or better during the weekday AM and PM peak hours. Thus, according to Daly City level of service standards, the proposed project would not result in any adverse LOS impacts to street segments.

Table 10
Cumulative Roadway Segment Levels of Service

Roadway	Direction	Weekday Peak	Cumulative			Cumulative + Project			
		Hour	Volume	V/C Ratio	LOS	Project Trips	Total Volume	V/C Ratio	LOS
Peoria St.	EB	AM	33	0.07	A	19	52	0.10	A
		PM	14	0.03	A	8	22	0.04	A
	WB	AM	20	0.04	A	3	23	0.05	A
		PM	23	0.05	A	18	41	0.08	A
Bellevue Av.	EB	AM	25	0.05	A	1	26	0.05	A
		PM	15	0.03	A	0	15	0.03	A
	WB	AM	18	0.04	A	0	18	0.04	A
		PM	9	0.02	A	1	10	0.02	A
Crocker Av.	NB	AM	490	0.61	C	15	505	0.63	C
		PM	201	0.25	A	7	208	0.26	A
	SB	AM	179	0.22	A	3	182	0.23	A
		PM	277	0.35	B	18	295	0.37	B

Wellington Residential Technical Appendices

December 9, 2011

Appendix A

Traffic Counts

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Weather: Clear Daly City[illegible]

Crocker

[illegible]

PM Peak-Hour Volume Count Worksheet

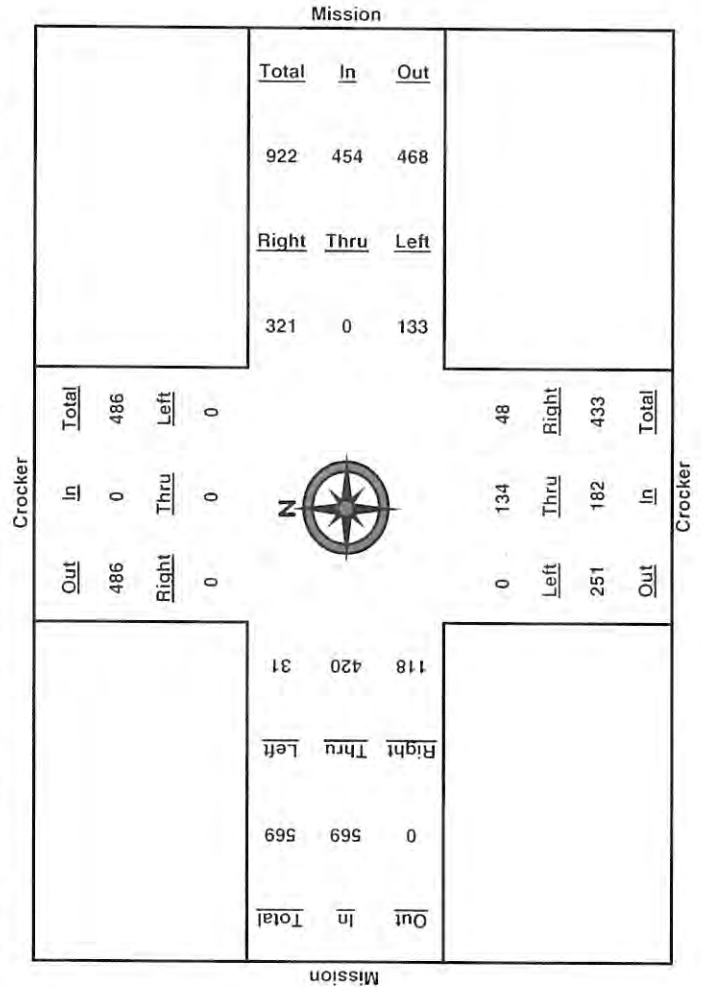
AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 10/12/11
 Counter: Ron and Stuart
 Intersection Name: Crocker and Mission
 Weather: Clear Day City

Start Time	Crocker				Mission				Crocker				Mission			
	North Approach		East Approach		South Approach		West Approach		South Approach		West Approach		South Approach		West Approach	
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	66	0	29	95	11	32	0	43	7	104	5	116
4:30	0	0	0	0	129	0	51	180	21	69	0	90	44	220	12	276
4:45	0	0	0	0	187	0	94	281	32	110	0	142	59	310	19	388
5:00	0	0	0	0	268	0	127	395	38	142	0	180	80	414	29	523
5:15	0	0	0	0	352	0	159	511	45	184	0	229	108	511	37	656
5:30	0	0	0	0	422	0	191	613	59	211	0	270	129	610	40	779
5:45	0	0	0	0	505	0	214	719	69	251	0	320	162	727	51	940
6:00	0	0	0	0	589	0	260	849	86	276	0	362	198	834	60	1,092

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	0	0	0	268	0	127	395	38	142	0	180	523
4:15 - 5:15	0	0	0	0	286	0	130	416	34	152	0	186	540
4:30 - 5:30	0	0	0	0	293	0	140	433	38	142	0	180	503
4:45 - 5:45	0	0	0	0	318	0	120	438	37	141	0	178	552
5:00 - 6:00	0	0	0	0	321	0	133	454	48	134	0	182	569
Peak Volumes:	0	0	0	0	321	0	133	454	48	134	0	182	569
													1,205

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	134	48	0	0	0	31	420	118	133	0	321



AM Peak-Hour Volume Count Worksheet

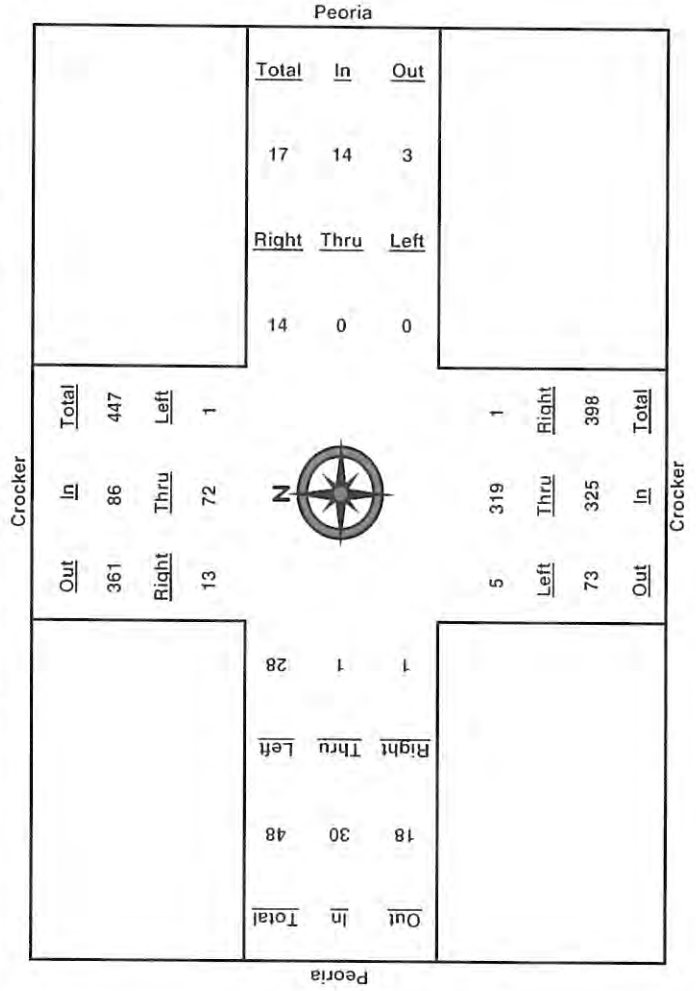
AUTO-CENSUS

Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 10/12/11
Counter: Patti
Intersection Name: Crocker and Peoria
Weather: Clear Daily City

Start Time	Crocker						Peoria					
	North Approach			East Approach			South Approach			West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	9	0	0	1	1	2	0	54	2	0	3
7:30	6	18	0	24	1	1	4	1	151	2	1	7
7:45	10	35	1	46	5	1	7	1	231	4	1	15
8:00	14	50	1	65	8	1	10	1	305	5	1	23
8:15	14	81	1	96	14	1	16	1	373	7	1	31
8:30	16	110	3	129	19	1	21	1	437	7	1	35
8:45	20	130	4	154	19	2	22	1	479	7	1	39
9:00	23	149	5	177	25	2	28	1	525	7	1	42

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	14	50	1	65	8	1	1	10	1	305	5	311	25
7:15 - 8:15	13	72	1	86	14	0	0	14	1	319	5	325	30
7:30 - 8:30	10	92	3	105	17	0	0	17	0	286	5	291	28
7:45 - 8:45	10	95	3	108	14	0	1	15	0	248	3	251	24
8:00 - 9:00	9	99	4	112	17	0	1	18	0	220	2	222	19
Peak Volumes:	13	72	1	86	14	0	0	14	1	319	5	325	30
													455
Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
	5	319	1	1	72	13	28	1	1	0	0	14	



PM Peak-Hour Volume Count Worksheet

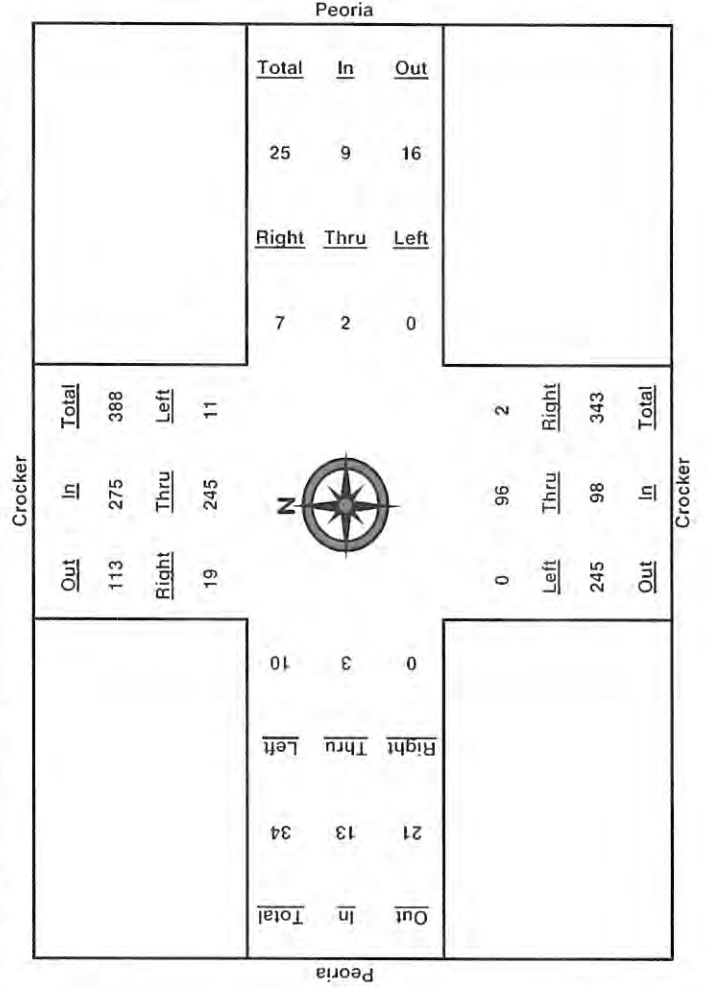
AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 10/12/11
 Counter: Kevin
 Intersection Name: Crocker and Peoria
 Weather: Clear Daily City

