

CITY OF DALY CITY

Regular Meeting - CITY COUNCIL

AGENDA

Monday, July 23, 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:

APPROVAL OF MINUTES:

Regular Meeting of June 25, 2012

APPROVAL OF AGENDA:

CONSENT AGENDA

All items listed on the Consent Agenda are considered to be routine and may be approved by one roll call vote of the City Council. There shall be no separate discussion of the matters on the Consent Agenda unless requested by a member of the City Council. If discussion is required, that item will be removed from the Consent Agenda and will be considered separately at the end of the Agenda.

Resolutions:

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.

1. Amending Traffic Regulations to Install a Stop Sign on Guttenberg Street at Frankfort Street
2. Committing \$83,520 in HOME CHDO Funds to Human Investment Project

Check Registers:

3. Check Registers for the Month of June 2012

END OF CONSENT AGENDA

PUBLIC HEARINGS:

4. An Ordinance of the City Council of the City of Daly City Adding Chapter 8.62 of Title 8 of the Daly City Municipal Code Re: Prohibiting Food Vendors from Using Polystyrene-based Disposable Food Service Ware

Staff:

Curran

Recommended Action:

Open/Close Hearing

Motion for City Attorney to Read by Title Only

Councilmember Introduce Ordinance

AWARD OF BIDS/CONTRACTS:

5. Authorization to Contract for Professional Services to Conduct Competitive Process for Award of Solid Waste Franchise

Staff:

McVey

Recommended Action:

Adopt Resolution

Roll Call

COMMUNICATIONS:

6. Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, and CEQA-1-12-5049 Prologis - SFMTA Offices, Auto Return & Auction Tenant Improvement at 2650 Bayshore Boulevard
 - A. EA (Negative Declaration)
 - B. Findings
 - C. UPR-1-12-5048, DR-1-12-5050

Staff:

Engfer

Recommended Action:

Motion on A

Adopt Resolutions B & C

Roll Call

PUBLIC APPEARANCES/ORAL COMMUNICATIONS:

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

APPOINTMENTS: Board/Commission Membership Committee Appointments

REPORTS:

7. Council Committee

8. City Council

9. Staff

ADJOURNMENT:

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The meeting was called to order by Mayor Torres at 7:02 P.M.

ROLL CALL: Councilmembers Present:

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

Staff Present:

Patricia E. Martel, City Manager
Kerry E. Burns, Assistant City Manager
Rose L. Zimmerman, City Attorney
K. Annette Hipona, City Clerk

PRESENTATIONS:

Retail Alcohol Merchants Awards Program in Daly City (North County Prevention Partnership Youth Coalition)

Graduates from El Camino High School, representing the North County Prevention Partnership Youth Coalition, gave a presentation on the Retail Alcohol Merchants Awards Program in Daly City. Handout material was given to the Council.

Presentation by the Daly City Public Library Associates Presenting a \$2,500 Grant for the Discover & Go Program

Al Teglia, President of the Daly City Public Library Associates, presented a check in the amount of \$2,500 to the City Council for the Discover & Go Program. Susan Brissenden-Smith, Executive Director of the Daly City Public Library Associates, stated we are planning to fund other programs in the future that are unfunded in the Library's current budget.

APPROVAL OF MINUTES:

Regular Meeting of May 14, 2012

It was moved by Vice Mayor Buenaventura, seconded by Councilmember Klatt and carried to approve the minutes of May 14, 2012

APPROVAL OF AGENDA:

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

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CONSENT AGENDA

RESOLUTIONS:

Commending Tom Goward on the Occasion of His Retirement

Resolution No. 12-89, Commending Tom Goward on the Occasion of His Retirement

Authorizing City Manager to Execute License Agreement with the Westlake School for the Performing Arts for Use of Space at the Doelger Performing Arts Center

Resolution No. 12-90, Approving Execution of License Agreement with the Westlake School for the Performing Arts (Doelger Arts Center 200 Northgate Avenue, Daly City, California)

Authorizing City Manager to Execute License Agreement with MUSICARTS STUDIO, Inc. (Doelger Performing Arts Center

Resolution No. 12-91, Approving Execution of License Agreement with MUSICARTS STUDIO, Inc. (Doelger Arts Center 200 Northgate Avenue, Daly City, California)

Accepting Amendment #2 to Existing Professional Services Contract with G&E Engineering Systems for Seismic Upgrade Design

Resolution No. 12-92, Authorizing Execution of Amendment #2 to the Professional Services Agreement with G & E Engineering Systems

Amending Traffic Regulations as follows:

- 1. Removing Four (4) Metered Parking Spaces on the East Side of Hillside Boulevard and Designating No Parking/No Stopping Zone on the East Side of Hillside Boulevard Between Mission Street and Brunswick Street (TSR 12-32)**
- 2. Installing Stop Sign on Alta Loma Avenue at San Fernando Way (TSR 12-35)**
- 3. Removing 80 Feet of No Parking (Red) Zone Along the North Curb of Geneva Avenue, East of Schwerin Street (TSR 12-36)**

Resolution No. 12-93, Establishing Traffic Regulations

Approving Appropriations Limitation for Fiscal Year 2012-2013

Resolution No. 12-94, Establishing City's Appropriations Limitation for Fiscal Year 2012-2013

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CONSENT AGENDA: Continued

RESOLUTIONS: Continued

Calling for Daly City Municipal Election on November 6, 2012, Consolidation with San Mateo County in the Statewide General Election and Request for Specified Election Services in Accordance with the Election Code of the State of California

Resolution No. 12-95, Requesting the County Clerk of San Mateo County to Render Specified Election Services in Accordance with the Election Code of the State of California (Consolidation of General Municipal Election with the Statewide General Election of November 6, 2012)

Adopting of Composite Summary Memorandum of Understanding between the City of Daly City and Teamsters Local 856 Safety Inspectors Unit

Resolution No. 12-96, Adopting Composite Summary Memorandum of Understanding with Teamsters Local 856 Safety Inspectors (June 1, 2012 through June 30, 2014)

Approving Proposed Revision to Lead Groundskeeper/Gardener Job Specification (Civil Service)

Resolution No. 12-97, Adopting Revised Job Specifications for the Position of Lead Groundskeeper/Gardener

Approving Proposed Lead Street Maintenance Worker Job Specification and Assignment to Range 44 of AFSCME Salary Schedule

Resolution No. 12-98, Authorizing Establishment of Lead Street Maintenance Worker

Approving an Agreement for Compensation to the County of San Mateo for Collection of Special Charges and for Special Assessments

Resolution No. 12-99, Approving the Agreements for Compensation to County of San Mateo for Collection of Special Charges and for Collection of Special Assessments

Accepting and Appropriating Grant from the Thelma Doelger Trust for the 2012 Youth Summer Reading Program

Resolution No. 12-100, Approving Receipt of Grant from the Thelma Doelger Charitable Trust for the Daly City Public Library's 2012 Youth Summer Reading Program

Accepting and Appropriating a \$2,500 Grant from the Daly City Public Library Associates for the Discover & Go Program

Resolution No. 12-101, Accepting and Appropriating Grants Funds from the Daly City Public Library Associates

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CONSENT AGENDA: Continued

RESOLUTIONS: Continued

Setting Time and Place of a Public Hearing for July 23, 2012 Regarding an Ordinance Adding a Chapter to the City of Daly City Municipal Code Prohibiting Food Vendors from Using Polystyrene-based Disposable Food Service Ware, Hearing 07/23/12

Resolution No. 12-102, Setting Time and Place of a Public Hearing Re: Ordinance Prohibiting Food Vendors from Using Polystyrene-based Disposable Food Service Ware (Hearing Date: July 23, 2012, Time: 7:00 p.m.)

CHECK REGISTERS:

Check Registers for the Month of May 2012

END OF CONSENT AGENDA

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

Mayor Torres made a correction to Item No. 2, Agenda Report, under Fiscal Impact Year 1; the monthly lease rate should be \$122,850 instead of \$112,850.

PUBLIC HEARINGS:

Approval of Benefit Assessments for Linda Vista Area for Fiscal Year 2012-2013

Senior Civil Engineer Robert Ovadia reviewed the Agenda Report and summarized the proposed assessments for Fiscal Year 2012-13 and the past assessments as outlined in the agenda report. Mr. Ovadia recommended that the Council conduct a public hearing, approve the Engineer's Report and the Fiscal Year 2012-13 assessments for the Linda Vista Area Benefit.

Mayor Torres opened the public hearing.

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

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

Resolution No. 12-103, Approving Engineer's Report and Imposing a Benefit Assessment for Fiscal Year 2012-2013

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COMMUNICATIONS:

Variance VARC-4-12-5383 and Environmental Assessment for Parking Variance for New Restaurant - 6300 Mission Street

Assistant Planner Steve Engfer gave a PowerPoint presentation on the applicant's request for approval of a required parking variance to allow the proposed conversion of an existing vacant commercial tenant space from retail to restaurant/café at 6300 Mission Street in the Masonic Building, located at the corner of Hillcrest Drive and Mission Street.

A discussion ensued regarding the parking availability in the municipal parking lots with Mayor Torres and Councilmember Klatt expressing concern.

It was moved by Councilmember Guingona, seconded by Councilmember Klatt and carried to concur with the Categorical Exemption under CEQA requirements.

It was moved by Councilmember Canepa, seconded by Councilmember Guingona and carried to affirm the findings of the Planning Commission as contained in their communication on file in the Office of the City Clerk.

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

Resolution No. 12-104, Affirming Categorical Exemption (CEQA), Adopting Findings of Fact and Imposing Conditions of Approval on Variance (VARC-4-12-5383) Parking Variance for New Restaurant (6300 Mission Street)

It was moved by Councilmember Canepa, seconded by Councilmember Guingona and carried to approve VARC-4-12-5383, subject to the Conditions of Approval.

PUBLIC APPEARANCES/ORAL COMMUNICATIONS:

Louis Tricerri thanked the Council for their assistance.

Raymond Keenan stated that the street resurfacing is wearing off with the old street coming through. He suggested the Council drive by the Firehouse on Lincoln and visit San Juan Avenue to see the condition of the street. He also stated that private property in his neighborhood and commercial property at the corner of Sullivan and Eastmoor have high weeds. He wants to report them, but is concerned that he would get another letter from a Department Head informing him that they had more important things to do than worry about weeds.

Marian Mann announced the owner of Classic Bowl, Steve De Vencenzi, has agreed to sponsor our 19th Annual Fun Day for the Developmentally Disabled Children on Wednesday, August 1.

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APPOINTMENTS:

Board/Commission Membership Committee Appointments

There were no appointments.

REPORTS:

Council Committee

Council Committee Meetings, May 29 - June 24, 2012

The Council Committee reported on the Design Review Permit DR-5-12-5473 5B Serramonte Center – Tenant Improvement with Exterior Façade Changes for New Buffalo Wild Wings Grill & Bar Restaurant. (Torres/Klatt)

City Council

Councilmember Klatt complimented the Recreation Department on the new aquatic program at the Westmoor Pool.

Mayor Torres complimented the Chief of Police on the outstanding effort by the police department on managing the traffic and people in the Westlake area during the U.S. Open. Mayor Torres also complimented the City Manager, Assistant City Manager and Department Heads for their work coordinating with the United States Golf Association.

Councilmember Canepa asked the Chief of Police about an article in the Examiner that showed Daly City as being one of three cities with a 20% reduction in violent crime.

Chief of Police Manual Martinez Jr. stated we were recognized as being one of three cities with a 25% reduction in violent crime. Chief Martinez explained there are many reasons for this, including employment and community policing.

City Manager Patricia Martel stated she received a letter from the Chairman of the 2012 U.S. Open commending Daly City for its support in helping make the US Open a success.

Mayor Torres stated the United States Golf Association will be hosting another golf tournament in Daly City. The United States Girls Junior National Championship will be hosted by the Lake Merced Golf Club starting on July 16 through July 22, 2012.

Staff

There were no reports.

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ADJOURNMENT:

It was moved by Councilmember Klatt, seconded by Mayor Torres and carried to adjourn the meeting at 7:58 P.M. in memory of Lee Allen, Jessie Domagas and Miyeko Fujimitsu.

City Clerk

Approved as submitted, this _____
day of _____, 2012.

Mayor



City Council Agenda Report

Item # _____

Meeting Date: July 23, 2012

Subject: Amend Traffic Regulations

Recommended Action

Recommend the City Council amend traffic regulations to install a Stop sign on Guttenberg Street at Frankfort Street.

Background

On June 14, 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 regulation.

Discussion

The Stop sign on Guttenberg Street is recommended as Guttenberg Street is the minor approach and the other two approaches at this "T" intersection each have Stop signs. (TSR 12-37)

Fiscal Impact

Funding is available for the proposed signs and/or markings, in the Street Maintenance operating budget 01-314-330, for the current fiscal year (2012-13).

Summary/Conclusion

Recommend the City Council amend the aforementioned traffic regulation.

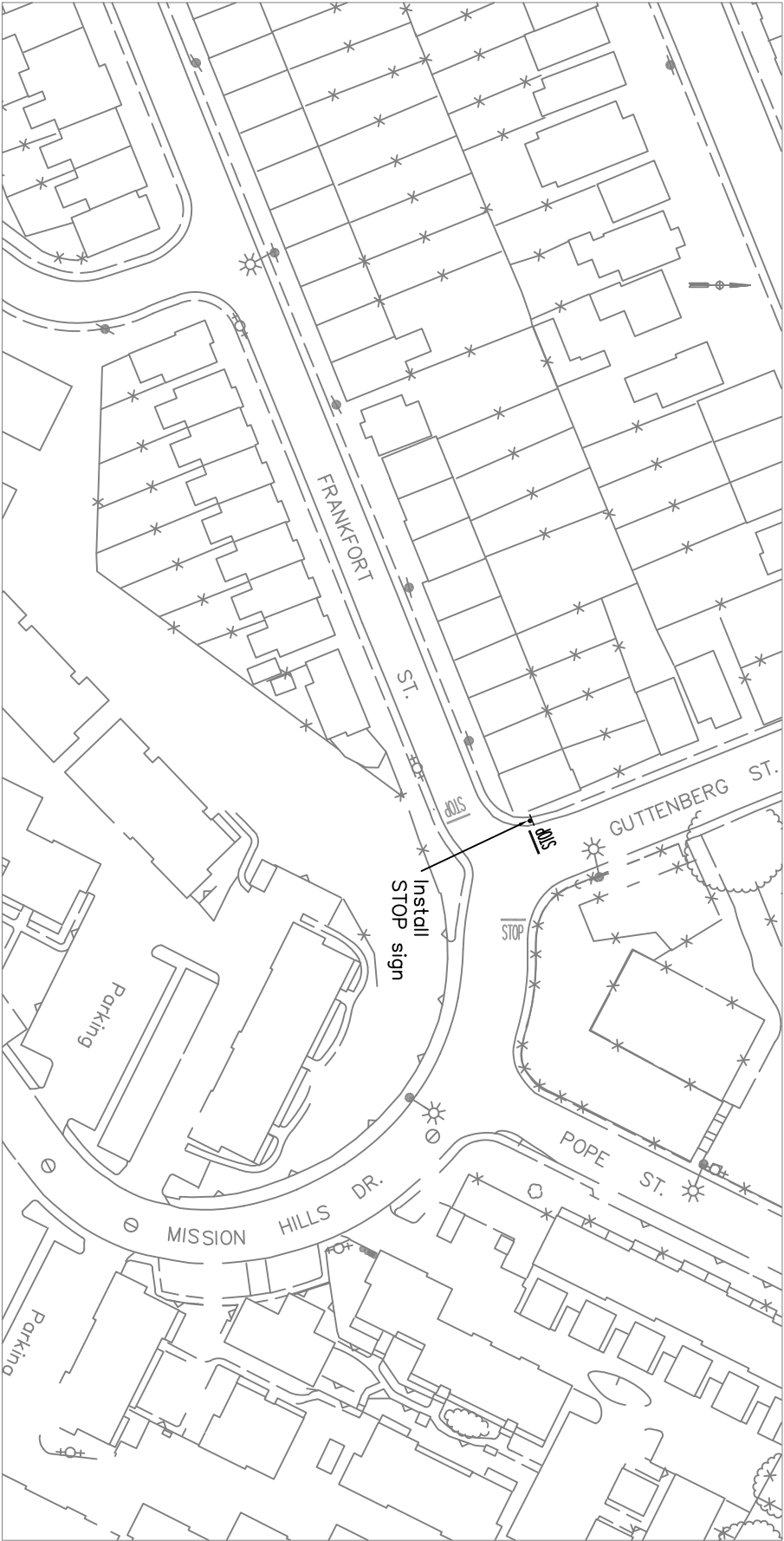
Staff is available to provide any additional information desired by the Mayor or Councilmembers.

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	
Guttenberg /Frankfort St	

DATE	SCY	DATE 07/12	APPROVED	CITY ENGINEER
CHECKED	JLF	SCALE NTS		TSR 12-37
DESIGNED	SCY	SHEET NO. 1 OF 1	DRAWING NUMBER	REV.



City Council Meeting Agenda Report

Item # _____

Meeting Date: July 23, 2012

Subject: Commitment of \$83,520 in HOME CHDO Funds to Human Investment Project

Recommended Action

Commit a total of \$83,520 in 2010-11 HOME CHDO funds to HIP Housing Development Corporation and authorize the City Manager or her representative to enter into an agreement committing these funds to HIP for the development of affordable housing.

Background

The HOME Program requires that fifteen percent (15%) of the annual entitlement funding be set-aside for certified Community Housing Development Organizations (CHDO). HUD requires that participating jurisdictions commit their CHDO funds to a qualified organization within 24 months of the execution date of the HOME Investment Partnership Agreement with HUD. Daly City became a participating jurisdiction in the HOME program on July 1, 2003. At this time, \$83,520 in HOME funds must be committed to a qualified CHDO by July 31, 2012 or be recaptured by HUD.

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

Discussion

Reservation of the 2010-10 CHDO funds to HIP Housing would prevent recapture of these funds by HUD and give the City and HIP an additional 36 months to identify and undertake a suitable affordable housing activity. Any site-specific proposal by HIP for the use of these funds would require subsequent review and approval by the City. Execution of the Agreement will be contingent upon approval and execution of the Agreement by HIP Housing Development Corporation.

Fiscal Impact

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

Summary/Conclusion

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

Respectfully submitted,

Betsy ZoBell
Housing and Community Development Supervisor

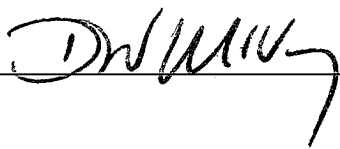
Brian Millar
Director, Economic & Community Development

CITY OF DALY CITY
CHECK REGISTERS
FOR THE MONTH OF JUNE 2012

HANDWRITTEN CHECKS - #13123 TO #13124
CANCELLED CHECK - NONE
VOID CHECK - 13122

06/15/12
CHECKS ISSUED - #314642 TO #315099
CANCELLED CHECK - NONE
VOID CHECK - NONE

06/19/12
CHECKS ISSUED - #315100 TO #315509
CANCELLED CHECKS - #315437
VOID CHECK - NONE

AUDITED  FINANCE DIRECTOR

APPROVED _____ CITY MANAGER

APPROVED _____ FINANCE COMMITTEE

APPROVED _____ FINANCE COMMITTEE

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00013123	44622	RESIDENTIAL REHAB 0110	06/29/12	3,060.00	HW	TR		Hand Written
AP00013124	46659	RESIDENTIAL REHAB LOAN	06/29/12	4,981.50	HW	TR		Hand Written

GRAND TOTALS:

Total Void Machine Written	0.00	Number of Checks Processed:	0
Total Void Hand Written	0.00	Number of Checks Processed:	0
Total Machine Written	0.00	Number of Checks Processed:	0
Total Hand Written	8,041.50	Number of Checks Processed:	2
Total Reversals	0.00	Number of Checks Processed:	0
Total Cancelled	0.00	Number of Checks Processed:	0
Total EFTs	0.00	Number of EFTs Processed:	0
Total EPAYs	0.00	Number of EPAYs Processed:	0
GRAND TOTAL	8,041.50		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00314642	35696	AMERIPRIDE SERVICES INC	06/15/12	1,239.49	MW	OH	
AP00314643	1013	ANCHOR FENCE COMPANY INC	06/15/12	2,183.25	MW	OH	
AP00314644	45158	ANDERSON, MICHAEL	06/15/12	150.80	MW	OH	
AP00314645	46546	ANTHEM BLUE CROSS	06/15/12	400.11	MW	OH	
AP00314646	1259	ARAMARK UNIFORM SERVICES INC	06/15/12	219.71	MW	OH	
AP00314647	15882	ARMSTRONG, PATRICIA	06/15/12	878.88	MW	OH	
AP00314648	8426	ARROWHEAD	06/15/12	27.24	MW	OH	
AP00314649	35117	ARROWHEAD SCIENTIFIC INC	06/15/12	431.01	MW	OH	
AP00314650	45686	ASTOUND BROADBAND	06/15/12	1,295.95	MW	OH	
AP00314651	39146R	ASUNCION, REYNANTE	06/15/12	399.60	MW	OH	
AP00314652	1101	AT&T	06/15/12	243.74	MW	OH	
AP00314653	43078PP	AT&T	06/15/12	540.41	MW	OH	
AP00314654	6413	AT&T	06/15/12	8,474.91	MW	OH	
AP00314655	40791	AT&T ADVERTISING SOLUTIONS	06/15/12	80.86	MW	OH	
AP00314656	42948PP	AT&T MOBILITY	06/15/12	370.69	MW	OH	
AP00314657	41482	AUDIO DYNAMIX	06/15/12	496.96	MW	OH	
AP00314658	15448	AUDIOGO	06/15/12	271.93	MW	OH	
AP00314659	24534A	AVELAR, TERESA	06/15/12	202.89	MW	OH	
AP00314660	12841	AVERA, PATRICK	06/15/12	390.00	MW	OH	
AP00314661	23661	AWWA CALIFORNIA-NEVADA SECTIO	06/15/12	110.00	MW	OH	
AP00314662	45596	BAILEY, DAMARIAE	06/15/12	64.00	MW	OH	
AP00314663	46849PP	BAKER, MAYA	06/15/12	297.00	MW	OH	
AP00314664	42597	BANDIHAI, RUBERITA	06/15/12	315.00	MW	OH	
AP00314665	2495	BARKER BLUE DIGITAL IMAGING	06/15/12	1,449.48	MW	OH	
AP00314666	46059R	BARTOLO, MARYANN	06/15/12	250.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00314617	46932	A-Z STAMP & ENGRAVING	06/15/12	46.95	MW	OH	
AP00314618	30387R	AA GRUPO GENEVA	06/15/12	250.00	MW	OH	
AP00314619	17278	ABLE RIBBON TECHNOLOGY INC	06/15/12	465.76	MW	OH	
AP00314620	33975	ACE FIRE EQUIPMENT & SERVICE	06/15/12	3,349.47	MW	OH	
AP00314621	44291	ACME AWNING COMPANY	06/15/12	5,748.08	MW	OH	
AP00314622	15222	ACTION SPORTS	06/15/12	472.23	MW	OH	
AP00314623	31324	ACTIVE NETWORK INC, THE	06/15/12	150.00	MW	OH	
AP00314624	1514	ADAM HILL COMPANY, THE	06/15/12	71.87	MW	OH	
AP00314625	5034	ADAMSON POLICE PRODUCTS	06/15/12	4,368.46	MW	OH	
AP00314626	25311	ADT SECURITY SERVICES INC	06/15/12	155.00	MW	OH	
AP00314627	40735R	ADVANTAGE ROOFING COMPANY	06/15/12	300.00	MW	OH	
AP00314628	13854	AECO SYSTEMS INC	06/15/12	2,085.00	MW	OH	
AP00314629	43968PP	AECO SYSTEMS INC	06/15/12	791.72	MW	OH	
AP00314630	33261	AIRCO COMMERCIAL SERVICES	06/15/12	13,758.00	MW	OH	
AP00314631	29880	AIRGAS NCN	06/15/12	561.51	MW	OH	
AP00314632	14004	ALERT PEST CONTROL COMPANY IN	06/15/12	528.00	MW	OH	
AP00314633	1025	ALHAMBRA AND SIERRA SPRINGS	06/15/12	371.52	MW	OH	
AP00314634	36102R	ALL FOUR SEASONS ROOFING	06/15/12	300.00	MW	OH	
AP00314635	41558PP	ALLIANCE MEMBER SERVICES	06/15/12	2,639.00	MW	OH	
AP00314636	18401	ALLIED ELECTRONICS INC	06/15/12	90.19	MW	OH	
AP00314637	3879	ALLIED ROPES COMPANY INC	06/15/12	125.30	MW	OH	
AP00314638	1200	ALLIED SERVICES OF NORTH AMER	06/15/12	1,160,855.93	MW	OH	
AP00314639	22544	ALLSTAR FIRE EQUIPMENT INC	06/15/12	211.09	MW	OH	
AP00314640	37116	ALPHA ANALYTICAL LABORATORIES	06/15/12	3,314.75	MW	OH	
AP00314641	38846	AMERICAN MESSAGING	06/15/12	44.46	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00314667	3952	BAY AREA BARRICADE SERVICE IN	06/15/12	58.46	MW	OH		
AP00314668	19892	BAY AREA PAVING COMPANY INC	06/15/12	12,900.00	MW	OH		
AP00314669	36580	BAY CITY SCREW & BOLT CO	06/15/12	90.97	MW	OH		
AP00314670	44818	BAZDARICH, MARLENE	06/15/12	34.00	MW	OH		
AP00314671	46578PP	BAZELA, LINDSAY	06/15/12	240.00	MW	OH		
AP00314672	46914R	BEELER, JOHN	06/15/12	101.16	MW	OH		
AP00314673	23712	BELL, ELIZABETH	06/15/12	120.00	MW	OH		
AP00314674	27889R	BENSON, ROMEO	06/15/12	102.93	MW	OH		
AP00314675	46913RDLAW	BEST BEST & KRIEGER	06/15/12	137.80	MW	OH		
AP00314676	19200	BIRITE FOODSERVICE DISTRIBUTO	06/15/12	3,546.56	MW	OH		
AP00314677	27835	BISHOP COMPANY	06/15/12	55.67	MW	OH		
AP00314678	30394R	BLANCH, LOUIS	06/15/12	600.00	MW	OH		
AP00314679	44936RPP	BOHM, KELLY	06/15/12	162.62	MW	OH		
AP00314680	42455RPP	BOHM, PAT	06/15/12	774.93	MW	OH		
AP00314681	30110RPP	BOHM, PATRICIA	06/15/12	577.88	MW	OH		
AP00314682	3795	BORGES & MAHONEY INC	06/15/12	76.29	MW	OH		
AP00314683	45597	BOTTS, SEAN	06/15/12	48.00	MW	OH		
AP00314684	33239	BOUND TREE MEDICAL LLC	06/15/12	399.36	MW	OH		
AP00314685	21300	BRISBANE RECYCLING CO INC	06/15/12	390.00	MW	OH		
AP00314686	3349	BROADMOOR LANDSCAPE SUPPLY	06/15/12	181.76	MW	OH		
AP00314687	44468	BUDGET CONFERENCING INC	06/15/12	136.65	MW	OH		
AP00314688	G-SARTE2	BURCHARD, TRUSTEE DAVID	06/15/12	475.38	MW	OH		
AP00314689	37518R	BURNS, KERRY	06/15/12	126.25	MW	OH		
AP00314690	46957	BURNS, SEAN	06/15/12	60.00	MW	OH		
AP00314691	25519	BUSINESS CREDIT INFORMATION I	06/15/12	45.48	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00314692	46947PP	BUSTISTA, GLENDIA	06/15/12	80.00	MW	OH	
AP00314693	46443	BUTCHER, JOANNE	06/15/12	304.20	MW	OH	
AP00314694	24551	BWI	06/15/12	497.83	MW	OH	
AP00314695	46958	BYRD, DAVONTE	06/15/12	16.00	MW	OH	
AP00314696	17997	C.L.E.A.	06/15/12	2,572.50	MW	OH	
AP00314697	46247PP	CACCIOTTI, RICHARD	06/15/12	90.00	MW	OH	
AP00314698	15796	CACEO	06/15/12	650.00	MW	OH	
AP00314699	46248PP	CAFFERATA, ELLEN	06/15/12	300.00	MW	OH	
AP00314700	2436	CALIFORNIA CASTER	06/15/12	69.28	MW	OH	
AP00314701	2724	CALIFORNIA FIRE CHIEFS ASSOCI	06/15/12	250.00	MW	OH	
AP00314702	1726	CALIFORNIA LIBRARY ASSOCIATIO	06/15/12	300.00	MW	OH	
AP00314703	2392	CALIFORNIA MUNICIPAL TREASURE	06/15/12	155.00	MW	OH	
AP00314704	1196	CALIFORNIA WATER SERVICE COMP	06/15/12	506.59	MW	OH	
AP00314705	13349	CALPICO INC	06/15/12	124.86	MW	OH	
AP00314706	46912R	CAMACHO, MAGALY	06/15/12	703.72	MW	OH	
AP00314707	31258	CANON BUSINESS SOLUTIONS INC	06/15/12	102.01	MW	OH	
AP00314708	17888	CARL WARREN & COMPANY INC	06/15/12	738.12	MW	OH	
AP00314709	22021R	CARRANZA, FRANCIS	06/15/12	250.00	MW	OH	
AP00314710	40257R	CARUZOS ROOFING COMPANY	06/15/12	300.00	MW	OH	
AP00314711	46933R	CBS OUTDOOR	06/15/12	250.00	MW	OH	
AP00314712	42171	CC CLASSIC STEPPERS	06/15/12	90.00	MW	OH	
AP00314713	28636	CDW GOVERNMENT INC	06/15/12	1,738.54	MW	OH	
AP00314714	2930	CED CONTRACTORS SF	06/15/12	445.46	MW	OH	
AP00314715	42277	CEL ANALYTICAL INC	06/15/12	1,603.00	MW	OH	
AP00314716	24769	CENTER POINT LARGE PRINT	06/15/12	44.98	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00314717	27643	CENTRAL CONCRETE SUPPLY CO IN	06/15/12	1,056.79	MW	OH	
AP00314718	3893	CERTIFIED LABORATORIES	06/15/12	1,367.60	MW	OH	
AP00314719	45522	CHAMBERLAIN, ROGER	06/15/12	110.00	MW	OH	
AP00314720	46948PP	CHASE CARD SERVICES	06/15/12	558.29	MW	OH	
AP00314721	22724	CHEN, BASILIO	06/15/12	247.50	MW	OH	
AP00314722	46891PP	CHRISTENSEN, LISA	06/15/12	247.50	MW	OH	
AP00314723	3678	CINTAS CORPORATION #464	06/15/12	2,319.39	MW	OH	
AP00314724	40796	CINTAS DOCUMENT MANAGEMENT	06/15/12	377.89	MW	OH	
AP00314725	35395	CITY AUTO SUPPLY	06/15/12	3,798.18	MW	OH	
AP00314726	2799	CITY OF DALY CITY	06/15/12	30.00	MW	OH	
AP00314727	1423	CITY OF REDWOOD CITY	06/15/12	825.00	MW	OH	
AP00314728	16779	CITY PAINTS	06/15/12	1,823.72	MW	OH	
AP00314729	24868	CLARK SECURITY PRODUCTS INC	06/15/12	6,131.60	MW	OH	
AP00314730	26644	CLEANSOURCE INC	06/15/12	9,419.16	MW	OH	
AP00314731	18465	CLEARLITE TROPHIES	06/15/12	188.63	MW	OH	
AP00314732	31162	CLINE & DUPLISSEA	06/15/12	3,629.40	MW	OH	
AP00314733	46910PP	COAST 2 COAST SOCCER	06/15/12	375.00	MW	OH	
AP00314734	22146	COAST OIL COMPANY INC	06/15/12	36,670.74	MW	OH	
AP00314735	46911PP	COASTSIDE FIRE PROTECTION	06/15/12	48.11	MW	OH	
AP00314736	34153	COMCAST	06/15/12	74.44	MW	OH	
AP00314737	40574A	COMCAST SPOTLIGHT	06/15/12	1,456.05	MW	OH	
AP00314738	40882RJPA	COMER, SHERYL	06/15/12	216.35	MW	OH	
AP00314739	12578	COMPLETE LINEN SERVICE INC	06/15/12	82.66	MW	OH	
AP00314740	2599	CONTINUING EDUCATION OF THE B	06/15/12	370.81	MW	OH	
AP00314741	16707	CONTRA COSTA COUNTY SHERIFF'S	06/15/12	1,154.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00314742	46543PP	COPOWER	06/15/12	797.00	MW	OH		
AP00314743	23500PP	CORDINI, DIANE	06/15/12	220.00	MW	OH		
AP00314744	30377	COUNTY OF SAN MATEO	06/15/12	61,538.31	MW	OH		
AP00314745	40315	CRESCO EQUIPMENT RENTALS & AF	06/15/12	1,554.90	MW	OH		
AP00314746	24226REN	CULLIGAN MANAGEMENT COMPANY I	06/15/12	3,566.00	MW	OH		
AP00314747	7274	CUMMINS WEST INC	06/15/12	706.30	MW	OH		
AP00314748	1042	D C LOCK & SECURITY SERVICE	06/15/12	47.75	MW	OH		
AP00314749	1836	DAILY JOURNAL CORPORATION	06/15/12	463.00	MW	OH		
AP00314750	2285	DALY CITY COLMA CHAMBER OF CO	06/15/12	4,102.42	MW	OH		
AP00314751	36570R	DALY CITY POLICE OFFICERS ASS	06/15/12	1,000.00	MW	OH		
AP00314752	1793	DALY CITY TOOL MART	06/15/12	184.43	MW	OH		
AP00314753	37164	DARLING INTERNATIONAL INC	06/15/12	853.55	MW	OH		
AP00314754	42706	DASH MEDICAL GLOVES INC	06/15/12	140.51	MW	OH		
AP00314755	27797	DC POLICE ATHLETIC LEAGUE	06/15/12	1,200.96	MW	OH		
AP00314756	46859	DEL RIO, ARTURO ENRIQUE	06/15/12	240.00	MW	OH		
AP00314757	45599	DELACRUZ, CHRISTIAN	06/15/12	232.00	MW	OH		
AP00314758	21676	DELL MARKETING LP	06/15/12	1,168.01	MW	OH		
AP00314759	1817	DELTA DENTAL PLAN OF CALIFORN	06/15/12	55,049.97	MW	OH		
AP00314760	1299	DEPARTMENT OF JUSTICE	06/15/12	1,045.00	MW	OH		
AP00314761	31808A	DEPARTMENT OF MOTOR VEHICLES	06/15/12	189.00	MW	OH		
AP00314762	42371	DIAL GLASS AND WINDOW COMPANY	06/15/12	2,820.00	MW	OH		
AP00314763	46826	DIRECTV LLC	06/15/12	24.01	MW	OH		
AP00314764	43302	DITAN, ROLAND L	06/15/12	1,087.79	MW	OH		
AP00314765	33606	DORN, DENNIS	06/15/12	240.00	MW	OH		
AP00314766	22126	DUDLEY PERKINS CO	06/15/12	1,798.63	MW	OH		

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AP00314767	1061	DUNN EDWARDS CORPORATION	06/15/12	829.61	MW	OH		
AP00314768	46940RPP	DYSON, MARCUS	06/15/12	401.28	MW	OH		
AP00314769	26304	EAST BAY TRUCK CENTER	06/15/12	1,830.67	MW	OH		
AP00314770	41587	EBI AGGREGATES	06/15/12	6,181.60	MW	OH		
AP00314771	G-HEADMAN	ECMC	06/15/12	320.19	MW	OH		
AP00314772	19306	EDWARDS, PATRICK	06/15/12	320.00	MW	OH		
AP00314773	40007	EMLAB P&K LLC	06/15/12	962.00	MW	OH		
AP00314774	46930	ENPDES.COM & ASSOCIATES	06/15/12	1,900.00	MW	OH		
AP00314775	45559	ENVIROSIGHT LLC	06/15/12	123.92	MW	OH		
AP00314776	46860	ESCOBAR, ADOLFO	06/15/12	30.00	MW	OH		
AP00314777	46475PP	ESCOBAR, JOSE	06/15/12	125.00	MW	OH		
AP00314778	42544	FARMER BROTHERS COFFEE	06/15/12	801.12	MW	OH		
AP00314779	36077	FASTENAL COMPANY	06/15/12	128.45	MW	OH		
AP00314780	44211A	FASTSIGNS SAN MATEO	06/15/12	119.35	MW	OH		
AP00314781	1383	FEDERAL EXPRESS CORP	06/15/12	122.13	MW	OH		
AP00314782	26375	FEINBERG, JEANETTE	06/15/12	346.50	MW	OH		
AP00314783	25244	FIRE SERVICE SPECIFICATION &	06/15/12	950.44	MW	OH		
AP00314784	39599	FIRE TRUCK HEADQUARTERS	06/15/12	48.17	MW	OH		
AP00314785	19787	FIRST CHOICE SERVICES	06/15/12	167.80	MW	OH		
AP00314786	11544	FIRST NATIONAL BANK OF NO CA	06/15/12	11,267.36	MW	OH		
AP00314787	46934R	FOGARTY, JAMES	06/15/12	5,000.00	MW	OH		
AP00314788	11813	FOLGER GRAPHICS	06/15/12	7,533.20	MW	OH		
AP00314789	30157RA	Fontela, Richard A	06/15/12	74.93	MW	OH		
AP00314790	46577RA	FORD, JOHN	06/15/12	384.80	MW	OH		
AP00314791	46935R	FOUR STARS CONSTRUCTION	06/15/12	1,554.92	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00314792	G-RIESSEN	FRANCHISE TAX BOARD	06/15/12	340.00	MW	OH		
AP00314793	G-WHEELER3	FRANCHISE TAX BOARD	06/15/12	100.00	MW	OH		
AP00314794	G-WILLIAMS1N	FRANCHISE TAX BOARD	06/15/12	50.00	MW	OH		
AP00314795	30035	FREEMAN, CHARLES	06/15/12	640.00	MW	OH		
AP00314796	46250PP	FRIAS, LISA	06/15/12	90.00	MW	OH		
AP00314797	23110	GADDIS INCORPORATED	06/15/12	519.20	MW	OH		
AP00314798	46956PP	GALACTIC TRANSPORTER INC	06/15/12	1,000.00	MW	OH		
AP00314799	1467	GALE	06/15/12	176.13	MW	OH		
AP00314800	46941R	GARCIA, CARLOS RUBEN	06/15/12	46.00	MW	OH		
AP00314801	46942R	GARCIA, EUGENIA	06/15/12	900.00	MW	OH		
AP00314802	46943R	GARCIA, ROY C	06/15/12	28.00	MW	OH		
AP00314803	44820	GARLASA, ELLISON	06/15/12	202.95	MW	OH		
AP00314804	43856	GBH POLYGRAPH SERVICES	06/15/12	225.00	MW	OH		
AP00314805	45227	GIGABOX COMPUTERS	06/15/12	131.34	MW	OH		
AP00314806	41244	GMPCS PERSONAL COMMUNICATIONS	06/15/12	1,407.67	MW	OH		
AP00314807	46901	GOLDEN AUTO MUFFLER & BRAKE I	06/15/12	35.00	MW	OH		
AP00314808	34864	GOLDEN STATE FLOW MEASUREMENT	06/15/12	2,598.00	MW	OH		
AP00314809	46474PP	GOMEZ, JILIAN	06/15/12	120.00	MW	OH		
AP00314810	46861	GOMEZ, LUIS	06/15/12	160.00	MW	OH		
AP00314811	45506	GOMEZ, MANUEL	06/15/12	120.00	MW	OH		
AP00314812	46915R	GONZALEZ, GENELYNN	06/15/12	250.00	MW	OH		
AP00314813	27059	GOOMBAH'S EMBROIDERY	06/15/12	265.21	MW	OH		
AP00314814	31925	GOVCONNECTION INC	06/15/12	2,334.29	MW	OH		
AP00314815	1754	GRAINGER INC	06/15/12	835.61	MW	OH		
AP00314816	36985	GRAND INDUSTRIES INC	06/15/12	10,791.97	MW	OH		

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AP00314817	45567	GRAPHIC PRODUCTS INC	06/15/12	435.91	MW	OH	
AP00314818	22404	GREGS TRUCKING SERVICE INC	06/15/12	36.00	MW	OH	
AP00314819	30894	GRM	06/15/12	314.30	MW	OH	
AP00314820	28289R	GUATEMALAN CULTURAL CENTER	06/15/12	800.00	MW	OH	
AP00314821	2223	HACH COMPANY	06/15/12	2,202.93	MW	OH	
AP00314822	26457A	HALF MOON BAY REVIEW	06/15/12	50.00	MW	OH	
AP00314823	12996ALAW	HANSON BRIDGETT LLP	06/15/12	1,183.81	MW	OH	
AP00314824	36401LAW	HANSON BRIDGETT MARCUS VLAHOS	06/15/12	5,005.00	MW	OH	
AP00314825	45197	HANVEY, BECKY	06/15/12	331.50	MW	OH	
AP00314826	34088	HANVEY, RAYMOND J	06/15/12	636.40	MW	OH	
AP00314827	3702	HARRINGTON INDUSTRIAL PLASTIC	06/15/12	83.85	MW	OH	
AP00314828	35194PP	HASBUN, LOUELLA	06/15/12	607.50	MW	OH	
AP00314829	35406PP	HASBUN, OSCAR	06/15/12	607.50	MW	OH	
AP00314830	46252PP	HAWKINS, ADAM	06/15/12	180.00	MW	OH	
AP00314831	46959PP	HAZELHOFFER, PATRICIA	06/15/12	140.00	MW	OH	
AP00314832	23318	HERTZ EQUIPMENT RENTAL CORPOR	06/15/12	78.12	MW	OH	
AP00314833	11376	HEWLETT PACKARD COMPANY	06/15/12	12,399.15	MW	OH	
AP00314834	9049	HI TECH E V S INC CRIMSON FIR	06/15/12	706.75	MW	OH	
AP00314835	15857	HOME DEPOT CREDIT SERVICES	06/15/12	3,203.69	MW	OH	
AP00314836	43917	HOOKED ON MAGNETS	06/15/12	263.33	MW	OH	
AP00314837	32847	HOSEPOWER USA	06/15/12	191.65	MW	OH	
AP00314838	2665	HSQ TECHNOLOGY	06/15/12	2,503.43	MW	OH	
AP00314839	46949PP	HUANG, JENNY	06/15/12	99.00	MW	OH	
AP00314840	39416	ICC	06/15/12	95.00	MW	OH	
AP00314841	37946MED	IMEDD INCORPORATED	06/15/12	3,040.00	MW	OH	

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AP00314842	46950PP	INGRAM, CELISE	06/15/12	140.00	MW	OH		
AP00314843	31781	INNOVATIVE CLAIM SOLUTIONS	06/15/12	11,368.21	MW	OH		
AP00314844	14932	INTERSTATE BATTERY SYSTEM OF	06/15/12	199.13	MW	OH		
AP00314845	46364RA	JACKSON, BRIAN	06/15/12	99.61	MW	OH		
AP00314846	46909	JESS RANCH TRUCKING	06/15/12	212.50	MW	OH		
AP00314847	45530PP	JEWISH FAMILY AND CHILDREN'S	06/15/12	3,084.00	MW	OH		
AP00314848	46945R	JIM, JIMMY	06/15/12	45.00	MW	OH		
AP00314849	46931	JOHNS HOPKINS MEDICAL LETTER,	06/15/12	31.00	MW	OH		
AP00314850	46253PP	JOHNSON, PHYLICIA	06/15/12	250.02	MW	OH		
AP00314851	44043	JUAN, RYAN	06/15/12	370.00	MW	OH		
AP00314852	42482R	JUAREZ, ISABEL	06/15/12	200.00	MW	OH		
AP00314853	46693PP	JUNG, JAMIE	06/15/12	221.00	MW	OH		
AP00314854	7901	K 119 OF CALIFORNIA INC	06/15/12	932.03	MW	OH		
AP00314855	39721MEDPP	KAISER FOUNDATION HEALTH PLAN	06/15/12	3,687.00	MW	OH		
AP00314856	10255MED	KAISER PERMANENTE OHSS	06/15/12	639.00	MW	OH		
AP00314857	10144	KAMAN INDUSTRIAL TECHNOLOGIES	06/15/12	19,708.87	MW	OH		
AP00314858	45495PP	KENNY, MEGAN	06/15/12	140.00	MW	OH		
AP00314859	46918R	KIM, LE SALLY	06/15/12	133.00	MW	OH		
AP00314860	34861R	KIMBALL, ROSINA	06/15/12	283.25	MW	OH		
AP00314861	46955R	KINGSTON, JEANNENE MINNIX	06/15/12	174.92	MW	OH		
AP00314862	46944R	KU, REBECCA	06/15/12	42.00	MW	OH		
AP00314863	46936R	KWAN, SUE HING	06/15/12	300.00	MW	OH		
AP00314864	1108	L N CURTIS & SONS	06/15/12	6,394.33	MW	OH		
AP00314865	45043PP	LAMARQUE, MARTIN	06/15/12	500.00	MW	OH		
AP00314866	13776	LANGUAGE LINE SERVICES	06/15/12	428.22	MW	OH		

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AP00314867	45566	LAVEZZO, RONALD F	06/15/12	620.00	MW	OH	
AP00314868	1148	LAWSON PRODUCTS INC	06/15/12	176.82	MW	OH	
AP00314869	45496PP	LEAP ARTS IN EDUCATION	06/15/12	496.00	MW	OH	
AP00314870	46580PP	LEE, JEFFREY	06/15/12	475.00	MW	OH	
AP00314871	46528PP	LEE, JUSTIN	06/15/12	62.50	MW	OH	
AP00314872	26270	LEE, KATY	06/15/12	618.59	MW	OH	
AP00314873	33497	LEGACY MECHANICAL & ENERGY SE	06/15/12	5,189.06	MW	OH	
AP00314874	30726	LEHR AUTO ELECTRIC	06/15/12	425.99	MW	OH	
AP00314875	46581PP	LEONG, LAI THENG	06/15/12	90.00	MW	OH	
AP00314876	37094	LEXISNEXIS RISK DATA MANAGEME	06/15/12	510.25	MW	OH	
AP00314877	46916R	LICHAA, STEPHANIE	06/15/12	861.49	MW	OH	
AP00314878	12906LAW	LIEBERT CASSIDY WHITMORE	06/15/12	204.00	MW	OH	
AP00314879	29220	LIGHTHOUSE, THE	06/15/12	137.77	MW	OH	
AP00314880	46951PP	LONG, ELISABETH	06/15/12	140.00	MW	OH	
AP00314881	46917R	LOPEZ, ELOISA	06/15/12	250.00	MW	OH	
AP00314882	45155R	LUK, WILLIAM	06/15/12	500.00	MW	OH	
AP00314883	43199	LUMANAUI, VIVIENA	06/15/12	2,857.25	MW	OH	
AP00314884	30913R	LUZON VISAYAS MINDANAO ASSOCI	06/15/12	250.00	MW	OH	
AP00314885	25062	LYCETT, BLAKE	06/15/12	170.00	MW	OH	
AP00314886	6620	MACKRISS, DAVID	06/15/12	143.25	MW	OH	
AP00314887	45399PP	MAD SCIENCE OF THE BAY AREA	06/15/12	9,792.00	MW	OH	
AP00314888	27066	MANAGED HEALTH NETWORK	06/15/12	1,823.04	MW	OH	
AP00314889	46862	MANILA, ANGELO	06/15/12	108.00	MW	OH	
AP00314890	46863	MANILA, TERRANCE JAMES	06/15/12	162.00	MW	OH	
AP00314891	46864	MANZANARES, MATTHEW	06/15/12	158.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00314892	46904	MARIN CHARTER & TOURS	06/15/12	788.50	MW	OH	
AP00314893	41857R	MARZAN, CAROLINE	06/15/12	250.00	MW	OH	
AP00314894	46256PP	MATELLI, THERESA	06/15/12	90.00	MW	OH	
AP00314895	38493PP	MCCULLOCH, JAN	06/15/12	250.00	MW	OH	
AP00314896	40457R	MCCURDY ROOFING	06/15/12	300.00	MW	OH	
AP00314897	6595	MCI	06/15/12	28.66	MW	OH	
AP00314898	15393	MCMaster CARR SUPPLY CO	06/15/12	272.11	MW	OH	
AP00314899	46926R	MCNICOLL, DAVE	06/15/12	132.00	MW	OH	
AP00314900	36891	MEDTOX LABORATORIES INC	06/15/12	388.25	MW	OH	
AP00314901	23949	METRO MOBILE COMMUNICATIONS	06/15/12	12,744.28	MW	OH	
AP00314902	36779	METRO PCS WIRELESS INC	06/15/12	100.00	MW	OH	
AP00314903	15161	MIKE COBB CREATIVE	06/15/12	1,609.60	MW	OH	
AP00314904	1547	MINE SAFETY APPLIANCE COMPANY	06/15/12	897.71	MW	OH	
AP00314905	16546	MORNINGSTAR INC	06/15/12	925.00	MW	OH	
AP00314906	46919R	MOSTAFA, OLA	06/15/12	35.00	MW	OH	
AP00314907	46655	MSC INDUSTRIAL SUPPLY CO	06/15/12	66.55	MW	OH	
AP00314908	46920R	MYNT REAL ESTATE	06/15/12	31.56	MW	OH	
AP00314909	46921R	NAGARAJAN, VENKATESH	06/15/12	48.87	MW	OH	
AP00314910	1892R	NALLS, WANDA	06/15/12	137.34	MW	OH	
AP00314911	3041	NATIONAL FIRE PROTECTION ASSO	06/15/12	368.25	MW	OH	
AP00314912	32507	NATIONAL TROPHY COMPANY	06/15/12	1,444.79	MW	OH	
AP00314913	34477	NCL OF WISCONSIN INC	06/15/12	457.50	MW	OH	
AP00314914	45221R	NEW HIGH PROTECTION INC	06/15/12	600.00	MW	OH	
AP00314915	46922R	NGUYEN, PHI	06/15/12	71.94	MW	OH	
AP00314916	40569	NIEMI, ERENE	06/15/12	180.00	MW	OH	

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AP00314917	15763	NORTH COAST COUNTY WATER DIST	06/15/12	104.30	MW	OH	
AP00314918	27734	NOSAJ DISPOSABLES INC	06/15/12	402.04	MW	OH	
AP00314919	36915	NOWDOCS INTERNATIONAL INC	06/15/12	1,569.06	MW	OH	
AP00314920	20521	OCLC INC	06/15/12	456.24	MW	OH	
AP00314921	42500	OFFICE DEPOT	06/15/12	1,728.40	MW	OH	
AP00314922	42670	OFFICE DEPOT	06/15/12	105.47	MW	OH	
AP00314923	1055	OFFICE DEPOT INC	06/15/12	2,780.00	MW	OH	
AP00314924	G-VANDEVER	OHIO CHILD SUPPORT PAYMENT CE	06/15/12	152.96	MW	OH	
AP00314925	46923R	OMAI, PAUL	06/15/12	308.00	MW	OH	
AP00314926	29187	ON TOUR CLIENT TRUST ACCOUNT	06/15/12	26,100.00	MW	OH	
AP00314927	20848	ORCHARD SUPPLY HARDWARE INC	06/15/12	115.70	MW	OH	
AP00314928	G-ORLOFF2	ORLOFF, CATHERINE M	06/15/12	452.76	MW	OH	
AP00314929	46924R	ORTEGA, MONICA	06/15/12	400.00	MW	OH	
AP00314930	42965	OWEN EQUIPMENT SALES	06/15/12	2,880.69	MW	OH	
AP00314931	42838	PACE SUPPLY CORP	06/15/12	453.45	MW	OH	
AP00314932	39107	PACIFIC ECORISK	06/15/12	3,733.43	MW	OH	
AP00314933	1216	PACIFIC GAS & ELECTRIC	06/15/12	127,707.28	MW	OH	
AP00314934	42952PP	PACIFIC GAS & ELECTRIC	06/15/12	221.86	MW	OH	
AP00314935	29252	PACIFIC PRODUCE INC	06/15/12	619.80	MW	OH	
AP00314936	40268R	PACIFIC ROOFING COMPANY	06/15/12	300.00	MW	OH	
AP00314937	5870R	PALABY, NORMAN	06/15/12	132.15	MW	OH	
AP00314938	44482	PANKEY'S RADIATOR SHOP INC	06/15/12	275.00	MW	OH	
AP00314939	33377	PANTAZY, JOHN	06/15/12	1,131.91	MW	OH	
AP00314940	46853PP	PAOLI, MARINA	06/15/12	60.00	MW	OH	
AP00314941	30949A	PAPER TIGER PRINTING & COPYIN	06/15/12	597.12	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
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AP00314942	27022	PAQUETTE, RUDOLPH A	06/15/12	132.90	MW	OH		
AP00314943	45757	PARTNERS IN COMMUNICATION LLC	06/15/12	1,404.15	MW	OH		
AP00314944	44048	PATTUGALAN, JACINTO	06/15/12	60.00	MW	OH		
AP00314945	31467R	PEDERSEN, PHYLLIS	06/15/12	83.00	MW	OH		
AP00314946	20794	PELCO SALES & SERVICE INC	06/15/12	1,678.46	MW	OH		
AP00314947	36454A	PENINSULA CORRIDOR JOINT POWE	06/15/12	2,627.59	MW	OH		
AP00314948	3297	PENINSULA LIBRARY SYSTEM	06/15/12	20,920.30	MW	OH		
AP00314949	40270R	PEREZ, JOSEPH	06/15/12	355.00	MW	OH		
AP00314950	19678	PERS LONG TERM CARE PROGRAM	06/15/12	1,746.39	MW	OH		
AP00314951	38072	PETERSON, NOVELLA NIX	06/15/12	124.00	MW	OH		
AP00314952	7854	PETITI, MELINDA	06/15/12	134.59	MW	OH		
AP00314953	46257PP	PFYL, MONTE	06/15/12	90.00	MW	OH		
AP00314954	36106	POLYDYNE INC	06/15/12	20,042.49	MW	OH		
AP00314955	46952PP	PRIOR, JODI	06/15/12	247.50	MW	OH		
AP00314956	39302	PULLTARPS	06/15/12	1,282.09	MW	OH		
AP00314957	25498R	QUEZONIANS OF NORTHERN CALIFO	06/15/12	250.00	MW	OH		
AP00314958	4750	QUILL.COM	06/15/12	256.94	MW	OH		
AP00314959	1115	R & B COMPANY	06/15/12	4,387.14	MW	OH		
AP00314960	12539	R A METAL PRODUCTS INC	06/15/12	3,199.11	MW	OH		
AP00314961	27152R	RAMIREZ ROOFING	06/15/12	300.00	MW	OH		
AP00314962	26120	RANDOM HOUSE INC	06/15/12	314.19	MW	OH		
AP00314963	37175A	REALTY ASSOCIATES FUND VII LP	06/15/12	73.68	MW	OH		
AP00314964	2439	RECORDED BOOKS LLC	06/15/12	1,098.77	MW	OH		
AP00314965	1687	RED WING SHOE STORE	06/15/12	600.00	MW	OH		
AP00314966	21965	REDWOOD GENERAL TIRE CO INC	06/15/12	389.70	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00314967	32637	RESTAURANT DEPOT SAN FRANCISCO	06/15/12	1,226.27	MW	OH	
AP00314968	43481PP	RICO, ESTHER	06/15/12	440.00	MW	OH	
AP00314969	44480JPA	RICOH USA INC	06/15/12	319.34	MW	OH	
AP00314970	46925R	RIVERA-ABARCA, ASTRID	06/15/12	75.00	MW	OH	
AP00314971	37028	RMC WATER AND ENVIRONMENT	06/15/12	4,780.40	MW	OH	
AP00314972	46258PP	ROBBY, SUSAN	06/15/12	240.00	MW	OH	
AP00314973	42735	ROCAMORA, MANUEL E	06/15/12	244.00	MW	OH	
AP00314974	46527PP	RODRIGUEZ, ROCIO	06/15/12	370.00	MW	OH	
AP00314975	10207	ROMAN, MARIANNA	06/15/12	122.79	MW	OH	
AP00314976	46815R	ROMERO, DANIEL & DARMA	06/15/12	555.26	MW	OH	
AP00314977	46624R	ROSALES, MARIO	06/15/12	250.00	MW	OH	
AP00314978	32440	RYDIN DECAL	06/15/12	1,338.88	MW	OH	
AP00314979	1465	SAFEWAY INC	06/15/12	412.46	MW	OH	
AP00314980	22956	SALEM PRESS INC	06/15/12	963.43	MW	OH	
AP00314981	43898	SAMPLE TRAPS LLC	06/15/12	110.42	MW	OH	
AP00314982	25660A	SAN FRANCISCO CHRONICLE	06/15/12	2,500.34	MW	OH	
AP00314983	42397A	SAN FRANCISCO CHRONICLE, THE	06/15/12	375.00	MW	OH	
AP00314984	9274	SAN FRANCISCO CHRONICLE, THE	06/15/12	559.00	MW	OH	
AP00314985	45136	SAN FRANCISCO DIESEL ELECTRIC	06/15/12	930.96	MW	OH	
AP00314986	42595A	SAN MATEO & BURLINGAME YELLOW	06/15/12	120.90	MW	OH	
AP00314987	12544	SAN MATEO COUNTY CONTROLLERS	06/15/12	63,651.60	MW	OH	
AP00314988	35246	SAN MATEO COUNTY SHERIFFS OFF	06/15/12	5,922.08	MW	OH	
AP00314989	G-ENRIQUEZ	SAN MATEO COUNTY SHERIFF	06/15/12	424.71	MW	OH	
AP00314990	2298	SAN MATEO COUNTY TIMES, THE	06/15/12	150.68	MW	OH	
AP00314991	9666	SAN MATEO LAWN MOWER SHOP	06/15/12	2,917.47	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
=====	=====	=====	=====	=====	=====	=====	=====
AP00314992	13987MED	SAN MATEO MEDICAL CENTER	06/15/12	2,100.00	MW	OH	
AP00314993	43149RPP	SANTIS, LUCIA	06/15/12	594.40	MW	OH	
AP00314994	13503	SANTOS, MARIA VICTORIA	06/15/12	1,305.99	MW	OH	
AP00314995	41719	SATWORX	06/15/12	394.11	MW	OH	
AP00314996	45082RPP	SCHINDLER, STEVE	06/15/12	179.82	MW	OH	
AP00314997	46714	SCHWARZENBERGER, PER	06/15/12	120.00	MW	OH	
AP00314998	33562	SCOTT SAFETY	06/15/12	60.85	MW	OH	
AP00314999	37749	SEALIFE AQUARIUM SERVICE	06/15/12	139.49	MW	OH	
AP00315000	46679R	SERENDIPITY SEVEN	06/15/12	1,242.38	MW	OH	
AP00315001	1153MED	SETON MEDICAL CENTER	06/15/12	75.00	MW	OH	
AP00315002	41901R	SF A-1 ROOFING & MAINTENANCE	06/15/12	300.00	MW	OH	
AP00315003	41815PP	SF BAY NUTRITION LLC	06/15/12	800.00	MW	OH	
AP00315004	2329	SF PUC WATER DEPARTMENT	06/15/12	210.31	MW	OH	
AP00315005	30523A	SHELL FLEET	06/15/12	67.01	MW	OH	
AP00315006	26781	SHIOSAKA, THOMAS	06/15/12	158.35	MW	OH	
AP00315007	23742	SHOE DEPOT INC	06/15/12	121.77	MW	OH	
AP00315008	36589	SIEMENS INDUSTRY INC	06/15/12	486.10	MW	OH	
AP00315009	28917	SIERRA CHEMICAL COMPANY	06/15/12	7,228.68	MW	OH	
AP00315010	38883	SIGILLO SUPPLY COMPANY	06/15/12	100.63	MW	OH	
AP00315011	32626	SILVERADO AVIONICS INC	06/15/12	9,451.99	MW	OH	
AP00315012	46954	SILVERSPOT GRAPHICS	06/15/12	1,529.88	MW	OH	
AP00315013	32237	SMART & FINAL STORES CORP	06/15/12	312.64	MW	OH	
AP00315014	45435	SMITH, CRAIG	06/15/12	300.00	MW	OH	
AP00315015	38120	SOKOL, SARITA	06/15/12	284.00	MW	OH	
AP00315016	2055	SOUTH CITY LUMBER & SUPPLY	06/15/12	397.06	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00315017	45959	SPANGLER, JENNIFER	06/15/12	494.10	MW	OH	
AP00315018	17358	SPANO, VICTOR	06/15/12	490.00	MW	OH	
AP00315019	46351	SPECIAL SERVICES GROUP LLC	06/15/12	3,310.88	MW	OH	
AP00315020	40366	SPORT SUPPLY GROUP INC	06/15/12	219.18	MW	OH	
AP00315021	11228	STANDARD & POORS CORPORATION	06/15/12	325.00	MW	OH	
AP00315022	1375	STANDARD INSURANCE COMPANY	06/15/12	25,279.41	MW	OH	
AP00315023	37940	STANDARD PLUMBING SUPPLY CO	06/15/12	25.45	MW	OH	
AP00315024	28627	STAR ELEVATOR INC	06/15/12	308.86	MW	OH	
AP00315025	45112JPA	STATE COMPENSATION INSURANCE	06/15/12	639.53	MW	OH	
AP00315026	37508	STATION 1 FIRE PROTECTION	06/15/12	2,694.00	MW	OH	
AP00315027	40900	STEVENS BAY AREA DIESEL SERVI	06/15/12	1,221.77	MW	OH	
AP00315028	1090	STEWART AUTOMOTIVE GROUP	06/15/12	30.40	MW	OH	
AP00315029	1711	SUN VALLEY DAIRY	06/15/12	2,032.97	MW	OH	
AP00315030	18334	SUNGARD PUBLIC SECTOR INC	06/15/12	1,225.00	MW	OH	
AP00315031	40313	SUNQUEST PROPERTIES INC	06/15/12	146.14	MW	OH	
AP00315032	40145R	SUPER ROOFING COMPANY	06/15/12	600.00	MW	OH	
AP00315033	1953	SWEETLAND, PATRICK	06/15/12	293.76	MW	OH	
AP00315034	46243	SYNERGY ENTERPRISES INC	06/15/12	5,680.00	MW	OH	
AP00315035	46946R	TAAGA, ROSALINE	06/15/12	250.00	MW	OH	
AP00315036	45627	TAI, KENNETH	06/15/12	156.00	MW	OH	
AP00315037	45052	TAM, RANDY FAT	06/15/12	1,398.05	MW	OH	
AP00315038	46937R	TANG, BOUNE	06/15/12	2,998.91	MW	OH	
AP00315039	26777R	TASHIRO, LILIAN	06/15/12	297.00	MW	OH	
AP00315040	3600	TEAMSTERS UNION LOCAL 856	06/15/12	61,432.00	MW	OH	
AP00315041	39225	TEEN INK	06/15/12	35.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00315042	13852	TELECOMMUNICATIONS ENGINEERIN	06/15/12	572.00	MW	OH		
AP00315043	31452	TOWNE FORD	06/15/12	102,972.00	MW	OH		
AP00315044	42972	TRACTION-GENUINE PARTS CO INC	06/15/12	118.83	MW	OH		
AP00315045	44587	TRANG, HONG NHUNG	06/15/12	342.00	MW	OH		
AP00315046	44814R	TRAUBE CONSTRUCTION COMPANY	06/15/12	750.00	MW	OH		
AP00315047	26257	TRAVELCENTER TRUST ACCOUNT	06/15/12	2,869.00	MW	OH		
AP00315048	29829	TSAI FONG BOOKS INC	06/15/12	2,260.50	MW	OH		
AP00315049	46938R	TSO CHUN HING CONSTRUCTION	06/15/12	930.00	MW	OH		
AP00315050	26803	TURBO DATA SYSTEMS INC	06/15/12	15,130.09	MW	OH		
AP00315051	4675	TURF & INDUSTRIAL EQUIPMENT	06/15/12	116.91	MW	OH		
AP00315052	43150	U S PURE WATER CORP	06/15/12	126.48	MW	OH		
AP00315053	24080R	UNIACKE CONSTRUCTION INC	06/15/12	500.00	MW	OH		
AP00315054	3376	UNISOURCE WORLDWIDE INC	06/15/12	1,088.67	MW	OH		
AP00315055	31745	UNITED SITE SERVICES OF CALIF	06/15/12	426.05	MW	OH		
AP00315056	46654	UNITED STATES PLASTIC CORP	06/15/12	167.54	MW	OH		
AP00315057	1110	UNITED STATES POSTAL SERVICE	06/15/12	5,342.24	MW	OH		
AP00315058	G-WILLIAMS,N	UNITED STATES TREASURY	06/15/12	250.00	MW	OH		
AP00315059	32209	UNIVAR USA INC	06/15/12	3,851.77	MW	OH		
AP00315060	43349	UNIVERSITY OF CALIFORNIA	06/15/12	31.00	MW	OH		
AP00315061	3904	UPS	06/15/12	28.83	MW	OH		
AP00315062	7873	URBAN FARMER STORE, THE	06/15/12	1,087.82	MW	OH		
AP00315063	12622	VALLEY CREST TREE COMPANY	06/15/12	742.60	MW	OH		
AP00315064	5661	VALS RESTAURANT & LOUNGE	06/15/12	249.25	MW	OH		
AP00315065	45278	VANCE, RUDYARD	06/15/12	180.00	MW	OH		
AP00315066	G-PINLAC2	VEHICLE REGISTRATION COLLECTI	06/15/12	157.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00315067	45558	VELEZ, SEBASTIAN	06/15/12	81.60	MW	OH	
AP00315068	29329	VERIZON WIRELESS SERVICES LLC	06/15/12	152.04	MW	OH	
AP00315069	45040	VIGILANT CANINE SERVICES INTE	06/15/12	200.00	MW	OH	
AP00315070	45504	VINCULADO, JOSEPH	06/15/12	90.00	MW	OH	
AP00315071	41658RPP	VINCULADO, VICKI	06/15/12	109.34	MW	OH	
AP00315072	27181	VORTEX INDUSTRIES INC	06/15/12	1,593.93	MW	OH	
AP00315073	46927R	VU, TONY	06/15/12	37.88	MW	OH	
AP00315074	33782	WARD, DIANA L	06/15/12	224.40	MW	OH	
AP00315075	36355	WASTEWATER SOLUTIONS INC	06/15/12	4,125.00	MW	OH	
AP00315076	44070	WEBER TRACTOR SERVICE	06/15/12	44,498.94	MW	OH	
AP00315077	3691	WECO INDUSTRIES INC	06/15/12	167.68	MW	OH	
AP00315078	6141	WEST COAST CONTRACTORS SERVIC	06/15/12	1,123.31	MW	OH	
AP00315079	29517	WEST LITE SUPPLY COMPANY INC	06/15/12	2,222.89	MW	OH	
AP00315080	1095	WESTLAKE TOUCHLESS CAR WASH &	06/15/12	396.00	MW	OH	
AP00315081	45948A	WHINERY, TERESA	06/15/12	591.25	MW	OH	
AP00315082	41461	WHITE, GLADYS PEBBLES	06/15/12	750.00	MW	OH	
AP00315083	44533	WILCENSKI, ROBERT	06/15/12	140.00	MW	OH	
AP00315084	45116R	WILCENSKI, ROBERT D	06/15/12	144.38	MW	OH	
AP00315085	46929R	WILLIAMS, AARON	06/15/12	450.00	MW	OH	
AP00315086	31726	WILLIAMS, JERE	06/15/12	460.00	MW	OH	
AP00315087	30509	WINGFOOT COMMERCIAL TIRE SYST	06/15/12	10,766.58	MW	OH	
AP00315088	21984	WONG, ANTHONY	06/15/12	1,025.48	MW	OH	
AP00315089	46430R	WONG, YING CHI	06/15/12	1,547.79	MW	OH	
AP00315090	41132	WRIGHT, CHARLAYNE	06/15/12	2,029.34	MW	OH	
AP00315091	46928R	XIE, ZHUO CHENG	06/15/12	71.94	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00315092	34537	YAMAMURA, JAIME	06/15/12	175.00	MW	OH	
AP00315093	46308R	YES CONSTRUCTION	06/15/12	1,356.00	MW	OH	
AP00315094	38381	YORE, SEAN	06/15/12	10.00	MW	OH	
AP00315095	46939R	YU, JONG HWA	06/15/12	940.50	MW	OH	
AP00315096	43523	YUNG, ESTHER	06/15/12	67.20	MW	OH	
AP00315097	1133	ZEP SALES AND SERVICE	06/15/12	181.46	MW	OH	
AP00315098	41768RPP	ZIADEH, SHERIN	06/15/12	97.68	MW	OH	
AP00315099	46953PP	ZIMIGA, LISA	06/15/12	80.00	MW	OH	

G R A N D T O T A L S:

Total Void Machine Written	0.00	Number of Checks Processed:	0
Total Void Hand Written	0.00	Number of Checks Processed:	0
Total Machine Written	2,345,746.09	Number of Checks Processed:	483
Total Hand Written	0.00	Number of Checks Processed:	0
Total Reversals	0.00	Number of Checks Processed:	0
Total Cancelled	0.00	Number of Checks Processed:	0
Total EFTs	0.00	Number of EFTs Processed:	0
Total EPAYs	0.00	Number of EPAYs Processed:	0
G R A N D T O T A L	2,345,746.09		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00315100	46841	A-1 SEPTIC TANK	06/29/12	5,090.00	MW	OH	
AP00315101	15222	ACTION SPORTS	06/29/12	1,059.20	MW	OH	
AP00315102	1514	ADAM HILL COMPANY, THE	06/29/12	62.63	MW	OH	
AP00315103	5034	ADAMSON POLICE PRODUCTS	06/29/12	2,922.29	MW	OH	
AP00315104	25311	ADT SECURITY SERVICES INC	06/29/12	155.00	MW	OH	
AP00315105	13854	AECO SYSTEMS INC	06/29/12	191.30	MW	OH	
AP00315106	15226	AFSCME LOCAL 919	06/29/12	4,294.00	MW	OH	
AP00315107	11233	AGRIMONTI, MADOLYN	06/29/12	211.45	MW	OH	
AP00315108	18761	AGRIMONTI, RICHARD	06/29/12	720.00	MW	OH	
AP00315109	8214	AGUSTIN, JULIAN	06/29/12	134.37	MW	OH	
AP00315110	39256	AIR EXCHANGE INC	06/29/12	6,081.96	MW	OH	
AP00315111	33261	AIRCO COMMERCIAL SERVICES	06/29/12	249.00	MW	OH	
AP00315112	29880	AIRGAS NCN	06/29/12	251.56	MW	OH	
AP00315113	9108	AIRPORT AUTO PARTS	06/29/12	128.40	MW	OH	
AP00315114	11740	ALAN STEEL & SUPPLY COMPANY	06/29/12	200.26	MW	OH	
AP00315115	38811A	ALL COVERED INC	06/29/12	916.00	MW	OH	
AP00315116	22544	ALLSTAR FIRE EQUIPMENT INC	06/29/12	259.80	MW	OH	
AP00315117	37116	ALPHA ANALYTICAL LABORATORIES	06/29/12	3,767.00	MW	OH	
AP00315118	40755	AMAZON	06/29/12	5,557.84	MW	OH	
AP00315119	14988	AMERICAN TOWER CORPORATION	06/29/12	5,886.07	MW	OH	
AP00315120	42310	AMERINATIONAL COMMUNITY SERVI	06/29/12	299.45	MW	OH	
AP00315121	35696	AMERIPRIDE SERVICES INC	06/29/12	911.84	MW	OH	
AP00315122	45158	ANDERSON, MICHAEL	06/29/12	282.27	MW	OH	
AP00315123	43080	ANDRITZ SEPARATION INC	06/29/12	6,975.22	MW	OH	
AP00315124	41311R	ANGELO'S ROOFING	06/29/12	300.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel	To Note
AP00315125	46585	ANTHEM BLUE CROSS	06/29/12	83.90	MW	OH		
AP00315126	46585	ANTHEM BLUE CROSS	06/29/12	101.20	MW	OH		
AP00315127	36038R	ARMAS, GLORIA	06/29/12	720.00	MW	OH		
AP00315128	8426	ARROWHEAD	06/29/12	58.26	MW	OH		
AP00315129	32577	AT&T	06/29/12	10,182.12	MW	OH		
AP00315130	45508JPA	AT&T	06/29/12	88.83	MW	OH		
AP00315131	47003	AT&T	06/29/12	141.25	MW	OH		
AP00315132	6413	AT&T	06/29/12	2,812.94	MW	OH		
AP00315133	44649	ATLAS COPCO COMPRESSORS LLC	06/29/12	942.40	MW	OH		
AP00315134	46976R	ATS PROCESSING SERVICES	06/29/12	308.00	MW	OH		
AP00315135	4662	AURILIO, STEVE	06/29/12	720.00	MW	OH		
AP00315136	46993R	AUSTRIA, HELEN	06/29/12	48.66	MW	OH		
AP00315137	43610	BABBITT BEARING CO INC	06/29/12	2,684.24	MW	OH		
AP00315138	1232	BAKER & TAYLOR COMPANY INC	06/29/12	12,594.42	MW	OH		
AP00315139	19028	BAKER & TAYLOR ENTERTAINMENT	06/29/12	684.61	MW	OH		
AP00315140	4887	BARNEY, EDWARD R	06/29/12	600.00	MW	OH		
AP00315141	3952	BAY AREA BARRICADE SERVICE IN	06/29/12	9,213.37	MW	OH		
AP00315142	19892	BAY AREA PAVING COMPANY INC	06/29/12	10,843.00	MW	OH		
AP00315143	1562	BAY AREA WATER SUPPLY & CONSE	06/29/12	2,720.00	MW	OH		
AP00315144	46977R	BELL, LEWIS	06/29/12	100.00	MW	OH		
AP00315145	6749	BEN MEADOWS	06/29/12	348.96	MW	OH		
AP00315146	38585	BFI OF CALIFORNIA INC	06/29/12	338.00	MW	OH		
AP00315147	35853	BIANCHI TRAFFIC SAFETY SERVIC	06/29/12	575.00	MW	OH		
AP00315148	44828A	BICYCLE SOLUTIONS	06/29/12	175.00	MW	OH		
AP00315149	19200	BIRITE FOODSERVICE DISTRIBUTO	06/29/12	984.83	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00315150	46978R	BLAIR PARK SERVICES LLC	06/29/12	6,707.00	MW	OH	
AP00315151	46979R	BLANCO, ANA R	06/29/12	100.00	MW	OH	
AP00315152	2343	BOFFI, DAVID	06/29/12	720.00	MW	OH	
AP00315153	47000RPP	BOHM, PATRICIA	06/29/12	537.32	MW	OH	
AP00315154	3795	BORGES & MAHONEY INC	06/29/12	288.31	MW	OH	
AP00315155	41572RA	BORJA, HENRY	06/29/12	300.00	MW	OH	
AP00315156	4451	BOUC, RUTH	06/29/12	720.00	MW	OH	
AP00315157	33239	BOUND TREE MEDICAL LLC	06/29/12	155.52	MW	OH	
AP00315158	5961	BREWER, RICHARD	06/29/12	720.00	MW	OH	
AP00315159	21300	BRISBANE RECYCLING CO INC	06/29/12	390.00	MW	OH	
AP00315160	3349	BROADMOOR LANDSCAPE SUPPLY	06/29/12	879.26	MW	OH	
AP00315161	39468	BROADMOOR TOW LLC	06/29/12	405.00	MW	OH	
AP00315162	33842R	BRODRICK, VICTORIA	06/29/12	121.05	MW	OH	
AP00315163	3064	BROWN & CALDWELL INC	06/29/12	12,138.82	MW	OH	
AP00315164	6946	BUCHANAN, RONALD	06/29/12	720.00	MW	OH	
AP00315165	G-SARTE2	BURCHARD, TRUSTEE DAVID	06/29/12	475.38	MW	OH	
AP00315166	5896	BUSHONG, MATTHEW	06/29/12	134.31	MW	OH	
AP00315167	34151	BUSINESS CARD	06/29/12	28.46	MW	OH	
AP00315168	24551	BWI	06/29/12	304.70	MW	OH	
AP00315169	17997	C.L.E.A.	06/29/12	2,572.50	MW	OH	
AP00315170	42201	CACCIA PLUMBING INCORPORATED	06/29/12	278.00	MW	OH	
AP00315171	33981	CAGWIN & DORWARD	06/29/12	289.25	MW	OH	
AP00315172	36927	CALCON SYSTEMS INC	06/29/12	1,326.00	MW	OH	
AP00315173	44033	CALIFORNIA WATER SERVICE COMP	06/29/12	80,735.55	MW	OH	
AP00315174	17888	CARL WARREN & COMPANY INC	06/29/12	999.44	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel	To Note
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AP00315175	9356	CASCADE FIRE EQUIPMENT COMPAN	06/29/12	3,155.70	MW	OH		
AP00315176	44530	CASE POWER AND EQUIPMENT	06/29/12	564.06	MW	OH		
AP00315177	1569	CASTELLO, BARBARA F	06/29/12	720.00	MW	OH		
AP00315178	28636	CDW GOVERNMENT INC	06/29/12	23,151.42	MW	OH		
AP00315179	2930	CED CONTRACTORS SF	06/29/12	3,473.47	MW	OH		
AP00315180	42277	CEL ANALYTICAL INC	06/29/12	1,085.00	MW	OH		
AP00315181	10299JPA	CENTRAL COUNTY FIRE AUTHORITY	06/29/12	13,163.00	MW	OH		
AP00315182	44684	CG&E AUTO BODY	06/29/12	2,942.75	MW	OH		
AP00315183	31190A	CHAIN REACTION BYCYCLES	06/29/12	4,702.06	MW	OH		
AP00315184	2147	CHEDA, GLADYS C	06/29/12	720.00	MW	OH		
AP00315185	37694	CHEUNG, ANGELA	06/29/12	408.10	MW	OH		
AP00315186	16201	CHOY, STANTON	06/29/12	720.00	MW	OH		
AP00315187	46980R	CHU MANAGEMENT LLC	06/29/12	42.92	MW	OH		
AP00315188	3678	CINTAS CORPORATION #464	06/29/12	3,185.52	MW	OH		
AP00315189	46465JPA	CITY OF BELMONT	06/29/12	4,508.00	MW	OH		
AP00315190	6649JPA	CITY OF BRISBANE	06/29/12	2,692.00	MW	OH		
AP00315191	28209JPA	CITY OF BURLINGAME	06/29/12	126.46	MW	OH		
AP00315192	25602	CITY OF DALY CITY	06/29/12	5,441.72	MW	OH		
AP00315193	43155JPA	CITY OF DALY CITY	06/29/12	10,846.00	MW	OH		
AP00315194	5342JPA	CITY OF FOSTER CITY	06/29/12	4,675.00	MW	OH		
AP00315195	27343	CITY OF MILLBRAE	06/29/12	2,800.00	MW	OH		
AP00315196	4305JPA	CITY OF MILLBRAE	06/29/12	4,486.00	MW	OH		
AP00315197	28211	CITY OF PACIFICA	06/29/12	52,263.64	MW	OH		
AP00315198	6034JPA	CITY OF PACIFICA	06/29/12	3,873.00	MW	OH		
AP00315199	6579JPA	CITY OF REDWOOD CITY	06/29/12	8,071.00	MW	OH		

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AP00315200	20562JPA	CITY OF SAN BRUNO	06/29/12	2,818.00	MW	OH	
AP00315201	25816JPA	CITY OF SAN MATEO	06/29/12	11,881.00	MW	OH	
AP00315202	24868	CLARK SECURITY PRODUCTS INC	06/29/12	801.28	MW	OH	
AP00315203	3369	CLAY, WEBSTER L	06/29/12	720.00	MW	OH	
AP00315204	26644	CLEANSOURCE INC	06/29/12	5,621.25	MW	OH	
AP00315205	31162	CLINE & DUPLISSEA	06/29/12	3,622.20	MW	OH	
AP00315206	22146	COAST OIL COMPANY INC	06/29/12	40,000.60	MW	OH	
AP00315207	25819JPA	COLMA FIRE PROTECTION DISTRIC	06/29/12	2,355.00	MW	OH	
AP00315208	34153	COMCAST	06/29/12	113.48	MW	OH	
AP00315209	12578	COMPLETE LINEN SERVICE INC	06/29/12	41.33	MW	OH	
AP00315210	45584	CONCORD GRAPHIC ARTS INC	06/29/12	2,598.00	MW	OH	
AP00315211	2599	CONTINUING EDUCATION OF THE B	06/29/12	437.93	MW	OH	
AP00315212	46981R	CONTRA COASTA ROOFWORKS	06/29/12	300.00	MW	OH	
AP00315213	39364	COPOWER	06/29/12	63.10	MW	OH	
AP00315214	46543PP	COPOWER	06/29/12	797.00	MW	OH	
AP00315215	14930	COUNTY OF SAN MATEO	06/29/12	6,279.00	MW	OH	
AP00315216	21727	COUNTY OF SAN MATEO	06/29/12	600.00	MW	OH	
AP00315217	41449	COUNTY OF SAN MATEO	06/29/12	60.00	MW	OH	
AP00315218	43157JPA	COUNTY OF SAN MATEO	06/29/12	1,117.00	MW	OH	
AP00315219	42324	CRIME SCENE CLEANERS INC	06/29/12	65.00	MW	OH	
AP00315220	44034A	CUBIC TRANSPORTATION SYSTEMS	06/29/12	1,200.00	MW	OH	
AP00315221	1042	D C LOCK & SECURITY SERVICE	06/29/12	29.88	MW	OH	
AP00315222	1836	DAILY JOURNAL CORPORATION	06/29/12	1,080.00	MW	OH	
AP00315223	46964RA	DALAL, NAVEENA	06/29/12	105.09	MW	OH	
AP00315224	1414	DALY CITY CENTRAL CASHIER	06/29/12	1,667.92	MW	OH	

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AP00315225	2285	DALY CITY COLMA CHAMBER OF CO	06/29/12	4,102.42	MW	OH		
AP00315226	1937	DALY CITY FIREFIGHTERS UNION	06/29/12	6,785.00	MW	OH		
AP00315227	45874	DALY CITY FIREFIGHTERS P.A.C.	06/29/12	832.50	MW	OH		
AP00315228	30935	DALY CITY POLICE OFFICERS	06/29/12	446.00	MW	OH		
AP00315229	9290	DALY CITY POLICE OFFICERS ASS	06/29/12	12,123.70	MW	OH		
AP00315230	9290	DALY CITY POLICE OFFICERS ASS	06/29/12	206.00	MW	OH		
AP00315231	1793	DALY CITY TOOL MART	06/29/12	1,622.52	MW	OH		
AP00315232	42706	DASH MEDICAL GLOVES INC	06/29/12	140.51	MW	OH		
AP00315233	4513	DEAN, ROBERT	06/29/12	720.00	MW	OH		
AP00315234	45729R	DEBOL, MICHAEL	06/29/12	720.00	MW	OH		
AP00315235	47005R	DEL ROSARIO, AARON CARMICHAEL	06/29/12	4.00	MW	OH		
AP00315236	19194	DEONBI, CEDRIC	06/29/12	720.00	MW	OH		
AP00315237	1299	DEPARTMENT OF JUSTICE	06/29/12	635.00	MW	OH		
AP00315238	25323	DEPARTMENT OF TOXIC SUBSTANCE	06/29/12	522.50	MW	OH		
AP00315239	25323	DEPARTMENT OF TOXIC SUBSTANCE	06/29/12	150.00	MW	OH		
AP00315240	35401R	DESAMPARADO, REYNALDO	06/29/12	77.61	MW	OH		
AP00315241	42371	DIAL GLASS AND WINDOW COMPANY	06/29/12	177.00	MW	OH		
AP00315242	40596R	DIAZ, JESSICA	06/29/12	148.13	MW	OH		
AP00315243	24262R	DIMAGGIO, JOAN	06/29/12	720.00	MW	OH		
AP00315244	9643	DONATI, ROBERT	06/29/12	720.00	MW	OH		
AP00315245	30629LAW	DOWNEY BRAND ATTORNEYS LLP	06/29/12	7,484.57	MW	OH		
AP00315246	22126	DUDLEY PERKINS CO	06/29/12	79.42	MW	OH		
AP00315247	43059RA	DUNBAR, NICOLE	06/29/12	210.00	MW	OH		
AP00315248	23531	DUNCAN PARKING TECHNOLOGIES I	06/29/12	10,100.00	MW	OH		
AP00315249	41587	EBI AGGREGATES	06/29/12	1,473.39	MW	OH		

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AP00315250	40007	EMLAB P&K LLC	06/29/12	777.00	MW	OH	
AP00315251	38035R	ENGLE, KAREN	06/29/12	227.50	MW	OH	
AP00315252	44735	ENVIRONMENTAL EXPRESS INC	06/29/12	503.60	MW	OH	
AP00315253	3786	ENVIRONMENTAL RESOURCE ASSOCI	06/29/12	804.06	MW	OH	
AP00315254	46994R	ESPINO, REGINA	06/29/12	90.00	MW	OH	
AP00315255	13139R	EVERLY, KATHY	06/29/12	108.82	MW	OH	
AP00315256	7839R	EXCELSIOR ROOFING COMPANY INC	06/29/12	300.00	MW	OH	
AP00315257	42544	FARMER BROTHERS COFFEE	06/29/12	209.73	MW	OH	
AP00315258	46995R	FAS TENNANT ACCESS UTIL LLC	06/29/12	32.91	MW	OH	
AP00315259	1383	FEDERAL EXPRESS CORP	06/29/12	154.05	MW	OH	
AP00315260	10971	FEDEX KINKOS OFFICE AND PRINT	06/29/12	276.42	MW	OH	
AP00315261	42273	FEEDROLLER COM	06/29/12	38.00	MW	OH	
AP00315262	23612A	FIRST NATIONAL BANK OF NO CA	06/29/12	1,512.80	MW	OH	
AP00315263	36000	FLOOD, ELIZABETH S	06/29/12	100.00	MW	OH	
AP00315264	46577RA	FORD, JOHN	06/29/12	4,517.98	MW	OH	
AP00315265	G-RIESSEN	FRANCHISE TAX BOARD	06/29/12	340.00	MW	OH	
AP00315266	G-SPRADER2	FRANCHISE TAX BOARD	06/29/12	281.05	MW	OH	
AP00315267	G-WHEELER3	FRANCHISE TAX BOARD	06/29/12	100.00	MW	OH	
AP00315268	G-WILLIAMS1N	FRANCHISE TAX BOARD	06/29/12	50.00	MW	OH	
AP00315269	23110	GADDIS INCORPORATED	06/29/12	6,313.33	MW	OH	
AP00315270	1467	GALE	06/29/12	86.84	MW	OH	
AP00315271	2808	GALLEGOS, ALEX	06/29/12	720.00	MW	OH	
AP00315272	2275	GAMMA, RAYMOND G	06/29/12	720.00	MW	OH	
AP00315273	46963R	GARCIA, NICK	06/29/12	70.00	MW	OH	
AP00315274	43856	GBH POLYGRAPH SERVICES	06/29/12	225.00	MW	OH	