Start Time	Crocker						Peoria					
	North Approach			East Approach			South Approach			West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4	54	0	0	0	1	0	33	0	33	0	2
4:30	11	106	5	122	1	0	1	54	0	54	0	6
4:45	17	152	7	176	4	0	1	89	0	89	0	8
5:00	22	205	9	236	8	0	1	119	0	119	0	11
5:15	30	250	12	292	8	1	1	145	0	145	0	14
5:30	31	318	14	363	8	2	1	166	0	167	0	17
5:45	36	397	18	451	11	2	1	185	0	187	0	21
6:00	39	457	23	519	13	2	1	209	0	212	0	22

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	22	205	9	236	8	0	1	9	0	119	0	119	11
4:15 - 5:15	26	196	12	234	8	1	0	9	0	112	0	112	12
4:30 - 5:30	20	212	9	241	7	2	0	9	1	112	0	113	11
4:45 - 5:45	19	245	11	275	7	2	0	9	2	96	0	98	13
5:00 - 6:00	17	252	14	283	5	2	0	7	3	90	0	93	11
Peak Volumes:	19	245	11	275	7	2	0	9	2	96	0	98	13
													395

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	96	2	11	245	19	10	3	0	0	2	7



AM Peak-Hour Volume Count Worksheet

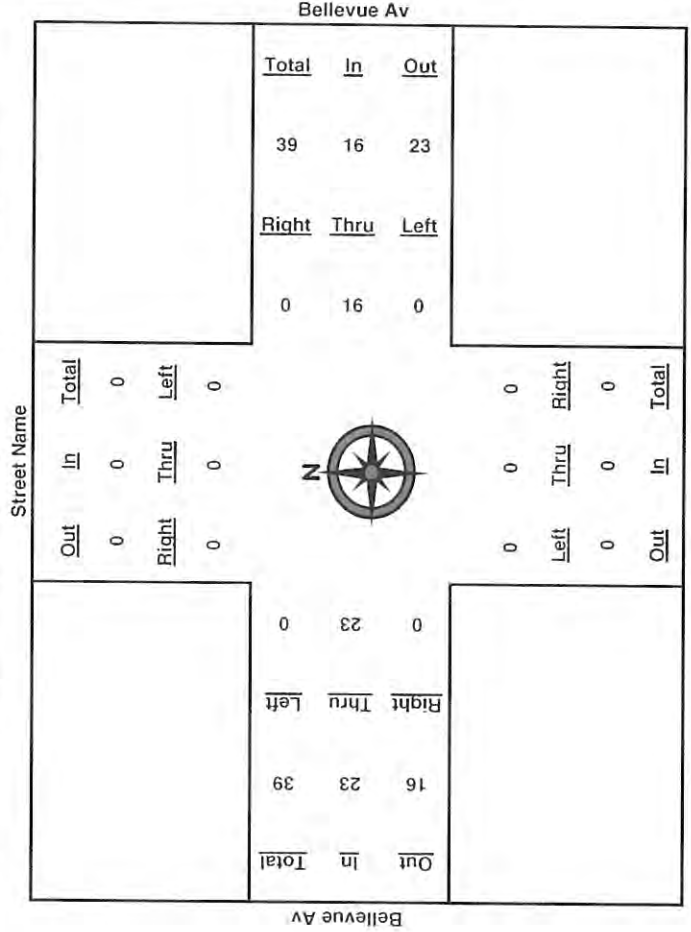
HEXAGON TRANSPORTATION CONSULTANTS
 4377 First Street, Suite A
 Pleasanton, CA 94566
 Phone 925-225-1439 Fax 925-225-0688

Date: 10/18/11
 Counter: BAW
 Intersection Name: Bellevue Av, west of Crocker Av.
 Weather: Clear
 City/Project: Daly City

Start Time	Street Name			Bellevue Av			Street Name			Bellevue Av		
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00				0		0		0				0
7:15				0		7		7			1	1
7:30				0		12		12			7	7
7:45				0		12		12			9	9
8:00				0		14		14			18	18
8:15				0		21		21			25	25
8:30				0		26		26			29	29
8:45				0		28		28			32	32
9:00				0		30		30			35	35

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	0	0	0	14	0	14	0	0	0	0	18
7:15 - 8:15	0	0	0	0	0	14	0	14	0	0	0	0	24
7:30 - 8:30	0	0	0	0	0	14	0	14	0	0	0	0	22
7:45 - 8:45	0	0	0	0	0	16	0	16	0	0	0	0	23
8:00 - 9:00	0	0	0	0	0	16	0	16	0	0	0	0	17
Peak Volumes:	0	0	0	0	0	16	0	16	0	0	0	0	23
39	16	0	0	0	0	0	0	0	0	0	0	0	39

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	0	0	0	0	23	0	0	16	0



HEXAGON TRANSPORTATION CONSULTANTS

Date: 10/18/11

Counter: BAW

Intersection Name: Bellevue Av, west of Crocker Av.

City/Project: Daly City

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	0	0	0	0	5	0	5	0	12	0	12	17
4:15 - 5:15	0	0	0	0	0	7	0	7	0	11	0	11	18
4:30 - 5:30	0	0	0	0	0	6	0	6	0	12	0	12	18
4:45 - 5:45	0	0	0	0	0	6	0	6	0	14	0	14	20
5:00 - 6:00	0	0	0	0	0	8	0	8	0	14	0	14	22
Peak Volumes:	0	0	0	0	0	8	0	8	0	14	0	14	22

		<u>Total</u> <u>In</u> <u>Out</u>				
		22	8	14		
		<u>Right</u> <u>Thru</u> <u>Left</u>				
		0	8	0		
						
<u>Out</u> <u>In</u> <u>Total</u>		<u>Out</u> <u>In</u> <u>Total</u>		<u>Out</u> <u>In</u> <u>Total</u>		
0	0	0	0	0	0	
<u>Right</u>	<u>Thru</u>	<u>Left</u>	<u>Right</u>	<u>Thru</u>	<u>Left</u>	
0	0	0	0	0	0	
		<u>Total</u> <u>In</u> <u>Out</u>				
		8	14	22		
		<u>Right</u> <u>Thru</u> <u>Left</u>				
		0	14	0		

Crocker Ave.:
Daly City:
Hexagon:

Site:
Date:
000000000000
10/11/2011
Tuesday

24 Hour Speed
Combined Channels

mph	Total	< 10	10 - < 12	12 - < 14	14 - < 16	16 - < 18	18 - < 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 200
12:00 AM	42	2	3	5	1	3	7	6	7	4	0	3	1	0	0	0	0	0
1:00 AM	25	0	0	1	5	4	6	3	3	3	2	0	0	0	0	0	0	0
2:00 AM	15	0	2	1	4	0	1	1	1	2	1	1	0	0	0	0	0	0
3:00 AM	12	0	0	0	4	2	0	1	1	3	1	0	1	0	0	0	0	0
4:00 AM	33	1	0	2	2	2	3	4	4	6	5	2	1	0	0	1	0	0
5:00 AM	91	1	2	4	4	7	7	14	17	16	12	1	4	1	1	0	0	0
6:00 AM	201	3	2	18	16	10	26	37	34	30	14	4	4	2	0	0	1	0
7:00 AM	417	10	14	12	30	38	58	86	81	56	23	4	4	1	0	0	0	0
8:00 AM	374	5	8	22	36	26	54	65	64	54	23	12	3	0	1	0	0	1
9:00 AM	280	3	4	9	17	17	38	50	51	38	28	15	6	3	1	0	0	0
10:00 AM	240	2	1	7	10	18	27	43	51	46	25	7	6	0	0	1	0	0
11:00 AM	231	2	3	11	8	20	26	40	40	42	29	7	2	0	1	0	0	0
12:00 PM	240	0	3	8	14	15	27	47	43	50	20	5	6	2	0	0	0	0
1:00 PM	270	4	4	13	14	28	26	39	47	56	25	7	3	3	1	0	0	0
2:00 PM	292	2	1	11	20	19	44	52	52	46	26	9	3	5	1	1	0	0
3:00 PM	347	8	6	17	21	29	45	62	70	48	22	11	6	2	0	0	0	0
4:00 PM	384	4	4	7	29	40	62	57	78	70	16	10	6	0	0	1	0	0
5:00 PM	447	7	7	22	33	49	81	95	68	50	21	7	5	1	1	0	0	0
6:00 PM	417	9	7	28	53	43	78	81	57	31	18	4	5	1	0	0	0	2
7:00 PM	342	5	3	16	23	35	78	64	61	31	21	5	0	0	0	0	0	0
8:00 PM	273	2	10	20	32	39	54	51	26	22	11	2	3	0	1	0	0	0
9:00 PM	241	0	4	13	19	26	51	37	37	31	15	4	4	0	0	0	0	0
10:00 PM	142	0	4	9	14	13	29	29	19	12	6	4	3	0	0	0	0	0
11:00 PM	97	0	2	0	8	6	17	19	13	19	7	2	3	1	0	0	0	0
Total	5453	70	94	256	417	489	845	983	923	766	371	122	79	22	8	4	1	3
%	1.3	1.7	4.7	7.6	9.0	9.0	15.5	18.0	16.9	14.0	6.8	2.2	1.4	0.4	0.1	0.1	0.0	0.1

Percentile Speeds

(mph) 10 % 50 % 85 % 90 % 95 %
14.7 21.1 25.4 26.6 27.9

10 mph Pace Speed

Number in Pace 16.7 - 26.7
4036 (74.0 %) Average
21.0 mph Minimum
5.1 mph Maximum
44.7 mph