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AP00315275	37387R	GLASS, ESMERALDA	06/29/12	720.00	MW	OH		
AP00315276	31901R	GLEICHENHAUS, D PETER	06/29/12	720.00	MW	OH		
AP00315277	46982R	GLYNN, MICHAEL	06/29/12	750.00	MW	OH		
AP00315278	36227	GOLDEN GATE TRUCK CENTER	06/29/12	183.74	MW	OH		
AP00315279	34864	GOLDEN STATE FLOW MEASUREMENT	06/29/12	2,151.11	MW	OH		
AP00315280	46861	GOMEZ, LUIS	06/29/12	68.00	MW	OH		
AP00315281	45506	GOMEZ, MANUEL	06/29/12	60.00	MW	OH		
AP00315282	27059	GOOMBAH'S EMBROIDERY	06/29/12	2,510.52	MW	OH		
AP00315283	31925	GOVCONNECTION INC	06/29/12	6,130.17	MW	OH		
AP00315284	1754	GRAINGER INC	06/29/12	1,561.86	MW	OH		
AP00315285	36985	GRAND INDUSTRIES INC	06/29/12	966.00	MW	OH		
AP00315286	1123	GRAYBAR ELECTRIC CO	06/29/12	132.56	MW	OH		
AP00315287	41200RA	GREEN, ANGELA	06/29/12	300.00	MW	OH		
AP00315288	12001	GUZMAN, EDWARD G	06/29/12	720.00	MW	OH		
AP00315289	36375	HABITAT FOR HUMANITY GREATER	06/29/12	672.70	MW	OH		
AP00315290	2223	HACH COMPANY	06/29/12	1,071.62	MW	OH		
AP00315291	7145	HALLENBECK, WAYNE	06/29/12	720.00	MW	OH		
AP00315292	3702	HARRINGTON INDUSTRIAL PLASTIC	06/29/12	69.07	MW	OH		
AP00315293	39384	HEALTH METRICS INC	06/29/12	32.50	MW	OH		
AP00315294	11376	HEWLETT PACKARD COMPANY	06/29/12	8,182.09	MW	OH		
AP00315295	17021	HF&H CONSULTANTS LLC	06/29/12	9,919.75	MW	OH		
AP00315296	46996R	HUAN MIN ENTERPRISE	06/29/12	24.35	MW	OH		
AP00315297	41478R	HUCULAK, MICHAEL	06/29/12	720.00	MW	OH		
AP00315298	46984R	HUNG-YU, SHEN	06/29/12	33.00	MW	OH		
AP00315299	28121	HYDROFOCUS INC	06/29/12	679.00	MW	OH		

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AP00315300	32952	ICC PENINSULA CHAPTER	06/29/12	30.00	MW	OH		
AP00315301	32952	ICC PENINSULA CHAPTER	06/29/12	100.00	MW	OH		
AP00315302	12438	ICMA	06/29/12	150.00	MW	OH		
AP00315303	31781	INNOVATIVE CLAIM SOLUTIONS	06/29/12	11,368.21	MW	OH		
AP00315304	40284	INTERNATIONAL ASSOCIATION FOR	06/29/12	300.00	MW	OH		
AP00315305	38794RPP	JACKSON, DENISE	06/29/12	166.50	MW	OH		
AP00315306	46588R	JEW, EDWIN	06/29/12	773.03	MW	OH		
AP00315307	38222	JOANNE BOND COACHING	06/29/12	1,800.00	MW	OH		
AP00315308	39602JPA	JOHNDROW LEVERONI VREEBURG IN	06/29/12	24,997.00	MW	OH		
AP00315309	21711	JOHNSON'S LEATHERS CORP	06/29/12	1,093.68	MW	OH		
AP00315310	46965RA	JOHNSON, ALAN	06/29/12	235.28	MW	OH		
AP00315311	7901	K 119 OF CALIFORNIA INC	06/29/12	234.62	MW	OH		
AP00315312	23680	KADOKS OF SAN FRANCISCO	06/29/12	680.30	MW	OH		
AP00315313	47002MED	KAISER PERMANENTE	06/29/12	496.44	MW	OH		
AP00315314	10144	KAMAN INDUSTRIAL TECHNOLOGIES	06/29/12	1,068.53	MW	OH		
AP00315315	46966RA	KAUTZER, MICHAEL A	06/29/12	300.00	MW	OH		
AP00315316	21792	KELLY PAPER	06/29/12	710.66	MW	OH		
AP00315317	10340	KESSLER, ERWIN K	06/29/12	720.00	MW	OH		
AP00315318	1274	KEYES, MARK E	06/29/12	465.36	MW	OH		
AP00315319	46039	KING & CO	06/29/12	5,416.66	MW	OH		
AP00315320	39952R	KLIER, EDWARD	06/29/12	204.55	MW	OH		
AP00315321	20047	KOGA, JEANNE	06/29/12	171.99	MW	OH		
AP00315322	46967RA	KONG, JAMES	06/29/12	201.00	MW	OH		
AP00315323	46983R	KONG, KYIN FU	06/29/12	1,234.19	MW	OH		
AP00315324	1108	L N CURTIS & SONS	06/29/12	2,127.88	MW	OH		

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AP00315325	41061	LACAL EQUIPMENT INC	06/29/12	404.36	MW	OH		
AP00315326	34493A	LANLOGIC INC	06/29/12	40.00	MW	OH		
AP00315327	35286	LAW ENFORCEMENT TRAINING CENT	06/29/12	7,144.00	MW	OH		
AP00315328	33497	LEGACY MECHANICAL & ENERGY SE	06/29/12	9,030.95	MW	OH		
AP00315329	30726	LEHR AUTO ELECTRIC	06/29/12	221.09	MW	OH		
AP00315330	40098A	LEXNET CONSULTING GROUP INC	06/29/12	1,550.00	MW	OH		
AP00315331	29220	LIGHTHOUSE, THE	06/29/12	234.80	MW	OH		
AP00315332	41243	LITHOGRAPH REPRODUCTIONS INC	06/29/12	15,397.68	MW	OH		
AP00315333	46968RA	LO, JUI LIN	06/29/12	201.00	MW	OH		
AP00315334	29332	LORAL LANDSCAPING	06/29/12	515.00	MW	OH		
AP00315335	46969RA	LYON, CHRISTOPHER	06/29/12	285.00	MW	OH		
AP00315336	20868	LYONS, MICHAEL D	06/29/12	750.00	MW	OH		
AP00315337	1334	MA, MICHAEL SHEK-SING	06/29/12	133.54	MW	OH		
AP00315338	44445R	MADDEN, JAMES	06/29/12	720.00	MW	OH		
AP00315339	41479R	MAGAN, RODOLFO S	06/29/12	720.00	MW	OH		
AP00315340	21044	MAKE ME A PRO SPORTS	06/29/12	1,159.73	MW	OH		
AP00315341	9440	MALLIN, JOHN	06/29/12	720.00	MW	OH		
AP00315342	19261	MARIO, MANUEL	06/29/12	720.00	MW	OH		
AP00315343	46986R	MAUNG, THAM	06/29/12	10.00	MW	OH		
AP00315344	46970RA	MAZZAFERRI, JOE	06/29/12	300.00	MW	OH		
AP00315345	2667	MCCARTHY, DONALD	06/29/12	720.00	MW	OH		
AP00315346	19262	MCGOWAN, TOMMY	06/29/12	720.00	MW	OH		
AP00315347	15393	MCMASTER CARR SUPPLY CO	06/29/12	384.19	MW	OH		
AP00315348	33989A	MEGAPATH INC	06/29/12	378.62	MW	OH		
AP00315349	25805JPA	MENLO PARK FIRE PROTECTION DI	06/29/12	15,430.00	MW	OH		

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AP00315350	38807A	MERCURY NEWS, THE	06/29/12	1,134.00	MW	OH		
AP00315351	46971RA	MICHAELIS, ULRICH	06/29/12	300.00	MW	OH		
AP00315352	15161	MIKE COBB CREATIVE	06/29/12	1,227.15	MW	OH		
AP00315353	29927	MISSION ELECTRONICS REPAIR CE	06/29/12	120.00	MW	OH		
AP00315354	16642	MONTEREY MECHANICAL CO INC	06/29/12	297,844.20	MW	OH		
AP00315355	42124	MORLA, MICHAEL T	06/29/12	30.00	MW	OH		
AP00315356	15396	MOSS RUBBER & EQUIPMENT CORP	06/29/12	208.38	MW	OH		
AP00315357	39868R	MR ROOFING INC	06/29/12	300.00	MW	OH		
AP00315358	9054	MURPHY, JAMES T	06/29/12	720.00	MW	OH		
AP00315359	3603	MUTTER, RAYMOND	06/29/12	720.00	MW	OH		
AP00315360	7855	NATIONAL SAFETY COUNCIL	06/29/12	292.80	MW	OH		
AP00315361	46852	NEWEGG COM	06/29/12	283.37	MW	OH		
AP00315362	28895	NORTH PENINSULA NEIGHBORHOOD	06/29/12	5,515.94	MW	OH		
AP00315363	44685	NORTHEAST WISCONSIN TECHNICAL	06/29/12	875.00	MW	OH		
AP00315364	25761	NORTHERN SAFETY CO INC	06/29/12	638.97	MW	OH		
AP00315365	46972RA	NUNEZ, JOHN A	06/29/12	280.00	MW	OH		
AP00315366	42500	OFFICE DEPOT	06/29/12	2,158.25	MW	OH		
AP00315367	42670	OFFICE DEPOT	06/29/12	251.19	MW	OH		
AP00315368	43077PP	OFFICE DEPOT	06/29/12	1,031.24	MW	OH		
AP00315369	1055	OFFICE DEPOT INC	06/29/12	162.38	MW	OH		
AP00315370	G-VANDEVER	OHIO CHILD SUPPORT PAYMENT CE	06/29/12	152.96	MW	OH		
AP00315371	2164	OLGUIN, MARTHA A	06/29/12	720.00	MW	OH		
AP00315372	39799RPP	ORLEMAN, MARIA	06/29/12	133.20	MW	OH		
AP00315373	G-ORLOFF2	ORLOFF, CATHERINE M	06/29/12	452.76	MW	OH		
AP00315374	44787LAW	ORRICK HERRINGTON & SUTCLIFFE	06/29/12	16,868.24	MW	OH		

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AP00315375	4918	OTIS ELEVATOR COMPANY	06/29/12	175.00	MW	OH		
AP00315376	42838	PACE SUPPLY CORP	06/29/12	1,163.74	MW	OH		
AP00315377	1216	PACIFIC GAS & ELECTRIC	06/29/12	146,358.47	MW	OH		
AP00315378	1216RDA	PACIFIC GAS & ELECTRIC	06/29/12	254.57	MW	OH		
AP00315379	29252	PACIFIC PRODUCE INC	06/29/12	276.20	MW	OH		
AP00315380	3762	PAN PACIFIC SUPPLY COMPANY	06/29/12	283.14	MW	OH		
AP00315381	12536	PAPA	06/29/12	80.00	MW	OH		
AP00315382	4312	PARKER, CHRIS	06/29/12	345.36	MW	OH		
AP00315383	35859A	PCA MANAGEMENT LLC	06/29/12	105,494.54	MW	OH		
AP00315384	20794	PELCO SALES & SERVICE INC	06/29/12	718.78	MW	OH		
AP00315385	17089	PELLOUCHOUD, DAVID	06/29/12	134.37	MW	OH		
AP00315386	36454A	PENINSULA CORRIDOR JOINT POWE	06/29/12	2,752.72	MW	OH		
AP00315387	3297	PENINSULA LIBRARY SYSTEM	06/29/12	1,239.12	MW	OH		
AP00315388	1936	PENINSULA POLICE OFFICERS ASS	06/29/12	642.60	MW	OH		
AP00315389	46973RA	PEREIRA, COLIN	06/29/12	135.00	MW	OH		
AP00315390	42130	PERFORMANCE TOW	06/29/12	120.00	MW	OH		
AP00315391	13399	PERLAS, MICHAEL A	06/29/12	720.00	MW	OH		
AP00315392	11009	PEROTTI, HENRY	06/29/12	720.00	MW	OH		
AP00315393	19678	PERS LONG TERM CARE PROGRAM	06/29/12	1,602.27	MW	OH		
AP00315394	1659	PETERSON POWER SYSTEMS INC	06/29/12	195.43	MW	OH		
AP00315395	45216R	PICCININI, RANDY	06/29/12	720.00	MW	OH		
AP00315396	6042	PIGOTT, ROSE MARIE	06/29/12	720.00	MW	OH		
AP00315397	42131R	PIRNEJAD, PETER	06/29/12	200.16	MW	OH		
AP00315398	25817JPA	POINT MONTARA HALF MOON BAY F	06/29/12	7,827.00	MW	OH		
AP00315399	36106	POLYDYNE INC	06/29/12	36,482.42	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel	To Note
=====	=====	=====	=====	=====	=====	=====	=====	=====
AP00315400	26276	PRAXAIR INC	06/29/12	2,918.65	MW	OH		
AP00315401	29200	PRE PAID LEGAL SERVICES INC	06/29/12	556.50	MW	OH		
AP00315402	39099R	PRESTON, CLYDE	06/29/12	125.00	MW	OH		
AP00315403	22003A	PURCHASE POWER	06/29/12	2,732.00	MW	OH		
AP00315404	42389	QUALITY LOGO PRODUCTS INC	06/29/12	1,161.04	MW	OH		
AP00315405	1115	R & B COMPANY	06/29/12	1,944.73	MW	OH		
AP00315406	46457	R & C VALVE REPAIR INC	06/29/12	1,029.93	MW	OH		
AP00315407	46999R	RANGEL, JANETTE	06/29/12	965.00	MW	OH		
AP00315408	37175A	REALTY ASSOCIATES FUND VII LP	06/29/12	3,866.30	MW	OH		
AP00315409	1687	RED WING SHOE STORE	06/29/12	963.29	MW	OH		
AP00315410	32503R	REES, JOSHUA	06/29/12	220.56	MW	OH		
AP00315411	2131	REGAN, FRANK A	06/29/12	720.00	MW	OH		
AP00315412	15337	RELIABLE OFFICE SUPPLIES	06/29/12	115.08	MW	OH		
AP00315413	32637	RESTAURANT DEPOT SAN FRANCISCO	06/29/12	388.10	MW	OH		
AP00315414	41836A	RICOH AMERICAS CORPORATION	06/29/12	769.05	MW	OH		
AP00315415	39655	RIMS SUN RIDGE SYSTEMS INC	06/29/12	585.00	MW	OH		
AP00315416	42735	ROCAMORA, MANUEL E	06/29/12	68.00	MW	OH		
AP00315417	20508	RODRIGUEZ, JEFFREY	06/29/12	329.27	MW	OH		
AP00315418	11008R	RODRIGUEZ, JOSEFINA	06/29/12	720.00	MW	OH		
AP00315419	2154	RUNNE, JOSEPHINE R	06/29/12	720.00	MW	OH		
AP00315420	2924	SALTZER, LINDA M	06/29/12	720.00	MW	OH		
AP00315421	46083JPA	SAN CARLOS FIRE DEPARTMENT	06/29/12	4,508.00	MW	OH		
AP00315422	45136	SAN FRANCISCO DIESEL ELECTRIC	06/29/12	1,813.19	MW	OH		
AP00315423	34143A	SAN FRANCISCO EXAMINER	06/29/12	500.00	MW	OH		
AP00315424	30759A	SAN MATEO AREA CHAMBER OF COM	06/29/12	400.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel	To Note
AP00315425	43158JPA	SAN MATEO COUNTY FIRE COUNTY	06/29/12	13,175.00	MW	OH		
AP00315426	G-ENRIQUEZ	SAN MATEO COUNTY SHERIFF	06/29/12	27.55	MW	OH		
AP00315427	2298	SAN MATEO COUNTY TIMES, THE	06/29/12	150.68	MW	OH		
AP00315428	13987MED	SAN MATEO MEDICAL CENTER	06/29/12	4,200.00	MW	OH		
AP00315429	30449	SAN MATEO REGIONAL NETWORK IN	06/29/12	779.08	MW	OH		
AP00315430	46997R	SAN PEDRO, SUZZETTE	06/29/12	97.34	MW	OH		
AP00315431	13503	SANTOS, MARIA VICTORIA	06/29/12	4,940.20	MW	OH		
AP00315432	2934	SAVETNICK, ADRIENNE	06/29/12	720.00	MW	OH		
AP00315433	9858	SCOTT, MICHAEL	06/29/12	720.00	MW	OH		
AP00315434	37749	SEALIFE AQUARIUM SERVICE	06/29/12	145.31	MW	OH		
AP00315435	28766	SENSUS USA	06/29/12	375.42	MW	OH		
AP00315436	34330	SEQUEIRA, LIONEL	06/29/12	125.00	MW	OH		
AP00315437	1037	SERRAMONTE FORD INC	06/29/12	4,685.42	MW	OH		
AP00315438	1111	SFPUC - WATER	06/29/12	501,929.72	MW	OH		
AP00315439	2068	SHAPE PRODUCTS COMPANY	06/29/12	525.18	MW	OH		
AP00315440	43637	SHELTER NETWORK OF SAN MATEO	06/29/12	3,425.00	MW	OH		
AP00315441	8782	SHERROD, RICHARD	06/29/12	1,089.60	MW	OH		
AP00315442	28917	SIERRA CHEMICAL COMPANY	06/29/12	7,267.81	MW	OH		
AP00315443	4886R	SMITHSON, CHARLES	06/29/12	720.00	MW	OH		
AP00315444	2150	SOLDONIA, MATIAS	06/29/12	720.00	MW	OH		
AP00315445	2643	SPARTAN CHASSIS INC	06/29/12	315.61	MW	OH		
AP00315446	3563	SPIRAL BINDING CO INC	06/29/12	115.78	MW	OH		
AP00315447	44872	SPRAYER SALES COMPANY	06/29/12	171.81	MW	OH		
AP00315448	40473JPA	STAPLES BUSINESS ADVANTAGE	06/29/12	57.74	MW	OH		
AP00315449	25075	STAPLES CREDIT PLAN	06/29/12	77.93	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00315450	30131A	STAPLES CREDIT PLAN	06/29/12	795.02	MW	OH	
AP00315451	18948	STATE CONTROLLERS OFFICE	06/29/12	937.32	MW	OH	
AP00315452	46990JPA	STATE OF CALIFORNIA DEPT OF P	06/29/12	100.00	MW	OH	
AP00315453	3613	STATIONARY ENGINEERS LOCAL 39	06/29/12	1,335.16	MW	OH	
AP00315454	13326	STEERS, JUDITH E	06/29/12	10,560.15	MW	OH	
AP00315455	43438JPA	STERICYCLE SPECIALTY WASTE	06/29/12	50.00	MW	OH	
AP00315456	41020PP	STERLING HSA	06/29/12	1,080.00	MW	OH	
AP00315457	40900	STEVENS BAY AREA DIESEL SERVI	06/29/12	3,453.04	MW	OH	
AP00315458	46962	STRAIN, ANDY	06/29/12	230.00	MW	OH	
AP00315459	31189A	SUMMIT BICYLES	06/29/12	1,694.64	MW	OH	
AP00315460	29237	SYNAGRO SOUTHWEST	06/29/12	15,754.60	MW	OH	
AP00315461	45319	T MOBILE USA	06/29/12	1,260.00	MW	OH	
AP00315462	45627	TAI, KENNETH	06/29/12	60.00	MW	OH	
AP00315463	17116	TASK FORCE TIPS INC	06/29/12	788.14	MW	OH	
AP00315464	2798	TEAMSTERS LOCAL 856	06/29/12	5,079.00	MW	OH	
AP00315465	46855	TELE WORKS INC	06/29/12	91,625.00	MW	OH	
AP00315466	13852	TELECOMMUNICATIONS ENGINEERIN	06/29/12	2,594.38	MW	OH	
AP00315467	42970JPA	TELECOMMUNICATIONS ENGINEERIN	06/29/12	22,995.00	MW	OH	
AP00315468	46985R	TELLEZ, DIANE	06/29/12	300.00	MW	OH	
AP00315469	2151	TERRY, CHARLES L	06/29/12	480.00	MW	OH	
AP00315470	42391	THERMO ORION INC	06/29/12	317.98	MW	OH	
AP00315471	46974RA	THRUSH, ROBERT	06/29/12	275.00	MW	OH	
AP00315472	18039	TIRAPANI, ALAN	06/29/12	720.00	MW	OH	
AP00315473	16085	TLC ADMINISTRATORS	06/29/12	395.00	MW	OH	
AP00315474	42206A	TM LEASING COMPANY	06/29/12	252.84	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel	To Note
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AP00315475	2138	TOCCALINO, MILLY	06/29/12	720.00	MW	OH		
AP00315476	46991	TOM, RONALD	06/29/12	58.00	MW	OH		
AP00315477	38644PP	TORTORELLI, MICHAEL	06/29/12	600.00	MW	OH		
AP00315478	41791A	TOYOTA FINANCIAL SERVICES	06/29/12	510.48	MW	OH		
AP00315479	21288R	TRUJILLO, RICHARD	06/29/12	720.00	MW	OH		
AP00315480	43932	TSI INCORPORATED	06/29/12	684.76	MW	OH		
AP00315481	4675	TURF & INDUSTRIAL EQUIPMENT	06/29/12	61.95	MW	OH		
AP00315482	31745	UNITED SITE SERVICES OF CALIF	06/29/12	597.15	MW	OH		
AP00315483	1110	UNITED STATES POSTAL SERVICE	06/29/12	20,000.00	MW	OH		
AP00315484	G-WILLIAMS,N	UNITED STATES TREASURY	06/29/12	250.00	MW	OH		
AP00315485	3904	UPS	06/29/12	32.38	MW	OH		
AP00315486	7873	URBAN FARMER STORE, THE	06/29/12	333.65	MW	OH		
AP00315487	46998	UTILITY TELEPHONE INC	06/29/12	861.06	MW	OH		
AP00315488	21673	VALLEY LIBRARY BINDERY	06/29/12	315.42	MW	OH		
AP00315489	38095	VALLEY POWER SYSTEMS NORTH IN	06/29/12	196.93	MW	OH		
AP00315490	44823	VOLVO CONSTRUCTION EQUIPMENT	06/29/12	100.39	MW	OH		
AP00315491	45254R	WARDLE, BRANDON	06/29/12	130.00	MW	OH		
AP00315492	1891	WARREN, JOHN	06/29/12	720.00	MW	OH		
AP00315493	46961	WEAVER, JOHN	06/29/12	250.00	MW	OH		
AP00315494	3691	WECO INDUSTRIES INC	06/29/12	1,736.53	MW	OH		
AP00315495	29517	WEST LITE SUPPLY COMPANY INC	06/29/12	697.35	MW	OH		
AP00315496	1201	WEST PAYMENT CENTER	06/29/12	1,992.78	MW	OH		
AP00315497	45948A	WHINERY, TERESA	06/29/12	371.25	MW	OH		
AP00315498	40234PP	WHITE, WILLIAM P	06/29/12	500.00	MW	OH		
AP00315499	4128	WIARD, JANE	06/29/12	720.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00315500	4070	WILCO SUPPLY	06/29/12	272.46	MW	OH	
AP00315501	22007	WILLIAMS, JAMAL	06/29/12	155.00	MW	OH	
AP00315502	6397	WILSON, MICHAEL	06/29/12	708.00	MW	OH	
AP00315503	30509	WINGFOOT COMMERCIAL TIRE SYST	06/29/12	5,182.72	MW	OH	
AP00315504	46975RA	WITBECK, TIM	06/29/12	500.00	MW	OH	
AP00315505	46987R	WONG, DONNY	06/29/12	2,400.00	MW	OH	
AP00315506	18388JPA	WOODSIDE FIRE PROTECTION DIST	06/29/12	8,959.00	MW	OH	
AP00315507	46988R	YEE, DOOK	06/29/12	100.00	MW	OH	
AP00315508	44334A	YELLOW CAB COOPERATIVE INC	06/29/12	291.90	MW	OH	
AP00315509	46989R	ZHEN, FRANKIE	06/29/12	250.00	MW	OH	

G R A N D T O T A L S:

Total Void Machine Written	0.00	Number of Checks Processed:	0
Total Void Hand Written	0.00	Number of Checks Processed:	0
Total Machine Written	2,113,014.11	Number of Checks Processed:	410
Total Hand Written	0.00	Number of Checks Processed:	0
Total Reversals	0.00	Number of Checks Processed:	0
Total Cancelled	0.00	Number of Checks Processed:	0
Total EFTs	0.00	Number of EFTs Processed:	0
Total EPAYs	0.00	Number of EPAYs Processed:	0
G R A N D T O T A L	2,113,014.11		

LESS CANCELLED CHECK:

AP00315437	1037	SERRAMONTE FORD	06/29/12	(4,685.42)
				<u>2,108,328.69</u>



City Council Meeting Agenda Report

Item # _____

Meeting Date: July 23, 2012

Subject: An Ordinance of the City Council of the City of Daly City Adding Chapter 8.62 of Title 8 of the Daly City Municipal Code Re: Prohibiting Food Vendors from Using Polystyrene-based Disposable Food Service Ware

Proposed Action

It is recommended that the City Council adopt the proposed ordinance that would prohibit food vendors in Daly City from using polystyrene-based disposable food service ware.

Background

The San Mateo County Board of Supervisors adopted an ordinance last year that bans the use of polystyrene take-out food ware at restaurants in unincorporated parts of the County. Subsequently, several cities in San Mateo County have adopted similar ordinances, including Belmont, Burlingame, Foster City, Half Moon Bay, Millbrae, Pacifica, San Bruno, San Carlos, and South San Francisco.

The City Council reviewed a draft polystyrene food service ware ban ordinance at its Study Session on March 5, 2012. At that meeting, the City Council directed staff to proceed with pursuing such an ordinance modeled after San Mateo County's. No formal objections to the ordinance have been received by the City. Notice of the public hearing was published in the *San Francisco Examiner* on July 1, 2012.

Fiscal Impact

Daly City's fiscal impact will be minimal. The San Mateo County Department of Environmental Health will enforce the ordinance and provide outreach assistance to Daly City businesses that would be affected.

Summary

Expanded polystyrene foam, commonly referred to as Styrofoam, is one of the most widely used plastics in food service ware. Polystyrene food service ware presents an environmental challenge as it is not easily recycled. Furthermore, polystyrene food service ware constitutes a significant part of litter that accumulates on Daly City streets and sidewalks, and ultimately, enters the storm drain system.

Eliminating polystyrene food service ware in Daly City would enhance the City's ongoing efforts to reduce storm water pollution, as required by the regional storm water discharge permit. The Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit for Phase I communities in the San Francisco Bay Region (Order R2-2009-0074), also known as the Municipal Regional Permit (MRP), became effective on December 1, 2009. The MRP applies to 76 large, medium and small municipalities (cities, towns and counties) and flood control agencies in the San Francisco Bay Region, collectively referred to as Permittees. Provision C.10 of the MRP (Trash Load Reduction) requires Permittees to reduce trash from their Municipal Separate Storm Sewer Systems (MS4s) by 40 percent before July 1, 2014. Daly City is one of the participating jurisdictions under the regional permit.

Subject: Ordinance Prohibiting Use of Polystyrene-based Disposable Food Service Ware

Date: July 23, 2012

Page 2 of 2

Summary (continued)

Jurisdictions that are subject to the terms of the regional permit may choose to implement a variety of litter control measures to reach the trash load reduction mandate. Trash generation reduction control measures, such as Daly City's proposed polystyrene-based disposable food service ordinance, prevent or greatly reduce the likelihood of debris from being deposited onto the urban landscape. Daly City will receive a flat, or predetermined percent reduction to apply to its goal of 40% reduction for each trash generation reduction control measure that targets a known source of litter. It is likely that Daly City will receive trash load reduction credits from 2% - 8% for implementing the proposed ban on disposable polystyrene food ware.

Conclusion

The proposed ordinance prohibiting food vendors in Daly City from using polystyrene-based take-out food containers will be enforced by the San Mateo County Department of Environmental Health. If adopted as proposed, the ordinance:

- Prohibits all food vendors in Daly City, including restaurants, delis, cafes, markets, fast-food establishments, vendors at fairs, and food trucks from dispensing prepared food in polystyrene containers;
- Does not prohibit the use of polystyrene for pre-packaged foods (e.g., pre-packaged meats or eggs in markets);
- Does not apply to non-food businesses that use polystyrene for packaging.

If the proposed ordinance is adopted by the City Council, it will be scheduled for a Second Reading at the City Council's regular meeting of August 13, 2012. The ordinance would become effective and enforceable 30 days after the Second Reading, but enforcement would be suspended until January 1, 2013, or other date as determined by the City Council in order to give local vendors adequate time to exhaust current inventory of polystyrene products and acquire food ware containers that are compliant with the ordinance. Fines will only be levied when all other means to obtain compliance are unsuccessful.

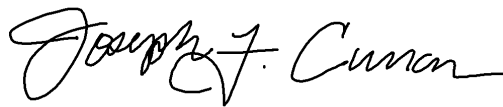
The proposed amendment to the Daly City Municipal Code is subject to environmental review under the provisions of the California Environmental Quality Act (CEQA). Under Title 14 of CEQA, Section 15061(b)(3), this ordinance is exempt from the requirements because it is not a project that has the potential for causing a significant effect on the environment.

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

Respectfully submitted,



Patricia E. Martel
City Manager



Joseph F. Curran
Assistant to the City Manager

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY ADDING
CHAPTER 8.62 OF TITLE 8 OF THE DALY CITY MUNICIPAL CODE
RE: PROHIBITING FOOD VENDORS FROM USING POLYSTYRENE BASED
DISPOSABLE FOOD SERVICE WARE

The City Council of the City of Daly City, County of San Mateo, State of California,
ORDAINS as follows:

SECTION 1: Chapter 8.62 is hereby added to Title 8 of the Daly City Municipal Code
and shall read as follows:

Chapter 8.62

**PROHIBITION ON THE USE OF POLYSTYRENE BASED DISPOSABLE FOOD
SERVICE WARE BY FOOD VENDORS**

8.62.010 Findings and purpose.

The City Council finds and determines that:

- (a) Polystyrene is a petroleum-based, lightweight plastic material commonly used as food service ware by retail food vendors operating in the City of Daly City. Polystyrene, often referred to by the trademark Styrofoam, has also become a problematic environmental pollutant given its non-biodegradable, and nearly non-reusable nature.
- (b) Polystyrene-based, single-use food service ware constitutes a substantial portion of the litter within the City of Daly City.
- (c) Effective ways to reduce the negative environmental impacts of disposable food service ware include reusing or recycling food service ware and using compostable materials made from renewable resources such as paper, cardboard, corn starch, potato starch, and/or sugarcane.
- (d) This Council does, accordingly, find and declare that it should restrict the use by food vendors of polystyrene-based disposable food service ware.

8.62.020 Definitions.

For purposes of this chapter, the following terms have the following meanings:

- (a) "Disposable food service ware" means single-use disposable products used in the restaurant and food service industry for serving or transporting prepared, ready-to-consume food or beverages. This includes but is not limited to plates, cups, bowls, trays and hinged or lidded containers, also known as clamshells. This does

not include straws, utensils, or cup lids nor does it include disposable packaging for unprepared foods.

- (b) "Food vendor" means any vendor, business, organization, entity, group or individual, including a licensed retail food establishment that provides prepared food at a retail level.
- (c) "Polystyrene-based" means and includes expanded polystyrene, which is a thermoplastic petrochemical material utilizing a styrene monomer and processed by any number of techniques including , but not limited to fusion of polymer spheres (expandable bead polystyrene), injection molding, form molding, and extrusion-blow molding (extruded foam polystyrene). The term "polystyrene" also includes polystyrene that has been expanded or blown using a gaseous blowing agent into a solid foam (expanded polystyrene (EPS)), and clear or solid polystyrene known as oriented polystyrene."
- (d) "Prepackaged food" means any properly labeled processed food, prepackaged to prevent any direct human contact with the food product upon distribution from the manufacturer, and prepared at an approved source.
- (e) "Prepared food" means food or beverages, which are serviced, packaged, cooked, chopped, sliced, mixed, brewed, frozen, squeezed or otherwise prepared. Prepared food does not include eggs, fish, meat, poultry, and foods containing these raw animal foods requiring cooking by the consumer as recommended by the Food and Drug Administration

8.62.030 Prohibited use polystyrene-based disposable food service ware.

No food vendor shall use polystyrene-based disposable food service ware when providing prepared food.

8.62.040 Exemptions.

- (a) Prepackaged food is exempt from the provisions of this chapter.
- (b) Polystyrene coolers and ice chests intended for reuse are exempt from the provisions of this chapter.

8.62.050 Request For An Exemption.

Any food vendor may seek an exemption from the requirements of this chapter upon demonstrating that strict application of the requirements would cause undue hardship

- (a) An "undue hardship" shall be found in:
 - (1) Situations unique to the food vendor where a suitable alternative does not exist for a specific application; and/or

- (2) Situations where no reasonably feasible available alternative exists to a specific and necessary container prohibited by this chapter.
- (b) The application process for exemption shall be as follows:
 - (1) The food vendor seeking an exemption shall submit a written exemption request to the San Mateo County Environmental Health Division.
 - (2) A written exemption request shall include all information and documentation necessary for the Director of the San Mateo County Environmental Health Division to make a finding that imposition of this chapter would cause an undue hardship as defined in Section 8.62.050(a).
 - (3) The Director of the San Mateo County Environmental Health Division may require the applicant to provide additional information in order to make a determination regarding the exemption application.
 - (4) Exemption decisions are effective immediately and are final and not subject to appeal.
 - (5) The Director of the San Mateo County Environmental Health Division or his/her designee may grant an exemption for a period of up to one year upon a finding that the food vendor seeking the exemption has demonstrated that strict application of the specific requirement would cause undue hardship as defined in 8.62.050 (a).
- (c) If a food vendor granted an exemption wishes to have the exemption extended, it must re-apply for the exemption prior to the expiration of the one year exemption period and demonstrate continued undue hardship. Extensions may be granted for intervals not to exceed one year

8.62.060 Administrative fine.

- (a) Grounds for Fine. A fine may be imposed upon findings made by the Director of the San Mateo County Environmental Health Division, or his or her designee, that any food vendor has used polystyrene-based disposable food service ware in violation of this Chapter.
- (b) Amount of Fine. Upon findings made under subsection (a), the food vendor shall be subject to an administrative fine as follows:
 - (1) A fine not exceeding one hundred dollars (\$100) for a first violation;
 - (2) A fine not exceeding two hundred dollars (\$200) for a second violation;
 - (3) A fine not exceeding five hundred dollars (\$500) for the third and subsequent violations;
 - (4) Each day that a food vendor uses polystyrene-based disposable food service ware when providing prepared food shall constitute a separate violation.
- (c) Fine Procedures. Notice of the fine shall be served on the food vendor. The notice shall contain an advisement of the right to request a hearing before the Director of the San Mateo County Environmental Health Division or his or her designee contesting the imposition of the fine. The grounds for the contest shall be either

that (1) the food vendor did not use polystyrene-based disposable food service ware when providing prepared food or (2) the food vendor would have been granted an exemption under a finding that one of the above listed grounds for a contest have been met and shall be a final administrative order, with no administrative right of appeal.

- (d) Failure to Pay Fine. If said fine is not paid within 30 days from the date appearing on the notice of the fine or of the notice of determination of the Director of the San Mateo County Environmental Health Division or his or her designee after the hearing, the fine shall be referred to a collection agency.

8.62.070 Authorization of enforcement by San Mateo County personnel.

The County of San Mateo, its officers, employees and agents are hereby authorized to enforce this ordinance on behalf of the city, within the jurisdiction areas of this city.

SECTION 2: Severability.

If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Daly City hereby declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions be declared invalid or unconstitutional.

SECTION 3: The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15378, that this Ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a project as provided by the Act, in that it does not have a potential for resulting in a detrimental physical change in the environment, directly or ultimately, as provided in Title 14, Section 15378(a), and that it is also exempt under the definition of "project" in Section 15378(b)(3) in that it concern general policy and procedure making.

SECTION 4: Publication and Effective Date. Pursuant to the provisions of Government Code Section 36933, a summary of this ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post it in the City Clerk's Office a certified copy of this ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall (1) publish the summary and (2) post in the City Clerk's Office a certified copy of the full text of this ordinance along with the names of those City Council members voting for and against this ordinance or otherwise voting. This ordinance shall be in full force and effect thirty (30) days after adoption by the City Council of the City of Daly City

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY ADDING
CHAPTER 8.62 OF TITLE 8 OF THE DALY CITY MUNICIPAL CODE
RE: PROHIBITING FOOD VENDORS FROM USING POLYSTYRENE BASED
DISPOSABLE FOOD SERVICE WARE

Introduced this _____ day of _____, 2012.

Passed and adopted as an Ordinance of the City of Daly City at a regular meeting of the
City Council of the City of Daly City held on the _____ day of _____,
2012, by the following vote:

AYES, Councilmembers _____

NOES, Councilmembers _____

Absent, Councilmembers: _____

CITY CLERK OF THE CITY OF DALY CITY

APPROVED:

MAYOR OF THE CITY OF DALY CITY

EXAMINER - DALY CITY INDEPENDENT

This space for filing stamp only

1828 EL CAMINO REAL #508, BURLINGAME, CA 94010
Telephone (415) 359-2684 / Fax (415) 359-2659

K. ANNETTE HIPONA
CITY OF DALY CITY/CITY CLERK
333 90TH ST
DALY CITY, CA - 94015

NPEN#: 2339926

NOTICE OF TIME AND
PLACE OF HEARING
Proposed Ordinance
Prohibiting Food Vendors
from Using Polystyrene
Based Disposable
Food Service Ware
Daly City City
Council Chambers
City Hall, 333 90th Street
Daly City, California 94015
Monday, July 23, 2012,
7:00 P.M.

NOTICE IS HEREBY GIVEN
that the City of Daly City will
conduct a public hearing on
proposed Ordinance
Prohibiting food vendors
from using polystyrene
based disposable food
service ware.
All persons desiring to be
heard upon this matter
should be present at the
above said time and place
for hearing; alternatively,
written comments in
connection with this matter
may be filed with the Daly
City City Clerk, City Hall, 333
90th Street, Daly City,
California, 94015, prior to
date set for the hearing.
Dated: June 25, 2012
K. Annette Hipona, City
Clerk
7/1/12
NPEN-2339926#
EXAMINER - DALY CITY
INDEPENDENT

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of SAN MATEO) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:

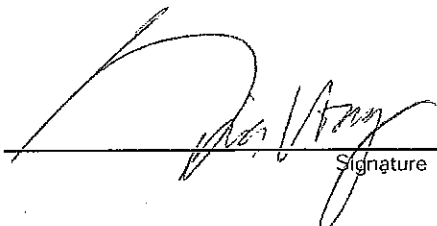
**PROPOSED ORDINANCE PROHIBITING FOOD VENDORS FROM
USING POLYSTYRENE BASED DISPOSABLE FOOD SERVICE**

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the EXAMINER - DALY CITY INDEPENDENT, a newspaper published in the English language in the city of DALY CITY, county of SAN MATEO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN MATEO, State of California, under date 05/15/2001, Case No. 416408. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

07/01/2012

Executed on: 07/01/2012
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.



Signature





City Council Meeting Agenda Report

Item # _____

Meeting Date: July 23, 2012

Subject: Authorization to Contract for Professional Services to Conduct Competitive Process for Award of Solid Waste Franchise

Recommended Action

Authorize contracting with HF&H Consultants LLC for professional services to assist the City in conducting a competitive process for award of the next franchise for collection and disposal of solid waste.

Background

The City provides the community with the collection of garbage, recycling and yard waste through an exclusive franchise with Allied Waste Services.

The current Franchise Agreement for Integrated Solid Waste Management Services (Agreement) expires in December, 2014. The Agreement has been in place for nearly 20 years. Even though there have been a total of five amendments to the Agreement to address changing conditions and priorities in the community and the State, this is an opportunity to start fresh.

Discussion

In accordance with direction provided by the City Council staff has begun the process of providing for a competitive process to select the company that will provide solid waste services under the next franchise agreement. This approach will allow for an open and competitive process and provides the opportunity to take advantages of improvements in the industry. It will also allow us to engage an expert consulting firm to assist in the process and allow the City to leverage the experience of the firm to gain the greatest level of service at the most reasonable cost.

We now have approximately two and one-half years to complete the process. This may seem like a long period of time, but it is anticipated that around 18 months will be required to determine the process, engage in outreach with the community, write the Request for Proposals, analyze the responses, and negotiate the final agreement. It will allow as much as one year after a new agreement is in place for the next contractor to prepare for providing services to our 23,000 customers. During that time both City staff and HF&H will report progress to the City Council, seeking guidance where needed to ensure a successful outcome.

HF&H Consultants has previously assisted the City with franchise negotiations, including the 2007 performance review that resulted in the successful implementation of the current three-container collection process for garbage, recycling, and yard waste. They have substantial experience in the Bay Area and know the local market well. Employing a firm with the level of knowledge and experience that HF&H has, with a proven track record of successful franchise negotiations and evaluations, will be a very valuable asset as the City goes through the long and intense process of selecting the next franchise holder.

The initial budget for this work totals \$175,526, and the costs will be incurred over the next two fiscal years. As the process moves forward, there may be a few additional services that the City Council may wish to engage HF&H to perform, such as customer surveys, waste characterization studies, assistance with transition to a new contractor if necessary, and monitoring of compliance

City Council Agenda Report

Subject: Authorization to Contract for Professional Services to Conduct Competitive Process for Award of Solid Waste Franchise

Meeting Date: July 23, 2012

Page 2 of 2

for an initial period to help ensure performance. These services will be priced separately as they are determined to be necessary or desirable for a successful outcome to the process of awarding the next franchise.

Fiscal Impact

Sufficient funding has been budgeted in the Transfer Station Fund for fiscal years 2012-13 and 2013-14 in anticipation of this expenditure.

Summary/Conclusion

Employing a solid waste consulting firm with substantial expertise, especially in the Bay Area, will assist in providing a fair and open process and help to achieve a high level of service for our residents and businesses.

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

Respectfully submitted,



Donald W. McVey

Director of Finance and Administrative Services

Attachments: Proposal to Provide Professional Services

Fee Estimate Detail



City of Daly City Competitive Procurement Proposal



July 19, 2012



HF&H Consultants, LLC

201 N. Civic Drive, Suite 230
Walnut Creek, California 94596
Telephone: 925/977-6950
Fax: 925/977-6955
www.hfh-consultants.com

Robert D. Hilton, CMC
John W. Farnkopf, PE
Laith B. Ezzet, CMC
Richard J. Simonson, CMC
Marva M. Sheehan, CPA

July 19, 2012

Mr. Donald McVey
Director of Finance and Administrative Services
City of Daly City
333 90th Street
Daly City, CA 94015

Dear Mr. McVey,

Thank you for your request for a proposal to conduct a competitive procurement to select Daly City's (City's) next solid waste contractor. The current agreement with Allied Waste Services terminates in December 2014. By beginning now, the City has sufficient time to conduct a thorough process resulting in selection of the contractor that will provide the best service at the best price.

DALY CITY'S KEY OBJECTIVES

Our proposal reflects what we learned at our meetings with City Manager Patricia Martel, yourself, and other senior staff from the Office of City Manager and the Finance Department. The following paragraphs highlight our understanding of the City's key objectives, and how our proposal addresses each of them.

Define and conduct an open and transparent process. The City's solid waste contractor has not been selected competitively for many decades, if ever. HF&H's proposed approach helps ensure an open and transparent process, featuring use of an evaluation team that represents a broad range of interests. Our independence and objectivity ensures the City will receive independent and objective analysis and recommendations. HF&H never works for private hauling companies. Thus our municipal clients as well as private companies, who propose to provide services, are assured a fair, balanced assessment.

Create opportunities for broad community input, and for focused input from key stakeholders. In coordination with the City, HF&H will develop and conduct an Outreach Plan that reflects Daly City's style, while helping ensure that all members of the community, including those that may normally not be vocal, will have the opportunity to have their voice heard. From Council study sessions to meeting with multi-family property managers and tenants, our goal is to help your community develop and realize a future vision.

Take the necessary steps to encourage submittal of multiple responsive proposals that fully address the City's needs. A key goal is to receive strong proposals that provide the City a range of program and material processing options from which to choose. A strong competition featuring strong proposals requires an even playing field. The City and HF&H will take steps to invite all potential proposers to

Mr. Donald McVey
 July 19, 2012
 Page 2 of 8

participate, and to provide as much quality information as possible reflecting current conditions and the City's goals for the process.

Provide innovative programs to maximize the City's ability to increase diversion from the landfill to meet its Green Vision goals, while maintaining affordable service and enhancing customer convenience. HF&H's preparation of the Request for Proposals (RFP) for solid waste management services will draw on our extensive Bay Area experience in zero waste and high diversion program design, and on-the-ground knowledge of cutting edge options for organics and recyclables processing. The design of the RFP and the requested options will reflect current and recent HF&H work with the South Bayside Waste Management Authority (12 San Mateo County cities); and, the Santa Clara County communities of Mountain View, Palo Alto, Sunnyvale, San Jose, Milpitas, and the West Valley Solid Waste Management Authority (four cities). Our industry database allows for real world analysis of options based on the latest diversion, productivity and cost information. Once proposals are submitted, the database information will assist us in comparing and evaluating the proposed options.

Encourage Allied participation in the process. As the current contractor, Allied will be encouraged to participate fully in the competitive process. The need for a fair and open process requires the City to conduct a competitive process, but Allied may well prove to be the City's best future choice.

HIGHLY QUALIFIED TO MEET YOUR PARTICULAR NEEDS

HF&H was founded 23 years ago. Since then, we have provided leadership, expertise, independence, and support to more than 360 municipal agencies through more than 1,800 engagements. We have offices in both Northern and Southern California. As a result, our focus is on serving Northern, Central, and Southern California municipal clients, exclusively. Attachment A includes a comprehensive list of our clients. Below we discuss our history with the City, our regional and San Mateo County experience, and our RFP, franchising, and procurement expertise.

In-Depth Knowledge of the City of Daly City

The City has worked with HF&H over the past 18 years – selecting us time and time again for support on a wide variety of projects. Our history with the City began in 1994 when HF&H assisted the City with the assignment and renegotiation of the contract with Browning Ferris Industries. In 2005, we assisted the City in the review of disposal reporting to the state of materials reported to have been generated in the City, development of a C&D ordinance and related documents, and the evaluation of existing recycling programs. In 2006, we performed an audit of Allied's compliance with the agreement. Currently, we are completing our evaluation of the current conditions and preliminary planning of a competitive procurement for solid waste management services.

HF&H Support to Daly City

1994: Contract Assignment and
 Negotiation Assistance
 2005: Diversion Assistance
 2006: Compliance Audit
 2012: Procurement Planning

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 July 19, 2012
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Through our experience with the City, HF&H has a solid understanding of the City's programs and franchise agreement. The City's upcoming RFP process will benefit from our experience in several ways:

- We can structure the procurement process, RFP, and franchise agreement to address the City's unique needs and characteristics based on specific knowledge of the City, its programs, and interests;
- Combined with our extensive statewide and local experience related to diversion program planning and RFP processes, we know what types of program enhancements are worthy of the City's consideration as well as how the franchise can be brought up to "modern" standards;
- You will not need to spend your time and budget providing us background on the issues you face; and,
- You know us and the quality and responsiveness of our services, so there will be no surprises.

Extensive Understanding of the Regional Conditions

HF&H also brings you our knowledge of regional programs, facilities, companies, and contracting and procurement strategies. We have conducted more projects in San Mateo County than any other solid waste consultant. See our Bay Area clients list in Attachment A. Our regional knowledge will benefit the City because we know trends in city policies, potential proposers, facilities, collection programs, and contracting terms as well as cutting-edge practices. It will help us develop: (1) a franchise agreement for Daly City with provisions that serve the City well while being acceptable to proposers; and, (2) an RFP for Daly City that is attractive to service providers as demonstrated by the fact that we average four proposals per RFP issued.

EXPERTS AT PREPARING RFPS AND MANAGING PROCUREMENTS

Solid waste contract development and negotiations are a core part of our business — approximately one third of our annual revenues. HF&H has performed more than 100 solid waste/ recycling service procurements and contract development and negotiations projects. We've negotiated agreements with over 30 companies through sole source or competitive processes on behalf of more than 100 municipal clients. These projects have included planning of diversion and collection services, preparing RFPs, evaluating proposals, and drafting and negotiating agreements for collection, processing, and disposal services.

We've Negotiated with All Bay Area Haulers

- Alameda County Industries
- Allied/Republic
- Athens
- Bay Counties
- BLT
- Coastside
- GreenWaste Recovery
- Livermore Sanitation
- Marin Sanitary Service
- Recology
- South San Francisco Scavenger
- Specialty
- Sunset
- Tri-Cities Recycling
- Waste Management
- West Valley Collection & Recycling
- Waste Connections

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Since our founding, we have managed procurement projects and/or sole source contract negotiations for several cities in San Mateo County including: Daly City, Millbrae, Pacifica, San Bruno, the South Bayside Waste Management Authority and many other Bay Area agencies including but not limited to: Brentwood, the Central Contra Costa Solid Waste Authority, Cotati, Healdsburg, Millbrae, Milpitas, Mountain View, Pacifica, Palo Alto, Petaluma, Rohnert Park, San Bruno, San Jose, San Rafael, Sunnyvale, West Contra Costa Integrated Waste Management Authority, and the West Valley Solid Waste Management Authority.

Attachment B provides a summary of the results of 50 contractor selection projects we have completed since 1996. These projects involved evaluation of 220 company proposals. Descriptions of several HF&H projects are provided in Attachment C. More case studies are on our website at: www.hfh-consultants.com/contract-services.html (scroll to the bottom of the webpage and click on the municipal agency's name).

HF&H is a leader in program planning as well. As agencies look beyond AB 939's 50% goal to higher diversion or zero waste, HF&H provides program planning and procurement services to support these high diversion goals. Through projects for clients including Livermore, Mountain View, San Leandro, Milpitas, and current projects for Santa Monica and Pasadena, HF&H understands program trends and we design approaches to RFP processes that give clients a "menu" of service options to explore before committing to related rate impacts.

HF&H never works for private solid waste hauling companies, so we do not have a conflict of interest with any potential proposers. We have a solid reputation for objectivity and integrity. We have managed over 100 competitive procurements and dozens of sole source negotiations and, through all of those engagements, our integrity and objectivity has never been questioned by our clients or challenged by unsuccessful proposers.

A HIGHLY QUALIFIED AND COST-EFFECTIVE TEAM

To assist the City, we will provide a team of HF&H consultants with nearly 60 years of combined experience. The table below lists our team and their roles. Resumes are in Attachment D. Two team members, Bob Hilton and Peter Deibler, have extensive knowledge of the City's solid waste and recycling system. Our team's knowledge of the City and regional conditions, coupled with our procurement expertise, will allow us to highly customize the City's franchise and RFP process.

Team Member	Experience	Role
Bob Hilton, President	30 years	<u>Engagement Director</u> : Oversees all project work and participates in all key meetings.
Peter Deibler Senior Project Manager	22 years	<u>Engagement Manager</u> : Manages all tasks, serves as City's primary contact, coordinates team activities, and performs many project tasks.

Mr. Donald McVey

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Team Member	Experience	Role
Marisa Gan Associate Analyst	5 years	<u>Analyst</u> : Assists with preparation of the RFP for collection services and the evaluation of proposals.
Lauren Barbieri Associate Analyst	2 year	<u>Analyst</u> : Assists with development of the franchise agreement and other procurement documents, and evaluation of proposals.

A DISCIPLINED APPROACH TO IDENTIFY/ADDRESS YOUR NEEDS

A key objective of our approach to all projects is to recognize the unique needs of our client. With that objective in mind, we will work closely with City staff to customize the RFP process and the terms and conditions of the City's franchise agreement to reflect the City's goals and objectives, the service and diversion needs of the City, and the level of contract oversight and administration desired. Below we highlight unique aspects of our approach to managing a professional, high-quality procurement process.

Interactive Planning Process

While HF&H knows a great deal about the City, we do not want to presume we know your goals for this RFP process or your future objectives and expectations for the franchise agreement. For this reason, we plan to hold a planning workshop in the initial phase of the project. These sessions will be used to discuss the City's goals and objectives; review best practices for programs, RFP strategies, and franchises and agree on what will work best for Daly City; discuss the RFP structure and proposal solicitation strategy; consider the evaluation criteria and methodology; and, explore the City's preferences related to key franchise terms such as contract duration, exclusive rights, compensation and rate setting methodology, City fees, etc.

Proven RFP Strategies

- HF&H has effective RFP documents that have proven successful through dozens of projects.
- We solicit sufficient information from proposers so we can provide an objective, thorough evaluation.
- The evaluation criteria and methodologies we've used have been tested on dozens of procurements, helping to avoid accusations by unsuccessful companies.
- Our cost and rate proposal forms are unique. We solicit detailed operating statistics and costs from proposers because we believe this information is essential in order to evaluate the reasonableness of proposals and objectively compare proposals. If you have only rate proposals, such analysis is not possible.

Mr. Donald McVey

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- We structure the cost/rate proposal solicitation to request a “base services” and an “optional services” package if desired by the City. The optional services looks at incremental diversion and program costs for services the City wants to consider but wants to make sure there isn't a dramatic rate increase before selecting. Examples for Newark may include: commercial food scraps collection, multi-family and commercial technical assistance, expanded public education and outreach efforts, etc.
- HF&H has a database of over 30 companies we can notify about the RFP, and we will create a webpage for RFP document distribution if the City doesn't want to handle that aspect of the process.

Highly Customized Franchise Agreement

- We do not have one standard franchise template to use for Daly City. Instead, we will customize one of our many model franchise agreements. We have a very streamlined agreement for agencies with limited staff resources and more complex agreements for agencies that want a hands-on approach.
- We propose to include a complete draft of the franchise agreement in the RFP for review by proposers.
- We typically require that the proposers submit a redline version of the agreement that identifies proposer's exceptions and proposed modifications. This helps in understanding the number and nature of exceptions, which is a key in the evaluation phase, and greatly streamlines the negotiations process.
- We offer a variety of compensation and rate-setting methods ranging from a simple refuse rate index to more detailed, customized cost-based methods. Various strategies address transparency, rate stabilization, the ability to objectively evaluate impacts of future changes and uncontrollable conditions that change over time, incentivizing contractor performance, and the effort of the City and contractor.
- In the franchise agreement, we include the cost and rate proposal forms with detailed operating statistics and costs to provide a basis for future negotiations of program and regulatory changes during the term.

Objective and Transparent Proposal Evaluation Process

- We've developed evaluation work plans for other RFP projects and evaluation templates for summarizing proposer qualifications, technical proposal elements, contract exceptions, and cost/rate proposals.

Mr. Donald McVey

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- We have developed an extensive database of industry operations and financial data using data obtained from assessing current operations and evaluating proposals from most solid waste providers in California. The use of data is an HF&H hallmark – it will be beneficial to the City because we will be in a position to compare proposed operating statistics and costs to dozens of benchmarks in our database.

Effective Negotiations Assistance

- HF&H has a reputation for a win-win negotiations process that comes from us being focused on details and on structuring an agreement that allows both parties to “benefit from what they bargained for”.
- The request for the redline version of the franchise agreement as part of the proposal submittal process provides a great head start on the negotiations effort.

Professional Engagement Management

We are well known for delivering work products on time and within budget because we approach engagement management as a professional discipline. We prepare a detailed work plan and schedule and we propose bi-weekly calls with you to provide status reports. At times calls may be brief or may be longer if more substantial matters are discussed. This strategy will ensure you that we are focusing on your project, maintaining the schedule, and informing you of project matters in a timely way so there are no surprises. With our offices only 30 minutes away, we can regularly and promptly respond to requests as needed throughout the project.

RESPONSIVE SCHEDULE

We are prepared to commence this engagement immediately upon receiving a notice to proceed. We will consistently apply ourselves to perform all tasks in accordance with the schedule described in Exhibit E. We are confident that we can complete all tasks by September of 2013, allowing sufficient time for the transition to new services and perhaps a new contractor.

COMPREHENSIVE SERVICES AND NOT TO EXCEED BUDGET

Our proposed not to exceed budget of \$175, 526 (Attachment E) reflects our estimated 1,000 staff hours, 29 meetings, 43 work products (including but not limited to the request for proposal document, forms, franchise agreement) and out of pocket costs to perform the tasks described. Should our actual hours to perform the tasks described exceed our estimates, we will not bill you for the additional time.



Mr. Donald McVey

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We have discussed with you additional tasks that the City may find desirable as we proceed with the project. These are a waste composition study, a customer survey, implementation assistance and ongoing compliance monitoring assistance. The necessity for and scope of such assignments are have not been determined. If such tasks are determined to be desirable, we will negotiate a mutually agreeable amendment to our contract to perform such services.

It is the practice with these kinds of procurements that the selected contractor will reimburse the City for the costs of this procurement.

* * * *

Again, thank you for this opportunity to present our proposal. I will try to contact you later this week, or please give me a call at (925) 977-6952 or email me at rhilton@hfh-consultants.com.

Very truly yours,

HF&H CONSULTANTS, LLC

A handwritten signature in dark ink, reading "Robert D. Hilton".

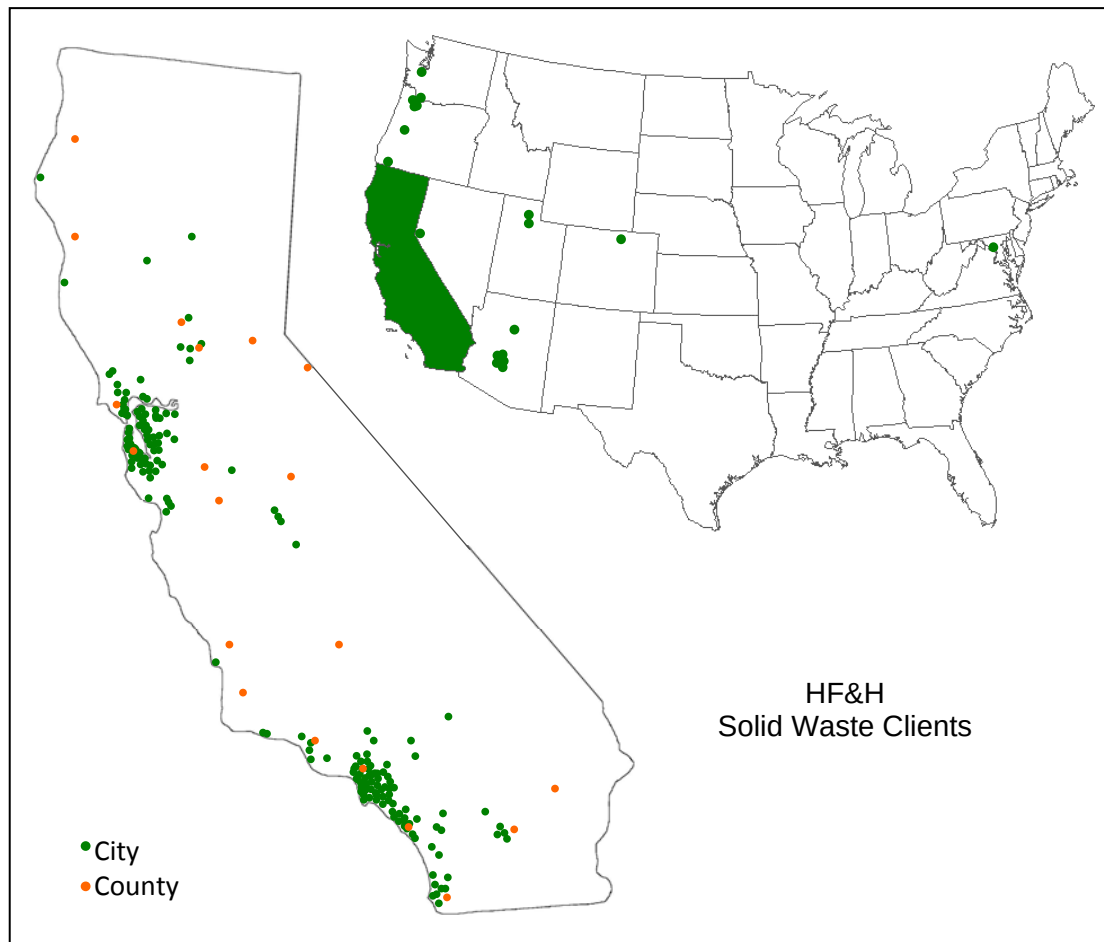
Robert D. Hilton, CMC

President

Attachments:

- A HF&H Client List
- B Procurement Project Summary Chart
- C Project Descriptions
- D Resumes
- E Scope of Services and Fee Proposal

ATTACHMENT A: HF&H CLIENT LIST



CLIENT LIST

CalRecycle (formerly CIWMB)	Conservation Agency	City of Cerritos
City of Adelanto	City of Bellflower	City of Chandler
City of Alameda	City of Bell Gardens	Coachella Valley Association of Governments
County of Alameda	City of Belmont	City of Chula Vista
Alameda County Community Development Agency	City of Belvedere	City of Clovis
Alameda County Waste Management Authority	City of Benicia	City of Compton
Alameda County Water District	City of Beverly Hills	City of Corte Madera
Alameda Joint Refuse Rate Review Committee	City of Brentwood	City of Cotati
City of Albany	City of Burbank	City of Covina
City of Anaheim	City of Burlingame	City of Cudahy
City of Arcadia	City of Calabasas	City of Daly City
City of Atherton	City of Canyon Lake	City of Dana Point
City of Atwater	City of Carlsbad	City of Dana Point
City of Azusa	City of Carson	Delta Diablo Sanitation District
City of Bakersfield	City of Carson City, Nevada	City of Diamond Bar
City of Barstow	County of Contra Costa	City of Downey
Bay Area Water Supply & Conservation Agency	Central Contra Costa Sanitary District	City of East Palo Alto
	Central Contra Costa Solid Waste Authority	City of El Cerrito
		City of Elk Grove

ATTACHMENT A: HF&H CLIENT LIST

City of Emeryville	City of Los Angeles	City of Pomona
City of Encinitas	County of Los Angeles	City of Portola Valley
City of Eugene	Los Angeles County Sanitation District	City of Poway
Town of Fairfax	City of Los Banos	City of Rancho Palos Verdes
City of Fair Oaks	City of Lynwood	City of Rancho Santa Margarita
City of Folsom	City of Manhattan Beach	City of Redondo Beach
City of Fort Bragg	County of Marin	City of Redwood City
City of Fort Collins, CO	Marin County Community Development Agency	Regional Waste Management Authority
City of Foster City	County of Mariposa	City of Ridgecrest
City of Fremont	City of Martinez	City of Riverside
City of Fresno	County of Mendocino	County of Riverside
City of Fullerton	City of Menlo Park	Riverside County Waste Resource Management District
City of Garden Grove	County of Merced	City of Rohnert Park
City of Glendale, Arizona	City of Mill Valley	Ross Valley Sanitary District
City of Glendale, California	City of Millbrae	City of Sacramento
Glenn County Public Works	City of Milpitas	County of Sacramento
City of Goodyear	City of Mission Viejo	City of San Bernardino
City of Greenfield	City of Modesto	County of San Bernardino
City of Gridley	County of Mono	City of San Bruno
City of Hawthorne	City of Monrovia	City of San Buenaventura
City of Hayward	City of Montclair	City of San Carlos
City of Hercules	City of Monterey Park	City of San Clemente
City of Hermosa Beach	Monterey Regional Waste Management District	City of San Diego
City of Hesperia	City of Montgomery	City & County of San Francisco
City of Hillsborough	City of Moreno Valley	San Gabriel Valley Council of Governments
City of Hollywood	City of Mountain View	City of San Gabriel
County of Humboldt	Mountain View Sanitary District	County of San Joaquin
City of Imperial Beach	City of Murrieta	City of San Jose
City of Indian Wells	City of Napa	City of San Juan Capistrano
City of Indio	County of Napa	City of San Luis Obispo
City of Industry	City of Newark	County of San Luis Obispo
City of Inglewood	City of Newport Beach	City of San Mateo
City of Irvine	County of North San Diego	County of San Mateo
City of Kensington	City of Norwalk	City of San Rafael
Kensington Police Protection	Novato Sanitary District	City of San Ramon
County of Kern	City of Oakland	City of Sandy
City of La Canada-Flintridge	City of Oceanside	City of Santa Ana
City of La Habra	Town of Old Sacramento	Santa Anita Associates, LLC
City of La Palma	City of Orange	City of Santa Barbara
City of La Puente	City of Oroville	County of Santa Barbara
City of La Verne	City of Oxnard	City of Santa Clarita
City of Laguna Beach	City of Pacifica	City of Santa Cruz
City of Laguna Hills	City of Palm Desert	City of Santa Monica
City of Laguna Niguel	City of Palm Springs	City of Santa Rosa
City of Lake Forest	City of Palmdale	City of Santee
City of Lancaster	City of Palo Alto	City of Sebastopol
City of Larkspur	City of Palos Verdes Estates	City of Sedona, AZ
City of La Quinta	Town of Paradise	City of Selma
Las Gallinas Valley Sanitary District	City of Paramount	Sharon Heights Gold & Country Club
City of Lawndale	City of Pasadena	Silicon Valley Animal Control Authority
City of Litchfield Park, Arizona	City of Peoria, AZ	County of Sonoma
City of Live Oak	City of Petaluma	South Bayside Waste Management
City of Livermore	City of Pico Rivera	
City of Lompoc	City of Pinole	
City of Long Beach		
City of Los Alamitos		
City of Los Altos		

ATTACHMENT A: HF&H CLIENT LIST

Authority
South County Fire
City of South Gate
City of South San Francisco
StopWaste.Org
City of Sunnyvale
County of Sutter
Stanislaus County
City of Temecula
Town of Tiburon

City of Torrance
City of Tustin
City of Union City
City of Upland
City of Vallejo
City of Vernon
County of Ventura
City of Victorville
City of Visalia
City of Walnut Creek

City of Watsonville
West Contra Costa Integrated
Waste Management District
Western Riverside Council of
Government
City of West Hollywood
West Valley Solid Waste
Management Authority
City of Whittier
City of Woodland

ATTACHMENT A: HF&H CLIENT LIST

Bay Area Solid Waste Clients

Alameda County

City of Alameda
County of Alameda
Alameda County Waste Management Authority
City of Albany
Castro Valley Sanitary District
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
Oro Loma Sanitary District
City of Piedmont
City of San Leandro
City of Union City

Contra Costa County

City of Brentwood
Central Contra Costa Solid Waste Authority
County of Contra Costa
City of El Cerrito
City of Hercules
City of Kensington
City of Martinez
City of Pinole
City of Pittsburg
City of Pleasanton
City of San Pablo
City of San Ramon
City of Walnut Creek
West Contra Costa Integrated Waste Management Authority

Marin County

City of Belvedere
City of Corte Madera
Town of Fairfax
City of Larkspur
County of Marin
City of Mill Valley
Ross Valley Sanitary District
Town of San Anselmo
City of San Rafael

Monterey County

Monterey Regional Waste Management District

Napa County

City of Napa
County of Napa
City of Yountville

San Francisco County

City of San Francisco
The State Bar of California

San Mateo County

City of Atherton
City of Burlingame
City of Daly City
City of East Palo Alto
City of Foster City
Town of Hillsborough
City of Menlo Park
City of Millbrae
City of Pacifica
City of Redwood City
City of San Bruno
City of San Carlos
City of San Mateo
County of San Mateo
South Bayside Waste Management Authority
City of South San Francisco

Santa Clara County

City of Campbell
City of Cupertino
City of Gilroy
City of Los Altos
Town of Los Altos Hills
Town of Los Gatos
City of Milpitas
City of Monte Sereno
City of Morgan Hill
City of Mountain View
City of Palo Alto
City of San Jose
Stanford University
City of Sunnyvale
West Valley Solid Waste Management Authority

Solano County

City of Benicia
City of Fairfield
City of Vallejo

Sonoma County

City of Cotati
City of Healdsburg
City of Petaluma
City of Rohnert Park
City of Santa Rosa
County of Sonoma
Town of Windsor

ATTACHMENT B: PROCUREMENT PROJECT SUCCESS CHART

Jurisdiction	Completion Year	Number of Proposers	Base Contract Term	Contract Value over Base Term (millions)			% Increase or (% Savings)	Changes in Service
				Old	New	Increase or (Savings)		
Northern California								
Albany	2003	Sole Source	7 Years	\$16.3	\$15.0	(\$1.3)	(8%)	✓ Bi-weekly recycling and bi-weekly yard waste to weekly recycling and weekly organics ✓ Backyard to curbside solid waste collection ✓ Require a basic level of recycling and organic collection for businesses ✓ C&D non-exclusive
Alameda (City of)	2002	4	10 Years	\$95.9	\$81.4	(\$14.5)	(15%)	✓ Contractor provided carts for solid waste collection ✓ Commingled recycling collection ✓ Pilot food waste program ✓ Manual to automated collection services ✓ C&D non-exclusive
Central Contra Costa Solid Waste Authority	2004	Sole Source	10 Years	\$283.8	\$279.7	(\$4.2)	(1%)	✓ Pilot residential food waste program ✓ Commingled recycling collection ✓ Initiate commercial food waste program ✓ Use of low emission fuels/vehicles ✓ Enhanced recovery of materials at transfer station and landfill ✓ Enhanced customer service
Elk Grove	2004	4	7 Years	\$47.1	\$37.6	(\$9.5)	(20%)	✓ Free Dump Day ✓ Free pick-up of illegally dumped materials ✓ Increased Cart Size ✓ Increased bulky waste pickup program
Fresno (City of) - Commercial	2010	5	10 Years	\$208.0	\$208.0	\$0.0	0%	✓ Transition from municipally-provided collection service to exclusive franchise system with two haulers serving separate districts ✓ Commercial organics ✓ Commercial tech assist (1x/yr) ✓ Multi-family tech assist (2x/yr) ✓ Free City facilities service ✓ free City events service ✓ various public education enhancements
Gridley	2000	2	7 Years	\$4.3	\$4.4	\$0.1	2%	✓ Initiate residential curbside recycling collection and processing ✓ Initiate residential yard waste collection and processing ✓ Initiate C&D processing
Livermore	2000	4	7 Years	\$62.4	\$60.9	(\$1.5)	(2%)	✓ Contractor provides carts for solid waste collection ✓ Commingled recycling collection instead of three tub system ✓ Pilot food waste program ✓ Manual to automated collection ✓ C&D non-exclusive
Livermore	2009	3	10 Years	\$165.6	\$192.2	\$26.6	19%	✓ Larger recycling carts ✓ Universal commercial recycling and organics collection with one cart at no cost ✓ Curbside phone and battery collection ✓ multi-family universal recycling ✓ Multi-family technical assistance ✓ CNG vehicles
Mendocino County	2003	Sole Source	7 Years	\$26.1	\$25.0	(\$1.1)	(4%)	✓ Require collection of public cans in two Cities within the County ✓ Require recyclable and yard waste collection from most residents
Mountain View	2011	Sole Source			In process			

ATTACHMENT B: PROCUREMENT PROJECT SUCCESS CHART

Jurisdiction	Completion Year	Number of Proposers	Base Contract Term	Contract Value over Base Term (millions)			% Increase or (% Savings)	Changes in Service
				Old	New	Increase or (Savings)		
Northern California								
Pacifica	2009	Sole Source	8 Years	\$56.0	\$61.1	\$5.1	10%	✓ ~\$1,000,000 one-time payment to City ✓ Expanded list of recyclable materials ✓ Food scrap collection for residents and businesses ✓ Increased capacity by provision of wheeled carts for recyclables and green waste ✓ Compost giveaways with City opportunity to use compost
Palo Alto	2008	2	8 Years	n.a.	\$115.5	n.a.	11%	✓ Expanded single stream ✓ Mandatory commercial recycling ✓ High diversion clean-up program ✓ Expanded commercial organics
Paradise	2006	4	10 Years	\$34.7	\$37.1	\$2.4	7%	✓ Included bi-weekly yard waste service with company-provided carts ✓ Initiated bi-weekly curbside single stream recycling in company-provided carts ✓ Enhanced customer service ✓ Added local HHW drop-off site
Petaluma	2005	4	10 Years	\$67.7	\$92.9	\$25.1	37%	✓ Initiate commingled recyclables collection ✓ New residential recycling carts ✓ Initiate weekly residential organics collection (rather than bi-weekly) ✓ Initiate food scraps program ✓ Additional City services
Piedmont	2000	5	7 Years	\$8.6	\$8.9	\$0.3	3%	No significant changes
Ridgecrest	2011	5	7 Years	\$27.3	\$14.2	(\$13.1)	(48%)	✓ Sharps drop-off ✓ Container exchange program ✓ SFD/Com recycling rewards program ✓ Recy/Org dropoff ✓ On-site newspaper collection at largest generator ✓ Green business certification ✓ Additional seasonal recycling ✓ Builder's direct desk ✓ Com wet/dry pilot program ✓ Workplace recycling incentives ✓ Unlimited community reuse dropoff ✓ City Hall greening a MFD recy toolkit
Rohnert Park	2001	5	7 Years	\$191.1	\$99.5	(\$91.6)	(48%)	✓ Contractor-provided carts for solid waste ✓ Commingled recycling collection instead of 3-tubs ✓ Pilot food waste program ✓ Manual to automated collection services ✓ C&D non-exclusive
Ross Valley Sanitary District	2002	2	7 Years	n.a.	n.a.	n.a.	1%	No significant changes
San Jose - Commercial	2010	5	15 Years	n.a.	\$699.0	n.a.	n.a.	Transition from non-exclusive system with more than 20 haulers to an exclusive system with 1 or 2 haulers
San Jose - Organics Processing	2010	3	15 Years	n.a.	\$90.0	n.a.	n.a.	Contracting for commercial organics processing will be new for San Jose; it is a component of the new exclusive collection system
Sandy, OR	2004	4	7 Years	\$5.8	\$5.6	(\$0.2)	(2%)	No significant changes
Sunnyvale MRF/TS	1999	4	7 Years	\$126.1	\$102.8	(\$23.2)	(18%)	No significant changes
Union City	2005	2	10 Years	na	\$76.0	na	16%	✓ Initiate weekly residential yard and food waste collection (rather than bi-weekly) ✓ Initiate commercial organics collection ✓ Initiate commercial recyclable collection

ATTACHMENT B: PROCUREMENT PROJECT SUCCESS CHART

Jurisdiction	Completion Year	Number of Proposers	Base Contract Term	Contract Value over Base Term (millions)			% Increase or (% Savings)	Changes in Service
				Old	New	Increase or (Savings)		
Northern California								
Visalia - Recyclables Processing	1999	2	n.a.	\$6.0	\$4.9	(\$1.2)	(19%)	No significant changes
West Linn, OR	2000	3	8 Years	na	na	na	(1%)	✔ Initiate residential yard waste collection and processing ✔ Initiate commingled recycling collection ✔ Initiate automated collection service
West Valley Solid Waste Authority	2006	5	7 Years	\$128.3	\$132.2	\$3.9	3%	✔ Initiated single stream in company-provided carts ✔ Initiate automated collection
Southern California								
Bellflower	2004	5	8 Years	\$49.7	\$38.4	(\$11.3)	(23%)	Added free commercial recycling, tonnage transformation minimums, and new AB 939 fee.
El Centro	2007	4	8 Years	\$34.2	\$39.1	\$4.9	14%	Free commercial recycling; multi-family bulky item collection; e-waste collected with bulky items
Imperial Beach	1999	4	7 Years	\$13.7	\$13.2	(\$0.5)	(4%)	Not readily available
Lake Forest	1996	5	7 Years	\$29.5	\$22.8	(\$6.7)	(23%)	Not readily available
Lancaster	2006	3	5 Years	\$3.4	\$2.5	(\$0.9)	(26%)	Not much change.
Lawndale - Residential	1997	5	5 Years	\$6.2	\$5.5	(\$0.7)	(11%)	Not readily available
Lawndale - Residential	2002	5	7 Years	\$7.5	\$6.3	(\$1.2)	(16%)	Not readily available
Lawndale	2010	7	7 Years	\$23.8	\$18.8	(\$5.0)	(21%)	Required 75% of bin refuse to be processed; established 50% hauler-collected diversion goal; lowered commercial AB 939 fee from 19% to 15% (and recently again to 12%).
Manhattan Beach	2011	4	7 Years	\$24.2	\$27.1	\$2.9	12%	New fee for biennial audits at \$50,000 to \$80,000 each; new services - automation of remaining 1/3 of city; minimum diversion requirement for hauler collected waste; and mixed waste processing of a portion of bin waste.
Manhattan Beach	2002	7	7 Years	\$22.4	\$21.8	(\$0.6)	(3%)	Not readily available
Mission Viejo	2000	6	8 Years	\$54.8	\$48.4	(\$6.4)	(12%)	Not readily available
Orange (City of)	2009	4	8 Years	\$140.0	\$82.8	(\$57.2)	(41%)	Minor extra services and minor fee increases.
Palm Desert	2000	5	7 Years	\$46.3	\$40.6	(\$5.7)	(12%)	Not readily available
Rancho Palos Verdes	2009	7	7 Years	\$36.5	\$28.4	(\$8.1)	(22%)	Residential changed to volume-based three cart automated system with other services added (was manual); added environmental program fee and increased recycling fee.
Rancho Palos Verdes	1999	7	7 Years	\$22.0	\$20.6	(\$1.4)	(6%)	Not readily available
Rancho Santa Margarita	2004	5	8 Years	\$28.7	\$20.9	(\$7.8)	(27%)	Not readily available

ATTACHMENT B: PROCUREMENT PROJECT SUCCESS CHART

Jurisdiction	Completion Year	Number of Proposers	Base Contract Term	Contract Value over Base Term (millions)			% Increase or (% Savings)	Changes in Service
				Old	New	Increase or (Savings)		
Southern California								
Redondo Beach	2011	5	8 Years	\$48.1	\$45.1	(\$3.0)	(6%)	Processing of all refuse; residential and restaurant food scraps programs; 75% hauler collected waste diversion goal; \$250,000 vehicle impact fee.
Riverside (City of) – Commercial	2001	6	7 Years	\$97.6	\$64.4	(\$33.2)	(34%)	Not readily available
Riverside (City of) – Residential	2001	7	7 Years	\$20.3	\$16.8	(\$3.5)	(17%)	Not readily available
San Bernardino County	2001	10	7 Years	\$144.9	\$118.6	(\$26.3)	(18%)	Not readily available
Santa Clarita - Residential	2003	6	7 Years	\$100.2	\$70.4	(\$29.8)	(30%)	Not readily available
Santa Clarita - Commercial	2003	6	9 Years	\$39.3	\$34.1	(\$5.2)	(13%)	Not readily available
Tustin	2000	8	7 Years	\$42.4	\$25.0	(\$17.4)	(41%)	Not readily available
West Hollywood	2003	9	8 Years	\$42.4	\$33.5	(\$8.9)	(21%)	Not readily available
Total for Northern and Southern California		217		\$2,639	\$3,289	(\$331)	(10%)	

ATTACHMENT C: PROJECT DESCRIPTIONS

City of Mountain View

Negotiation Process (2011-Ongoing)

Project Description

In February 2011, the City of Mountain View (City) City Council selected HF&H to prepare the City's Zero Waste Plan (Plan), following a competitive RFP process for consultant selection. The City's collection agreement with Recology will terminate in April 2013. In May 2011, the City selected HF&H on a sole source basis to assist in conducting either a competitive procurement, or a sole source negotiation process with Recology. In June 2011 the Council decided to conduct the sole source process, with a focus on the role of the new agreement in further increasing diversion. In addition, in late 2011, the City selected HF&H on a sole source basis to conduct a cost of service and rate study to evaluate diversion incentives and to ensure the City meets its obligations under Propositions 218 and 26.

Client Contact

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HF&H Solution

Working closely with staff from the City's Public Works, Finance, and City Attorney's offices, HF&H developed a "mini-RFP", a draft collection agreement and a term sheet that will be used to develop an organics processing agreement, for transmittal to Recology. The RFP requires that Recology provide proposals for "baseline services", current services with relatively minor changes, and six "zero waste services" developed through the zero waste planning process and approved for inclusion by the Council. The RFP and agreement incorporate a sophisticated means for addressing delivery of a varied set of residential services, developed in consultation with the City, to a wide range of housing types: single-family, condos, row homes, mixed use, and a range of high density multi-family housing types. The RFP requests that Recology use the City's recent waste characterization study to target diversion efforts, offer organics processing services that are not currently available at the SMaRT Station, and it provides a revised compensation method. Recology submitted its proposal in March 2012. HF&H is evaluating the proposal, using the detailed analysis from the zero waste planning process for review of the zero waste services, analysis of diversion incentives from the cost of service and rate study, and our benchmarking database.

Project Results

Project is in progress and results are pending.

ATTACHMENT C: PROJECT DESCRIPTIONS

City of San José

Commercial Solid Waste System Redesign (2007 – Ongoing)

Project Description

In 2007, the City of San José adopted a set of “Green Vision Goals” designed to transform San José over 15 years into a center of clean technology innovation and sustainable practices. Among the goals was a Zero Waste goal of diverting 100% of municipal solid waste from landfills and of converting waste to energy. The City quickly realized that to achieve such a goal required significantly increasing commercial diversion performance. The non-exclusive commercial collection system, with about 20 haulers, was yielding a diversion level of about 26% (excluding construction and demolition debris and third party recycling efforts). San José was interested in redesigning the system with a focus on supporting higher diversion levels, providing expanded and more-efficient collection services, and stabilizing City revenues of over \$14 million per year.

HF&H Solution

The City of San José chose HF&H to assist them in identifying options for redesigning the commercial solid waste management system in a two phase process. For the first phase, HF&H analyzed the existing collection system to better understand the level of each hauler’s involvement and their role in diversion. The City was also interested in examining opportunities to improve the quality of commercial collection and the stabilization of rates. As part of our evaluation of options for improving the commercial solid waste system, HF&H surveyed operations in five major U.S. cities, identified and evaluated a range of commercial system options in participation with the City’s commercial team, prepared a report documenting the commercial team’s evaluation process and recommendations for the future commercial system. This phase of the commercial redesign process resulted in the City Council’s approval of a plan to implement an exclusive franchise system granting two or three haulers with the right to collect in two or three individual service districts, and to conduct separate competitive procurements for collection and organics processing services.

For the second phase, HF&H worked closely with the City’s commercial team to prepare the organics processing and collection RFP’s, which were released in February and April 2010, respectively. HF&H assisted the City in defining the scope requiring proposers to offer collection and processing programs to commercial customers in order to obtain a minimum 75% diversion, with required proposals for three stream and two stream (wet/dry) systems, and the option to propose innovative alternatives. The organics processing RFP encouraged a range of processing options from composting to innovative processes. The City received five collection proposals and three organics processing proposals.

Project Results

HF&H staff served as an integral part of the City's team for this multi-year project on a day-to-day basis, playing a lead role in planning and managing the contractor evaluation and selection process with staff from Environmental Services, City Attorney’s Office and Purchasing, including facilitating two rating

Client Contacts

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Services
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ATTACHMENT C: PROJECT DESCRIPTIONS

panels consisting of City staff, staff from Santa Clara County cities, and the business community in evaluating and scoring the proposals.

In April 2011, the Council chose the staff recommendation and selected Allied to provide collection services using the “One Bin Plus” system, a variant of two-sort collection, and Zero Waste Energy Development (an affiliate of Green Waste Recovery) to provide dry anaerobic digestion using a German technology. The anaerobic digestion facility will be developed on leased City land adjacent to the waste water treatment plant. New services are scheduled to commence July 1, 2012. HF&H assisted in negotiating final agreements with the two companies and is assisting during the transition in anticipating issues and developing means to avoid them or to minimize their impact.

City of Palo Alto

Zero Waste Procurement (2007-08)

Project Description

In 2007/08 The City of Palo Alto conducted its first procurement of solid waste, recycling and organics services in at least 50 years. HF&H assisted the City, with support from HDR and Gary Liss and Associates (GLA). The procurement was designed to help achieve the recommendations of the City’s Zero Waste Operations Plan.

Client Contact

Project manager is
no longer with the City

HF&H Solution

HF&H worked with City staff from Public Works and several other departments to identify and resolve a number of policy and service issues prior to developing the RFP. HF&H designed an evaluation process to provide a true “apples-to-apples” comparison of the various technical and cost proposals, and developed agreement language to ensure a smooth transition. Proposers were asked to respond to three main elements of the RFP:

1. Baseline Services (nearly the same as current services).
2. Zero Waste Services. Added services defined in the Zero Waste Operations Plan and including in part expanded recycling and organics service for all sectors, mandatory participation in recycling programs, and enhanced diversion of C&D materials.
3. Other Service Innovations. Optional proposals for helping the City reach zero waste, including, but not limited to technical, compensation, and rate structure options.

Project Results

The HF&H team assisted in facilitating City evaluation of the proposals and selecting GreenWaste Recovery, Inc. and Zanker Road Resource Management, Ltd as service providers. The City used an extensive evaluation process with three committees that included a range of department heads and staff from San Jose and Sunnyvale. HF&H then assisted in negotiating and finalizing the new contract. City-wide commercial organics diversion is a key component of the new service package. The rate increase for providing these extensive high diversion services was about 7%, including net savings from significant drops in disposal costs. The new services began July 1, 2009 and the transition went very smoothly.

ATTACHMENT C: PROJECT DESCRIPTIONS

City of Livermore

Collection & Processing Procurement (2008)

Project Description

The City of Livermore's franchise agreement includes solid waste, recyclables, and organics collection services as well as recyclables and organics processing services. The agreement was scheduled to expire in 2010. The City was interested in soliciting proposals for services commencing July 1, 2010. As part of the procurement process, the City was interested in expanding the diversion activities to support the City's 75% diversion goal.

Client Contact

Judy Erlandson
Public Works Manager
(925) 960-8002

HF&H Solution

HF&H managed Livermore's competitive contractor selection process. Our services began with a planning phase focused on assisting the City with developing a vision for increasing diversion to 75%. HF&H and the City were determined to meet this goal through franchise programs as well as identifying other non-franchise diversion program options such as increasing construction and demolition debris and self haul diversion. The planning process also included development of a strategy for soliciting and evaluating proposals and defining franchise terms and conditions. After the planning phase, we prepared an RFP, drafted the franchise agreement (which includes recyclables and organics processing services), evaluated proposals, assisted in the selection of the contractor, and negotiated the final franchise agreement.

Project Results

As a result of the procurement process, the City solicited three high-quality proposals for consideration. The final agreement included the following enhancements:

- Residential customers received larger recycling carts, curbside collection of phones and batteries, and a hauler-sponsored "re-use" exchange program,
- Multi-family recycling customers received recycling carts and recycling technical assistance at no additional charge,
- Commercial received recycling and food scraps/organic carts at no additional charge. Commercial customers also received higher rate discounts for organics bin collection service.
- Drop box customers received a new rate structure focused on waste reduction and recycling. The new drop box rates charge customers on a per-ton basis, rather than per-cubic yard basis.

ATTACHMENT C: PROJECT DESCRIPTIONS

City of Livermore

High Diversion Strategic Plan (2011/2012)

Project Description

The City of Livermore (City) adopted a goal of achieving 75% diversion by 2015. In April 2011, the City selected HF&H to prepare the City's High Diversion Strategic Plan (High Diversion Plan). The City was looking for HF&H to deliver a plan that maps out how the 75% goal will be achieved and how to best use available recycling grant funds to enhance or modify current diversion programs and/or to implement new diversion programs to achieve the goal.

Client Contact

Judy Erlandson
Public Works Manager
(925) 960-8002

From 2006 through 2009, the City's diversion rate has fluctuated with a low of 60% and high of 71%. The high of 71% is most likely attributable to the downturn in the economy, which resulted in a reduction of solid waste disposed driving the calculated diversion up.