Speeds Exceeded

Count 25 mph 35 mph 45 mph 55 mph
17.9 % 0.1 % 0.0 % 0.0 %
975 8 0 0

Crocker Ave.:
Daily City:
Hexagon:

Site:
Date:
0000000000000
10/12/2011
Wednesday

24 Hour Speed
Combined Channels

mph	Total	< 10	10 - < 12	12 - < 14	14 - < 16	16 - < 18	18 - < 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 200
12:00 AM	61	1	2	7	8	6	8	10	6	10	3	0	0	0	0	0	0	0
1:00 AM	38	0	0	3	2	2	10	6	5	4	5	1	0	0	0	0	0	0
2:00 AM	16	1	1	2	1	1	2	3	0	2	0	2	1	0	0	0	0	0
3:00 AM	28	0	0	2	4	0	2	3	5	6	3	1	2	0	0	0	0	0
4:00 AM	36	0	0	3	3	1	4	6	6	5	4	1	3	0	0	0	0	0
5:00 AM	98	3	4	7	10	5	8	14	14	17	11	2	2	1	0	0	0	0
6:00 AM	208	5	6	8	11	13	20	23	47	53	14	3	3	1	1	0	0	0
7:00 AM	432	10	15	13	25	32	80	87	79	54	26	3	7	1	0	0	0	0
8:00 AM	387	8	3	14	31	28	45	67	73	71	28	10	4	5	0	0	0	0
9:00 AM	248	1	2	7	13	12	22	49	47	60	14	13	6	1	1	0	0	0
10:00 AM	216	3	2	10	15	18	29	32	35	33	28	8	3	0	0	0	0	0
11:00 AM	248	3	2	10	14	20	26	44	41	45	29	9	5	0	0	0	0	0
12:00 PM	271	4	4	15	12	19	40	39	60	43	21	7	4	3	0	0	0	0
1:00 PM	275	1	1	10	14	20	29	52	55	52	28	7	3	2	0	1	0	0
2:00 PM	316	6	3	8	25	20	41	57	70	45	23	13	2	3	0	0	0	0
3:00 PM	330	4	4	8	19	16	41	66	68	62	19	16	4	0	2	1	0	0
4:00 PM	361	2	9	9	28	42	56	52	60	58	24	12	5	1	2	1	0	0
5:00 PM	420	6	6	19	47	50	71	65	69	52	22	7	4	0	0	1	0	1
6:00 PM	466	8	4	25	31	51	66	102	77	75	18	6	2	0	1	0	0	0
7:00 PM	339	4	4	15	21	34	65	81	52	43	11	6	2	0	0	0	0	1
8:00 PM	261	1	2	9	30	25	53	39	50	33	12	3	4	0	0	0	0	0
9:00 PM	225	2	6	12	21	27	40	43	29	21	15	7	1	1	0	0	0	0
10:00 PM	153	1	2	10	10	17	15	23	33	26	7	3	3	2	0	0	1	0
11:00 PM	88	0	1	6	4	8	15	14	13	14	8	3	2	0	0	0	0	0
Total	5521	74	83	232	399	467	788	977	994	884	373	143	72	21	7	4	1	2
%		1.3	1.5	4.2	7.2	8.5	14.3	17.7	18.0	16.0	6.8	2.6	1.3	0.4	0.1	0.1	0.0	0.0

Percentile Speeds
(mph)

10 % 50 % 85 % 90 % 95 %
14.9 21.5 25.4 26.6 27.9

10 mph Pace Speed
Number in Pace

16.7 - 26.7
4137 (74.9 %)
21.2 mph
5.1 mph
53.2 mph

Speeds Exceeded

25 mph 35 mph 45 mph 55 mph
19.1 % 0.1 % 0.0 % 0.0 %
1054 7 2 0

Count

Appendix B

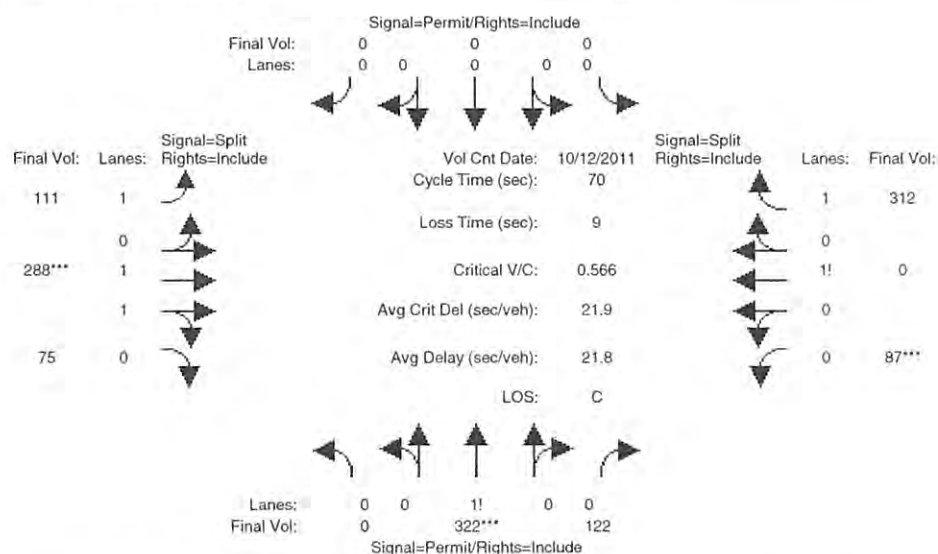
Level of Service Calculations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing AM				Existing + Project AM				Cumulative AM				Cumulative + Project AM			
	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Mission/Crocker	21.8	0.566	21.9	C	21.9	0.574	22.0	C	22.7	0.625	23.0	+ 1.0	C	22.8	0.633	23.2
#2 Peoria/Crocker	1.2	0.000	1.2	B	1.7	0.000	1.7	B	1.2	0.000	1.2	- 0.4	B	1.7	0.000	1.7

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

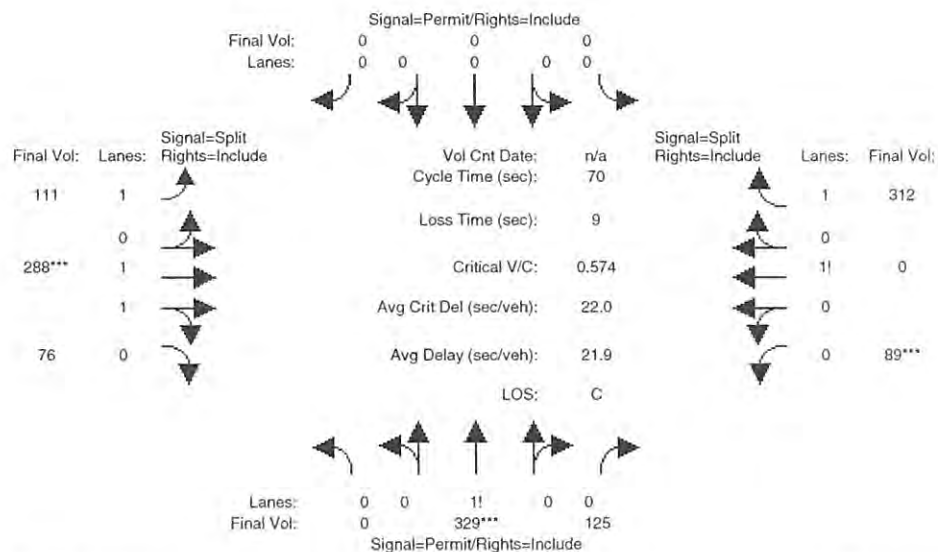
Intersection #1: Mission/Crocker



Street Name:	Crocker Av.						Mission St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Oct 2011 <<												
Base Vol:	0	322	122	0	0	0	111	288	75	87	0	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	322	122	0	0	0	111	288	75	87	0	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	322	122	0	0	0	111	288	75	87	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	322	122	0	0	0	111	288	75	87	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	322	122	0	0	0	111	288	75	87	0	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	322	122	0	0	0	111	288	75	87	0	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	1.00	1.00	1.00	0.95	0.92	0.92	0.87	1.00	0.87
Lanes:	0.00	0.73	0.27	0.00	0.00	0.00	1.00	1.59	0.41	0.36	0.00	1.64
Final Sat.:	0	1327	503	0	0	0	1805	2775	723	594	0	2724
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.00	0.00	0.06	0.10	0.10	0.15	0.00	0.11
Crit Moves:	****						****			****		
Green/Cycle:	0.00	0.43	0.43	0.00	0.00	0.00	0.18	0.18	0.18	0.26	0.00	0.26
Volume/Cap:	0.00	0.57	0.57	0.00	0.00	0.00	0.34	0.57	0.57	0.57	0.00	0.44
Uniform Del:	0.0	15.1	15.1	0.0	0.0	0.0	24.9	26.0	26.0	22.5	0.0	21.7
IncrementDel:	0.0	1.0	1.0	0.0	0.0	0.0	0.6	1.2	1.2	1.1	0.0	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.0	16.0	0.0	0.0	0.0	25.5	27.2	27.2	23.6	0.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	16.0	0.0	0.0	0.0	25.5	27.2	27.2	23.6	0.0	22.1
HCM2kAvg:	0	8	8	0	0	0	2	4	4	5	0	4