HF&H Solution

HF&H prepared a High Diversion Strategic Plan that identified the key focus areas. These included: (1) maximizing participation and success of the current residential and commercial diversion programs; (2) expanding C&D diversion through modification and/or enforcement of the City's C&D ordinance and permitted hauler regulations and support of local C&D processing efforts; and (3) diverting materials disposed of by self haulers.

Key highlights of HF&H's approach to preparing the High Diversion Plan include:

1. Review of current conditions and program performance;
2. Identification of approximately 55 program options;
3. Analysis of 15 short-listed options including assessment of current program performance (for existing programs) and preparation of diversion and cost estimates;
4. Review of the public education and outreach materials, strategy, and messaging, which was conducted by O'Rourke, Inc. and ASO Communications; and,
5. Preparation of an action plan that identifies the selected programs and funding plans.

Project Results

The High Diversion Plan was finalized in February and will be presented to City Council in May 2012.

ATTACHMENT C: PROJECT DESCRIPTIONS

CalRecycle

Commercial Recycling Cost Study (2008-10)

Project Description

HF&H worked with the Department of Resources Recycling and Recovery (CalRecycle) to understand the costs and cost savings of commercial recycling in support of the development of a statewide commercial recycling policy.

Client Contact

Howard Levenson, Ph.D.
Director of
Sustainability Program
(916) 341-6311

The CIWMB is an active member of the multi-agency Climate Action Team. This team was created by the Governor to develop strategies to meet the climate change emission reduction targets of the California Global Warming Solutions Act of 2006 (AB 32). The AB 32 scoping plan has identified zero waste/high recycling as one of its primary greenhouse gas (GHG) reduction strategies, with particular focus on the substantial opportunities available in the commercial recycling area. The "Commercial Recycling Measure" to be adopted by the CIWMB to affect this change would consist of a regulatory structure mandating recycling of certain materials by commercial generators, subject, as usual, to certain thresholds and exemptions.

HF&H Solution

HF&H was hired by CalRecycle to estimate the costs, cost savings, and net costs to haul, process, and market varying amounts of the targeted, high lifecycle GHG materials generated by large businesses. Through this process, HF&H developed two main deliverables:

1. Cost Assessment Model: A sophisticated economic model to estimate the range of costs, savings, and net costs associated with an expansion of commercial recycling on a regional and statewide basis. The results of this cost assessment model facilitates rulemaking at the CIMWB for statewide commercial recycling, provides regulators with information on cost-effectiveness, and information on reasonable exemptions (e.g. generator thresholds, rural generators, material types, etc.). Additionally, this provides the CIWMB, local governments, and the waste management and recycling industries with information on the costs and savings associated with developing or expanding commercial recycling programs.
2. Commercial Diversion Tool: HF&H, in cooperation with Cascadia Consulting Group, developed a web-based calculator tool that individual businesses use to make decisions regarding whether to reduce, recycle, or dispose of materials and the estimated costs and GHG reductions associated with that decision. CalRecycle staff, local jurisdictions, and others also use this tool to help businesses explore commercial diversion options and provide technical assistance.

Project Results

HF&H has submitted a final copy of the Commercial Diversion Tool along with a Final Report of the Commercial Recycling Cost Study. The Final Cost Study Report is available upon request or through the CalRecycle website.

ATTACHMENT C: PROJECT DESCRIPTIONS

CalRecycle

Franchise Agreement Training (2010)

Project Description

The California Department of Resources Recycling and Recovery (formerly CIWMB) was interested in training some of their staff on the effect of franchise agreement language on program effectiveness and diversion results. The Materials Marketing and Local Assistance branch of CalRecycle is responsible for ensuring local government compliance with AB939 requirements. CalRecycle wanted their staff to understand the way in which franchise language inhibits and/or facilitates program effectiveness in communities throughout the state. The training took place in August 2010.

Client Contact

Kyle Pogue
Manager
(916) 341-6246

HF&H Solution

Many topics were covered by the all-day training seminar. The day began with discussion about why local jurisdictions regulate waste and recycling and how those motivations lead to several common regulatory structures. HF&H talked about different systems and contracts and how they impact program efficacy, including regional agencies, disposal issues, and materials recovery and processing facilities. HF&H explained some of how politics play into the solid waste industry, how elected officials play into the industry, and how politics affect competition and market dynamics. Representatives from the City of Napa and the City of Rancho Cordova prepared presentations that laid out how their current franchising arrangements work well for them. The training ended with HF&H going into detail about the different program options available for each service sector (e.g. single-family, multi-family, and commercial).

Project Results

CalRecycle management and staff were pleased with the training program and HF&H has received numerous compliments from the attendees. CalRecycle recorded the training and will use the DVD to train new employees.

ATTACHMENT C: PROJECT DESCRIPTIONS

City of Fresno Commercial and Multi-Family Solid Waste Procurement (2010)

Project Description

After having cut more than \$80 million and 600 employees from the general fund budget in two years, the City was faced with another \$12 million gap as it planned the fiscal year 2011 budget. The City Manager's office, working with the Mayor, identified "franchising" of the commercial solid waste activities as a potential opportunity to help close the budget gap.

Client Contact

Bruce Rudd
Assistant City Manager
(559) 621-7784

In April 2010, HF&H was engaged by the City of Fresno to conduct a procurement for commercial and multi-family solid waste, recycling, and organics collection and processing services. Fresno had historically provided these services with municipal forces through its Department of Public Utilities.

HF&H Solution

In order to help the City determine whether or not a "franchised" commercial system would serve the City, HF&H developed a procurement process to meet Fresno's unique needs. The procurement was comprised of the following major tasks;

1. Developing the program and service requirements of the desired system;
2. Preparing the RFP and drafting a franchise agreement;
3. Managing the pre-proposal process;
4. Evaluating proposals;
5. Negotiating final agreements with the top ranking proposers; and,
6. Presenting recommendations to the City Council.

Project Results

HF&H's RFP resulted in proposals from five companies. Each proposal expanded the programs and services offered to multi-family and commercial customers. The proposals included the purchase of City equipment (\$8 million) and will provide approximately \$2.5 million annually in franchise fees. The top three proposals received also offered (3% to 11%) lower rates to customers than the rates charged by the City.

Ultimately, two companies were selected to provide collection services in two districts.

ATTACHMENT C: PROJECT DESCRIPTIONS

WVSWMA

Solid Waste Collection Advisory Services (1997- Present)

Project Description

Executive Director

The West Valley Solid Waste Management Authority (Authority) is comprised of the cities of Campbell, Monte Sereno, and Saratoga; and, the Town of Los Gatos. We have provided the Executive Director for the Authority since its inception. In that capacity, we have provided the guidance and leadership to the Board on solid waste issues, including the competitive procurement for new collection and sole source negotiations for processing services and a new disposal agreement in 2005, implementation of services, and annual rate adjustments.

Client Contact

Kirsten Powell, Esq.
Board Attorney
(408)402-9542

Procurement

The franchise agreements between the individual members of the Authority and their current service provider had not been competitively bid in decades. The Authority felt it was its fiduciary responsibility to the ratepayers to do so. Having made that decision, the Board took the opportunity to request new services and create one agreement with a new hauler and the Authority.

HF&H Solution

With the assistance of the Authority, HF&H managed the competitive contractor selection process. This process included meeting with Authority staff to discuss its goals and objectives; preparing the RFP, drafting a collection agreement; soliciting cost proposals; evaluating the cost proposals for reasonableness with industry standards; selecting the contractor; and, negotiating the final terms of the new collection agreement.

WVSWMA's procurement process resulted in receipt of five proposals. After review of the evaluation results and presentations by the proposers, the Board selected the low-cost collection provider.

Project Results

The Board took this opportunity to: add fully-automated collection programs; add single-stream residential recyclable materials collection; increase the jurisdiction's franchise fees and add other jurisdictional fees; and restructure customer rates. The final negotiated revenue requirement resulted in different rate adjustments in different cities. For example, the 35-gallon residential rate increased between 2.3% and 5.8% depending on the jurisdiction.

Since there were significant service changes and the selected hauler was new to the service area, the Board asked HF&H to monitor the implementation of the new contract. Some of the tasks HF&H performed included: 1) attending all the transition team meetings; 2) monitoring the new hauler's progress against timelines (purchase of equipment; training of personnel, etc) ; 3) reviewing the public education materials; 4) reviewing the customer billing data; and 5) addressing issues as they became known.

ATTACHMENT C: PROJECT DESCRIPTIONS

StopWaste.Org (ACWMA)

Franchise Data Gathering (2010)

Project Description

As part of its recently adopted strategic plan, the Alameda County Waste Management Authority (StopWaste.Org) established a “Franchise Task Force” to review the recycling and solid waste franchise agreements of its 17 member agencies and develop recommendations for future franchising activities. HF&H was engaged to develop a database and to document into that database the relevant provisions of each of nearly 40 contract documents (including franchise, processing, and disposal agreements) that govern recycling and solid waste activity in Alameda County. This database is to be used by the Franchise Task Force Steering Committee to understand the current conditions, requirements, and limitations of the existing agreements as well as to identify “best practices” which might be recommended for use in other communities.

Client Contact

Meghan Starkey
Senior Program Manager
(510) 891-6513

HF&H Solution

HF&H developed a Microsoft Access database to document key data for each of the contract documents. The database was configured to house the following information for each document: key contract terms (e.g. start dates, parties to the contract, etc.), direct services (e.g. service descriptions, materials accepted, materials prohibited, customer incentives, etc.), other services included in the contract, compensation and rate adjustment methodology, performance standards, and rates. Once the database was configured and the design was approved by the client, HF&H gathered all relevant documents from each of the member agencies and input the information into the database.

Project Results

StopWaste.Org now has a complete and current database that documents the key provisions of their member agencies’ solid waste and recycling related contracts. This database catalogues thousands of data points included in the nearly 40 contract and municipal code documents that regulate recycling and solid waste activities and services in the County.

ATTACHMENT C: PROJECT DESCRIPTIONS

SBWMA

Solid Waste Procurement – Phases 1 and 2 (2006-07)

Project Description

The South Bayside Waste Management Authority (SBWMA), a Joint Powers Authority comprising twelve member agencies in southern San Mateo County, needed a consultant's assistance with a process for competitively selecting new solid waste collection and transfer station and MRF operation contractor(s). HF&H was retained to complete Phases 1 and 2 of the contractor selection process.

Client Contact

Kevin McCarthy
Executive Director
(650) 802-3505

- Phase 1 involved planning the future programs, services, contract terms and conditions, and procurement strategy. During Phase 1, HF&H, directing a team of consultants, prepared 45 technical memoranda dealing with a wide range of program and contract issues. HF&H presented these memoranda at 16 public workshops resulting in a consensus among the 12 member agencies for the key services and contract terms that were the basis for the agencies' request for proposal.
- Phase 2 of the SBWMA's Contractor Selection Process encompassed the activities associated with preparing the RFP and contracts for collection and facility operations; and, presenting the RFP documents to the Board. In late 2006 and early 2007, HF&H assisted SBWMA staff with Phase 2. We drafted the RFP that solicited proposals from qualified companies for collection services and the Shoreway Facility transfer station and recycling center operations. The RFP contained extensive information about the current service conditions in the 12 Member Agencies and at the Shoreway Facility; a comprehensive description of the future collection and processing needs of the Member Agencies; the future agreements for collection and operations; specifications for the content of the companies' proposals; and cost proposal forms.

Project Results

The RFP documents reflected the decisions made by the Programs and Facilities Committee and Process and Contract Committees in Phase 1 of the Contractor Selection Process. HF&H worked with SBWMA staff and a Board subcommittee to seek input and review of the RFP documents.

ATTACHMENT C: PROJECT DESCRIPTIONS

MRWMD

Regional Franchising Opportunities (2009)

Project Description

Local franchise agreements for the member agencies of the District had not been competitively bid in 15 years or longer. Each city and unincorporated Monterey County had their own individual franchise agreements, each of which were due to expire in 2015. The agreements in place had been extended several times and contained little in the way of prescribing: expected customer service levels; routine and meaningful reporting to local cities regarding tonnage of materials collected and trends; proactive outreach and education activities; the nature of the relationship with the District; uniform franchise fee agreements among local jurisdictions, etc.

Client Contact

William Merry, P.E., DEE
General Manager
(831) 384-5313

The District believed there were significant opportunities to lower costs to ratepayers, enhance revenue generation for local cities, and improve contract management through an updated, consolidated and competitively-bid or negotiated solicitation of a new “master” franchise agreement encompassing all or some District jurisdictions.

HF&H Solution

The District had a Strategic Planning Task Force in place to address issues such as regional franchising. In an effort to provide more comprehensive information for that discussion, the District approved HF&H’s scope of work including: 1) review of each of the existing franchise agreements and compare to “state of the industry agreements; 2) identify and document the advantages and disadvantages associated with different cooperative procurement approaches; 3) identify common and leading edge franchise fee and revenue enhancement mechanisms used in California franchise agreements and solid waste systems; and, 4) work with District staff to identify additional approaches that could be used as part of a regional procurement process.

Project Results

HF&H found that the aging franchise agreements were not consistent with the state of the industry in terms of either programmatic or contractual elements. HF&H presented a range of options for the District regarding regional franchising. This presentation focused on developing a system which maximizes the existing infrastructure, anticipates pending regulatory and legislative requirements, and developing a system that will result in high levels of diversion and customer service while maintaining cost-effectiveness. HF&H prepared a model franchise agreement that can be used and tailored by each city. The District Board has approved the next phase of work which includes more comprehensive strategic planning for the districts funding and procurement concerns.

ATTACHMENT D: KEY STAFF RESUMES

Robert D. Hilton, CMC, President

Range of Experience



Bob Hilton is the President of HF&H and one of five firm owners. Bob has over 35 years of public management experience in county and city government and special districts, the past 30 years as a consultant. Mr. Hilton has been responsible for: policy studies; strategic planning studies; financial feasibility studies organizational/management studies; privatization studies; franchise bid processes and contract negotiation; cost of service studies; utility rate analysis; and litigation consulting. Bob has provided expert solid waste advice to more than 160 agencies through nearly 800 projects.

Mr. Hilton has directed all of the competitive contractor selection and negotiation processes in Northern California for HF&H including, but not limited to, those for the cities of Alameda, Brentwood, Cotati, Daly City, Fresno, Livermore, Milpitas, Union City, Pacifica, Palo Alto, Petaluma, San Bruno, San Jose, and Sunnyvale, as well as the Ross Valley Sanitary District, Central Contra Costa Solid Waste Authority, South Bayside Waste Management Authority and the West Valley Solid Waste Management Authority.

Professional and Business History

HF&H Consultants, LLC: President, August 1989 to present

Price Waterhouse: Senior Manager/Manager, 1983 to 1989

City of San Francisco: Solid Waste Program Manager, 1982 to 1983

City of San Francisco: Clean Water Program, Assistant Executive Director, 1981 to 1982

County of Santa Clara: Director of the Office of Management and Budget; Budget Director; Management Analyst, 1973 to 1981

Professional Organizations

Institute of Management Consultants, Northern California Chapter

California Resource Recovery Association

Solid Waste Association of North America

Articles and Speeches

"The Buck Stops Here: Zero Waste Funding and Financing," speaker, Solid Waste Association of North America, Austin Texas, 2012

"Zero Waste Funding at the Retail and Wholesale Level," California Resource Recovery Association Conference, San Diego, CA, 2011

ATTACHMENT D: KEY STAFF RESUMES

Robert D. Hilton, CMC, President

“Creating Effective Franchises and Contracts,” California Resource Recovery Association Conference, 2004

“Single Stream Recycling Challenges and Implementation Issues,” panelist, Alameda County Waste Management Authority and Contra Costa County Solid Waste Authority Technical Advisory Committee Workshop, 2003

“Public Ownership of Solid Waste Facilities,” Solid Waste Association of North America, Western Regional Symposium, 2002

“Choosing a Method for Regulating Refuse Collection,” World Waste, January 1991

“Regulating Refuse Collection: A Utility Approach,” World Waste, October 1990

“Fixed Asset Valuation,” presented at Fixed Asset Valuation Seminar for Local Governments by Price Waterhouse, 1988

“Management Audits”, presented to the League of California Cities, 1985

“Performance Auditing,” presented to the County Engineers Association of California, March 1985

Education

M.A., Political Science, California State University, San Jose

B.A., Political Science, California State University, San Jose

Professional Certification

Certified Management Consultant (CMC Professional Certification)

ATTACHMENT D: KEY STAFF RESUMES

Peter M. Deibler, Senior Project Manager

Range of Experience



Mr. Deibler is a Senior Manager with HF&H Consultants, LLC, with 30 years of experience in the waste management field. He has a background in resource economics and has assisted dozens of public sector clients. Mr. Deibler specializes in the legal, policy, and financial issues related to diversion programs and waste management program and facility procurements and negotiations. He frequently drafts and negotiates service contracts and is well versed in the role of Propositions 218 and 26 in local government setting of fees and rates. His work often involves extensive public process, including workshops, study sessions, and facilitating decision making by client senior staff, city councils, state and local task forces, and special district and joint power agency boards.

His current and recent clients include StopWaste.Org (Alameda County), the cities of San Jose, Mountain View, Sunnyvale, San Jose, Palo Alto, and the West Valley Solid Waste Management Authority (four Santa Clara County cities). Key current and recent responsibilities include a review of future HHW options for StopWaste.Org; developing a Zero Waste plan, new service agreement, and negotiation process for the City of Mountain View; and the City of San Jose's commercial redesign procurement including collection and anaerobic digestion of organics. In recent years he managed the City of Sunnyvale's SMaRT Station operator procurement and the City of Palo Alto's Zero Waste Procurement.

Peter Deibler has managed numerous contractor collection, and facility development and/or operation procurements for agencies ranging in population from 5,000 to 1 million. This experience includes projects for Napa, Riverside, San Bernardino, and Sonoma counties, the Alameda County Waste Management Authority, the Central Contra Costa County Solid Waste Authority, the Salinas Valley Waste Management Authority, the SMaRT Station partners (Sunnyvale, Mountain View and Palo Alto), the Western Placer Waste Management Authority, and the cities of Mountain View, San Jose, Palo Alto, Fremont, Salinas, Fairfield, San Ramon, San Anselmo, Fort Bragg, Healdsburg, Windsor, and Oceanside. He is currently assisting the City of Mountain View in negotiating a new service contract addressing key service issues from the City's Zero Waste Plan that HF&H is developing for the City under Mr. Deibler's management. From 2008-11 he managed a commercial procurement for the City of San José to assist the city in reaching a city wide 75% diversion rate by 2013 and zero waste by 2022, and he is now assisting with the transition. San Jose is converting from a nonexclusive system with 20 collection companies to an exclusive system with two service providers for "one bin plus" collection and recyclables processing, and anaerobic digestion of organics. Other recent project highlights include the City of Palo Alto's Zero Waste procurement and preparation of the 2007 StopWaste.Org "5-year Audit" Program Assessment, which included analysis of key policies and programs that StopWaste.Org is considering in its plan for meeting and exceeding its 75% diversion goal.

ATTACHMENT D: KEY STAFF RESUMES

Peter M. Deibler, Senior Project Manager

Professional and Business History

HF&H Consultants, LLC: Senior Project Manager, 2006 to Present

Brown, Vence & Associates: Senior Associate, 1989 - 2006

Recent Articles and Speeches

“Zero Waste – the Mountain View Experience,” with Lori Topley, City of Mountain View, California Resource Recovery Association Conference, Oakland, August 6, 2012. Pending

“The Role of Household Hazardous Waste in Zero Waste,” California Resource Recovery Association Conference, Oakland, August 8, 2012. Pending

“Procurements and Contracting for Zero Waste Services,” Consultants Panel, Zero Waste Brain Trust, EPA Offices, San Francisco, CA September 24, 2010 (by invitation)

“High Diversion with a Redesigned Commercial Program,” with Kristina Gallegos, City of San José, California Resource Recovery Association Conference, Sacramento, August 9, 2010

“Moving Beyond Disposal - Funding Options for High Diversion”, Presentation to the Alameda County Source Reduction and Recycling Board, July 10, 2008.

“Rethinking Rate Structures - Rate Setting for High Diversion”, Presentation to the Alameda

Education

Master of Arts Degree in Energy and Resources, University of California, Berkeley

Bachelor of Arts Degree in Economics, Phi Beta Kappa, Beloit College

ATTACHMENT D: HF&H STAFF RESUMES

Marisa J. Gan, Associate Analyst

Range of Experience



As an Associate with HF&H, Ms. Gan has a breadth of experience that encompasses operations reviews, competitive procurements, financial analysis, diversion program planning and implementation, rate reviews, vehicle impact fee (VIF) analyses, and industry studies and research.

Ms. Gan has worked on multiple components of procurements for the Cities of Ridgecrest, Fresno, Livermore, Palo Alto, Los Banos, Sacramento, Alameda County, the West Contra Costa Integrated Waste Management Authority, and the Monterey Regional Waste Management District. She has also assisted Oxnard with their competitive procurement to operate and maintain the City's transfer station and materials recovery facility and San Jose's commercial redesign procurement. During the course of competitive procurement projects performed while working with HF&H, Ms. Gan has reviewed and evaluated 13 technical proposals. Ms. Gan has also reviewed several franchise agreements from various jurisdictions and identified numerous opportunities for improvement based on more recent state of the industry agreements.

Since Ms. Gan has been working with HF&H, she has evaluated competitive proposals for solid waste and recycling collection services, provided recycling technical assistance such as review of waste reduction and recycling plans for construction and demolition projects and special events recycling planning for the annual Newark Days Festival. She was involved in a project gathering information for a comparative summary of results from several recent solid waste contract negotiations and competitive procurements in the Bay Area. Ms. Gan assisted the County of San Joaquin with its strategic planning process. The piece of the project she was involved with was an assessment of landfill options in the region, analysis of disposal trends, and remaining landfill capacity in the County.

Ms. Gan has performed surveys of collection services and rates for more than 100 California cities and agencies. She has conducted commercial solid waste and residential food scrap audits. Ms. Gan also sits on the Alameda County Waste Management Authority's Technical Advisory Committee and its Construction & Demolition Debris Working Group.

Professional and Business History

HF&H Consultants, LLC: Assistant Analyst, 2007 to 2008; Associate Analyst, 2008 to present

CV Therapeutics: Training Coordinator, 2005 to 2007

OfficeTeam: Administrative Specialist, 2004 to 2005

California Air Resources Board: Research Assistant, 2003 to 2004

Professional Organizations

California Resource Recovery Association (CRRA)

ATTACHMENT D: HF&H STAFF RESUMES

Marisa J. Gan, Associate Analyst

American Management Association (AMA)

Education

B.S., Environmental Policy Analysis and Planning, University of California at Davis

Beyond Recycling, How to Get to Zero Waste, CRRRA Certification Course

ATTACHMENT D: KEY STAFF RESUMES

Lauren Barbieri, MBA, Associate Analyst

Range of Experience



Ms. Barbieri brings several years of contract procurement and environmental business experience to her role as an Associate Analyst in HF&H's Northern California office. She began working with HF&H as an Assistant Analyst in 2008 and returned as an Associate in 2011 after earning an MBA from the UCLA Anderson School of Management.

At Alcatraz Cruises, Lauren facilitated the partnership between the company, the National Park Service, and the National Parks Conservancy, with a general focus on the government's role in environmental responsibility and preservation for land-use. She developed and maintained environmental operating programs, green procurement policies and environmental education activities and events for visitors to Alcatraz Island. During her time with Alcatraz Cruises, the company became the first of its kind to achieve ISO

9001:2000, ISO 14001:2004 and OHSAS 18001:1999 (international standards of quality management, environmental management and health and safety management systems) and developed the first hybrid ferryboat to be used on the San Francisco Bay.

Since Ms. Barbieri began at HF&H, she has participated in a wide range of procurement and contract negotiation projects including several competitive and sole source service procurements as well as operations reviews. Most recently, she drafted new agreement language and collaborated in a MRF agreement extension for the City of Oxnard. She has also aided in RFP and Franchise revisions for the Cities of Livermore and Palo Alto, contributed to building a solid waste business plan for the City of Sacramento, and assisted in new agreement terms and negotiations for the City of Mountain View.

Professional and Business History

HF&H Consultants: Associate Analyst, 2011 to Present; Assistant Analyst, 2008-2009

Hornblower Yachts, Inc: Marketing and Operations Analyst, 2006 -2008; Executive Assistant to CEO, 2005 -2006

Education and Professional Certification

Master of Business Administration, University of California, Los Angeles

Bachelor of Arts, Legal Studies, University of California, Berkeley

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ATTACHMENT E: SCOPE OF SERVICES AND FEE PROPOSAL

		R. D. Hilton	P. Deibler	R. Simonson	C. Costine	M. Gan	L. Barbieri	K. Erwin	Total Hours	Proposed Cost	Meetings	Work Products	Preliminary Schedule
		\$249	\$215	\$229	\$179	\$129	\$129	\$95					
PHASE 1	DEFINE THE PROCESS	July-September											
Task 1	Kickoff Meeting												
1.1	HF&H staff prepares for kick-off meeting with City staff.	1	4			1			6	\$1,238		Agenda; other meeting materials as necessary	July-August
1.2	HF&H staff facilitates the kickoff meeting, and prepares summary notes.	3	5						8	\$1,822	1	Summary notes	July-August
	Task 1	4	9	0	0	1	0	0	14	\$3,060			
Task 2	Develop Process Guidelines												
2.1	HF&H staff identify options for, and define the elements of the "transparent" process, and submit discussion piece to City staff with samples from other communities as appropriate	0.5	5			2			7.5	\$1,458		Brief memo	August
2.2	City and HF&H staff meeting to discuss process guidelines (meeting also addresses Task 3.2 topic)	3	5						8	\$1,822	1	Agenda, meeting materials, summary notes as needed	August
2.3	HF&H staff work with City staff as necessary to develop final draft guidelines for Council consideration	1	3			1		0	5	\$1,023		Final draft guidelines	August
	Task 2	4.5	13	0	0	3	0	0	20.5	\$4,303			
Task 3	Develop Outreach Plan												
3.1	HF&H staff identify options and define the elements of an Outreach Plan, and submit discussion piece to City staff	0.5	2			4		6	12.5	\$1,641		Initial draft Outreach Plan matrix with options; list of potential proposers and contact info	August
3.2	City and HF&H staff meeting to discuss options for Outreach Plan (as part of Task 2.2 meeting)								0	\$0	1 (see Task 2.2)	Agenda, meeting materials, summary notes as needed	August
3.3	HF&H staff work with City staff to finalize draft Outreach Plan for Council consideration		2			2		2	6	\$878		Final draft Outreach Plan matrix	August
	Task 3	0.5	4	0	0	6	0	8	18.5	\$2,519			
Task 4	Council Review of Process Guidelines and Outreach Plan												
4.1	HF&H prepare draft Powerpoint for City staff review covering Process Guidelines and Outreach Plan	1	4			1		2	8	\$1,428		Draft Powerpoint	August-September
4.2	HF&H finalizes Powerpoint based on staff comments and presents to Council	3	6			1		1	11	\$2,261	1	Final Powerpoint	September
4.3	HF&H modifies draft Guidelines and Outreach Plan as necessary to reflect Council direction	0.5	3			1			4.5	\$899		Final Guidelines and Outreach Plan	September
	Task 4	4.5	13	0	0	3	0	3	23.5	\$4,588			
PHASE 1 TOTAL		13.5	39	0	0	13	0	11	76.5	\$14,469			

ATTACHMENT E: SCOPE OF SERVICES AND FEE PROPOSAL

		R. D. Hilton	P. Deibler	R. Simonson	C. Costine	M. Gan	L. Barbieri	K. Erwin	Total Hours	Proposed Cost	Meetings	Work Products	Preliminary Schedule
		\$249	\$215	\$229	\$179	\$129	\$129	\$95					
PHASE 2	CONDUCT PRE-RFP ACTIVITIES	July-October											
Task 5	Conduct Pre-RFP Outreach												
5.1	HF&H staff will work with City staff to plan for and conduct a Council session focussed on receiving input on current and future program options	4	8	0		1		3	16	\$3,130	1	Meeting outline, draft and final Powerpoints	September-October
5.2	HF&H staff will work with City staff to plan for and conduct a meeting with multi-family property owners and managers focussed on receiving input on current and future program options		8	0		6		2	16	\$2,684	1	Meeting outline, draft and final Powerpoints	September-October
5.3	City staff will invite potential proposers to meet individually with City and HF&H staff to discuss current and future program options; assumes up to 4 one hour meetings held sequentially	5	6			0			11	\$2,535	4	Meeting outline, and any other necessary materials, summary notes as applicable	September-October
Task 3		9	22	0	0	7	0	5	43	\$8,349			
Task 6	Conduct Pre-RFP Analysis												
6.1	To extent City and HF&H staff decide on areas of analysis earlier, HF&H will begin work. Both parties meet at conclusion of Phase 1 to discuss the process to-date including the results of the pre-RFP outreach, and to identify any additional pre-RFP analysis needs		4			2			6	\$1,118	1	Agenda, brief materials summarizing analysis options, summary notes following meeting	July-October
6.2	Finalize workplan and conduct benchmarking of current diversion program effectiveness, with on-site observation (especially of multi-family), data comparison to HF&H database, and updated information on effective multi-family collection programs in other cities		16			20	8		44	\$7,052	Two days on site in City	Data, observations and information from Daly City and other cities for inclusion in the RFP, with focus on multi-family programs	August-October
6.3	Conduct other analysis tasks as identified in Task 6.1 (placeholder budget reflects moderate level of analysis)	1	4			6			11	\$1,883	TBD		August-October
Task 6		1	24	0	0	28	8	0	61	\$10,053			
Task 7	Define and Finalize Content of RFP Package												
7.1	HF&H prepares draft matrix of RFP and agreement issues and options for new and modified programs, compensation and rate setting, customer service, outreach and education, technical assistance, diversion, performance standards, etc for City review and comment.	2	12	2		4	4		24	\$4,568		Draft matrix	August-September
7.2	City and HF&H staff meet to discuss key issues, and to finalize decisions	4	10			2			16	\$3,404	1	Final matrix or list of final decisions	September
7.3	HF&H prepares for, presents key pre-RFP decisions and the results of the outreach efforts to Council	4	6			0		2	12	\$2,476	1	Draft and final Powerpoints	September-October
Task 7		10	28	2	0	6	4	2	52	\$10,448			
PHASE 2 TOTAL		20	74	2	0	41	12	7	156	\$28,850			

ATTACHMENT E: SCOPE OF SERVICES AND FEE PROPOSAL

		R. D. Hilton	P. Deibler	R. Simonson	C. Costine	M. Gan	L. Barbieri	K. Erwin	Total Hours	Proposed Cost	Meetings	Work Products	Preliminary Schedule
		\$249	\$215	\$229	\$179	\$129	\$129	\$95					
PHASE 3 DEVELOP AND RELEASE RFP PACKAGE													October-February
Task 8 Develop RFP													
8.1	HF&H prepares 1st draft RFP for City review and comment, and parties meet to discuss comments	1	16	2		18			37	\$6,469	1	1st draft RFP	October-November
8.2	HF&H revises draft and submits 2nd draft RFP for review and comment; assume receive comments by phone	0.5	8			12		3	23.5	\$3,678		2nd draft RFP	November
8.3	HF&H revises 2nd draft and submits final draft RFP		4			8		1.5	13.5	\$2,035		Final draft RFP	November-December
Task 8		1.5	28	2	0	38	0	4.5	74	\$12,181			
Task 9 Develop Draft Agreement													
9.1	HF&H prepares 1st draft agreement for City review and comment, and parties meet to discuss comments	1	32	4			24	6	67	\$11,711	1	1st draft agreement	October-November
9.2	HF&H revises draft and submits 2nd draft agreement for review and comment; assume receive comments by phone	0.5	16	4			16	3	39.5	\$6,830	0	2nd draft agreement	November
9.3	HF&H revises draft and submits final draft agreement		8	2			8	2	20	\$3,400		Final draft agreement	November-December
Task 9		1.5	56	10	0	0	48	11	126.5	\$21,941			
Task 10 Develop Proposal Forms													
10.1	HF&H prepares draft proposal forms for City review and comment		6	2	16				24	\$4,612		Draft proposal forms	November
10.2	HF&H prepares and submits final draft proposal forms	1	4	1	8				14	\$2,770		Final draft proposal forms	November-December
Task 10		1	10	3	24	0	0	0	38	\$7,382			
Task 11 Council Review of RFP Package													
11.1	HF&H prepares draft Council presentation of draft RFP package for City staff review	1	8			2	2	2	15	\$2,675		Draft Powerpoint	December
11.2	HF&H finalizes presentation based on staff comments and presents draft RFP package to Council	4	8			4	2	2	20	\$3,680	1	Draft Powerpoint	December
11.3	HF&H finalizes RFP package as necessary to reflect Council direction		6	2	2	4	4	2	20	\$3,328		Final RFP package	December-January 2013
Task 11		5	22	2	2	10	8	6	55	\$9,683			
Task 12 Distribute RFP and Conduct Pre-Proposal Process													
12.1	HF&H facilitates pre-proposal conference in coordination with City staff		6	2	0	3			11	\$2,135	1	Agenda, Powerpoint	January
12.2	HF&H responds to proposer questions with written RFP addenda, in coordination with City staff	1	16	2	6	6	6	1	38	\$6,864		Up to two addenda	January-February
Task 12		1	22	4	6	9	6	1	49	\$8,999			
PHASE 3 TOTAL		10	138	21	32	57	62	22.5	342.5	\$60,186			

ATTACHMENT E: SCOPE OF SERVICES AND FEE PROPOSAL

		R. D. Hilton	P. Deibler	R. Simonson	C. Costine	M. Gan	L. Barbieri	K. Erwin	Total Hours	Proposed Cost	Meetings	Work Products	Preliminary Schedule
		\$249	\$215	\$229	\$179	\$129	\$129	\$95					
PHASE 4 CONDUCT EVALUATION AND SELECTION PROCESS													February-June
Task 13	Evaluation Planning; Initial Meeting with Evaluation Team												
13.1	HF&H develops draft description of evaluation process and draft materials for meeting with City staff	0.5	8			2		4	14.5	\$2,483	1	Agenda, brief draft process description and team materials (scoring sheets, etc)	February
13.2	HF&H finalizes materials related to eval process	0.5	8			4		2	14.5	\$2,551		Final process description and team materials	February
13.3	Proposals submitted (budget assumes three); HF&H facilitates 1st meeting of team soon after receipt of proposals to present guidelines, overview of RFP package, brief bulletpoint summary of proposals, distribute RFP and proposals, and discuss and distribute evaluation materials		8			12			20	\$3,268	1	Agenda	March
Task 13		1	24	0	0	18	0	6	49	\$8,301			
Task 14	Initial Proposal Evaluation (Evaluation Team Meeting 2)												
14.1	HF&H conducts an initial check of proposals for meeting minimum standards (pass/fail); instructs evaluation team to only review passing proposals		2			3		3	8	\$1,102		High level summary matrix of proposals and pass/fail status	March
14.2	HF&H conducts initial review of proposals, conducts cost evaluation, and identifies questions and issues requiring clarification	2	18	2	24	12	12		70	\$12,218		List of issues for clarification and draft questions to proposers	April
14.3	HF&H prepares draft proposal summaries and initial findings for evaluation team (and later Council) use; evaluation team meets for 2nd time to discuss proposals in detail and prep for interviews		10			6	6	1	23	\$3,793	1	Draft proposal summary matrix with initial comments/findings; meeting agenda; followup support for evaluation team as needed	April
Task 14		2	30	2	24	21	18	4	101	\$17,113			
Task 15	Proposer Interviews and Final Meeting (Evaluation Team Meetings 3 and 4)												
15.1	HF&H prepares advance written questions for interviewees as well as verbal questions for during interviews; HF&H follows-up with interviewees post-meeting and as necessary		12	2	8	8			30	\$5,502	1	Budget assumes three interviews on one day	April-May
15.2	HF&H facilitates final meeting of evaluation team to score/rank proposals as provided by the Council-approved process	1	8			4		2	15	\$2,675	1	Agenda, final evaluation materials for team use	May
Task 15		1	20	2	8	12	0	2	45	\$8,177			
Task 16	Present Findings to Council												
16.1	HF&H prepares draft Council presentation of evaluation team findings for City staff review	2	24			6	6	3	41	\$7,491		Draft Powerpoint	May-June
16.2	HF&H finalizes presentation based on staff comments and presents evaluation team findings to Council	4	8			4	2	1.5	19.5	\$3,633	1	Final Powerpoint	June
Task 16		6	32	0	0	10	8	4.5	60.5	\$11,124			
PHASE 4 TOTAL		10	106	4	32	61	26	16.5	255.5	\$44,715			

ATTACHMENT E: SCOPE OF SERVICES AND FEE PROPOSAL

		R. D. Hilton	P. Deibler	R. Simonson	C. Costine	M. Gan	L. Barbieri	K. Erwin	Total Hours	Proposed Cost	Meetings	Work Products	Preliminary Schedule
		\$249	\$215	\$229	\$179	\$129	\$129	\$95					
PHASE 5	NEGOTIATE AND FINALIZE AGREEMENT	June-September											
Task 17	Negotiate and Finalize Agreement												
17.1	HF&H facilitates the negotiation sessions in coordination with City staff; preparing agenda. Budget assumes one planning meeting or phone call with City staff and three sessions with City staff and selected proposer	12	16	4	2				34	\$7,702	4	Agenda, summary materials for use during and after meetings	June-August
17.2	HF&H revises the draft agreement to reflect the selected contractor's proposal and negotiated changes	1	12		2		5	4	24	\$4,212		Revised draft, and final, signature-ready agreement	August-September
17.3	HF&H finalizes the rate schedule for inclusion in the agreement, reflecting any changes in rate structure and/or customer incentives	1	2	1	4				8	\$1,624		Final rate schedule	August-September
Task 17		14	30	5	8	0	5	4	66	\$13,538			
Task 18	Final Recommendation to Award to Council												
18.1	HF&H prepares draft Council presentation of final agreement for City staff review	1	8					2	11	\$2,159		Draft Powerpoint	September
18.2	HF&H finalizes presentation based on staff comments and presents final agreement to Council	4	5					1	10	\$2,166	1	Final Powerpoint	September
Task 18		5	13	0	0	0	0	3	21	\$4,325			
PHASE 5 TOTAL		19	43	5	8	0	5	7	87	\$17,863			
Engagement Management													
		6	30	0	0	0	0	0	36	\$7,944			
TOTAL COSTS													
	Labor	78.5	430	32	72	172	105	64	953.5	\$174,026			
	Out-of-Pocket Expenses									\$1,500			
	Total Budget									\$175,526			

ATTACHMENT E: SCOPE OF SERVICES AND FEE PROPOSAL

		R. D. Hilton	P. Deibler	R. Simonson	C. Costine	M. Gan	L. Barbieri	K. Erwin	Total Hours	Proposed Cost	Meetings	Work Products	Preliminary Schedule
		\$249	\$215	\$229	\$179	\$129	\$129	\$95					
OPTIONAL TASKS													
Optional Task 1	Customer Survey												
1.1	Define target survey audience; define degree of statistical accuracy, if any; draft and finalize survey questions, postcard, and survey tool; conduct survey								0	\$0	TBD	TBD	September-October 2012
1.2	Analyze survey results								0	\$0	TBD	TBD	Oct-12
Optional Task 1		0	0	0	0	0	0	0	0	\$0			
Optional Task 2	Waste Characterization												
2.1	Define waste characterization goals and parameters; design sampling strategy; schedule sampling; conduct sampling								0	\$0	TBD	TBD	August-October 2101
2.2	Compute and analyze waste characterization results								0	\$0	TBD	TBD	August-October 2101
Optional Task 2		0	0	0	0	0	0	0	0	\$0			
Optional Task 3	Assist with Managing Transition												
	TBD								0	\$0	TBD	TBD	October 2013-December 2014
Optional Task 3		0	0	0	0	0	0	0	0	\$0			
Optional Task 4	Assist in Monitoring Compliance												
	TBD								0	\$0	TBD	TBD	December 2014 - ongoing
Optional Task 4		0	0	0	0	0	0	0	0	\$0			



City Council Meeting Agenda Report

Item # _____

Meeting Date: July 23, 2012

**Subject: Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, CEQA-1-12-5049
Prologis - SFMTA Offices, Auto Return & Auction Tenant Improvement
2650 Bayshore Boulevard, Daly City**

Recommended Action

Approval of Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, and CEQA-1-12-5049 subject to the attached conditions and Mitigation Monitoring Program to allow a tenant improvement for the establishment of the proposed San Francisco Municipal Transportation Agency (SFMTA) facility.

Planning Commission Discussion

On July 3, 2012, the Planning Commission voted 5-0 to forward a recommendation of approval of Use Permit UPR-1-12-5048, Design Review DR-1-12-5050 and CEQA-1-12-5049 to the City Council. Representatives from the SFMTA and Prologis spoke in favor of the project and provided additional information regarding the operations of the proposed use. No members of the public spoke in favor or in opposition of the project.

Introduction

The applicant, Prologis, proposes a tenant improvement of the existing 232,000 square foot building on a 12.72-acre lot is for SFMTA to operate a facility for the storage of impounded vehicles, their return, auction and facility to house their parking enforcement operations.

The site is an existing developed commercial and light industrial site that was a United States Postal Service (USPS) Distribution Center until 2010. The site is an existing developed M-Industrial zoned site that was the home of the United States Postal Service (USPS) Distribution Center until 2010. Other previous uses also included food warehousing and distribution products and manufacturing of cans and bottle tops.

Project Evaluation

Discussion

The project proposes a tenant improvement of the existing 232,000 square foot building on a 12.72-acre lot is for SFMTA to operate a facility for the storage of impounded vehicles, their return, auction and facility to house their parking enforcement operations. The project site would have approximately 300-350 employees on rotating shifts that include site and parking enforcement staff that are rotated on a nine shift per day routine. The tenant improvements consist of new interior partition walls, and interior layout changes, removal of the 5,259 square foot garage pump house building on the southwest corner of the lot, exterior paint, signage, new and improved landscaping, perimeter fencing upgrades and parking lot striping. No building expansion is proposed.

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Subject: Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, CEQA-1-12-5049

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- *Steven Lee, representing SFMTA, explained that the use of the site for the parking enforcement vehicles is still not certain, given that this site is not centrally located.*

The subject site is located at 2650 Bayshore Boulevard. The site is zoned M-Industrial and has a General Plan Land Use Designation of Commercial Industrial. The proposed use conforms to the General Plan Land Use Designation. (Attachment A- Location Map)

Land Use	Zoning
North: Commercial & Residential	Outside City Boundary – City of SF
South: Commercial & Residential	R-1 A Single Family Residential (Duplex with Use Permit) & C-1 Light Commercial
West: Commercial and Light Industrial	M- Industrial
East: Bayshore Boulevard & Vacant Rail Yard	Outside City Boundary – City of Brisbane

Use Permit

The proposed exterior vehicle storage component of the auto return activity and the auto auction (sales) requires a use permit in the M-Industrial zoning district. The purpose of the use permit is to ensure that the proposed use will not have an adverse effect on surrounding properties. The proposed SFMTA uses are consistent with applicable zoning and, as conditioned, compatible with surrounding uses.

Site Design

The project site is a 12.72-acre lot with an existing office and warehouse building of approximately 232,000 square feet that fronts Bayshore Boulevard. There is an above ground water storage tank, and a 5,259 square foot garage/pump-house building located at the southwestern corner of the site near the existing Talbert Street site entrance. There are three driveways on Bayshore Boulevard that provide access to the warehouse, rear parking area, offices and the front parking lot that serves the main building walk up entrance. There are parking areas to the west and the south of the building. There are security perimeter fences and access gates at all entrances. No layout changes are proposed nor any changes to the existing driveway configuration. (Attachment B- Site Plan)

The existing site design meets both the applicant needs and the City requirements.