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

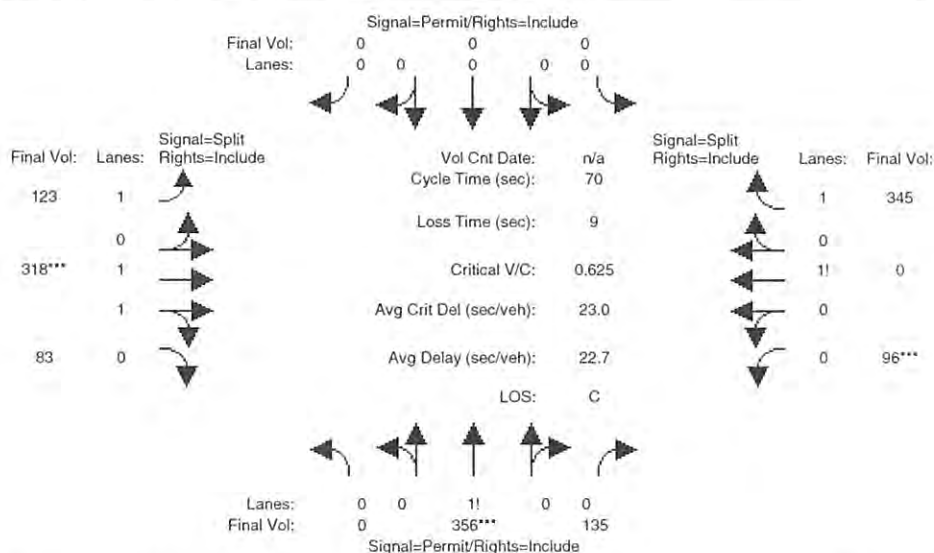
Intersection #1: Mission/Crocker



Street Name:	Crocker Av.						Mission St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Volume Module:												
Base Vol:	0	329	125	0	0	0	111	288	76	89	0	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	329	125	0	0	0	111	288	76	89	0	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	329	125	0	0	0	111	288	76	89	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	329	125	0	0	0	111	288	76	89	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	329	125	0	0	0	111	288	76	89	0	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	329	125	0	0	0	111	288	76	89	0	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	1.00	1.00	1.00	0.95	0.92	0.92	0.87	1.00	0.87
Lanes:	0.00	0.72	0.28	0.00	0.00	0.00	1.00	1.58	0.42	0.36	0.00	1.64
Final Sat.:	0	1326	504	0	0	0	1805	2768	730	603	0	2716
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.00	0.00	0.06	0.10	0.10	0.15	0.00	0.11
Crit Moves:	****											
Green/Cycle:	0.00	0.43	0.43	0.00	0.00	0.00	0.18	0.18	0.18	0.26	0.00	0.26
Volume/Cap:	0.00	0.57	0.57	0.00	0.00	0.00	0.34	0.57	0.57	0.57	0.00	0.45
Uniform Del:	0.0	15.0	15.0	0.0	0.0	0.0	25.0	26.2	26.2	22.6	0.0	21.8
IncrementDel:	0.0	1.0	1.0	0.0	0.0	0.0	0.6	1.3	1.3	1.2	0.0	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.0	16.0	0.0	0.0	0.0	25.6	27.5	27.5	23.8	0.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	16.0	0.0	0.0	0.0	25.6	27.5	27.5	23.8	0.0	22.2
HCM2kAvg:	0	8	8	0	0	0	2	4	4	5	0	4

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

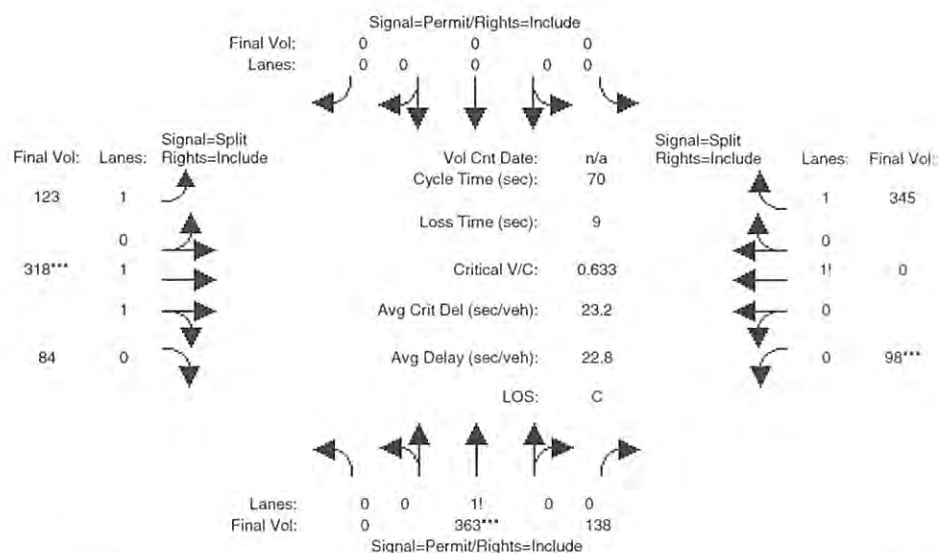
Intersection #1: Mission/Crocker



Street Name:	Crocker Av.						Mission St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Volume Module:												
Base Vol:	0	356	135	0	0	0	123	318	83	96	0	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	356	135	0	0	0	123	318	83	96	0	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	356	135	0	0	0	123	318	83	96	0	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	356	135	0	0	0	123	318	83	96	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	356	135	0	0	0	123	318	83	96	0	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	356	135	0	0	0	123	318	83	96	0	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	1.00	1.00	1.00	0.95	0.92	0.92	0.87	1.00	0.87
Lanes:	0.00	0.73	0.27	0.00	0.00	0.00	1.00	1.59	0.41	0.36	0.00	1.64
Final Sat.:	0	1327	503	0	0	0	1805	2774	724	593	0	2725
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.00	0.00	0.07	0.11	0.11	0.16	0.00	0.13
Crit Moves:	****						****			****		
Green/Cycle:	0.00	0.43	0.43	0.00	0.00	0.00	0.18	0.18	0.18	0.26	0.00	0.26
Volume/Cap:	0.00	0.63	0.63	0.00	0.00	0.00	0.37	0.63	0.63	0.63	0.00	0.49
Uniform Del:	0.0	15.6	15.6	0.0	0.0	0.0	25.0	26.4	26.4	22.9	0.0	22.0
IncrementDel:	0.0	1.6	1.6	0.0	0.0	0.0	0.7	1.9	1.9	1.8	0.0	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	17.2	17.2	0.0	0.0	0.0	25.8	28.3	28.3	24.7	0.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	17.2	0.0	0.0	0.0	25.8	28.3	28.3	24.7	0.0	22.4
HCM2kAvg:	0	9	9	0	0	0	3	5	5	6	0	4

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

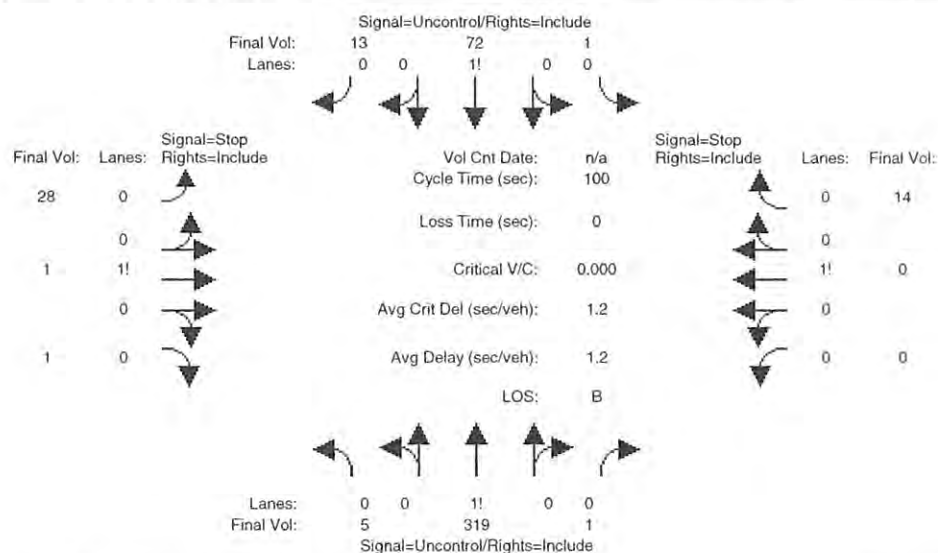
Intersection #1: Mission/Crocker



Street Name:	Crocker Av.						Mission St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Volume Module:												
Base Vol:	0	363	138	0	0	0	123	318	84	98	0	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	363	138	0	0	0	123	318	84	98	0	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	363	138	0	0	0	123	318	84	98	0	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	363	138	0	0	0	123	318	84	98	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	363	138	0	0	0	123	318	84	98	0	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	363	138	0	0	0	123	318	84	98	0	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	1.00	1.00	1.00	0.95	0.92	0.92	0.87	1.00	0.87
Lanes:	0.00	0.72	0.28	0.00	0.00	0.00	1.00	1.58	0.42	0.36	0.00	1.64
Final Sat.:	0	1326	504	0	0	0	1805	2767	731	601	0	2717
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.00	0.00	0.07	0.11	0.11	0.16	0.00	0.13
Crit Moves:	***						***			***		
Green/Cycle:	0.00	0.43	0.43	0.00	0.00	0.00	0.18	0.18	0.18	0.26	0.00	0.26
Volume/Cap:	0.00	0.63	0.63	0.00	0.00	0.00	0.38	0.63	0.63	0.63	0.00	0.49
Uniform Del:	0.0	15.5	15.5	0.0	0.0	0.0	25.2	26.5	26.5	23.1	0.0	22.1
IncrementDel:	0.0	1.7	1.7	0.0	0.0	0.0	0.7	2.1	2.1	1.9	0.0	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	17.2	17.2	0.0	0.0	0.0	25.9	28.6	28.6	25.0	0.0	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	17.2	0.0	0.0	0.0	25.9	28.6	28.6	25.0	0.0	22.5
HCM2kAvg:	0	9	9	0	0	0	3	5	5	6	0	4

Level of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #2: Peoria/Crocker



Street Name:	Crocker Av.						Peoria St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	5	319	1	1	72	13	28	1	1	0	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	319	1	1	72	13	28	1	1	0	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	319	1	1	72	13	28	1	1	0	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	319	1	1	72	13	28	1	1	0	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	5	319	1	1	72	13	28	1	1	0	0	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	85	xxxx	xxxxx	320	xxxx	xxxxx	417	411	79	xxxx	xxxx	320
Potent Cap.:	1524	xxxx	xxxxx	1251	xxxx	xxxxx	550	534	988	xxxx	xxxx	726
Move Cap.:	1524	xxxx	xxxxx	1251	xxxx	xxxxx	537	532	988	xxxx	xxxx	726
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.00	xxxx	xxxx	0.02
----- ----- ----- ----- -----												
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	7.4	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	546	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				12.0				10.1
ApproachLOS:	*			*				B				B

Peak Hour Delay Signal Warrant Report

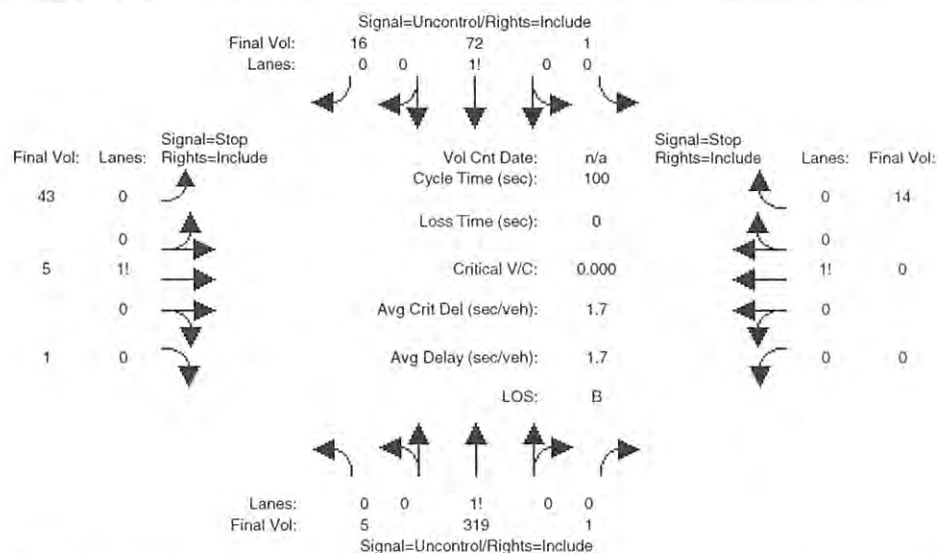
Intersection #2 Peoria/Crocker

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
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Level of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project AM

Intersection #2: Peoria/Crocker



Street Name:	Crocker Av.						Peoria St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	319	1	1	72	16	43	5	1	0	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	319	1	1	72	16	43	5	1	0	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	319	1	1	72	16	43	5	1	0	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	319	1	1	72	16	43	5	1	0	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	5	319	1	1	72	16	43	5	1	0	0	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	88	xxxx	xxxxx	320	xxxx	xxxxx	418	412	80	xxxx	xxxx	320
Potent Cap.:	1520	xxxx	xxxxx	1251	xxxx	xxxxx	548	533	986	xxxx	xxxx	726
Move Cap.:	1520	xxxx	xxxxx	1251	xxxx	xxxxx	536	531	986	xxxx	xxxx	726
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.08	0.01	0.00	xxxx	xxxx	0.02
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	7.4	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	541	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				12.3				10.1
ApproachLOS:	*			*				B				B

Peak Hour Delay Signal Warrant Report

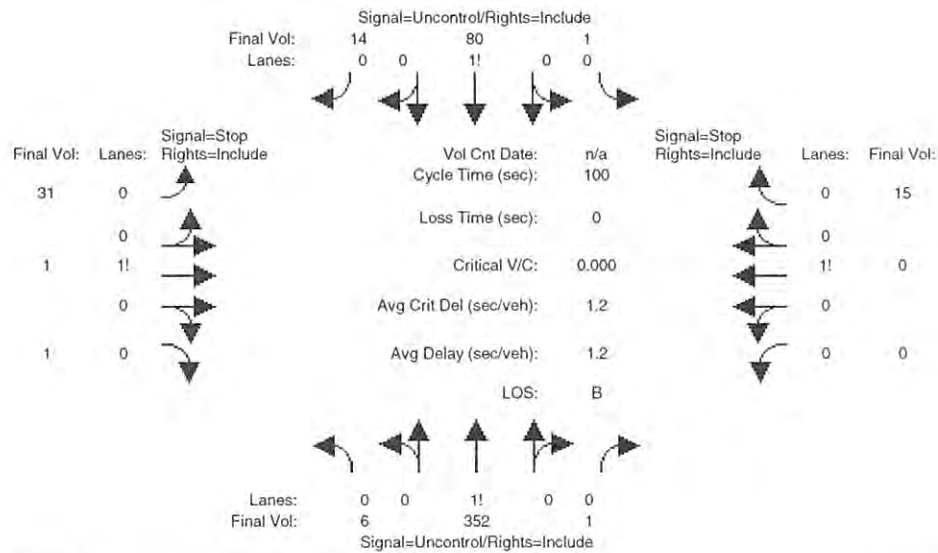
Intersection #2 Peoria/Crocker

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
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Level of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #2: Peoria/Crocker



Street Name:	Crocker Av.						Peoria St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Volume Module:												
Base Vol:	6	352	1	1	80	14	31	1	1	0	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	352	1	1	80	14	31	1	1	0	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	352	1	1	80	14	31	1	1	0	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	352	1	1	80	14	31	1	1	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	352	1	1	80	14	31	1	1	0	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
----- ----- ----- -----												
Capacity Module:												
Cnflict Vol:	94	xxxx	xxxxx	353	xxxx	xxxxx	461	454	87	xxxx	xxxx	353
Potent Cap.:	1513	xxxx	xxxxx	1217	xxxx	xxxxx	514	505	977	xxxx	xxxx	696
Move Cap.:	1513	xxxx	xxxxx	1217	xxxx	xxxxx	501	502	977	xxxx	xxxx	696
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.06	0.00	0.00	xxxx	xxxx	0.02
----- ----- ----- -----												
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	7.4	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	509	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				12.6				10.3
ApproachLOS:	*			*				B				B

Peak Hour Delay Signal Warrant Report

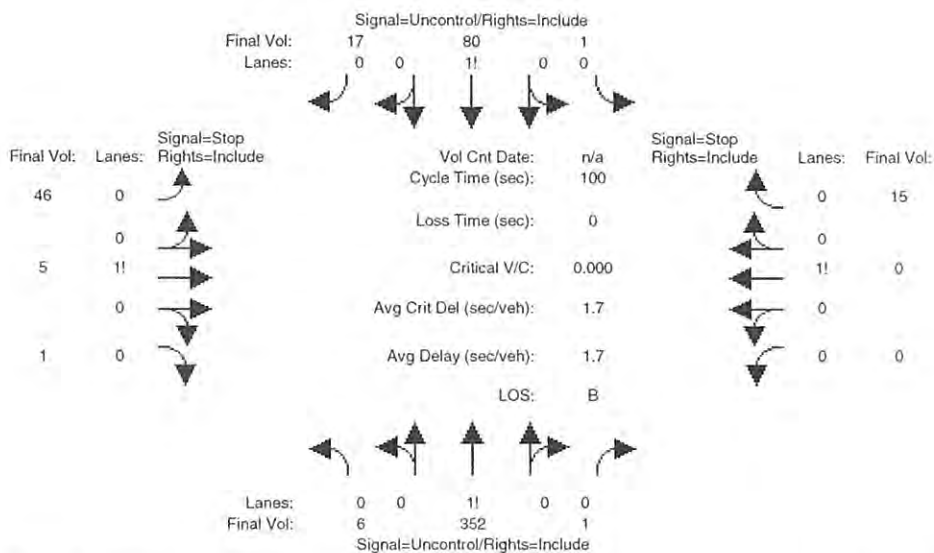
Intersection #2 Peoria/Crocker

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative + Project AM

Intersection #2: Peoria/Crocker



Street Name:	Crocker Av.						Peoria St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	6	352	1	1	80	17	46	5	1	0	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	352	1	1	80	17	46	5	1	0	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	352	1	1	80	17	46	5	1	0	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	352	1	1	80	17	46	5	1	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	352	1	1	80	17	46	5	1	0	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	97	xxxx	xxxxx	353	xxxx	xxxxx	463	456	89	xxxx	xxxx	353
Potent Cap.:	1509	xxxx	xxxxx	1217	xxxx	xxxxx	513	504	975	xxxx	xxxx	696
Move Cap.:	1509	xxxx	xxxxx	1217	xxxx	xxxxx	500	501	975	xxxx	xxxx	696
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.09	0.01	0.00	xxxx	xxxx	0.02
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	7.4	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	505	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.9			10.3		
ApproachLOS:	*			*			B			B		

Peak Hour Delay Signal Warrant Report

Intersection #2 Peoria/Crocker

Future Volume Alternative: Peak Hour Warrant NOT Met

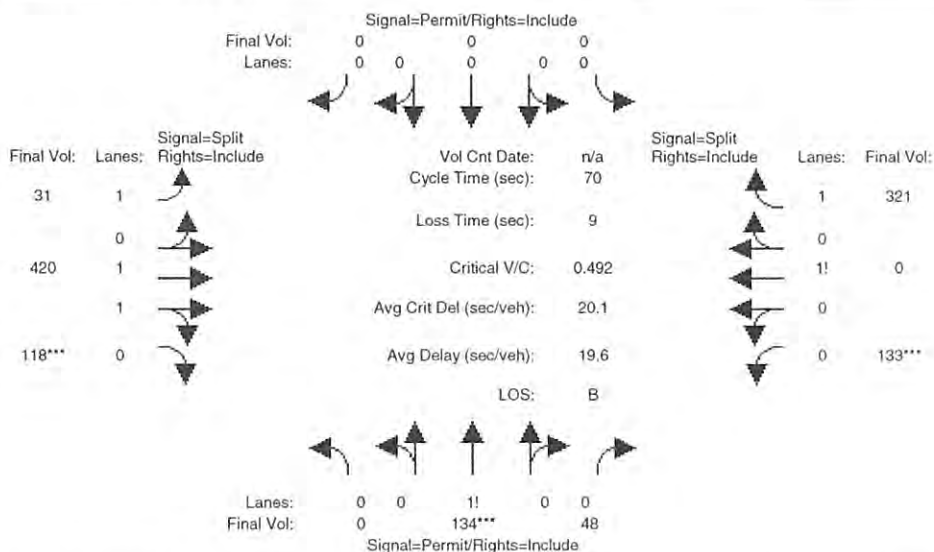
Approach:	North Bound	South Bound	East Bound	West Bound
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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing PM				Existing + Project PM				Cumulative PM				Cumulative + Project PM			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del Change (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Mission/Crocker	B	19.6	0.492	20.1	B	19.8	0.505	20.2	C	20.2	0.544	+0.038	C	20.4	0.557	21.0
#2 Peoria/Crocker	B	0.8	0.000	0.8	B	1.0	0.000	1.0	B	0.8	0.000	+0.000	B	1.0	0.000	1.0