Parking, Circulation and Traffic

The warehouse area is approximately 193,404 square feet and will be utilized to house parking enforcement vehicles, towed vehicle storage and the auction area. The office area is approximately 38,122 square feet will house the parking enforcement offices, auto return area, training and administrative offices. The total required parking for the warehouse and office area is 256 spaces. A total of 1,030 parking spaces are provided by including parking in the warehouse building, of which 702 spaces are for vehicle storage.

The Engineering Division has reviewed all the proposed means of vehicular access and has determined that they are adequate for vehicles and do not pose a risk for pedestrians. On site travel

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lanes are adequate for the transport of vehicles and emergency access as determined by the Engineering Division and Fire Department.

A Traffic Study was prepared by TJKM Consulting Group for the proposed project. Trip generation for the project was based on unit trip rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 8th Edition*, utilizing Warehousing (ITE Land Use Code 150). Also, the proposed trip generation was developed utilizing conservative estimates for all SFMTA employees, towed vehicles, auction attendees and auto return users. The proposed project would generate 946 daily trips on all days except Wednesdays. Wednesdays are auction days and as a result of the added traffic, the site is expected to generate 1,546 daily trips. The previous use, USPS, was estimated to have generated 1,245 daily trips. Therefore, other than on Wednesdays, the total daily traffic trips generated is almost 40% less than the previous use. (Attachment C- Initial Study, MND & MMP with Traffic, Noise & Air Analyses)

- ***Commissioner Edelman expressed concern that the high volume of traffic related to the auction is during the peak morning commute times. Dan Scanlan, representing SFMTA, explained that if the auction of vehicles causes traffic congestion, they would be able to adjust the hours of the auction to a non-peak traffic hour.***

Traffic operating characteristics of intersections are described by the concept of level of service (LOS). It is a qualitative description of an intersection's performance based on the average delay trips 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.

The Traffic Study included an evaluation of LOS at Bayshore Boulevard, Talbert Street, Macdonald Avenue and Geneva Avenue using the 2000 Highway Capacity Manual (HCM) Operations Method. The traffic consultant obtained a.m. and p.m. peak hour traffic counts at the intersection of Bayshore Boulevard and Geneva Avenue on January 10 and 11, 2012. The LOS for existing conditions and those with the proposed project remain at LOS C.

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 peak hour trips. Since the project is expected to generate over 100 peak hour trips the Agency is being notified.

Hours of Operation

The proposed hours of operation are 24 hours a day seven days a week for the parking enforcement division with daily rotation of approximately nine shifts. On average, 50 vehicles a day are expected to be towed to the site. The customer service pick-up for autos is typically Monday through Friday 7:30 am to 8:00 pm, although customer pick up may occur 24 hours a day as needed. The average customer pick up is 25 vehicles a day. The proposed auction use will occur on Wednesday mornings only between 8:30 am to 2:00 pm. It is anticipated that up to 300 people may

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attend and approximately 100 cars are expected to be sold each Wednesday. Customers pick up the cars at an alternate time.

The proposed SFMTA staff training will occur within the proposed office and training rooms on a routine basis. New operator, maintenance and refresher training classes will be conducted within the office training rooms proposed for approximately 300-350 employees throughout the day on rotating shifts. The previous USPS use also operated 24 hours a day 7 days a week with approximately 320 employees utilizing the site on a shift rotation throughout the day.

- *Commissioners Edelman and Sylvester expressed concern about on-site security and asked about what security measures would be in place to minimize security related problems. Mr. Lee explained that they would have security personnel at the site 24 hours a day, seven days a week. Mr. Scanlan indicated that metal detectors are located at the building entry for the purpose of detecting and confiscating weapons and that they would expect to install at least 29 video cameras with motion sensors. Once motion is detected, email alerts are sent to appropriate security staff. Mr. Scanlan also stated that additional security guards - up to six - will be employed for the auction events. Commissioner Sylvester further stated that he would like the SFMTA to keep the Daly City Police Department informed of special events, such as the auctions, and to consider the use of off-duty police officers for such events.*

Noise

The noise generated from the project is limited to that caused by vehicles associated with the SFMTA use. The project is conditioned to comply with the Daly City General Plan Noise Element objectives and policies. The policies that apply include; Policy 2.1 “Maintain a CNEL (Community Noise Equivalent Level- CNEL) of not more than 70dBA (A-Weighted Sound Level- DBA) ,leq. (Energy Equivalent Noise Level- leq.) in residential areas”, Policy 2.3 “Maintain the City’s current standard of 75 dBA CNEL for office commercial and professional areas”, and Policy 2.7 “Avoid Noise impacts from intensification or alteration of existing land uses.” Based upon the Traffic Noise Analysis conducted by CSDA Architects dated June 12, 2012, the proposed facility traffic noise levels at 50 feet are a total of 56.7 CNEL dB (decibels). This is below the General Plan Noise Element policy of not more than 70 dBA, leq in residential areas.

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. However, with the application of Best Management Practices (BMPs) required at the time of building permit, the levels will not rise to the level of significance because the building permit requirements limit the hours and the scope of work for the project includes very limited exterior construction activity.

The BMPs included, which are standard conditions of approval for all new construction, require vehicles and equipment be properly muffled. Construction hours will be limited to 8:00 a.m. to 4:30 p.m. Mondays through Saturdays and prohibited on Sundays. The removal of the garage and pump house construction activity is limited in scope and duration and is viewed as a less than significant

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noise level with the application of the aforementioned BMP's. (Attachment C- Initial Study, MND &MMP with Traffic, Noise & Air Analyses)

Architectural Design

The majority of the proposed improvements are limited to interior tenant improvements. The project incorporates new paint scheme, landscaping upgrades and perimeter fencing with paint to match the building paint scheme. The proposed paint scheme is a Sherwin Williams color scheme that is similar to the existing beige and tan paint colors. (Attachment B- Project Plans)

The applicant has proposed to maintain the existing tube steel fence and gates on the Bayshore Boulevard frontage and replace the chain-link fence along the remaining perimeter of the property. The applicant proposes to replace the chain link fence along the west, north and portion of the south property boundaries with a fence that includes a metal base that will extend up approximately eight feet from grade with a security feature atop resulting in a height of approximately 10-12 feet. The proposed fence includes a design aesthetic to match the convex tube steel similar to the fences and gates along the frontages, instead of barbed wire. The proposed fence will be required to incorporate materials and paint to match the building and existing front fence design, or better, in order to provide screening and security with an aesthetic value that will result in an improvement over the existing chain link fence.

Existing lighting will be utilized and if any changes are necessary the lighting is required to have fixtures that minimize off-site light pollution and glare on nearby residences as well meet minimum safety requirements for the site. Existing light poles will be refinished and repainted. (Attachment B- Project Plans)

- ***Commissioner Edelman asked if additional lighting was going to be installed. Scott Swensen, a representative for Prologis, explained that the former tenant, USPS, already had extensive security lighting around the site and that they felt it would be sufficient to meet all of their security needs.***

Landscaping

The project site has an existing landscaped area of approximately 64,983 square feet. The project has been conditioned to upgrade and improve the existing landscaping through new plantings, irrigation, maintenance and a landscape buffer for screening that includes trees along the property lines with adjacent residential uses wherever feasible. The project exceeds the 1,000 square feet of landscaped area, triggering specific requirements for outdoor water use efficiency and Tier 1 landscape requirements of the Daly City Landscaping Ordinance. Landscaping plans are required for submittal prior to building permit application and shall incorporate substantial upgrades to all landscaped areas including the abandoned railroad easement on the northern property line. Landscaping improvement shall be a substantial improvement over the existing conditions and serve to improve the visual screening of the site as well as provide a visual buffer to the site. Landscaping plans shall meet all applicable requirements including water efficient irrigation.

- ***Commissioner Edelman expressed concern about the maintenance of the landscaping and noted that USPS did very little to maintain the landscaping on the site. Dan Letter,***

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representing Prologis, stated that Prologis is committed to keeping the site well-maintained as it is flagship facility located near their headquarters in San Francisco.

Signage

The applicant proposes new signage for the site, which will include building signage and upgrades to the existing monument sign. (Attachment B- Plans) The proposed signage will require a separate sign permit and review for compliance prior to sign permit issuance.

Litter and Graffiti

An approved litter control and site maintenance plan is required prior to building permit issuance. The plan must include a schedule of maintenance for the site and adjacent sidewalks, a graffiti abatement program, and require that the trash and/or recycling bins not obstruct drive aisles or create a circulation hazard.

Demolition

This ENVIROSTOR database review conducted for the Phase I Environmental Site Assessment found that the site is not listed. The Phase I report identified two fuel storage tanks that have been removed from the site in the past including a 1,000 gallon Underground Storage Tank (UST) and one 10,000 gallon Above Ground Storage Tank (AST) was located at the southwest corner of the site. Both removals were granted closure by San Mateo County Environmental Health (SMCEH). However, prior to soil disturbance the applicant shall be conditioned to notify and attain approval from SMCEH.

Frontage Improvements

The project frontage is on Bayshore Boulevard and all sidewalks and driveways must meet ADA and City standards and specifications. There is a fragment of an abandoned rail track that intersects Bayshore Boulevard in front of the project site. The Engineering Division has included a condition requiring the removal of the rails unless specifically prohibited by the CPUC or UP.

Stormwater Requirements

The proposed project must meet storm water management requirements for BMPs associated with the storage of vehicles and potential new point source pollution sources. A plan acceptable to the City Department of Water and Waste Water resources Division for point source pollution control for the storage of vehicles must be submitted and approved prior to the issuance of a Building Permit for the project. Review by SF Water and Bayshore Sanitary District is also required. Conditions of approval for the project require the applicant to provide supplemental information and or designs.

ENVIRONMENTAL ASSESSMENT

CEQA Determination	Mitigated Negative Declaration per Section 15070 of the California Environmental Quality Act
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City Council Agenda Report**Subject: Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, CEQA-1-12-5049****SFMTA- Offices, Auto Return & Auction Tenant Improvement****Meeting Date: July 23, 2012****Page 7 of 12**

The Planning Commission has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA). An Initial Study was required and completed. There is one mitigation measure to mitigate dust and air quality impacts during construction activities. Staff has determined that subject to the conditions and mitigation monitoring program the project would not have a significant impact on the environment. (Attachment C- Initial Study, MND & MMP with Traffic, Noise & Air Analyses)

FINDINGS

The Planning Commission finds that, as conditioned, the proposal is consistent with Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed project would not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood, or be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the city. These findings are based on the following facts:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing on July 3, 2012; notice of said hearing was by newspaper publication on June 22, 2012 posting and first class mailing to property owners within 300 feet;
2. Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project will not have a significant impact on the environment. Staff recommends that the Commission affirm the Environmental Assessment and recommend to the City Council that a Mitigated Negative Declaration per Section 15070 (a) of the CEQA Guidelines be adopted for this project.
3. The subject property is zoned M- Industrial District which requires a Use Permit for the outdoor storage and auto sales;
4. The subject use is consistent with the General Plan and the M-Industrial District standards and, together with the provisions for its design and operation, would not be detrimental to the health, safety, morals, comfort and general welfare of the neighborhood;
5. The project complies with applicable provisions of Design Review Section 17.45 of the Zoning Ordinance;
6. General architectural considerations including consistent building materials and paint colors have been incorporated into the design to ensure the compatibility of the development with its design concept and of the surrounding buildings.
7. The proposed project exceeds the minimum parking requirements of the Daly City Zoning ordinance (DCMC 17.34.020).

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The Planning Commission recommends approval of Use Permit UPR-1-12-5048 and Design Review DR-1-12-5050, CEQA-1-12-5049 based on the following conditions as specified by each Department and Division. The following conditions of approval shall apply to the use for the entirety of its existence. Violation of these conditions could be cause for revocation of the Use Permit. Minor deviations from the conditions of approval may be approved by the Planning Division. Significant deviations will require review and approval by the Planning Commission and City Council.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENTGeneral

1. Within ten (10) days of City Council approval, the applicant shall file with the Planning Division a Declaration of Acceptance of all conditions. Until said Declaration is filed, the use shall not be valid and no permits may be issued for this business.
2. The Use Permit shall be valid for a period of one year from the date of City Council approval. The approval shall terminate if a building permit has not been obtained and construction commenced within one-year of City Council approval of the project or if the applicant fails to obtain a valid business license.
3. An approved litter control and site maintenance plan is required prior to building permit issuance. The plan must include a schedule of maintenance for the site and adjacent sidewalks, a graffiti abatement program, and also require that the trash and/or recycling bins not be placed or stored in such a way to obstruct the drive aisles or create a circulation hazard.
4. Any required fixtures proposed shall minimize glare affecting the surrounding neighborhood. Light poles shall be refinished and painted.
5. The use permit and design review shall be valid only in conjunction with plans submitted, approved by the City Council and attached hereto. Any significant modifications and changes to the plans shall be treated as an amendment and shall be subject to review by a Council Committee appointed by the Mayor.
6. A separate sign permit shall be required for all proposed signage. Planning Division approval of the signage shall be required prior to signage permit submittal.
7. The project landscaping exceeds the 1,000 square feet of landscaped area is subject to the Daly City Landscaping Ordinance. The landscaping plans shall be required to meet all applicable requirements including water efficient irrigation and will incorporate Bay-

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Friendly species that are drought tolerant. Irrigation systems will incorporate water efficiency measures and shall show the details on the building permit plans. No building permit may be issued until this condition is met.

8. Landscaping plans are required for submittal prior to building permit application and shall be substantially enhanced and improved over the existing landscaping. This shall include but is not limited to upgrades to the landscaped area along the abandoned railroad easement on the northern property line and shall include trees or shrubs as a visual buffer along all property lines. Substantial improvements shall be installed along the landscaped median that is shared with residential uses to the south which will include a combination of ground cover, climbing vines and trees. Landscaping plans shall meet all applicable requirements including water efficient irrigation. No building permit may be issued until this condition is met to the satisfaction of the director or designee.
9. Fencing plans shall be submitted prior to building permit application for the proposed fence upgrades and shall incorporate tube steel to match the front fences and gates with no barbed wire, and shall require Planning Division approval prior to issuance of a building permit for the project.
10. All buildings, any applicable walls, fences and trash enclosure materials and colors must match those as approved. High quality materials shall be utilized and final finishes shall be approved by the Director of Economic and Community Development or designee.
11. Additional Stormwater information and updated forms may be required during the building permit review stage when more details of the construction drawings are known. Information and/or designs that may be required if there are any changes that impact the forms submitted for the subdivision application. No building permit may be issued until acceptable storm water requirements are met.
12. Mitigation measures for compliance with construction related air impacts shall be followed as identified in the attached Mitigated Negative Declaration and Mitigation Monitoring Program. Failure to do so may result in revocation the Use Permit.

B. ENGINEERING DIVISION

13. An Encroachment permit shall be required for the project for any frontage improvements.
14. The applicant shall comply with the applicable requirements of the City of Daly City General Conditions of Approval: Use Permits, Variances, Design Reviews, Planned Developments, and Subdivisions, edition current at the time of building permit application.

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15. The applicant shall provide specific measures and work plans to prevent pollutants from entering the public storm drain system in compliance with the NPDES regulations. Full trash capture is required. Sufficient area shall be allocated for full trash capture. Drainage to the public storm drain system shall be through pipes under the sidewalk, drainage over the sidewalk is not permitted. The rate of flow to the City's Storm Drain System shall not exceed the predevelopment rate. Provide infiltration or detention for increment of drainage flow for a 10-year/2 hour-frequency storm event. Provide fail-safe emergency drainage conditions for worst-case events that may occur during the life of the project in excess of 100 years.
16. Unless otherwise denied by the California Public Utilities Commission (CPUC) or Union Pacific Railroad, the project shall include the removal of the abandoned rail crossing facilities in Bayshore Boulevard. The roadway shall be reconstructed to provide a smooth profile and the sidewalk and median island shall be made contiguous to current standards and in compliance with ADA regulations. If removal at this time is denied by the CPUC or Union Pacific Railroad, applicant shall post a bond or other security with Union Pacific Railroad for its removal at a later date.

C. BUILDING DIVISION

17. All applicable green building code requirements must be met and any and all plans required shall be included with the building permit application.
18. A demolition permit will be required for any demolition work on the structures
19. San Mateo County Environmental Health approval shall be required for the removal of the garage building. Review and approval of the building permit and/or demolition permit shall be required prior to issuance.
20. A building permit shall be required for the proposed changes to the structures.
21. Building permit application review and approval by San Francisco Water and Bayshore Sanitary District is required prior to the issuance of any building permit or demolition permit for the project.

D. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

22. Plans shall include water conservation devices. Outdoor Landscaping should be drought tolerant, native vegetation or hardscapes. Irrigation in non-turf areas shall be drip, micro-spray or micro-jet. No water features shall be permitted.

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23. Plans shall include water conservation devices. Indoor-All domestic fixtures shall be low flow with toilets 1.28 gpf or less and "HE" urinals 0.5 gpf or less are required
24. All costs associated with any water system improvements required as a result of the proposed construction shall be borne by the applicant.
25. Any and all grease interceptors that may be required for the project must be sized per the current plumbing codes. The interceptor location and sizing calculations must be shown on the next set of drawings for review.
26. Parking lots and outdoor vehicle storage areas can contribute a number of pollutants such as trash, suspended solids, hydrocarbons, oil & grease and heavy metals that can enter the storm drain system. The applicant shall install drain inlet filtration (Kristar or equivalent) designed to capture the above pollutants at each outdoor drain inlet. The applicant shall also demonstrate that the inlets will be maintained regularly per manufacturer requirements and are part of a preventative maintenance program provided by a third party.
27. The trash enclosure may require a sanitary drain to be installed and it must be plumbed to the grease interceptor. The floor for the enclosure must be sloped to prevent runoff and out of the enclosure. DWWR approval that this condition has been met shall be required prior to building permit issuance.
28. All outdoor drain inlets shall be labeled "No Dumping Drains To Bay" using thermoplastic markings or equivalent.
29. A fire flow test is required.

C. NORTH COUNTY FIRE AUTHORITY

30. Fire sprinklers that meet NFPA standards are required and shall be included on the building permit plan submittal.

RECOMMENDATIONS

The Planning Commission forwards to the City Council the following recommendations:

1. Adopt the Findings as outlined herein;
2. Affirm the Environmental Assessment;
3. Approve Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, CEQA-1-12-5049 subject to the Findings and Conditions outlined herein.

City Council Agenda Report

Subject: Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, CEQA-1-12-5049

SFMTA- Offices, Auto Return & Auction Tenant Improvement

Meeting Date: July 23, 2012

Page 12 of 12

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

Respectfully submitted,



Steve Engfer
Assistant Planner



Brian Millar
Director of Economic and Community Development

Attachments

Attachment A – Location Map

Attachment B – Project Plans

Attachment C – Initial Study, MND & MMP with Traffic, Noise & Air Analyses

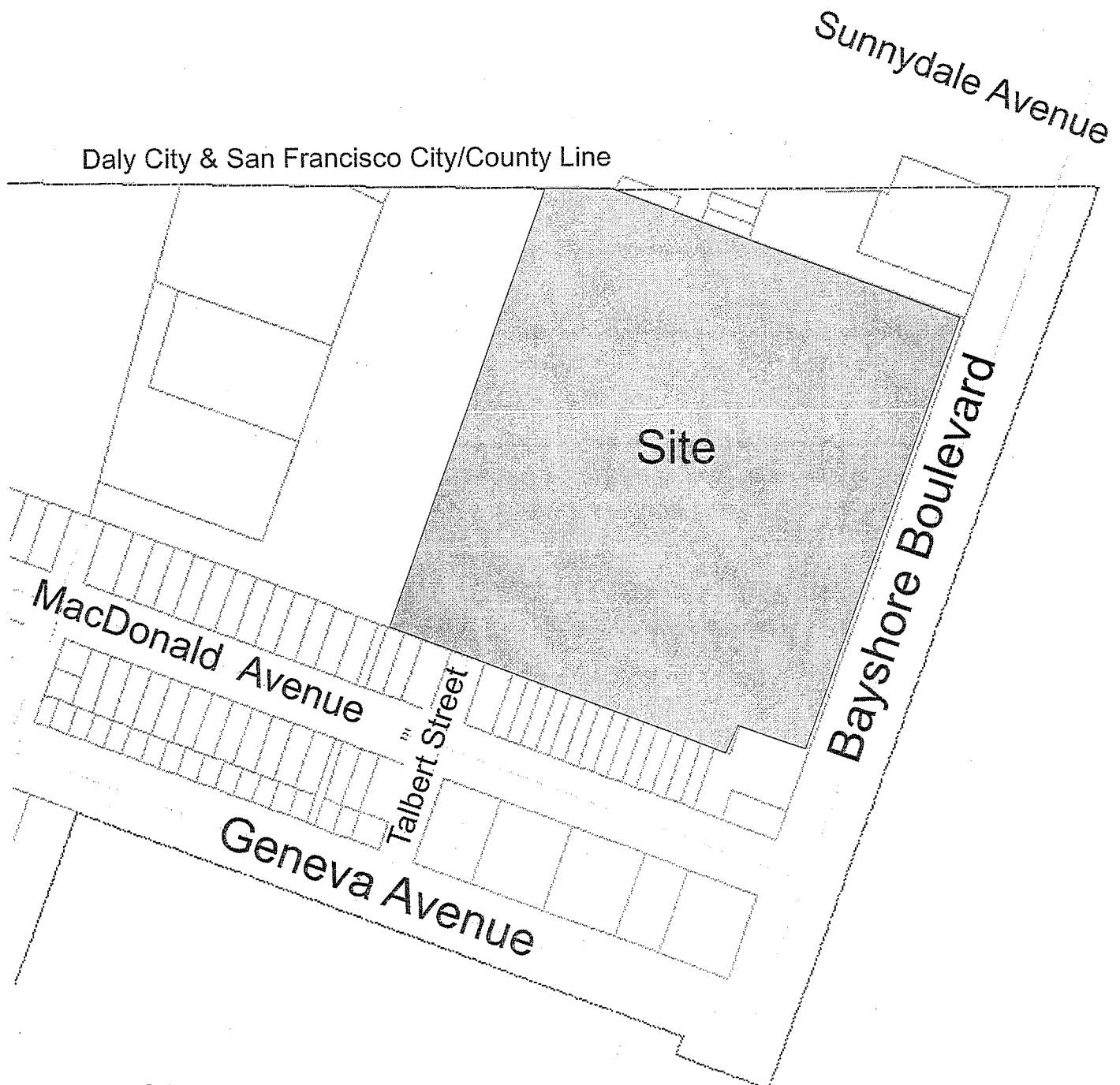
LOCATION MAP

UPR-1-12-5048 DR-1-12-5050

CEQA-1-12-5049

SFMTA FACILITY TENANT IMPROVEMENT

2650 BAYSHORE BOULEVARD



ATTACHMENT A

SFMTA

Prologis Bayshore
2650 Bayshore Boulevard
Daly City, CA

PLANNING DEPARTMENT SUBMITTAL

SYMBOLS

ARCHITECT

WARE MALCOMB

2400 CLARK BLVD, SUITE 300
SAN RAMON, CA 94583
P/P: (925) 244-9820
F: (925) 244-9820
E: WARE@waremalcomb.com

OWNER REPRESENTATIVE

PROLOGIS

Bayshore

1725 N. COMMERCE WAY
TRACT, CA

ANNEA SWANSON, LANDSCAPE ARCHITECT
P: (925) 933-2583 x107
F: (925) 933-0242
a.swanson@prologis.com

LANDSCAPE ARCHITECT

Thomas Baek and Associates LLP

1830 NORTH MAIN STREET SUITE 4
WALNUT CREEK, CA 94596
P: (925) 933-2583 x107
F: (925) 933-0242
t.baek@prologis.com

PROJECT DESCRIPTION

PROJECT NAME: PROLOGIS BAYSHORE
PROJECT ADDRESS: 2650 BAYSHORE BOULEVARD
DAILY CITY, CA

SCOPE OF WORK

THE EXISTING BUILDING AT 2650 BAYSHORE BOULEVARD IN DAILY CITY IS APPROXIMATELY 240,000 SQUARE FEET TOTAL WITH APPROXIMATELY 60,000 SQUARE FEET OF OFFICE AREA. THE REMAINDER IS WAREHOUSE SPACE. THE EXISTING SITE IS 12.72 ACRES. THE BUILDING CONSISTS OF A 160' X 360' RECTANGULAR METAL BUILDING WITH A CONNECTING OFFICE APPENDAGE ON THE EAST SIDE OF THE BUILDING FRONTING BAYSHORE BOULEVARD. THE BUILDING HAS (10) EXISTING DOCK HIGH LOADING DOORS. THE NEW SCOPE OF WORK INCLUDES DEMO OF THE FRONT OFFICE APPENDAGE, DEMO OF INTERIOR WALLS, CREATION OF 2 WAREHOUSE UNITS AND 2 OFFICE UNITS, AND FACADE AND SITE IMPROVEMENTS.

THE BUILDING WAS PREVIOUSLY OCCUPIED BY THE US POSTAL SERVICE. PROPOSED USES MAY CONSIST OF INDUSTRIAL, WAREHOUSE AND DISTRIBUTION, MANUFACTURING, OFFICE COMPONENT, BUILDING IS IDEAL FOR BOTH SINGLE TENANT AND MULTI-TENANT USES.

PROPOSED USE IS EXPECTED TO BE FOR AUTO SALES AND STORAGE AND OTHER USES CONSISTENT WITH DAILY CITY'S INDUSTRIAL DISTRICT ZONING AND C-2 AND C-1 COMMERCIAL ZONES.

CURRENT ZONING OF SITE IS M INDUSTRIAL DISTRICT.

A EXISTING BUILDING IS UNDER THE HEIGHT LIMITATION OF 36'.

B PERMITTED USES ARE CROSS REFERENCED TO SECTION C-2 AND THEN C-1 COMMERCIAL ZONES.

SHEET INDEX

T1.0	TITLE SHEET
A1.1	OVERALL FLOOR PLAN
A2.1	BUILDING FLOOR PLAN
A2.2	EXTERIOR ELEVATIONS
A4.1	COLOR ELEVATIONS
A4.2	COLOR ELEVATIONS
A4.3	COLOR ELEVATIONS
A4.3a	COLOR ELEVATIONS
A4.3b	COLOR ELEVATIONS

PROJECT DATA

PROJECT DATA

ZONING: M-100-100

PROJECT NAME: LIGHT INDUSTRIAL

OCCUPANCY TYPE: 12.72 acres (54,214 SF)

SITE AREA: 42

TOTAL BUILDING COVERAGE: 37,456 SF

BEARING AREA: 19,213 SF

200 TO OFFICE AREA: 250,000 SF

WAREHOUSE AREA: 64,538 SF

TOTAL BUILDING AREA: .12

LANDSCAPE TOTAL LANDSCAPE COVERAGE: 22,749 SF

LANDSCAPE HARDSCAPE COVERAGE: 76

AREAS:

INTERIOR TOW VEHICLE STORAGE: 73,337 SF

EXTERIOR TOW VEHICLE STORAGE: 104,524 SF

TOTAL TOW VEHICLE STORAGE: (177,861 SF)

INTERIOR PASSENGER VEHICLE STL: 8,751 SF

EXTERIOR PASSENGER VEHICLE STL: 12,000 SF

TOTAL PASSENGER VEHICLE STL: (20,751 SF)

INTERIOR PASSENGER VEHICLE STL: 30,515 SF

EXTERIOR PASSENGER VEHICLE STL: 4,999 SF

INTERIOR AUTO RETAIL: 15,670 SF

EXTERIOR AUTO RETAIL: 17,615 SF

EXTERIOR TRADING PARKING: 225 STALLS

INTERIOR TOW VEHICLE STORAGE: 32 STALLS

EXTERIOR TOW VEHICLE STORAGE: 207 STALLS

INTERIOR PASSENGER VEHICLE STORAGE: 89 STALLS

EXTERIOR PASSENGER VEHICLE STORAGE: 120 STALLS

TOTAL PASSENGER VEHICLE STORAGE: 209 STALLS

EXTERIOR PASSENGER VEHICLE STORAGE: 9 STALLS

EXTERIOR TRADING PARKING: 34 STALLS

EXTERIOR TRADING PARKING: 100 STALLS

LAND STALLS: 207 STALLS

STORAGE (16' x 18' x 10' PER DAILY CITY STL): 7 STALLS

ACCESSIBLE STALLS (5' x 10' x 10'): 24 STALLS

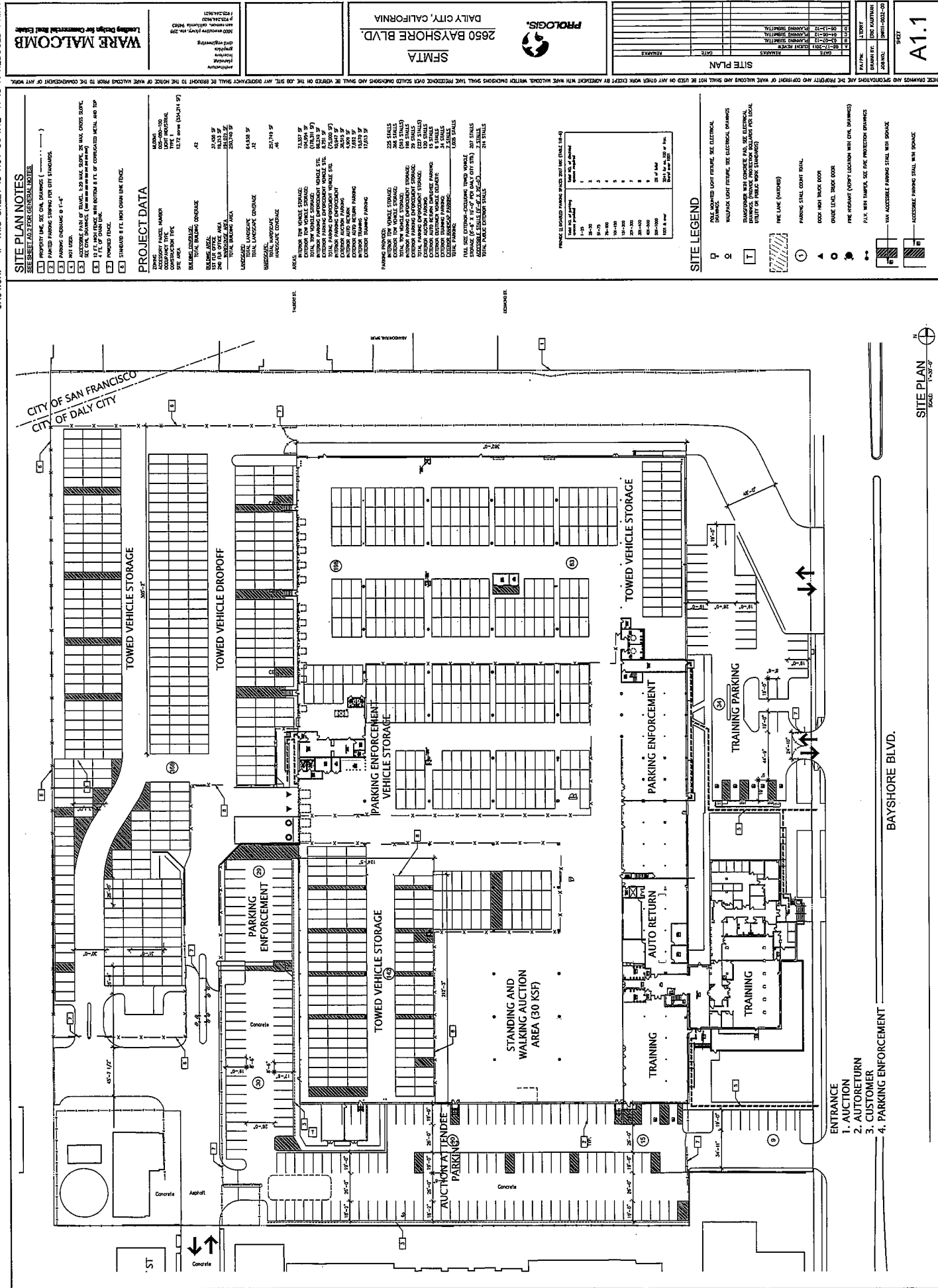
TOTAL PUBLIC EXTERIOR STALLS: 24 STALLS

VICINITY MAP

N
NO SCALE

ATTACHMENT B

ATTACHMENT B



WARE MALCOMB
LANDSCAPE ARCHITECTURE
1025 CALIFORNIA STREET
SAN FRANCISCO, CA 94109
(415) 398-1000
www.waremalcomb.com

PROLOGIS
2650 BAYSHORE BLVD.
SFMTA
DALY CITY, CALIFORNIA

NO.	DATE	DESCRIPTION
1	1-25-09	ISSUED FOR PERMIT
2	1-25-09	ISSUED FOR PERMIT
3	1-25-09	ISSUED FOR PERMIT
4	1-25-09	ISSUED FOR PERMIT
5	1-25-09	ISSUED FOR PERMIT
6	1-25-09	ISSUED FOR PERMIT
7	1-25-09	ISSUED FOR PERMIT
8	1-25-09	ISSUED FOR PERMIT
9	1-25-09	ISSUED FOR PERMIT
10	1-25-09	ISSUED FOR PERMIT

PROJECT DATA

1. PROJECT NAME: SEE CIVIL DRAWINGS

2. PROJECT LOCATION: SEE CIVIL DRAWINGS

3. PROJECT OWNER: SEE CIVIL DRAWINGS

4. PROJECT DESIGNER: SEE CIVIL DRAWINGS

5. PROJECT DATE: 1-25-09

6. PROJECT SCALE: 1" = 40'-0"

7. PROJECT SHEET: 1 OF 1

8. PROJECT DRAWING: SEE CIVIL DRAWINGS

9. PROJECT NOTES: SEE CIVIL DRAWINGS

10. PROJECT COMMENTS: SEE CIVIL DRAWINGS

SITE LEGEND

1. TOWED VEHICLE STORAGE

2. PARKING ENFORCEMENT VEHICLE STORAGE

3. STANDING AND WALKING AUCTION AREA (30 KSF)

4. TRAINING

5. AUTO RETURN

6. ENTRANCE

7. 1. AUCTION

8. 2. AUTORETURN

9. 3. CUSTOMER

10. 4. PARKING ENFORCEMENT

SITE PLAN
SCALE: 1"=50'-0"

06.13.12

**SFMTA: PROLOGIS
2650 BAYSHORE BLVD.
DALY CITY, CALIFORNIA
"PARKING DETAIL"**

ZONING	ML00M1
ACCESSORY PARCEL NUMBER	005-080-100
OCCUPANCY TYPE	LIGHT INDUSTRIAL
CONSTRUCTION TYPE	TYPE 1
SITE AREA	12.72 acres (554,214 SF)

BUILDING COVERAGE:

TOTAL BUILDING COVERAGE	.42
-------------------------	-----

BUILDING AREA:

1ST FLR OFFICE	37,456 SF
2ND FLR OFFICE AREA	19,213 SF
WAREHOUSE AREA	194,071 SF
TOTAL BUILDING AREA	250,740 SF

LANDSCAPE:

TOTAL LANDSCAPE	64,938 SF
TOTAL LANDSCAPE COVERAGE	.12

HARDSCAPE:

TOTAL HARDSCAPE	257,749 SF
HARDSCAPE COVERAGE	.46

AREAS:

INTERIOR TOW VEHICLE STORAGE:	109,879 SF
EXTERIOR TOW VEHICLE STORAGE:	104,954 SF
TOTAL TOW VEHICLE STORAGE:	(214,833 SF)
INTERIOR PARKING ENFORCEMENT VEHICLE STG.	31,995 SF
EXTERIOR PARKING ENFORCEMENT VEHICLE STG.	8,751 SF
TOTAL PARKING ENFORCEMENT VEHICLE STG.	(40,746 SF)
INTERIOR PARKING ENFORCEMENT	10,947 SF
EXTERIOR AUCTION PARKING	38,515 SF
INTERIOR AUTO RETURN	4,909 SF
EXTERIOR AUTO RETURN PARKING	7,692 SF
INTERIOR TRAINING	15,670 SF
EXTERIOR TRAINING PARKING	17,613 SF

PARKING PROVIDED:

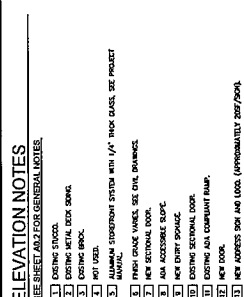
INTERIOR TOW VEHICLE STORAGE:	334 STALLS
EXTERIOR TOW VEHICLE STORAGE:	368 STALLS
TOTAL TOW VEHICLE STORAGE:	(702 STALLS)
INTERIOR PARKING ENFORCEMENT STORAGE:	114 STALLS
EXTERIOR PARKING ENFORCEMENT STORAGE:	29 STALLS
TOTAL PARKING ENFORCEMENT STORAGE:	(143 STALLS)
EXTERIOR AUCTION PARKING:	120 STALLS
EXTERIOR AUTO RETURN EMPLOYEE PARKING:	15 STALLS
EXTERIOR CUSTOMER VEHICLE DELIVERY:	9 STALLS
EXTERIOR TRAINING PARKING:	34 STALLS
EXTERIOR HANDICAP PARKING:	7 STALLS
TOTAL PARKING:	1,030 STALLS

FULL SIZE EXTERIOR-EXCLUDING TOWED VEHICLE STORAGE (8'-6" X 19'-0" PER DALY CITY STD.)	207 STALLS
<u>ACCESSIBLE STALLS (9'-0" X 19'-0")</u>	<u>7 STALLS</u>
TOTAL PUBLIC EXTERIOR STALLS	214 STALLS

[McKeeville Asset Property Corporation](#), San Francisco\SMI11-0017-00-2850-Baymore-Hwy\Cad\DO PLANNING\0012-A21-PLCR-PLAN.dwg

The diagram shows a golf course layout with a clubhouse at the top left. A path leads from the clubhouse to a green, and then from the green to a hole. The path is marked with a dashed line. The hole is labeled 'HOLE' and the green is labeled 'GREEN'. The clubhouse is labeled 'CLUBHOUSE'.

PARTIAL WEST EXTERIOR ELEVATION (B) SCALE 1/8"=1'-0"



LEGEND

- WOOD GLASS
SPARKED GLASS
ALUMINUM FRAME
EXISTING METAL DOOR SILING
PAINTED STUCCO
EXISTING WOOD
TEMPERED GLASS

COLOUR LEGEND

- BASE COLOR: SHERRIN WILLIAMS PU-2 STONE LION
SECONDARY COLOR: SHERRIN WILLIAMS PU-3 SAVORY TEASE

EXISTING ELEVATIONS (F)



\\00011\atl Property Corporation San Francisco\3111-002-00_2500_Reports_Hwy\cod\p\lending\002_A11-EX1-ELVALION\cdor.dwg

SOUTH EXTERIOR ELEVATION
SCALE: 3/32"=1'-0"

133

ELEVATION NOTES

ELEVATION NOTES
SHEET A02 FOR GENERAL NOTES

1. SEE GENERAL NOTES FOR DIMENSIONS AND FINISHES.
2. 1" CASTING STUCCO.
3. CASTING METAL DOOR SIKING.
4. CASTING BRICK.
5. NOT USED.
6. ALUMINUM STOP/START SYSTEM WITH 1/4" THICK GLASS, SEE PROJECT MANUAL.
7. 6" FISH GRADE VAPORS, SEE CIVIL DRAWINGS.
8. NEW SECTIONAL DOOR.
9. NEW SECTIONAL DOOR.
10. AN ACCESSIBLE SLUPE.
11. NEW ENTRY PORCHES.
12. CASTING SECTIONAL DOOR.
13. CASTING AN COMFORT RAMP.
14. NEW DOOR.
15. NEW ADDRESS SIGN AND LOGO. (APPROXIMATELY 2507/1900).

LEGEND

LEGEND

- | | |
|---|---------------------------|
|  | VISION GLASS |
|  | SPANDREL GLASS |
|  | ALUMINUM FACADE |
|  | EXISTING METAL DECK DOING |
|  | PARTED STUCCO |
|  | EXISTING BRICK |
|  | TEMPORED GLASS |

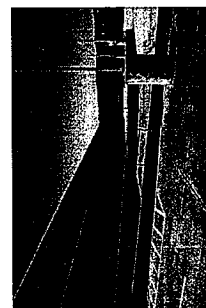
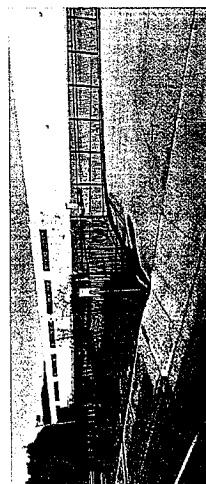
COLOR LEGEND

COLOR LEGEND

- PROVIDE 8-0 INCH PART COLOR BLOCK-OF-FULL HEIGHT OF BLOCKING FOR
OWNER/ARCHITECT REVIEW
- | | |
|-------------------------|--|
| <div><div>A</div></div> | BASE COLOR: SHERRIN WILLIAMS PLD-2 STONE LION |
| <div><div>B</div></div> | ACCENT COLOR: SHERRIN WILLIAMS PLD-3 TAVIN TIGER |

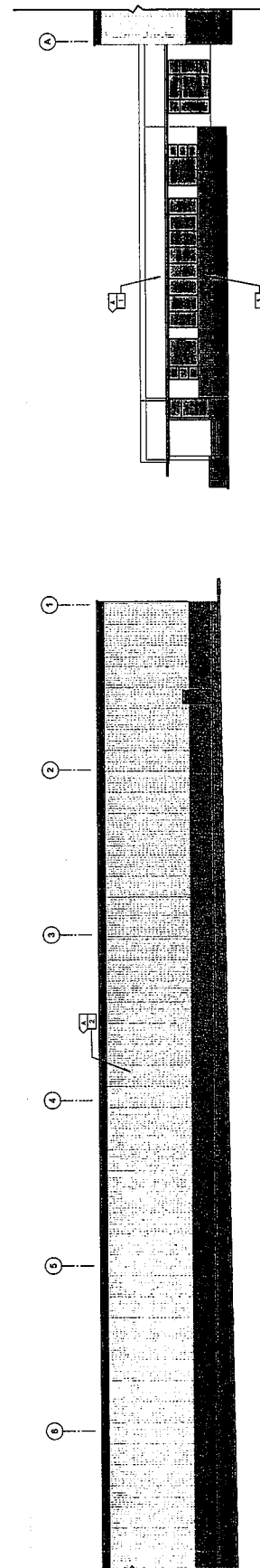
EXISTING ELEVATIONS

SALE: HIS



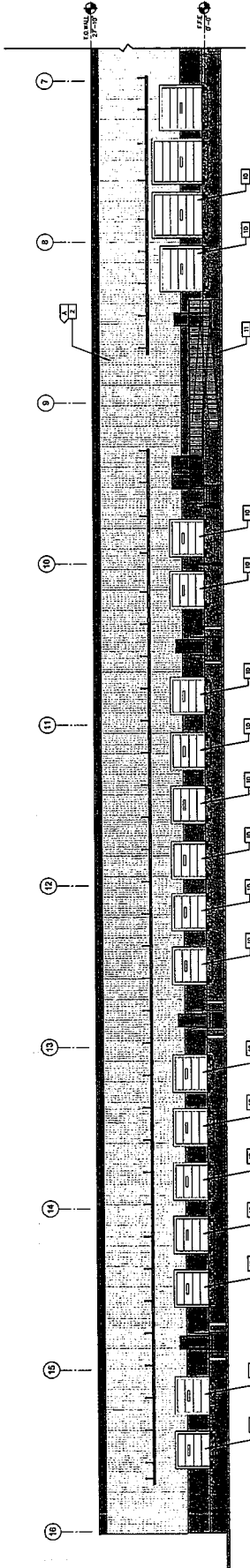
EAST EXTERIOR ELEVATION

DATE: 3/32/01



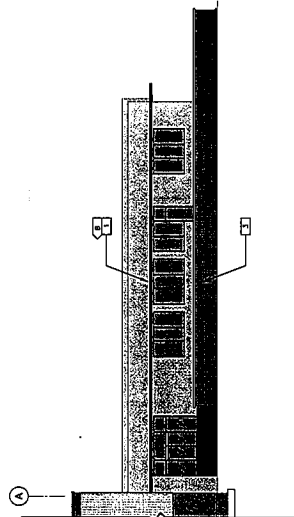
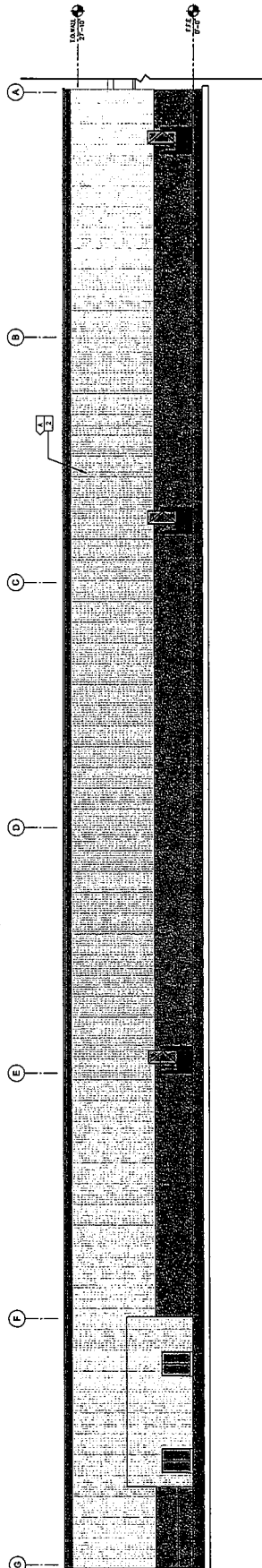
SOUTH EXTERIOR ELEVATION (B)
SCALE: 3/32"=1'-0"

SCALE: 3/32"=1'-0"



REMARKS		DATE	EXTENSION ELEVATIONS
A	6-17-2011 LOCATE REVIEW		
B	6-17-2011		
C	6-17-2011		
D	6-17-2011		
E	6-17-2011		
F	6-17-2011		
G	6-17-2011		
H	6-17-2011		
I	6-17-2011		
J	6-17-2011		
K	6-17-2011		
L	6-17-2011		
M	6-17-2011		
N	6-17-2011		
O	6-17-2011		
P	6-17-2011		
Q	6-17-2011		
R	6-17-2011		
S	6-17-2011		
T	6-17-2011		
U	6-17-2011		
V	6-17-2011		
W	6-17-2011		
X	6-17-2011		
Y	6-17-2011		
Z	6-17-2011		

NORTH EXTERIOR ELEVATION **(A)**
SCALE: 3/32"=1'-0"



ELEVATION NOTES

SEE FIGURE 10.2 FOR GENERAL NOTES.