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

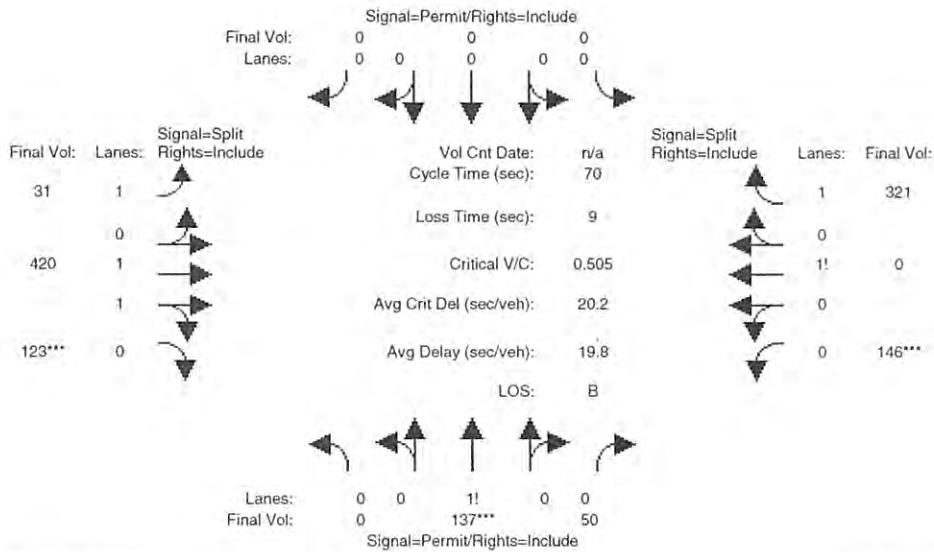
Intersection #1: Mission/Crocker



Street Name:	Crocker Av.						Mission St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Volume Module:												
Base Vol:	0	134	48	0	0	0	31	420	118	133	0	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	134	48	0	0	0	31	420	118	133	0	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	134	48	0	0	0	31	420	118	133	0	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	134	48	0	0	0	31	420	118	133	0	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	134	48	0	0	0	31	420	118	133	0	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	134	48	0	0	0	31	420	118	133	0	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	1.00	1.00	1.00	0.95	0.92	0.92	0.88	1.00	0.88
Lanes:	0.00	0.74	0.26	0.00	0.00	0.00	1.00	1.56	0.44	0.45	0.00	1.55
Final Sat.:	0	1349	483	0	0	0	1805	2725	766	759	0	2591
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.00	0.00	0.00	0.02	0.15	0.15	0.18	0.00	0.12
Crit Moves:	****						****			****		
Green/Cycle:	0.00	0.20	0.20	0.00	0.00	0.00	0.31	0.31	0.31	0.36	0.00	0.36
Volume/Cap:	0.00	0.49	0.49	0.00	0.00	0.00	0.05	0.49	0.49	0.49	0.00	0.35
Uniform Del:	0.0	24.7	24.7	0.0	0.0	0.0	16.8	19.5	19.5	17.6	0.0	16.6
IncrementDel:	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	25.8	25.8	0.0	0.0	0.0	16.8	19.9	19.9	18.0	0.0	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.8	25.8	0.0	0.0	0.0	16.8	19.9	19.9	18.0	0.0	16.7
HCM2kAvg:	0	4	4	0	0	0	1	5	5	5	0	4

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

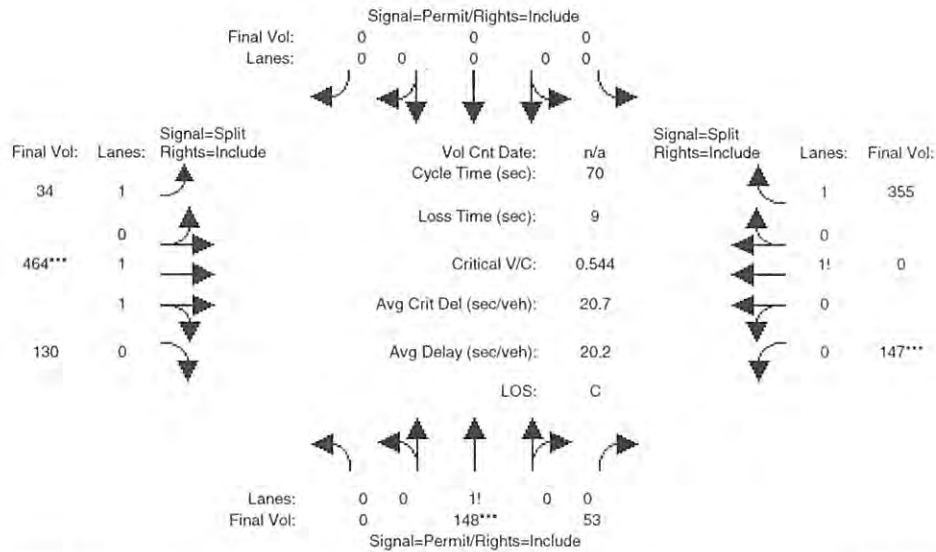
Intersection #1: Mission/Crocker



Street Name:	Crocker Av.						Mission St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Volume Module:												
Base Vol:	0	137	50	0	0	0	31	420	123	146	0	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	137	50	0	0	0	31	420	123	146	0	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	137	50	0	0	0	31	420	123	146	0	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	137	50	0	0	0	31	420	123	146	0	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	137	50	0	0	0	31	420	123	146	0	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	137	50	0	0	0	31	420	123	146	0	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	1.00	1.00	1.00	0.95	0.92	0.92	0.88	1.00	0.88
Lanes:	0.00	0.73	0.27	0.00	0.00	0.00	1.00	1.55	0.45	0.48	0.00	1.52
Final Sat.:	0	1342	490	0	0	0	1805	2697	790	800	0	2558
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.00	0.00	0.00	0.02	0.16	0.16	0.18	0.00	0.13
Crit Moves:	***						***			***		
Green/Cycle:	0.00	0.20	0.20	0.00	0.00	0.00	0.31	0.31	0.31	0.36	0.00	0.36
Volume/Cap:	0.00	0.51	0.51	0.00	0.00	0.00	0.06	0.51	0.51	0.51	0.00	0.35
Uniform Del:	0.0	24.8	24.8	0.0	0.0	0.0	17.0	19.8	19.8	17.5	0.0	16.3
IncrementDel:	0.0	1.1	1.1	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	26.0	26.0	0.0	0.0	0.0	17.1	20.2	20.2	17.9	0.0	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.0	26.0	0.0	0.0	0.0	17.1	20.2	20.2	17.9	0.0	16.5
HCM2kAvg:	0	4	4	0	0	0	1	5	5	6	0	4

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

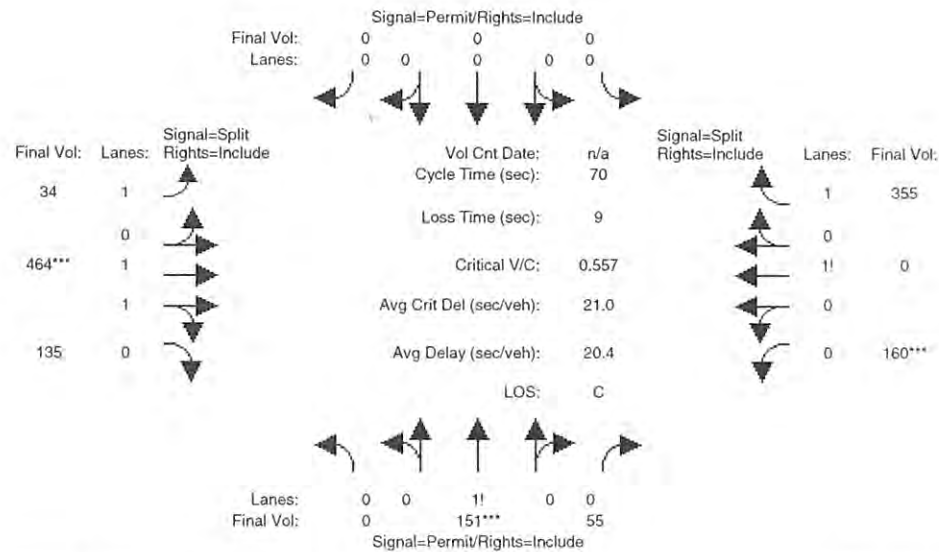
Intersection #1: Mission/Crocker



Street Name:	Crocker Av.						Mission St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Volume Module:												
Base Vol:	0	148	53	0	0	0	34	464	130	147	0	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	148	53	0	0	0	34	464	130	147	0	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	148	53	0	0	0	34	464	130	147	0	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	148	53	0	0	0	34	464	130	147	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	148	53	0	0	0	34	464	130	147	0	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	148	53	0	0	0	34	464	130	147	0	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	1.00	1.00	1.00	0.95	0.92	0.92	0.88	1.00	0.88
Lanes:	0.00	0.74	0.26	0.00	0.00	0.00	1.00	1.56	0.44	0.45	0.00	1.55
Final Sat.:	0	1349	483	0	0	0	1805	2727	764	759	0	2591
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.00	0.00	0.00	0.02	0.17	0.17	0.19	0.00	0.14
Crit Moves:	****											
Green/Cycle:	0.00	0.20	0.20	0.00	0.00	0.00	0.31	0.31	0.31	0.36	0.00	0.36
Volume/Cap:	0.00	0.54	0.54	0.00	0.00	0.00	0.06	0.54	0.54	0.54	0.00	0.38
Uniform Del:	0.0	25.0	25.0	0.0	0.0	0.0	16.8	19.9	19.9	18.0	0.0	16.8
IncrementDel:	0.0	1.7	1.7	0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	26.7	26.7	0.0	0.0	0.0	16.9	20.5	20.5	18.6	0.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.7	26.7	0.0	0.0	0.0	16.9	20.5	20.5	18.6	0.0	17.0
HCM2kAvg:	0	5	5	0	0	0	1	6	6	6	0	4