- | | |
|----|---|
| 11 | EXISTING STAIRS. |
| 12 | EXISTING METAL DECK SINK. |
| 2 | EXISTING METAL. |
| 3 | EXISTING BRICK. |
| 4 | NEW USED. |
| 5 | ALUMINUM STAYFAST SYSTEM WITH 1/4" BRICK GLASS, SEE PROJECT MANUAL. |
| 6 | NEW 3/4" GRADE VALVES, SEE DATA. |
| 7 | NEW EXTERIOR DOOR. |
| 8 | ADA ACCESSIBLE SLIP. |
| 9 | NEW ENTRY SQUELZE. |
| 10 | EXISTING EXTERIOR DOOR. |
| 11 | EXISTING ADA COMPLIANT RAMP. |
| 12 | NEW DOOR. |
| 13 | NEW ADDRESS SIGN AND LOCK. (APPROXIMATELY 2005/DOQ). |

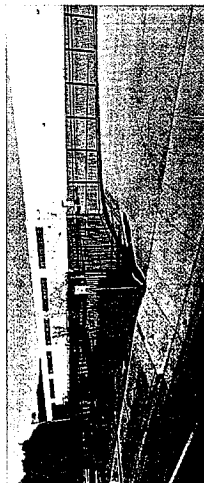
LEGEND

- | | |
|---|---------------------------|
|  | VISION GLASS |
|  | SPANDREL GLASS |
|  | ALUMINUM FACADE |
|  | EXISTING METAL DOCK DOING |
|  | PAINTED STUCCO |
|  | EXISTING BRICK |
|  | TEMPERED GLASS |

COLOR LEGEND

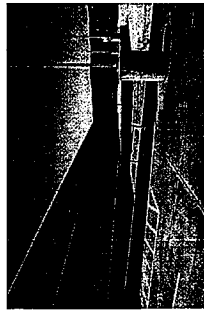
PROVIDE 6"-0" WIDE PAINT COLOR WOOD-UP FULL HEIGHT OF BUILDING FOR

- OWNER/ARCHITECT REVIEW
- | | |
|----------------------------|--|
| ☐ A | BASE COLOR: SHERMAN WILLIAMS PLD-2 STONE LION |
| ☐ B | SECONDARY COLOR: SHERMAN WILLIAMS PLD-3 TAVORN TAUPE |



EXISTING ELEVATIONS

SCALE: HTS





CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, CEQA-1-12-5049 PROLOGIS- SFMTA TI
Lead agency name and address:	City of Daly City 333 90 th Street ECD Department, Daly City, CA 94015
Contact person and phone number:	Steve Engfer Assistant Planner 650.991.8160
Project Location:	2650 Bayshore Boulevard, 480 Talbert Street located on the west side of Bayshore Boulevard between Sunnydale and Macdonald Avenues. Assessor's Parcel Number: 005-080-100
Project sponsor's name and address:	Prologis 3353 Gateway Blvd. Fremont CA 94538 Scott Swenson- 510 661 4014
General plan description:	Commercial-Industrial
Zoning:	M- Industrial
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.)	Use Permit and Design Review for a tenant improvement of an existing 232,000 square foot building on a 12.72 acre lot, (previously used as an USPS distribution center), for the establishment of an SFMTA (San Francisco Municipal Transit Authority) auto return, auction and parking enforcement facility. Project consists of new interior partition walls, and interior layout changes, removal of garage pump house building on southwest corner of the lot, exterior paint, signage, existing landscaping and perimeter fencing upgrades and parking lot striping. No building expansion is proposed.
Surrounding land uses and setting; briefly describe the project's surroundings:	The immediate vicinity of the site includes commercial industrial and residential properties. The site is bordered to the north by a rail

ATTACHMENT C

	easement, mixed commercial, light industrial and residential buildings. The site is bordered to the south by residential dwellings, and to the southeast by a Chevron service station. The site is bordered to the east by Bayshore Boulevard, followed by the vacant former Bayshore Rail Yard property. The site is bordered to the west by a large mixed commercial and light industrial building.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	NONE

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

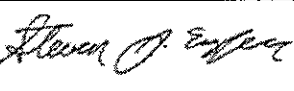
The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

☐	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: 6/22/2012
Printed Name: Steve Engfer, Assistant Planner	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: There are no designated scenic vistas in the project area. The proposed project consists of a tenant improvement of existing structures with no hardscape or building expansion proposed. The project proposes the removal of the dilapidated garage structure located on the southwest corner of the property. The project incorporates new paint scheme, landscaping upgrades and perimeter fencing. The proposed changes are viewed as upgrades to the existing facility that will enhance the existing visual appeal of the property. No new lighting has been proposed.

Mitigation: None required.

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

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

Discussion of Evaluation: The project site is located in Daly City and is currently zoned M-Industrial District. The project site is an existing light industrial/commercial building and support parking lot. 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 as "Urban and Built-Up Land" on the San Mateo County Important Farmland 2006 map, prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. 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)	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

An air analyses, entitled "2650 Bayshore Boulevard Project, Daly City – Air Quality and Greenhouse Gas CEQA Evaluation" Dated June 13, 2012 was performed by Illingworth & Rodkin, Inc., 505 Petaluma Blvd. South Petaluma, CA 94952.

According to the analysis the most recent clean air plan is the Bay Area 2010 Clean Air Plan that was adopted by BAAQMD in September 2010. The proposed project would not conflict with the latest Clean Air planning efforts since (1) the project would have emissions well below the BAAQMD thresholds (see Impact b), and (2) the project would not involve a new type of land use. The project, the use of a vacant building for auto storage, is too small to incorporate project-specific transportation control measures listed in the latest Clean Air Plan (i.e., Bay Area 2010 Clean Air Plan).

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter (PM_{2.5}) under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM₁₀) under the California Clean Air Act, but not the Federal act. The area has attained both State and Federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM₁₀ and PM_{2.5} and apply to both construction period and operational period impacts.

Construction Period Emissions

Construction activities would include the demolition of a small building and water tank and the interior refurbishment of the existing building. This type of activity is not anticipated to involve the intensive use of heavy duty construction equipment or use of large equipment for extended periods of time. Construction activities would also involve painting of the existing building and restriping of the parking lots/proposed vehicle storage areas and circulation areas. The June 2010 BAAQMD CEQA Air Quality Guidelines identify screening project sizes that would have construction period emissions below the significance thresholds. For complete new construction of a warehouse building, BAAQMD identified the screening size at a project of

259,000 square feet. Since the project would only refurbish the existing warehouse and involve a relatively small amount of demolition, the construction emissions would be well below the June 2010 BAAQMD thresholds. Therefore, construction period emissions would be less than significant.

Operational Period Emissions

The URBEMIS2007 model was used to predict emissions from operation of the site assuming an opening year of 2013. The project land use type and size, and trip generation rate were input to the URBEMIS2007 model. Model inputs and outputs are provided in Attachment 1.

Land Use Descriptions

The "Warehouse" land use type (210,000 square feet) was input to the URBEMIS2007 model.

Year of Analysis

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates as URBEMIS2007 uses. The earliest year the projects could be possibly constructed and *fully* operational would be 2013.

Trip Generation Rates

URBEMIS2007 allows the user to enter specific trip generation rates. TJKM Transportation Consultants provided trip generation rates for the project. Both regular weekday rates and Wednesday auction day rates were provided and used. The results were then averaged assuming one auction day per week (Wednesday) and the remaining six days per week as "regular" (Weekday). Existing trip rates for the previous use of the USPS site were also provided and modeled. These were assumed to occur only six days per week, while the project emissions were conservatively assumed to occur 7 days per week.

Area Sources

One adjustment was made to the area source inputs of URBEMIS2007. The model assumes that portions of buildings (about 10 percent) are constantly being painted and the paints have a high level of volatile organic compound content in paints that leads to higher estimates of ROG emissions. BAAQMD regulations (Reg. 8, Rule 3) limit the VOC content to much lower levels. Since the emission rate for architectural coating cannot be adjusted to account for current BAAQMD regulations, the modeling assumed annual painting area was reduced by 40 percent.

Table 1 reports the worst-case daily operational emissions during summertime conditions. Worst-case daily operational emissions are based on the Wednesday scenario involving the most vehicle trips. Table 2 reports the estimated annual emissions in tons per year. As shown in Tables 1 and 2, neither worst-case daily emissions nor annual emissions of ROG, NO_x, PM₁₀ exhaust, or PM_{2.5} exhaust associated with project operation would exceed the BAAQMD significance thresholds."

Table 1. Daily Air Pollutant Emission Changes from Operation of the Project (pounds/day)

Scenario	ROG	NO _x	PM ₁₀	PM _{2.5}
Existing	7.25	6.8	15.77	2.97
With Project	8.4	8.24	19.57	3.69
Maximum Net Increase	1.15	1.44	3.8	0.72
Daily Emission Thresholds	54	54	82	54
Exceed Threshold?	No	No	No	No

Table 2. Annual Air Pollutant Emission Changes from Operation of the Project (tons/year)

Scenario	ROG	NOx	PM₁₀	PM_{2.5}
Existing	1.1	1.23	2.47	0.46
With Project	1.12	1.21	2.38	0.45
Maximum Net Increase	0.02	-0.02	-0.09	-0.01
Annual Emission Thresholds	10	10	15	10
Exceed Threshold?	No	No	No	No

Based upon the analysis it has been determined that the construction and operational emissions will be less than significant.

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)

Based on the analysis no violation of ambient air quality would result from the project because the project would have emissions that would be below significance thresholds adopted by BAAQMD for evaluating impacts to ozone and particulate matter. Therefore, the project would not contribute substantially to existing or projected violations of those standards. Carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and Federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard. There is an ambient air quality monitoring station in Redwood City that measures carbon monoxide concentrations. The highest measured level over any 8-hour averaging period during the last 3 years is less than 2 parts per million (ppm), compared to the ambient air quality standard of 9.0 ppm. The roadways affected by the proposed project have relatively low traffic volumes compared to the busier intersections in the Bay Area. BAAQMD screening guidance indicates that projects would have a less than significant impact to carbon monoxide levels if project traffic projections indicate traffic levels would not increase at any affected intersection to more than 44,000 vehicles per hour. The intersections affected by the proposed project have much lower traffic volumes. So the change in traffic caused by the proposed project would be minimal and the project would not cause or contribute to a violation of an ambient air quality standard.

d) Expose sensitive receptors to substantial pollutant concentrations?

As required construction BMPs will be incorporated to reduce the potential for sensitive receptors exposure to potential pollution concentrations.

Construction activities would include renovation of the building, landscape improvements, utility upgrades, and repaving of the parking area. Construction activities would last about 6 months or less. These would not be intensive operations that require the use of large construction equipment for extended periods of time that could expose sensitive receptors to unhealthy air

pollutant levels¹. There would be demolition of the existing roadway and some site grading, which typically has the greatest construction period emissions. As indicated in Impact 2, emissions would be below the BAAQMD thresholds and are not expected to cause adverse impacts to nearby sensitive receptors. However, best management practices are necessary during demolition, trenching and grading activities to avoid generation of dust that may affect nearby sensitive receptors. Best management practices for controlling construction period air pollutant emissions are identified as Mitigation Measure AQ-1. The minimal construction activities proposed and relative short duration of these activities would not cause significant exposures Toxic Air Contaminants (TACs) or PM_{2.5}.

Operation of the proposed project would not include sources of TACs that would generate air pollutant emissions that would expose sensitive receptors to unhealthy air pollutant levels.

The project would not include sensitive receptors (e.g., residences), so impacts to the project site caused by existing air pollutant sources near the project were not evaluated.

Mitigation Measure AQ-1: Include measures to control dust and exhaust during construction.

During demolition or any construction ground disturbance, implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant. The contractor shall implement the following Best Management Practices that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with

¹ This impact is typically evaluated in terms of a health risk assessment that predicts cancer risk, PM_{2.5} concentrations and non-cancer hazards based on the computation of the Hazard Index using the June 2010 BAAQMD community risk thresholds. The hazard index or HI, is the modeled concentration of a hazardous contaminant divided by the concentrations that the contaminant is suspect by BAAQMD to have an adverse impact)

manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations."

Mitigation: Required as stated above and referenced in the attached mitigation monitoring program.

e) Create objectionable odors affecting a substantial number of people?

Operation of the proposed project would not generate odors that would result in confirmed odor complaints.

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 site is currently developed with an existing commercial/light industrial building with support parking lot area. The site is surrounded by existing development. The proposed improvements involve no expansion of the existing building or parking area. Proposed improvements are the removal of an existing dilapidated garage building on the southwest corner of the property, interior building partition walls and interior office space reconfiguration and layout upgrades. Minor exterior improvements are for general maintenance and aesthetics that are limited to new paint scheme, signage, upgrades to existing landscaping and perimeter fencing upgrades.

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

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 or near the subject property.

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

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

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

Mitigation: None required.

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

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

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

The project area is currently developed with existing paved surface areas and commercial/light industrial building and the site has been utilized for distribution, trucking and light industrial manufacturing for decades and therefore, has been substantially disturbed in the past.

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. Otherwise, according to more recent data prepared by the Association of Bay Area Governments (ABAG), "*On Shaky Ground, 2010*," there are three different types of ground shaking intensities shown in the project area: high, moderately high, and moderate. These intensities are projected from earthquakes on the San Andreas or other faults in the region.

No known active faults or fault traces are known to traverse the subject site. However, due to

the proximity of the nearest active fault line, the San Andreas fault, approximately five miles west, the proposed development, along with all of the City of Daly City, engenders risk of seismic instability. Due to its proximity to the San Andreas Fault and the generally seismically active region, severe ground shaking is likely during the life of the structure(s), particularly during a major seismic event.

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

The project site is surrounded 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 changes to the existing 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:

The State of California is addressing this issue through legislation, policy guidance, and outreach programs. Carbon dioxide (CO₂) is the primary GHG emitted from land use projects, mostly through automobile and energy use.

The BAAQMD adopted GHG emissions-based thresholds in June 2010. These criteria include a "bright-line" emissions threshold at 1,100 metric tons per year and a per-capita threshold of 4.6 metric tons per year per capita for land-use type projects. An emissions threshold of 10,000 metric tons per year was also established for stationary sources. Projects with emissions above the thresholds would be considered to have an impact, which, cumulatively, could be significant. As described under Impact 2 in the air analysis entitled "2650 Bayshore Boulevard Project, Daly City – Air Quality and Greenhouse Gas CEQA Evaluation" Dated June 13, 2012 that was performed by Illingworth & Rodkin, Inc., 505 Petaluma Blvd. South Petaluma, CA 94952, emissions from operation of the proposed project were modeled. Construction emissions were

considered to be less than significant, since the project involves very little construction and would not include much construction equipment.”

The Urbemis modeling and supporting documentation is attached in the air analysis.

The project would be subject to new requirements under rule making developed at the State and local level regarding greenhouse gas emissions and be subject to local policies that may affect emissions of greenhouse gases. The project would not interfere with any plan or regulation intended to reduce GHG emissions.

Mitigation: None required.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
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: Daly City requires all plans be reviewed for compliance with applicable Building and Fire Department requirements, pursuant to the Uniform Building and Fire Codes, and all other related City requirements as a part of the Building Permit process. The referenced codes prescribe types of construction to protect safety.

A Phase I and limited Phase II Environmental Site Assessments were performed by URS Corporation in general conformance with the scope and limitations of: 1) American Society for Testing and Materials (ASTM) Standards Practice E1527-05, *Standard Practice for Environmental Site Assessments; Phase I Environmental Site Assessments*; 2) The U.S. Environmental Protection Agency, *Standards and Practices for All Appropriate Inquiries (AAI)*. The Phase I Site Assessment included a review of historical land use information for the subject property and surrounding area; review of regulatory agency database report for the subject property and surrounding area; review of files for off-site reported chemical release sites available online; and a walk-through visual assessment and interview with the property owners for specialized knowledge of the site history.

The ENVIROSTOR database review conducted by URS for the Phase I found that the site is not listed. The Phase I report identified two fuel storage tanks that have been removed from the site in the past including a 1,000 gallon Underground Storage Tank (UST) and one 10,000 gallon Above Ground Storage Tank (AST) both at the southwest corner of the site. Both removals were granted closure by San Mateo County Environmental Health (SMCEH). SMCEH does, however, require notification for any soil disturbance in the area. The proposed removal of the building on the southwest corner of the project site requires notification to, and approval by, SMCEH for the proposed work at the time of building or demolition permit application.

The proposed 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. Currently, there are no hazardous materials 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 project area is surrounded on all sides by light industrial, commercial and residential development. The site is currently in a disturbed state and, as such, has been totally denuded of any native vegetation that may have existed prior to development of the site in 1950s. The site is not within an area that is subject to wildland fires.

Mitigation: None required.

IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

Discussion of Evaluation: The project is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB), but would not result in significant impacts to water quality, as the project will be subject to compliance with Order R-2 NPDES Permit No. CAS612008, of which, the City of Daly City is a Co-Permittee.

The project site is connected to existing improved drainage facilities, and prior to any issuance of permits, the developer will be required to submit a storm drain analysis for existing and proposed improvements; existing improvements shall be upgraded in compliance with City standards and as required by the impacts of the proposed improvements. 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 or Bayshore Sanitary District and San Francisco Water Department.

The project improvements are interior within the existing building, however, the removal of the garage building on the southwestern portion of the site may require some minimal grading and excavation. Nevertheless, the project will be subject to the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, intended to control pollution in storm water associated with construction activities. The project would not degrade water quality due to the implementation of BMPs to control pollution in runoff. The ongoing operation and maintenance of the proposed auto tow, storage and auction activities require point source pollution BMPs and management plan that meets Daly City Standards as required by Daly City Department of Water and Wastewater Resources, Bayshore Sanitary District and San Francisco Water required at building permit application.

Neither the site, nor any portion of Daly City is located within a 100-year flood hazard area. The project would not impede or redirect flood flows. Proposed ground elevations on the subject site are in excess of 200 feet above sea level. There are no impacts from flooding as a result of the proposed project. The project site located on a hillside and upland from the Pacific Ocean, and is not likely subject to the potential effects of a seiche, tsunami (seismic wave) or volcanic hazard. No significant impact upon water resources would be anticipated.

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

X. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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 proposal is consistent with the pertinent land use goals, objectives and policies of the General Plan Land Use Element, in particular, Objectives 1, 2 and 4. Specifically, the proposal, will contribute to maintaining and upgrading the existing developed commercial/light industrial site in conformance with the land use objective 4. "To...pursue upgrading of older developments through adequate site and building design".

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

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

Mitigation: None Required.

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

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

Mitigation: None Required.

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

Discussion of Evaluation: Noise generated from the proposed project are from the traffic associated with the proposed SFMTA use. The project will comply with the Daly City General Plan Noise Element objectives and policies Policy 2.1 "Maintain a CNEL level of not more than 70dba, leq, in residential areas", Policy 2.3 "Maintain the City's current standard of 75 dBA, CNEL for office commercial and professional areas", and Policy 2.7 "Avoid Noise impacts from intensification or alteration of existing land uses." Based upon the Traffic Noise Analysis conducted by CSDA Architects dated June 12, 2012, the proposed facility traffic noise levels at fifty feet are a total of 56.7 CNEL dB. This is below the General Plan Noise Element policy of not more than CNEL 70 dBA, leq in residential areas.

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 (BMPs). BMPs are required at the time of building permit issuance for all 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 removal of the garage and pump house construction activity is limited in scope and duration and is viewed as a less than significant noise impact with the application of the aforementioned BMP's

The project site is located within the San Francisco International Airport land use plan; however, the site is existing and no expansion of the buildings are proposed that would increase exposure to people residing or working in the project area to excessive noise levels related to the airport noise impacts. The site is greater than two miles from a public airport or public use airport (San Francisco International 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 population growth as it is a tenant improvement of an existing commercial building with no expansion proposed and no residential component proposed. The subject project is limited 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.

The project is the improvement and tenant change of an existing commercial facility with no expansion and therefore not a significant displacement of housing or people that would necessitate the construction of replacement housing elsewhere.

The project is an improvement of an existing site and will utilize existing site infrastructure. 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. The project is already developed and served by utilities and no new utility services are contemplated. 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 not increase the use of existing neighborhood park facilities. The project will neither generate nor create any need for additional recreational opportunities or facilities within the City.

Mitigation: None required.

XVI. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result 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: The proposed project is an existing site that will utilize the existing three driveway encroachments on Bayshore Boulevard and the existing driveway encroachment on Talbert Street. No new access points are proposed. The Engineering Division has reviewed the proposed means of vehicular access from Bayshore Boulevard and Talbert Avenue and has determined that the driveways at these locations effectively provide a safe means of ingress and egress for automobiles without creating a danger to pedestrians. On site travel lanes are adequate for the transport of vehicles and emergency access as determined by the Engineering Division and Fire Department.

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

Traffic Analysis for 2650 Bayshore Boulevard, Daly City was prepared by TJKM Consulting Group for the City of Daly City. It included evaluations of Bayshore Boulevard, Talbert Street, Macdonald Avenue and Geneva Avenue and the intersection of Bayshore Boulevard and Geneva Avenue as it is the key intersection near the project using the 2000 Highway Capacity Manual (HCM) Operations Method for LOS. TJKM obtained a.m. and p.m. peak hour traffic counts at the intersection of Bayshore Boulevard and Geneva Avenue on January 10 and 11, 2012. The LOS for the existing intersection is C and remains a C with project traffic considered.

Traffic Analysis for 2650 Bayshore Boulevard, 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 Warehousing (ITE Land Use Code 150). Also, trip generation rate for the additional on-site uses was developed utilizing conservative estimates for all SFMTA employees, tow vehicles, auction attendees and auto return users. The proposed project would generate 946 daily trips on all days except Wednesdays. Wednesday auction days would generate an increase in daily trips and with the auction attendees trip estimate included it would result in 1,546 daily trips. The previous use of the site by the USPS trip generation estimates were 1,245 daily. The overall trip generation by the proposed use of 946 daily trips is below the previous USPS use of on all days except Wednesdays.

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 peak hour trips. Since the project is expected to generate over 100 peak hour trips on Wednesdays, therefore, the

Agency is being notified. The increase of traffic associated with the Wednesday auction use does not result, in a change to the LOS C at the intersection of intersection of Bayshore Boulevard and Geneva Avenue and, therefore, the impact is less than significant.

ADA compliant sidewalks will be required along all project frontages.

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

Mitigation: None required.

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

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, San Francisco Water, and Bayshore Sanitary District. All facilities will be required to be constructed in compliance with pertinent Codes and standard specifications.

The proposed project would not exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board.

The local solid waste disposal and recycling service provider, Allied Waste Services, will provide services to the facility.

Mitigation: None required.

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

Discussion of Evaluation: The proposed project consists of the tenant improvement and utilization of the existing building and parking area for the SFMTA auto return, auction and parking enforcement office facility. The proposed uses are allowed within the applicable M-Industrial Zoning. The proposed aesthetic upgrades to the site and interior remodeling are not viewed as cumulatively considerable as no expansion is being proposed.

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: Air Quality Mitigation Measure as outlined in attached Mitigation Monitoring Plan

LIST OF REFERENCES AND CONTACTS

1. City of Daly City. General Plan, Housing, Land Use, & Circulation Elements, Nov. 1987.
 2. City of Daly City. Initial Study and Environmental Assessment, Draft Land Use, Housing, and Circulation Elements of the General Plan, April 1987.
 3. City of Daly City. General Plan, 1994 Safety Element, August 22, 1994.
 4. City of Daly City. General Plan, Noise Element, April 1989.
 5. City of Daly City. General Plan, Resource Management Element, April 1989.
 6. City of Daly City. Zoning Regulations, Title 17, as updated to 5/11.
 7. Bolt, Beranek & Newman. Noise from Construction Equipment & Operation, Building Equipment & Home Appliances, 1971.
 8. State Office of Noise Control. Noise Compatibility Guidelines, Noise Element, 1988.
 9. Association of Bay Area Governments. On Shaky Ground, Earthquakes and Hazards Program, 2010.
 10. Association of Bay Area Governments. Alquist-Priolo Earthquake Fault Zones Map, reproduced with permission, California Geological Survey from CD-ROM 2001-04 (2001), Official Map of Alquist-Priolo Earthquake Fault Zones.
 11. Association of Bay Area Governments. Earthquake Shaking Potential. Derived from Earthquake Shaking Potential for the San Francisco Bay Region. CSSC, CGS, CalEMA, and USGS, 2003.
 12. California Department of Conservation, Office of Land Conservation. California Agricultural Land Evaluation and Site Assessment Model Instruction Manual.
 13. California Department of Conservation, Office of Land Conservation. Compiled by the Farmland Mapping and Monitoring Program (FMMP) pursuant to Section 65570 of the California Government Code. San Mateo County Important Farmland Map 2006, 2008.
 14. California Department of Conservation, Division of Land Resource Protection, Williamson Act Program. San Mateo County Williamson Act 2006, 2006.
 15. California Department of Conservation. State of California Special Studies Zones San Francisco South, Revised Official Map, January 1, 1982.
 16. Jones, A.L., M. Perlmutter, W.B. Monahan, and D. Yun. 2008. Mapping California's Important Bird Areas. Prepared by Audubon California with support from California Polytechnic Institute. Audubon California, Sacramento, CA.
 17. United States Department of Fish and Wildlife Service. National Wetlands Inventory, Wetlands Data.KMZ (Keyhole Markup Language file accessed via Google Earth), May 20, 2010.
 18. TJKM Traffic Analysis for 2650 Bayshore Boulevard, Daly City, May 2012.
 19. CSDA 2650 Bayshore Boulevard, Daly City Proposed Auto Return and SFMTA Facility CSDA Project No. 1201.1 Traffic Noise Analysis. June 2012.
 20. Illingworth & Rodkin, Inc. 505 Petaluma Blvd. South Petaluma, CA 94952 2650 Bayshore Boulevard Project, Daly City – Air Quality and Greenhouse Gas CEQA Evaluation
 21. City/County Association of Governments of San Mateo County. Final San Mateo County Congestion Management Program 2009, September, 2009.
 22. URS. Phase I Environmental Site Assessment Report, Second and Limited Phase II Testing Bayshore Distribution Center 2650 Bayshore Boulevard, and 480 Talbert Street Daly City, San Mateo County California July 29, 2011.
 23. Institute of Transportation Engineers. TRIP GENERATION, 8TH Edition, Volume 2 of 3, 2008.
-

EXHIBITS

- Site Location Map
- Reduced Plan(s) (8-1/2" x 11")
- Air Analysis
- Traffic Analysis
- Noise Analysis
- Mitigation Monitoring Program



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: Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, CEQA-1-12-5049
PROLOGIS- SFMTA TI

APPLICANT: Prologis
3353 Gateway Blvd.
Fremont CA 94538
Scott Swenson- 510 661 4014

AGENT: Prologis
3353 Gateway Blvd.
Fremont CA 94538
Scott Swenson- 510 661 4014

LOCATION: 2650 Bayshore Boulevard, 480 Talbert Street located on the west side of Bayshore Boulevard between Sunnydale and Macdonald Avenues. Assessor's Parcel Number: 005-080-100

DESCRIPTION: Use Permit and Design Review for a tenant improvement of an existing 232,000 square foot building on a 12.72 acre lot, (previously used as an USPS distribution center), for the establishment of an San Francisco Municipal Transit Authority (SFMTA) auto return, auction and parking enforcement facility. Project consists of new interior partition walls, and interior layout changes, removal of garage pump house building on southwest corner of the lot, exterior paint, signage, existing landscaping and perimeter fencing upgrades and parking lot striping. No building expansion is proposed.

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

FINDINGS

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

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

Prepared by: 
Steve Engfer, Assistant Planner

June 22, 2012

MITIGATION MONITORING AND REPORTING PROGRAM
Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, CEQA-1-12-5049 PROLOGIS-SFMTA TI

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
Mitigation Measure 1 During demolition or any construction ground disturbance, implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant. The contractor shall implement the following Best Management Practices that are required of all projects: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.	Implementation shall be required at all stages of the construction activity	Planning Division, Engineering Division and Building Division	Approve or disapprove building or grading permit issuance. Approve or disapprove of inspection sign of approvals'	Denial of Plans And/or Stop Work order	

MITIGATION MONITORING AND REPORTING PROGRAM
Use Permit UPR-1-12-5048, Design Review DR-1-12-5050, CEQA-1-12-5049 PROLOGIS-SFMTA TI

<u>Mitigation Measure 1 Continued</u>					
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations."					

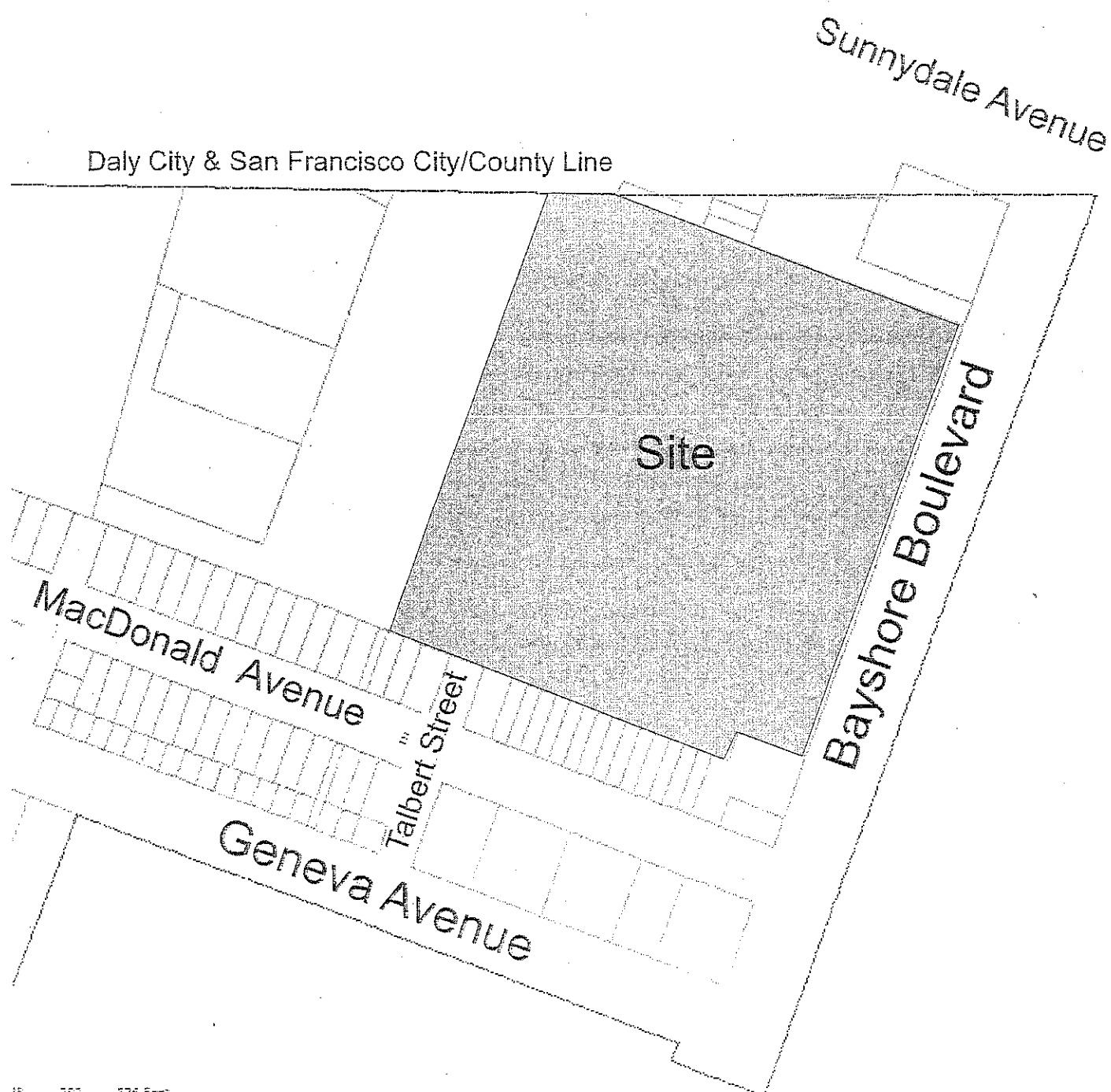
LOCATION MAP

UPR-1-12-5048 DR-1-12-5050

CEQA-1-12-5049

SFMTA FACILITY TENANT IMPROVEMENT

2650 BAYSHORE BOULEVARD



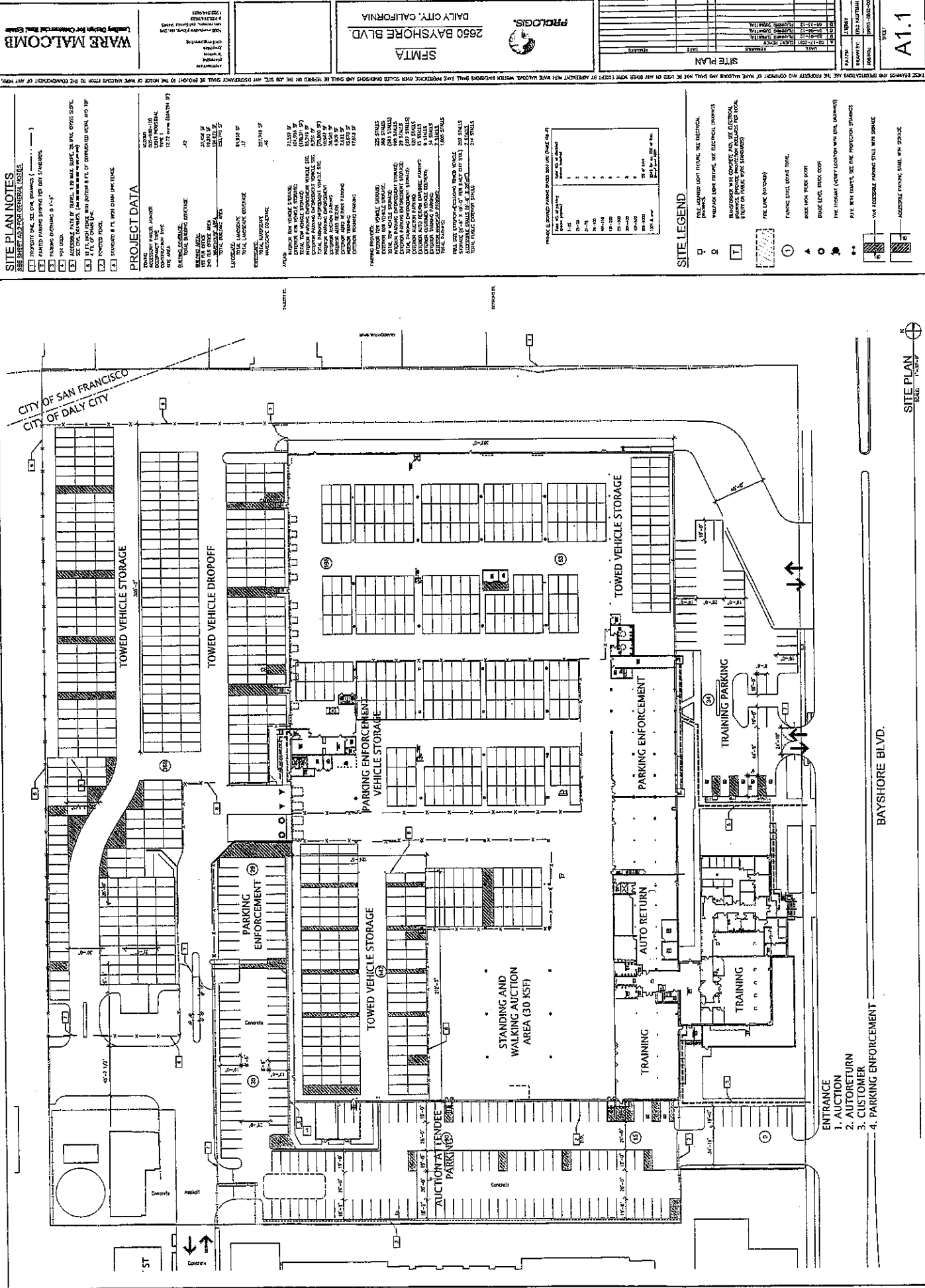
SFMTA

Prologis Bayshore
2650 Bayshore Boulevard
Daly City, CA

PLANNING DEPARTMENT SUBMITTAL

[illegible]

CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT



SITE PLAN
SCALE

BAYSHORE BLVD.