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

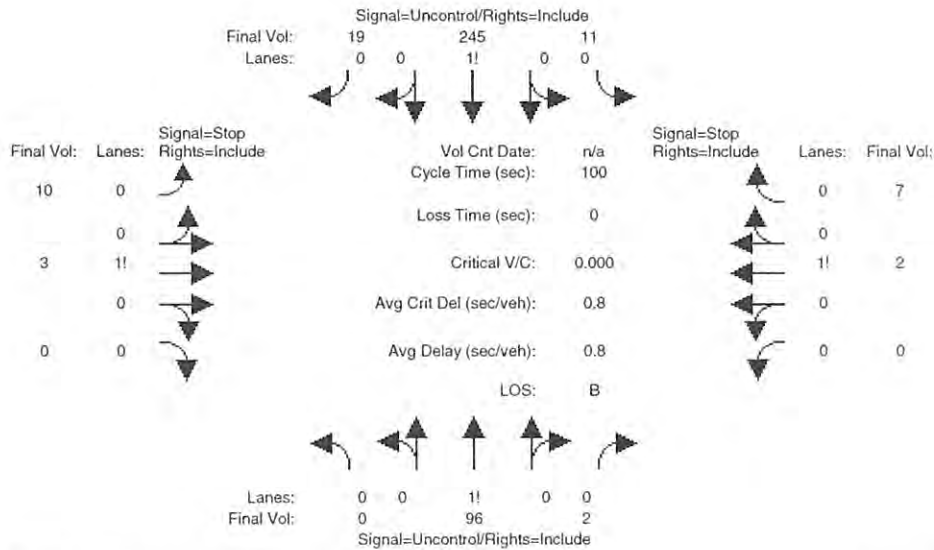
Intersection #1: Mission/Crocker



Street Name:	Crocker Av.						Mission St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Volume Module:												
Base Vol:	0	151	55	0	0	0	34	464	135	160	0	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	151	55	0	0	0	34	464	135	160	0	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	151	55	0	0	0	34	464	135	160	0	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	151	55	0	0	0	34	464	135	160	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	151	55	0	0	0	34	464	135	160	0	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	151	55	0	0	0	34	464	135	160	0	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	1.00	1.00	1.00	0.95	0.92	0.92	0.88	1.00	0.88
Lanes:	0.00	0.73	0.27	0.00	0.00	0.00	1.00	1.55	0.45	0.47	0.00	1.53
Final Sat.:	0	1343	489	0	0	0	1805	2701	786	796	0	2562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.00	0.00	0.00	0.02	0.17	0.17	0.20	0.00	0.14
Crit Moves:	****											
Green/Cycle:	0.00	0.20	0.20	0.00	0.00	0.00	0.31	0.31	0.31	0.36	0.00	0.36
Volume/Cap:	0.00	0.56	0.56	0.00	0.00	0.00	0.06	0.56	0.56	0.56	0.00	0.38
Uniform Del:	0.0	25.1	25.1	0.0	0.0	0.0	17.1	20.2	20.2	17.9	0.0	16.6
IncrementDel:	0.0	1.9	1.9	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	27.0	27.0	0.0	0.0	0.0	17.1	20.9	20.9	18.6	0.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.0	27.0	0.0	0.0	0.0	17.1	20.9	20.9	18.6	0.0	16.8
HCM2kAvg:	0	5	5	0	0	0	1	6	6	7	0	4

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #2: Peoria/Crocker



Street Name:	Crocker Av.						Peoria St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	96	2	11	245	19	10	3	0	0	2	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	96	2	11	245	19	10	3	0	0	2	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	96	2	11	245	19	10	3	0	0	2	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	96	2	11	245	19	10	3	0	0	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	96	2	11	245	19	10	3	0	0	2	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	6.5	6.2
FollowUpTim:	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	98	xxxxx	xxxxx	378	375	xxxxx	xxxxx	383	97
Potent Cap.:	xxxxx	xxxxx	xxxxx	1508	xxxxx	xxxxx	583	560	xxxxx	xxxxx	553	965
Move Cap.:	xxxxx	xxxxx	xxxxx	1508	xxxxx	xxxxx	574	555	xxxxx	xxxxx	549	965
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.01	xxxxx	xxxxx	0.02	0.01	xxxxx	xxxxx	0.00	0.01
Level Of Service Module:												
Queue:	xxxxxx	xxxxxx	xxxxxx	0.0	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Stopped Del:	xxxxxx	xxxxxx	xxxxxx	7.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	570	xxxxx	xxxxx	xxxxx	xxxxx	826
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.0
Shrd StpDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.4
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			11.5			9.4		
ApproachLOS:	*			*			B			A		

Peak Hour Delay Signal Warrant Report

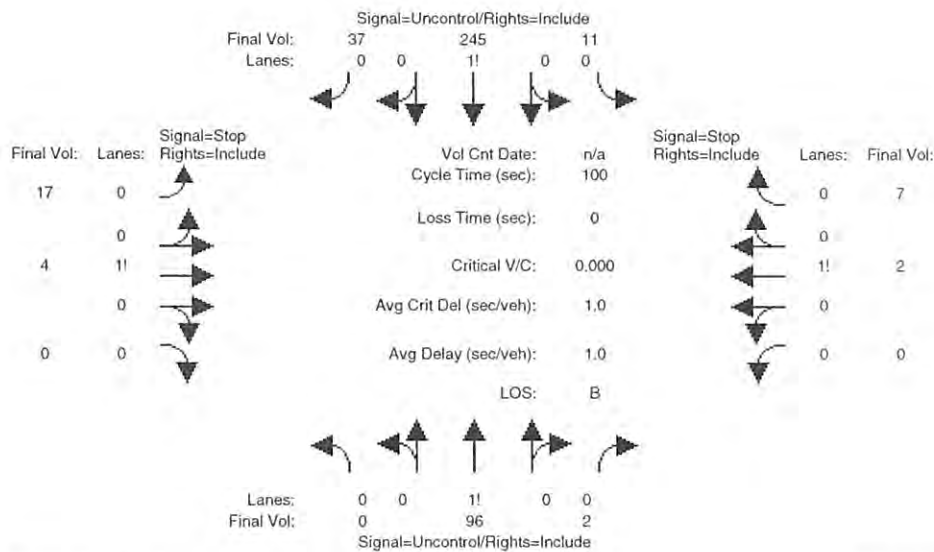
Intersection #2 Peoria/Crocker

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project PM

Intersection #2: Peoria/Crocker



Street Name:	Crocker Av.					Peoria St.						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	96	2	11	245	37	17	4	0	0	2	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	96	2	11	245	37	17	4	0	0	2	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	96	2	11	245	37	17	4	0	0	2	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	96	2	11	245	37	17	4	0	0	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	96	2	11	245	37	17	4	0	0	2	7
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	7.1	6.5	xxxx	xxxx	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	3.5	4.0	xxxx	xxxx	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	98	xxxx	xxxx	387	384	xxxx	xxxx	401	97
Potent Cap.:	xxxx	xxxx	xxxx	1508	xxxx	xxxx	575	553	xxxx	xxxx	541	965
Move Cap.:	xxxx	xxxx	xxxx	1508	xxxx	xxxx	566	549	xxxx	xxxx	537	965
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.01	xxxx	xxxx	0.00	0.01
Level Of Service Module:												
Queue:	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Stopped Del:	xxxx	xxxx	xxxx	7.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	563	xxxx	xxxx	xxxx	xxxx	820
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	0.0
Shrd StpDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	11.6	xxxx	xxxx	xxxx	xxxx	9.4
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			11.6			9.4		
ApproachLOS:	*			*			B			A		

Peak Hour Delay Signal Warrant Report

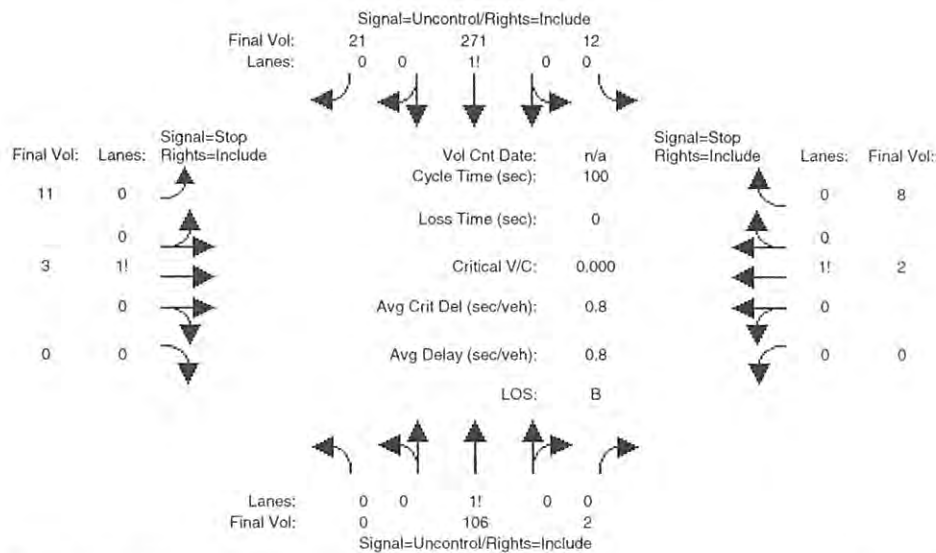
Intersection #2 Peoria/Crocker

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #2: Peoria/Crocker



Street Name:	Crocker Av.						Peoria St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	106	2	12	271	21	11	3	0	0	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	106	2	12	271	21	11	3	0	0	2	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	106	2	12	271	21	11	3	0	0	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	106	2	12	271	21	11	3	0	0	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	106	2	12	271	21	11	3	0	0	2	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	6.5	6.2
FollowUpTim:	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	108	xxxxx	xxxxx	418	414	xxxxx	xxxxx	423	107
Potent Cap.:	xxxxx	xxxxx	xxxxx	1495	xxxxx	xxxxx	549	532	xxxxx	xxxxx	526	953
Move Cap.:	xxxxx	xxxxx	xxxxx	1495	xxxxx	xxxxx	540	528	xxxxx	xxxxx	521	953
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.01	xxxxx	xxxxx	0.02	0.01	xxxxx	xxxxx	0.00	0.01
Level Of Service Module:												
Queue:	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Stopped Del:	xxxxx	xxxxx	xxxxx	7.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	537	xxxxx	xxxxx	xxxxx	xxxxx	817
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxxx	xxxxx	0.0
Shrd StpDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxxx	xxxxx	9.5
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			11.9			9.5		
ApproachLOS:	*			*			B			A		

Peak Hour Delay Signal Warrant Report

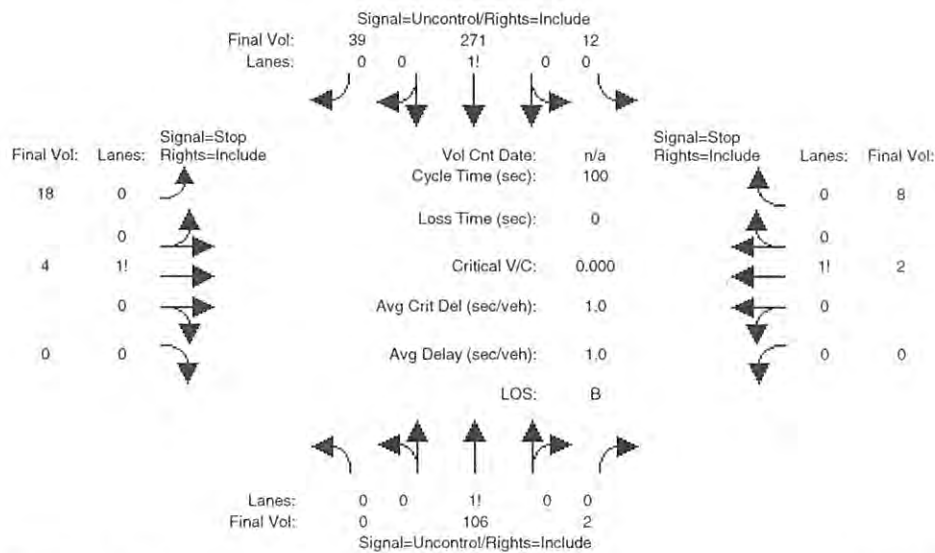
Intersection #2 Peoria/Crocker

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative + Project PM

Intersection #2: Peoria/Crocker



Street Name:	Crocker Av.						Peoria St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	106	2	12	271	39	18	4	0	0	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	106	2	12	271	39	18	4	0	0	2	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	106	2	12	271	39	18	4	0	0	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	106	2	12	271	39	18	4	0	0	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	106	2	12	271	39	18	4	0	0	2	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	6.5	6.2
FollowUpTim:	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	108	xxxxx	xxxxx	427	422	xxxxx	xxxxx	441	107
Potent Cap.:	xxxxx	xxxxx	xxxxx	1495	xxxxx	xxxxx	542	526	xxxxx	xxxxx	513	953
Move Cap.:	xxxxx	xxxxx	xxxxx	1495	xxxxx	xxxxx	532	522	xxxxx	xxxxx	509	953
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.01	xxxxx	xxxxx	0.03	0.01	xxxxx	xxxxx	0.00	0.01
Level Of Service Module:												
Queue:	xxxxxx	xxxxxx	xxxxxx	0.0	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Stopped Del:	xxxxxx	xxxxxx	xxxxxx	7.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	530	xxxxx	xxxxx	xxxxx	xxxxx	811
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.0
Shrd StpDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	12.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.5
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	A
ApproachDel:	xxxxxxx			xxxxxxx			12.1			9.5		
ApproachLOS:	*			*			B			A		

Peak Hour Delay Signal Warrant Report

Intersection #2 Peoria/Crocker

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
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City Council Agenda Report

Item # _____

Meeting Date: May 14, 2012

**Subject: Public Hearing – National Pollutant Discharge Elimination System
Local Stormwater Program Regulatory Fee**

Recommended Action

At the conclusion of the Public Hearing, staff recommends the City Council's adoption of a resolution maintaining National Pollutant Discharge Elimination System (NPDES) regulatory fees necessary to fund City of Daly City local specific program activities required under the State mandated Stormwater Management Plan and authorize the City Manager to enter into a contract with the County of San Mateo for the collection of the NPDES Local Stormwater Program fee.

Background

The San Francisco Water Board issued a consolidated Bay Area Municipal Regional Stormwater Permit on October 6, 2009, with an implementation date of December 1, 2009. The permit conditions cover municipal stormwater management activities over the next five years. The City/County Association of Governments continues to administer the General Program components, while each municipality is responsible for achieving specific program activities.

Discussion

As part of staff's presentation of the City's Biennial Budget, staff proposed the continuation of the current regulatory fee enacted under Ordinance No. 1219 in 1995 to finance local specific responses to the mandate of the Stormwater Pollution Prevention Program. With respect to the City of Daly City's specific responsibilities, staff estimates the local Fiscal Year 2012/13 costs at \$460,000. This amount is derived from total personnel, equipment rental and inspection services costs as set forth in the enclosed attachment.

The necessary funding for Daly City's local program does not include a rate increase from the past 17 years' fee and remains:

Single Family/Duplex	\$9.80/APN
Multi-Family (3-10 units)	\$19.60/APN
Multi-Family (11-20 units)	\$36.76/APN
Unimproved Land	\$4.90/APN
Commercial/Retail/Manufacturing	\$56.84/APN, EDU
Condominiums	\$4.90/APN

All other categories of use are assigned a factor compared to the single family/duplex rate and take into account frontage, impervious surface coverage and vehicle trips to allocate costs proportionately.

Fiscal Impact

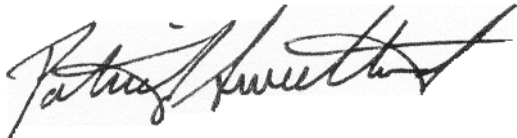
The fee would generate approximately \$460,000 and is based on a nexus between parcel size and land use, with a base factor assigned to the single family/duplex parcel as it is the predominant land use in Daly City.

Summary/Conclusion

The regulatory fee established a local revenue to address an unfunded regulatory mandate and its amount is consistent with approved budget authorizations.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Patrick Sweetland", written over a light gray rectangular background.

Patrick Sweetland
Director of Water and Wastewater Resources

Attachment

Department of Public Works - Street Division
NPDES Regulatory Fee (3790)
Revenue Justifications

1. Storm water pollution prevention through inspection and/or cleaning of 2181 catchbasins and the maintenance and repair of the stormwater system's 6.1 miles of drainage lines. Programs include:

Annual Catchbasin Inspection & Cleaning
Silt & Debris Removal from the Vista Grande Canal
Inclement Weather District Cleaning

Areas	Est. Expenditures		Est. Revenue	
	FY 12/13	FY 13/14	NPDES	Reg. Fee
Salaries & Benefits ¹	\$ 233,102	\$ 233,102	\$	233,102
Vehicle Cost	\$ 62,582	\$ 62,582	\$	62,582
Materials, Tools & Supplies	\$ 22,240	\$ 22,240	\$	22,240
Other Charges	\$ 30,034	\$ 30,034	\$	30,034
Program Administration ²	\$ 59,349	\$ 59,349	\$	59,349
Total for Programs	\$ 407,307	\$ 407,307	\$	407,307

2. Stormwater pollution prevention by mechanized sweeping of all city streets at least once per week. Estimated 22,692 curb miles annually. And city ROW debris removal.

Programs include:

Street Sweeping
City ROW Cleaning and Debris and Rubbish Removal

Areas	FY 12/13		FY 13/14	
Salaries & Benefits ³	\$ 238,594	\$ 238,594	\$	52,693
Vehicle Cost	\$ 64,601	\$ 64,601		
Materials, Tools & Supplies	\$ 4,635	\$ 4,635		
Other Charges	\$ 30,874	\$ 30,874		
Program Administration ⁴	\$ 38,118	\$ 38,118		
Total	\$ 376,822	\$ 376,822	\$	52,693
Total for Programs	\$ 784,129	\$ 784,129	\$	460,000

Notes

1. Includes two full-time Street Maintenance Worker II and 75% of Equipment Operator/Project Lead.
2. Includes 20% of Public Works Maintenance Supervisor, 15% of Public Works Maintenance Superintendent, 10% of Administrative Assistant and 10% of Office Assistant III.
3. Includes two full-time Street Sweeper Operators and one full-time Street Maintenance Worker II.
4. Includes 20% of Public Works Maintenance Supervisor, 10% of Administrative Assistant and 10% of Office Assistant III.
5. Salaries and program administration include a 30% flat charge for benefits. Salaries and benefits will be updated with finalized amounts when provided by finance.



City Council Agenda Report

Item # _____

Meeting Date: May 14, 2012

Subject: Response to 2011-2012 San Mateo County Grand Jury Report “The County, San Carlos and Cal Fire, A Missed Opportunity”

Recommended Action

Review and approve the draft letter of response to the 2011-2012 San Mateo County Grand Jury report.

Background

The 2011-2012 San Mateo County Grand Jury reviewed the issue regarding efforts to replace the dissolved Belmont-San Carlos Fire Department.

Discussion

On February 15, 2012 the 2011-2012 San Mateo County Grand Jury filed a report and directed that all cities in the County respond to the report and recommendations contained therein. (See attached report)

Fiscal Impact

None

Summary/Conclusion

There are two (2) recommendations contained within the report filed by the 2011-2012 San Mateo County Grand Jury, which have been addressed in the draft letter of response. Further, with regard to the findings contained in the Grand Jury Report, the City of Daly City was not part of the study, process or the discussions regarding the dissolution of the Belmont-San Carlos Fire Department and therefore does not have sufficient knowledge to agree or disagree with the findings. (See attached letter of response)

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

Respectfully submitted,

Ron D. Myers
Fire Chief

Attachment: City's Draft Response to the Grand Jury Findings and Recommendations

May 14, 2012

Honorable Gerald J. Buchwald
Superior Court Judge, County of San Mateo
Hall of Justice and Records
400 County Center, 8th Floor
Redwood City, California 94063-1665

RE: Grand Jury Report "The County, San Carlos, and Cal-Fire, A Missed Opportunity"

Dear Judge Buchwald:

Please accept this letter in response to the 2011-2012 San Mateo County Grand Jury Report filed February 15, 2012 "The County, San Carlos, and Cal-Fire, A Missed Opportunity". This response was presented to and approved by the Mayor and City Council of Daly City at its regular meeting on May 14, 2012.

With regard to the findings contained within the Grand Jury Report, the City of Daly City was not part of the study, process or the discussions regarding the dissolution of the Belmont-San Carlos Fire Department and therefore does not have the knowledge necessary to agree or disagree with the findings.

The following are responses to the recommendations contained within the report:

Recommendation 1. – When assessing alternative approaches to local fire protection, CAL-FIRE should be considered as one alternative. The City of Daly City, along with the Cities of Brisbane and Pacifica have operated as the North County Fire Authority (NCFA) since 2003. This JPA has proven to be a very beneficial and cost effective approach to delivering fire protection and emergency medical services for these jurisdictions. Therefore, this recommendation has not been implemented, but would be considered should the City of Daly City determine the need to examine alternative approaches to NCFA in the future.

Recommendation 2. – Include local fire union representatives in community discussions concerning department consolidation, regionalization or replacement; make financial considerations and differing expense models known to all concerned parties and citizens. As with the development and implementation of the North County Fire Authority, an interest based approach was utilized involving all stake holders. The same approach would be considered for any potential future enhancements to fire or emergency medical services or if there was a need to make other decisions regarding those services in the North County.

Should you need any additional information or have any questions please contact me directly at (650) 991-8127.

Sincerely,

Patricia E. Martel
City Manager