ENTRANCE
1. AUCTION
2. AUCTION
3. CUSTOMER
4. PARKING ENFORCEMENT

WARE MALCOMB

06.13.12

SFMTA: PROLOGIS
2650 BAYSHORE BLVD.
DALY CITY, CALIFORNIA
"PARKING DETAIL"

ZONING	ML00M1
ACCESSORY PARCEL NUMBER	005-080-100
OCCUPANCY TYPE	LIGHT INDUSTRIAL
CONSTRUCTION TYPE	TYPE 1
SITE AREA	12.72 acres (554,214 SF)

BUILDING COVERAGE:

TOTAL BUILDING COVERAGE	.42
-------------------------	-----

BUILDING AREA:

1ST FLR OFFICE	37,456 SF
2ND FLR OFFICE AREA	19,213 SF
WAREHOUSE AREA	194,071 SF
<u>TOTAL BUILDING AREA</u>	<u>250,740 SF</u>

LANDSCAPE:

TOTAL LANDSCAPE	64,938 SF
TOTAL LANDSCAPE COVERAGE	.12

HARDSCAPE:

TOTAL HARDSCAPE	257,749 SF
HARDSCAPE COVERAGE	.46

AREAS:

INTERIOR TOW VEHICLE STORAGE:	109,879 SF
EXTERIOR TOW VEHICLE STORAGE:	104,954 SF
TOTAL TOW VEHICLE STORAGE:	(214,833 SF)
INTERIOR PARKING ENFORCEMENT VEHICLE STG.	31,995 SF
EXTERIOR PARKING ENFORCEMENT VEHICLE STG.	8,751 SF
TOTAL PARKING ENFORCEMENT VEHICLE STG.	(40,746 SF)
INTERIOR PARKING ENFORCEMENT	10,947 SF
EXTERIOR AUCTION PARKING	38,515 SF
INTERIOR AUTO RETURN	4,909 SF
EXTERIOR AUTO RETURN PARKING	7,692 SF
INTERIOR TRAINING	15,670 SF
EXTERIOR TRAINING PARKING	17,613 SF

PARKING PROVIDED:

INTERIOR TOW VEHICLE STORAGE:	334 STALLS
EXTERIOR TOW VEHICLE STORAGE:	368 STALLS
TOTAL TOW VEHICLE STORAGE:	(702 STALLS)
INTERIOR PARKING ENFORCEMENT STORAGE:	114 STALLS
EXTERIOR PARKING ENFORCEMENT STORAGE:	29 STALLS
TOTAL PARKING ENFORCEMENT STORAGE:	(143 STALLS)
EXTERIOR AUCTION PARKING:	120 STALLS
EXTERIOR AUTO RETURN EMPLOYEE PARKING:	15 STALLS
EXTERIOR CUSTOMER VEHICLE DELIVERY:	9 STALLS
EXTERIOR TRAINING PARKING:	34 STALLS
<u>EXTERIOR HANDICAP PARKING:</u>	<u>7 STALLS</u>
<u>TOTAL PARKING:</u>	<u>1,030 STALLS</u>

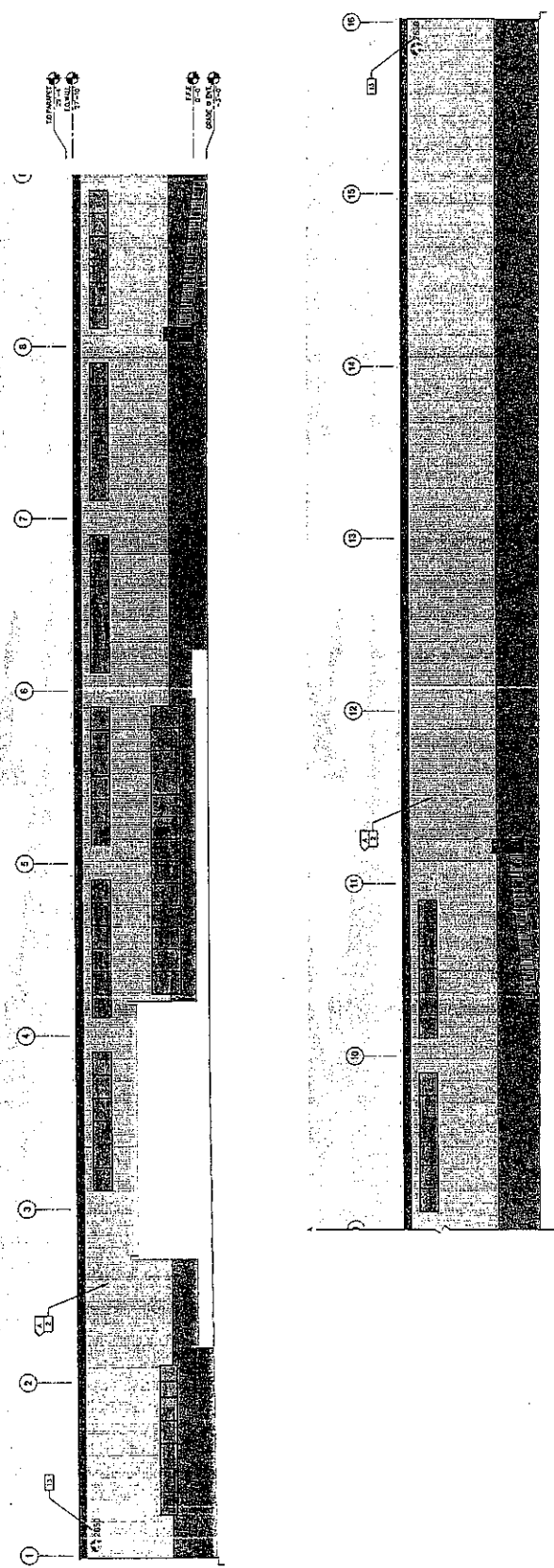
FULL SIZE EXTERIOR-EXCLUDING TOWED VEHICLE

STORAGE (8'-6" X 19'-0" PER DAILY CITY STD.)	207 STALLS
<u>ACCESSIBLE STALLS (9'-0" X 19'-0")</u>	<u>7 STALLS</u>
<u>TOTAL PUBLIC EXTERIOR STALLS</u>	<u>214 STALLS</u>

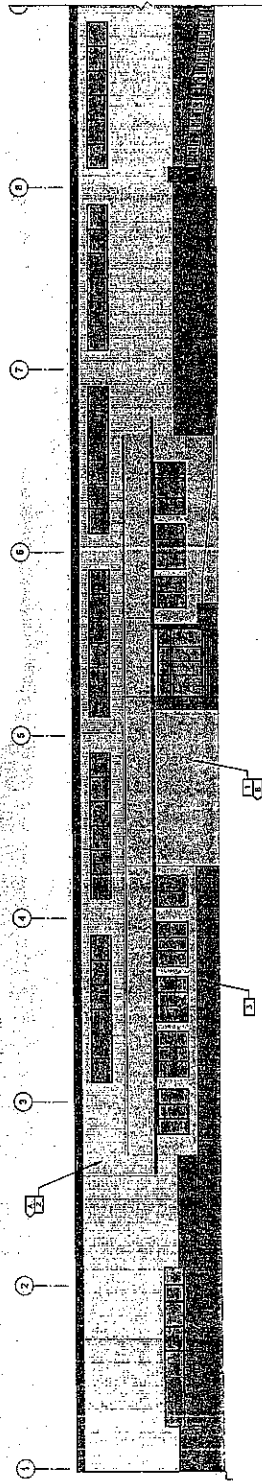
ENLARGED FIRST FLOOR PLAN

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WEST EXTERIOR ELEVATION



PARTIAL WEST EXTERIOR ELEVATION



COLOR LEGEND

- PROVIDE 5" X 5" W/5E PLANT COLOR INDEX-UP FULL HEIGHT OF BUILDING FOR
OWNER/ARCHITECT REVIEW
- | | |
|---|---|
| A | BASE COLOR: SHERWIN WILLIAMS FID-7 STONE LION |
| B | SECONDARY COLOR: SHERWIN WILLIAMS FID-3 SANDY PLAIN |

LEGEND

- | | |
|---------------------|---|
| STYLED DISPLAY | 7 |
| TEXTURE BOARD | |
| PAINTED STUCCO | |
| EXPOSED METAL BEAMS | |
| 300% INFINITY | |
| STYLED TOUCHSCREEN | |
| STYLED MOBILE | |

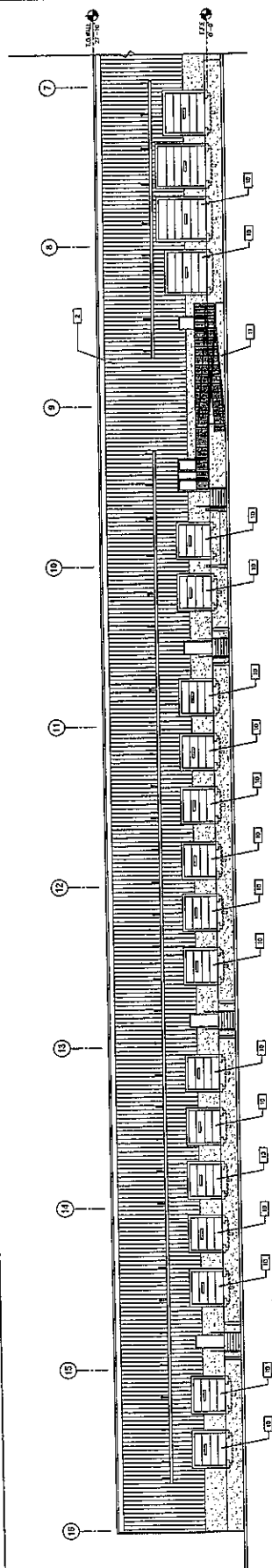
ELEVATION NOTES

- FREE SHEET #2 FOR GENERAL NOTES
- | | |
|-----|--------------------------|
| 1 | ENTRANCE DOOR |
| 2 | ENTRANCE METAL RECYCLING |
| 3 | ENTRANCE WINDOW |
| 4 | WALL LIGHT |
| 5 | WALL LIGHT |
| 6 | WALL LIGHT |
| 7 | WALL LIGHT |
| 8 | WALL LIGHT |
| 9 | WALL LIGHT |
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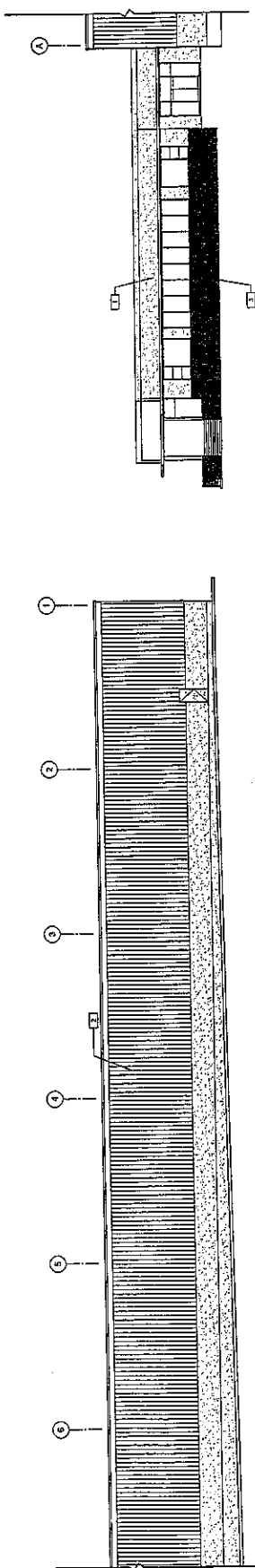
EXISTING ELEVATIONS



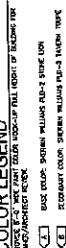
SOUTH EXTERIOR ELEVATION



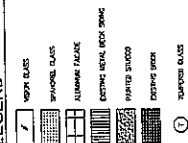
EAST EXTERIOR ELEVATION



COLOR LEGEND



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ELEVATION NOTES

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EXISTING ELEVATIONS



CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT

WARE MATCOMB
Landscape Design for Commercial and Estate

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SFMTA
2650 BAYSHORE BLVD.
DAILY CITY, CALIFORNIA

[illegible]

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SOUTH EXTERIOR ELEVATION **(B)**

ELEVATION NOTES
SEE SHEET A2.7 FOR GENERAL NOTES

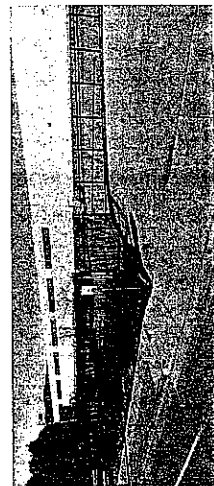
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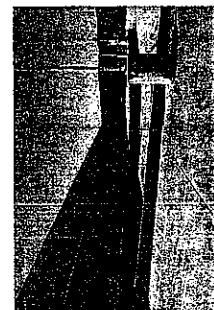
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COLOR LEGEND

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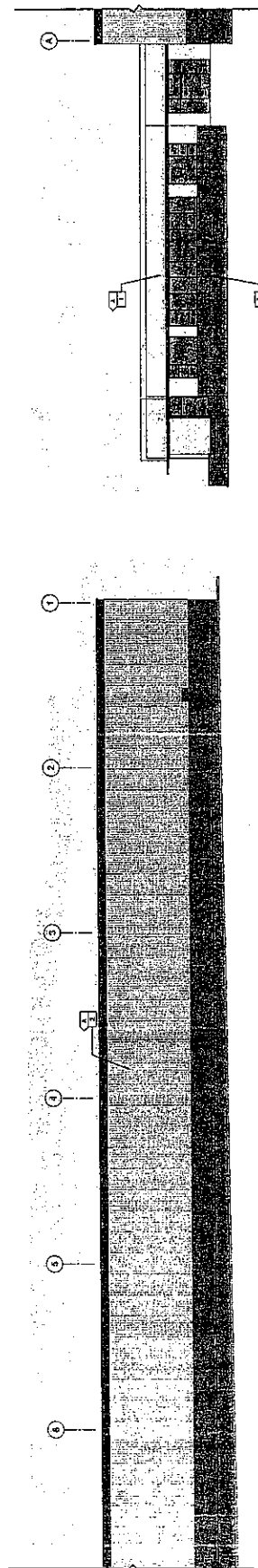


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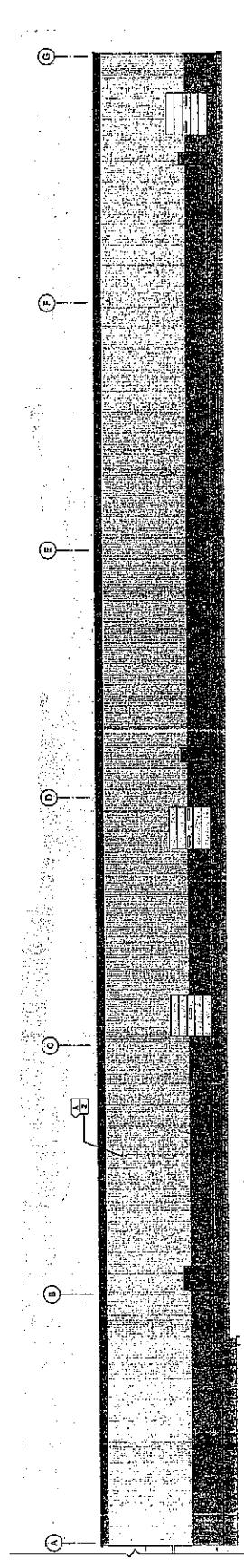


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EAST EXTERIOR ELEVATION



SOUTH EXTERIOR ELEVATION **(B)**



\\jc0011\labs Property Corporation Scan from 8/16/2011 - 9/16/2011

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June 11, 2012

Mr. Scott Swenson
Development Manager
Prologis
1360 Willow Road, Suite 100
Menlo Park, CA 94025

**Re: 2650 Bayshore Boulevard, Daly City Proposed Auto Return and SF MTA Facility
CSDA Project No. 1201.01**

Subject: Traffic Noise Analysis

Dear Mr. Swenson:

The following provides the results of our traffic noise analysis for the proposed Auto Return and San Francisco MTA facility at 2650 Bayshore Boulevard in Daly City.

1.0 Executive Summary

- The proposed Auto Return/SF MTA facility will have fewer auto trips but more truck trips than the previous United States Postal Service (USPS) facility.
- The auto/truck traffic noise levels for the proposed facility will be lower than the USPS vehicle noise levels.
- The noise levels from the proposed facility will meet the City goal at the adjacent residential areas.

2.0 Acoustical Criteria

The following objectives/policies from the 1989 Daly City General Plan Noise Element are relevant to this project:

- **Policy 2.1:** Maintain a CNEL¹ level of not more than 70 dBA, L_{eq} in residential areas.
- **Policy 2.3:** Maintain the City's current standard of 75 dBA, CNEL for office, commercial, and professional areas.

¹ Community Noise Equivalent Level (CNEL): A descriptor for the 24-hour A-weighted average noise level. The CNEL metric takes into account the increased sensitivity of people to noise during the evening and nighttime hours. Sound levels during the hours from 7 pm to 10 pm are penalized 5 dB; sound levels during the hours from 10 pm to 7 am are penalized 10 dB. A 10-dB increase in sound level is perceived by people to be twice as loud.

- **Policy 2.7:** Avoid noise impacts from intensification or alteration of existing land uses.

3.0 Site Description and Traffic Volumes

The project site is located on the west side of Bayshore Boulevard in Daly City, just north of Macdonald Avenue and south of Sunnydale Avenue. The existing facility, consisting of one large warehouse/distribution building, will be used by Auto Return and the San Francisco MTA. Cars towed in the City of San Francisco will be stored at the site, some SF MTA employees will work in the existing office space, and an auction of the towed cars will occur on Wednesdays. Previously, the site was used as a United States Postal Services (USPS) distribution facility.

TJKM Transportation Consultants prepared a traffic analysis² for the proposed facility; the following summarizes the predicted traffic volumes.

Table 1 – 2650 Bayshore Boulevard Predicted Traffic Volumes

	Auto Trips	Truck Trips	Total
USPS Distribution Center	1149	96	1245
Proposed Use	1350	196	1546

4.0 Traffic Noise Calculations

We have calculated the auto and truck traffic noise level for the proposed facility and the previous USPS facility to determine whether traffic from the proposed facility will have higher noise levels than traffic at the previous facility. Our acoustical calculations are based upon the following:

- Federal Highway Administration Traffic Noise Model (TNM) calculation algorithm
- Vehicle speed of 15 mph
- Worst-case traffic volumes occurring on Wednesday (auction day); total of 1,546 trips per TJKM
- The facility would primarily operate from 7 am to 8 pm; however, some cars would be towed to the site during the nighttime hours (10 pm to 7 am)
- For the USPS facility, we incorporated the auto and truck traffic schedule provided in a memo by Schemmer Associates³; the previous USPS facility operated 24 hours per day
- Some forklift operation during business hours (to move non-running cars)

Table 2 summarizes the expected traffic noise level for the old USPS facility and the proposed facility at a distance of fifty feet (50'); this distance was chosen as it is the typical distance from the circulation lanes to the adjacent land uses.

² Traffic Analysis for 2650 Bayshore Boulevard, Daly City. Chris Kinzel, P.E., TJKM Transportation Consultants, May 15, 2012.

³ USPS San Francisco International Service Center. Jerry Adamson, Schemmer Associates, April 6, 1999.

Subject: Traffic Noise Analysis
June 11, 2012

Table 2 – 2650 Bayshore Boulevard Predicted Facility Traffic Noise Levels (dB) at Fifty Feet

	Auto CNEL	Truck CNEL	Forklift CNEL	Total CNEL
USPS Distribution Center	48.3	61.3	-	61.5
Proposed – Auto Return/SF MTA	45.5	53.7	52.9	56.7

5.0 Analysis

The traffic noise level at the proposed facility is not expected to increase when compared to the noise level from the USPS facility. This is because the USPS facility had significant nighttime truck activity. The traffic noise levels from the proposed facility will comply with the City's General Plan policies, as noise levels are not expected to increase and the levels are expected to be below CNEL 70 dB in the adjacent residential areas.

Please let us know if you have any questions.

Sincerely,

CSDA Architects



Randy Waldeck, P.E.
Senior Engineer

2012-06-11 2650 Bayshore, Daly City Auto Return Traffic Noise Analysis.docx



Vision That Moves Your Community

Transportation
Consultants

May 15, 2012

Mr. Scott Swenson, LEED AP
Development Manager, Prologis
1360 Willow Road, Suite 100
Menlo Park, CA 94025
sswenson@prologis.com

Re: Traffic Analysis for 2650 Bayshore Boulevard, Daly City

Dear Mr. Swenson:

As requested, TJKM has prepared this analysis of traffic conditions for the existing industrial building located at 2650 Bayshore Boulevard in Daly City. The building was previously occupied by the United States Postal Service (USPS) and is currently vacant. It is expected to be used for auto sales and storage and other uses consistent with Daly City's M Industrial District zoning and C-2 and C-1 commercial zones.

Previous Use of Site

The USPS facility had 320 employees. According to the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, Land Use Code 150, Warehousing, has a trip rate of 3.89 trips per day per employee. Therefore, the total daily traffic produced by the site was approximately 1,245 vehicular trips. This is an estimate since no actual driveway counts exist. This figure includes the USPS truck trips. USPS served 48 trucks per day, producing 96 daily truck trips. Both the USPS employee count and the truck count were ascertained from USPS records.

Existing Conditions near the Site

Bayshore Boulevard provides primary access to the existing and proposed facility. Bayshore Boulevard is a four-lane divided arterial connecting South San Francisco on the south with Brisbane, Daly City and San Francisco. In the south it is called Airport Boulevard; to the north it crosses over and becomes a frontage road for the SR 101 Freeway to Cesar Chavez Street. North of that location it connects with Potrero Avenue. Based on counts supplied by the City of Daly City, in May of 2007 Bayshore Boulevard carried approximately 19,700 vehicles per day near the site.

The boundary between Daly City (and San Mateo County) and the City and County of San Francisco lies immediately north of the site. In San Francisco, the median of Bayshore Boulevard widens to accommodate tracks for the San Francisco Muni Metro streetcar T Third rail line. The nearest station, Sunnydale, is just one block north of the site.

Geneva Avenue is a four-lane divided arterial extending from Bayshore Boulevard to the east to I-280 and Ocean Avenue on the west, a distance of nearly three miles. It provides primary access to I-280 and to San Francisco City College. Based on counts supplied by the City of Daly City, in April of 2005 Geneva Avenue carried some 17,000 vehicles per day just west of Bayshore Boulevard.

MacDonald Avenue is a three-block long east-west local street lying between the site and Geneva Avenue. It primarily serves approximately 70 single family homes along its frontage, which also includes a few commercial and multi-family sites. It is about 72 feet wide between curbs, is striped

Pleasanton
3875 Hopyard Road
Suite 200
Pleasanton, CA
94588-8526
925.463.0611
925.463.3690 fax

Fresno
516 W. Shaw Avenue
Suite 200
Fresno, CA
93704-2515
559.325.7530
559.221.4940 fax

Sacramento
980 Ninth Street
16th Floor
Sacramento, CA
95814-2736
916.449.9095

Santa Rosa
1400 N. Dutton Avenue
Suite 21
Santa Rosa, CA
95401-4643
707.575.5800
707.575.5888 fax

tjkm@tjkm.com
www.tjkm.com

for two lanes, and is estimated to carry fewer than 1,000 vehicles per day. It is not expected to be an attractive route for project traffic.

Talbert Avenue is a one-block long two lane street, about 34 feet in width. It connects Geneva Avenue with MacDonald Avenue and also stubs into a site driveway on the north side of MacDonald Avenue. Talbert Avenue would likely only be used by site traffic if the northernmost Bayshore Boulevard driveway continues to have left turning exiting restrictions. Talbert Avenue is estimated to carry fewer than 200 vehicles per day.

Level of Service Analysis

Methodology -- The operating conditions at the study intersections was evaluated using the 2000 *Highway Capacity Manual* (HCM) Operations Method. Peak hour intersection conditions are reported as average delay in seconds per vehicle with corresponding levels of service (LOS). A level of service ratings is qualitative descriptions of intersection operations and is reported using an "A" through "F" letter rating system to describe travel delay and congestion. Level of Service A indicates free flow conditions with little or no delay and LOS F indicates jammed conditions with excessive delays and long back-ups.

Intersection of Geneva Avenue and Bayshore Boulevard is the key intersection near the project. To determine traffic conditions in the area, TJKM obtained a.m. and p.m. peak hour counts at the intersection on January 10 and 11, 2012. The volumes are depicted on Figure 1. The calculated levels of service for the intersection are shown in the Table 1 below. The calculation sheets are included in the Appendix. The calculations assume coordinated signal operation with a 95 second cycle in the a.m. peak and a 90 second cycle in the p.m. peak. Note that the study intersection operates at an acceptable LOS C both under existing and existing plus project conditions on Wednesdays, when the site traffic is at its heaviest.

Table 1: Intersection LOS – Bayshore Boulevard at Geneva Avenue

Scenario	Control	A.M. Peak Hour		P.M. Peak Hour	
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Existing Conditions January 2012	Signal	24.7	C	22.8	C
Existing Plus Project Conditions On Wednesdays	Signal	24.7	C	23.4	C

Note: Delay = Overall average intersection delay in seconds for signalized intersections
LOS = Level of Service

Proposed Use of Site

The site will be utilized as a storage space for vehicles towed in the City and County of San Francisco. About 25 vehicles a day will be towed to the site to be reclaimed by their owners. An additional approximate 25 cars will be brought to the site each day for storage and eventual sale at an auction that is held on Wednesdays from 8:30 a.m. to 2 p.m. Up to 300 people attend each weekly auction; about 100 cars are sold each Wednesday. The auctioned cars are usually picked up on a subsequent trip to the site. As a worst case, this analysis assumes they are picked up on the same day. About one third of the auctioned vehicles are purchased by auto dismantlers and are not drivable. They may be trucked off the site in auto transporters holding up to eight vehicles, usually on Thursday mornings. A maximum of about four such transporters may be utilized on Thursday mornings. However, in TJKM's conservative traffic analysis summarized in Table 2, all vehicles purchased at the auction are assumed to be individually driven or towed from the site on Wednesday.

In addition, an estimated 65 employees of the San Francisco Municipal Transportation Agency (SFMTA) are expected to work on the site. Also, some 268 parking control officers are employed by SFMTA that work in several shifts based from this site. TJKM assumes 180 of the officers visit the site each day and a maximum of 60 parking control officers travel to or from the site during peak hours using private autos or rail or bus. After arriving at the site, these parking control officers leave the site using agency enforcement vehicles that have been stored on site. A maximum of 70 employees of SFMTA are trained each day with up to 15 training staff. Training occurs from 7 a.m. to 3:30 p.m. so one-half of this group is assumed to travel in the p.m. peak hour. To simplify, and conservatively overestimate, travel during the peak hours, 80 percent of all employees are assumed to arrived and depart in a peak hour with one person per vehicle. The other 20 percent are assumed to use transit.

Table 2 includes an analysis of trip generation for the new site and compares it with the proposed use of the site. The trips are categorized as daily, a.m. peak and p.m. peak and are tabulated both for Wednesdays and for other week days.

Table 2: Site Characteristics and Vehicle Trip Generation

Site Function	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
1. 50 SFMTA Supervisory and administrative employees (20% use transit)	80	40	0	40	0	40	40
2. 268 Parking control officers – 60 during peak hours, 180 working each day.	360	60	0	60	0	60	60
3. 60 SFMTA Parking control officers using agency vehicles during peak hours.	120	0	60	60	60	0	60
4. 15 SFMTA Maintenance and Operator trainers (20% use transit) Training 7:00 a.m. to 3:30 p.m.	24	6	0	6	0	6	6
5. 30 SFMTA employees having Maintenance training (20% use transit) Training 7:00 a.m. to 3:30 p.m.	48	12	0	12	0	6	6
6. 40 SFMTA employees having Operator training – daily work trips (20% transit) Training 7:00 a.m. to 3:30 p.m.	64	32	0	32	0	16	16
7. 15 Auto auction employees – daily work trips	45	15	0	15	0	15	15
8. 25 towed vehicles brought to site for later reclaim by owner each day	50	5	5	10	5	5	10
9. Miscellaneous service vehicles visiting site each day	30	6	6	12	6	6	12
10. Reclaiming of 25 towed vehicles by owner each day	75	8	8	16	8	8	16
11. 25 additional vehicles brought to site each day for future auction	50	6	6	12	6	6	12
12. 300 Wednesday auction attendees arrive and depart site, 1.5 persons per vehicle (Hours 8:30-2; most attendees depart prior to p.m. peak hour.)	400	100	0	100	0	30	30
13. 100 vehicles auctioned on Wednesday driven or towed from site	200	10	10	20	35	35	70
14. Total weekday vehicle trips except Wednesdays	946	190	85	275	85	168	253
15. Total Wednesday vehicle trips	1,546	300	95	395	120	233	353
<i>Previous use of site: USPS facility with 320 employees (Rates: daily 3.89, a.m. 0.51, p.m. 0.59) Source: ITE Land Use 150, Warehousing</i>	1,245	117	46	163	66	123	189

It can be seen from Table 2 that trip generation with the new uses will be of a similar magnitude on weekdays except Wednesdays when compared with the previous USPS uses. Trips in the a.m.

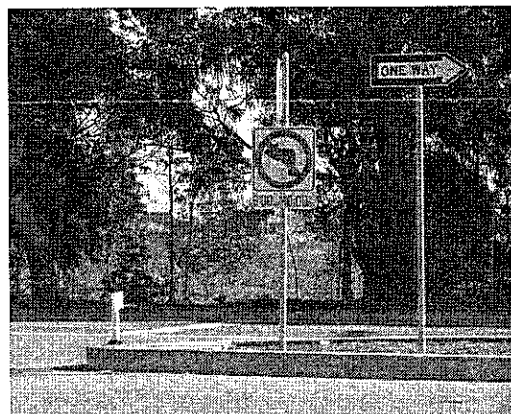
peak are about 70 percent higher while the p.m. peak is about 35 percent higher. On Wednesdays, daily travel associated with the auto auction is about 25 percent higher than during the USPS uses; both the a.m. and p.m. peak hour volumes are about double the USPS estimated volumes.

Site Access

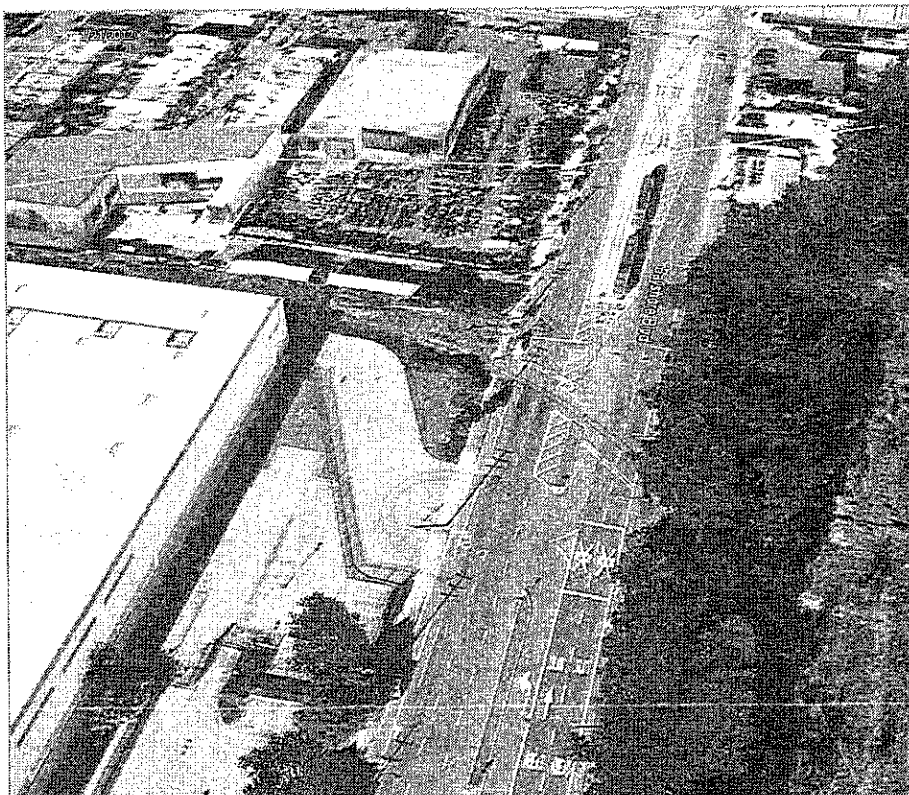
Site access is depicted in Figure 2. The site is proposed to have four access points, the same number and at the same location as the existing facility. The building has access to two major streets, Bayshore Boulevard and Geneva Avenue. There are three driveways onto Bayshore Boulevard and one onto Talbert Street, leading directly to Geneva Avenue.

TJKM estimates that about 80 percent of the towed vehicles will arrive at the site from the north on Bayshore Boulevard; the remaining 20 percent of the towed vehicles will arrive at the site from the west on Geneva Avenue. All towed vehicles are expected to arrive at the site using the northern driveway on Bayshore Boulevard. For the rest of the traffic arriving at the site, it is assumed that 80 percent will use Bayshore Boulevard, equally divided between origins from the north and the south. The remaining 20 percent of site traffic would arrive via Geneva Avenue from the west. Departures would be in the same proportion.

Bayshore Boulevard is equipped with a median along the frontage of the property so that the two southernmost driveways will have right in-right out access only. The main driveway near the north end of the building has an existing median break that allows full traffic movements. However, the driveway exits are restricted to right turns only between 6 a.m. and 10 p.m. (No changes are proposed for the exiting left turn restriction.) The median break is equipped with a northbound left turn storage lane length of 535 feet. It also has a northbound acceleration lane with a length of 150 feet. This driveway has direct access to the rear (west side) of the building and to the main delivery point for arriving vehicles.



For vehicles that exit the site via a right turn at the two southern driveways, a convenient signalized U-turn lane exists at the nearby intersection of Bayshore Boulevard and Geneva Avenue. TJKM evaluated the adequacy of the U-turn lane to handle the increased number of U-turners with the new operations. The U-turn lane has a storage length of approximately 190 feet; in the a.m. conditions the 95th percentile queue is 91 feet; in the p.m. the calculated queue is 143 feet. Therefore, the U-turn lane has adequate storage capacity.



As shown in the aerial photo, the north driveway is very close to a former railroad crossing. This railroad crossing has been abandoned and the rail removed on both sides of the crossing. (The rails at the crossing, the advanced warning signs and markings, and the warning signals are still present even though the rail lines are no longer functional.)

It is expected that employees of the SFMTA primarily will utilize the northern and middle driveways and their associated parking areas. Auto auction employees and auction visitors primarily will use the southern driveway on Bayshore Boulevard. The estimated usage of each of these driveways is as follows:

Table 3: Bayshore Blvd. Driveway Usage during Peak Hours

Driveway	A.M. Peak			P.M. Peak		
	Right In	Left in	Right Out	Right In	Left In	Right Out
Northern	58	69	60	24	36	93
Middle	35	-	0	0	-	35
Southern	138	-	35	60	-	105
Total	231	69	95	84	36	233

Depending on the arrangement of on-site circulation, some vehicles may utilize the Talbert Street driveway for access or egress to and from the site. However, it is expected that most vehicles, including employees, will be directed to the Bayshore Boulevard driveways. In its distribution assumptions, TJKM has assumed a maximum of about 20 percent of the vehicles in some categories may be using Geneva from the west to reach the site. In TJKM intersection LOS calculations and in the above driveway counts, TJKM assumed all such vehicles would travel through the Geneva/Bayshore intersection and utilize the three Bayshore driveways. That produces the most conservative, or worst-case, analysis of the intersection and driveway operations. In reality, TJKM estimates that some five to ten percent of the total site traffic may use the Talbert Street driveway. If ten percent of all trips used the Talbert Street driveway, this

would amount to some 35 to 40 trips during each peak hour on Wednesdays and 25 to 30 trips during each peak hour on other weekdays. Some of these trips would drive directly to and from Geneva Street while others would use MacDonald Avenue to reach either Bayshore Boulevard to the east or Geneva Street further west. In any of these cases, it would appear that the impacts of such volumes would be minimal.

Existing Plus Project Intersection Levels of Service

As shown in Table 1, motorist delay and intersection level of service remain at acceptable ranges when traffic from the auto auction is added. For a worst case analysis, only Wednesday traffic has been analyzed.

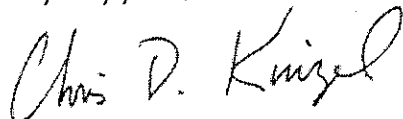
Summary

This traffic study can be summarized as follows:

1. The site is served by four lane divided arterials that carry between 17,000 and 20,000 vehicles per day.
2. The nearby key intersection of Geneva Avenue and Bayshore Boulevard operates at LOS C, with and without the traffic from the proposed application. This is a very acceptable condition.
3. A conservative trip generation analysis of the site shows that the new uses will be somewhat lower on all weekdays except Wednesdays when compared with the previous USPS uses. However, peak hour travel increases from 35 to 70 percent. On Wednesdays, daily travel associated with the auto auction is 25 percent more than during the USPS operations. On this peak day both the a.m. and p.m. peak hour volumes approximately double those estimated from the USPS operations. However, as noted above, the increased volumes on Wednesday do not reduce the levels of service at the nearby key study intersection.
4. The proposed site layout is similar to existing conditions and includes three driveways onto Bayshore Boulevard and one onto Talbert Street, which leads to Geneva Avenue. TJKM has indicated the estimated usage of each of the four site driveways.

We hope this information is useful to you and to Daly City. Please contact me if there are questions.

Very truly yours,

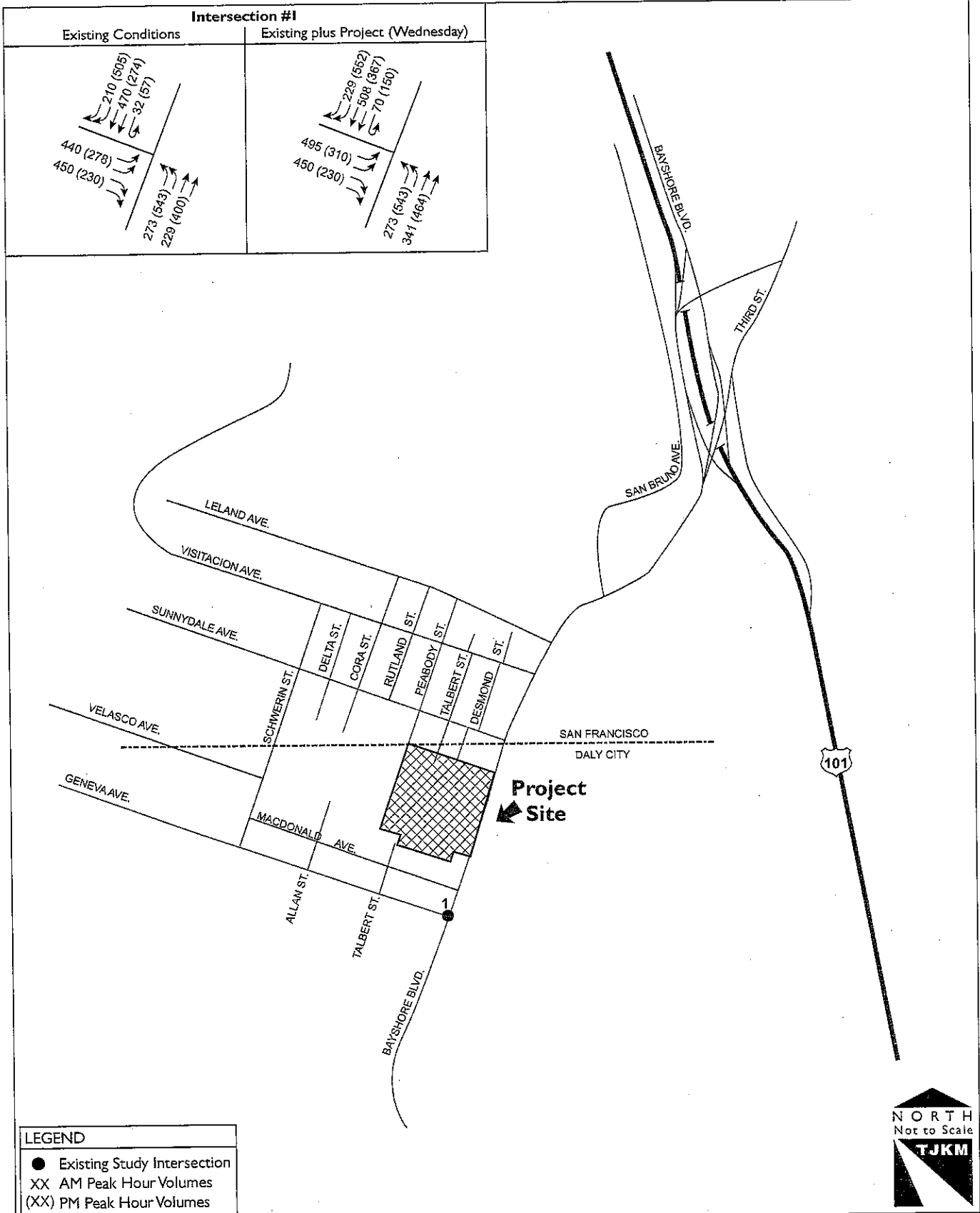


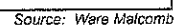
Chris D. Kinzel, P.E.
President

Attachments: Figures 1 and 2
Level of service calculations

City of Daly City - 2650 Bayshore Blvd. Traffic Study Vicinity Map and Traffic Counts

Figure
1





Appendix A: Levels of Service Calculations

DESCRIPTION OF SIGNALIZED INTERSECTION CAPACITY ANALYSIS Updated 2000 HCM METHOD

Background

The operations method of intersection capacity analysis found in Chapter 16, "Signalized Intersections," of the *Highway Capacity Manual 2000*, Transportation Research Board, was used for this study. This method is used in most analyses of existing conditions or of future situations in which traffic, geometric, and control parameters were well established by projections and trial designs.

This method addresses the capacity and level of service of intersection approaches, and the level of service of the intersection as a whole. In this method, capacity and level of service are evaluated separately, and are not related to each other in a simple one-to-one fashion. Capacity is evaluated in terms of the ratio of demand flow rate to capacity (volume-to-capacity ratio), while level of service is evaluated on the basis of control delay per vehicle (sec/veh).

The capacity of the intersection as a whole is not addressed by this method; the design and signalization of intersections focuses on the accommodation of the major movements and approaches comprising the intersection. Capacity is, therefore, only meaningful as applied to these major movements and approaches. Capacity analysis results in the computation of volume-to-capacity ratios for individual movements and a composite volume-to-capacity ratio for the sum of critical movements or lane groups within the intersection. The volume-to-capacity ratio is the actual or projected rate of flow on an approach or designated group of lanes during a peak 15-minute interval divided by the capacity of the approach or designated group of lanes.

Level of Service

Level of service is based on the control delay per vehicle for various movements within the intersection. While volume-to-capacity affects delay, there are other parameters that more strongly affect it, such as the quality of progression, length of green phases, cycle lengths, and others. Thus for any given volume-to-capacity ratio, a range of delay values may result, and vice-versa. See the table "Level of Service Criteria for Signalized Intersections" for the relationship between the level of service and stopped delay per vehicle.

Because delay is a complex measure, its relationship to capacity is also complex. It is possible, for example, to have delays in the range of Level of Service F while the volume-to-capacity ratios is below 1.00, perhaps as low as 0.75-0.85. Very high delays can occur at such volume-to-capacity ratios when some combination of the following conditions exists: the cycle length is long; the lane group in question has a long red time; and/or the signal progression for the subject movement is poor.

The reverse is also possible. A saturated approach or lane group with a volume-to-capacity equal to 1.00 may have low delays if the cycle length is short, and/or the signal progression is favorable for the subject movement. Acceptable delay levels do not automatically ensure that capacity is sufficient. The analysis must consider the results of the capacity analysis module and the level of service module to obtain a complete picture of existing or projected intersection operations.

Thus, the designation of Level of Service *does not* automatically imply that the intersection, approach, or lane group is overloaded, nor does a level of service in the A to E range automatically imply that there is unused capacity available.

The procedures of this methodology require the analysis of both capacity and level of service conditions to fully evaluate the operation of a signalized intersection.

Input Data

The input data necessary to use this methodology are:

- Lane geometrics
- Traffic volumes
- Signal timing
- Vehicle type distribution
- Percent grade
- Pedestrians
- Peak hour factors
- Parking activity
- Arrival type per approach

Reference: *Highway Capacity Manual, Special Report No. 209*, Transportation Research Board, 2000.

Table A-1: Level of Service Criteria for Signalized Intersections

Level of Service	Type of Flow	Delay	Maneuverability	Control Delay/ Vehicle (s/veh)
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase and not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	$> 10-20$
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	$> 20-35$
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result in some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back ups.	$> 35-55$
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	$> 55-80$
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with oversaturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80

References: *Highway Capacity Manual, Special Report No. 209*, Transportation Research Board, 2000.
Highway Capacity Manual, Special Report No. 87, Highway Research Board, 1965.
TJKM.

DESCRIPTION OF INTERSECTION CAPACITY ANALYSIS UNSIGNALIZED 2000 METHOD

Background

The method of unsignalized intersection capacity analysis used in this study is from Chapter 17, "Unsignalized Intersections" of the *Highway Capacity Manual, Special report No. 209*, Transportation Research Board, updated October 2000.

This method applies to two-way STOP sign or YIELD sign controlled intersections (or one-way STOP sign or YIELD sign controlled intersections at three-way intersections). At such intersections, drivers on the minor street are forced to use judgement when selecting gaps in the major flow through which to execute crossings or turning maneuvers. Thus, the capacity of the controlled legs of an intersection is based on three factors:

1. The distribution of gaps in the major street traffic stream.
2. Driver judgement in selecting gaps through which to execute their desired maneuvers.
3. Follow-up time required to move into the front-of-queue position.

It is assumed that gaps in the traffic stream are randomly distributed. For this reason, the methodology will be less reliable in situations in which the conflicting flows are strongly platooned, as would be the case at many urban intersections where the major street is part of a signalized network.

This method assumes that major street traffic is not affected by minor street flows. This assumption is generally good for periods when the operation is smooth and uncongested. (When congestion occurs, it is likely that major street traffic will experience some impedance due to minor street traffic.) Left turns from the major street are assumed to be affected by the opposing major street flow, and minor street traffic is affected by all conflicting movements.

Input Data

The general procedure to calculate the level of service is as follows:

1. Define existing geometric and volume conditions for the intersection under study.
2. Determine the conflicting traffic through which each minor street movement and the major street left-turn must cross.
3. Determine the size of the gap in the conflicting traffic stream needed by vehicles in each movement crossing the conflicting traffic stream.
4. Determine the capacity of the gaps in the major traffic stream to accommodate each of the subject movements that will utilize these gaps.
5. Adjust the capacities found to account for impedance and the use of shared lanes.
6. Estimate the average total delay for each of the subject movements and determine the level of service for each movement and for the intersection.

Gaps are utilized by vehicles in the following priority order:

1. Right turns from the minor street
2. Left turns from the major street
3. Through movements from the minor street
4. Left turns from the minor street

For example, if a left-turning vehicle on the major street and a through vehicle from the minor street are waiting to cross the major traffic stream, the first available gap of acceptable size would be taken by the left-turning vehicle. The minor street through vehicle must wait for the second available gap. In aggregate terms, a large number of such left-turning vehicles could use up so many of the available gaps that minor street through vehicles are severely impeded or unable to make safe crossing movements.

Level of Service

See the following table "Level of Service Criteria for Unsignalized Intersections" for the relationship between delay and level of service.

**LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS**

Control Delay (s/veh)	Level of Service	Delays
0-10	A	Little or no delay
> 10-15 s/veh	B	Short traffic delays
> 15-25 s/veh	C	Average traffic delays
> 25-35 s/veh	D	Long traffic delays
>35-50 s/veh	E	Very long traffic delays
> 50 s/veh	F	Extreme traffic delay

The level of service criteria for Two-Way STOP controlled intersections is somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this is the difference that drivers expect a signalized intersection to carry higher traffic volumes than unsignalized intersections. Additionally, several driver behavior conditions combine to make delays at signalized intersections less onerous than at unsignalized intersections.

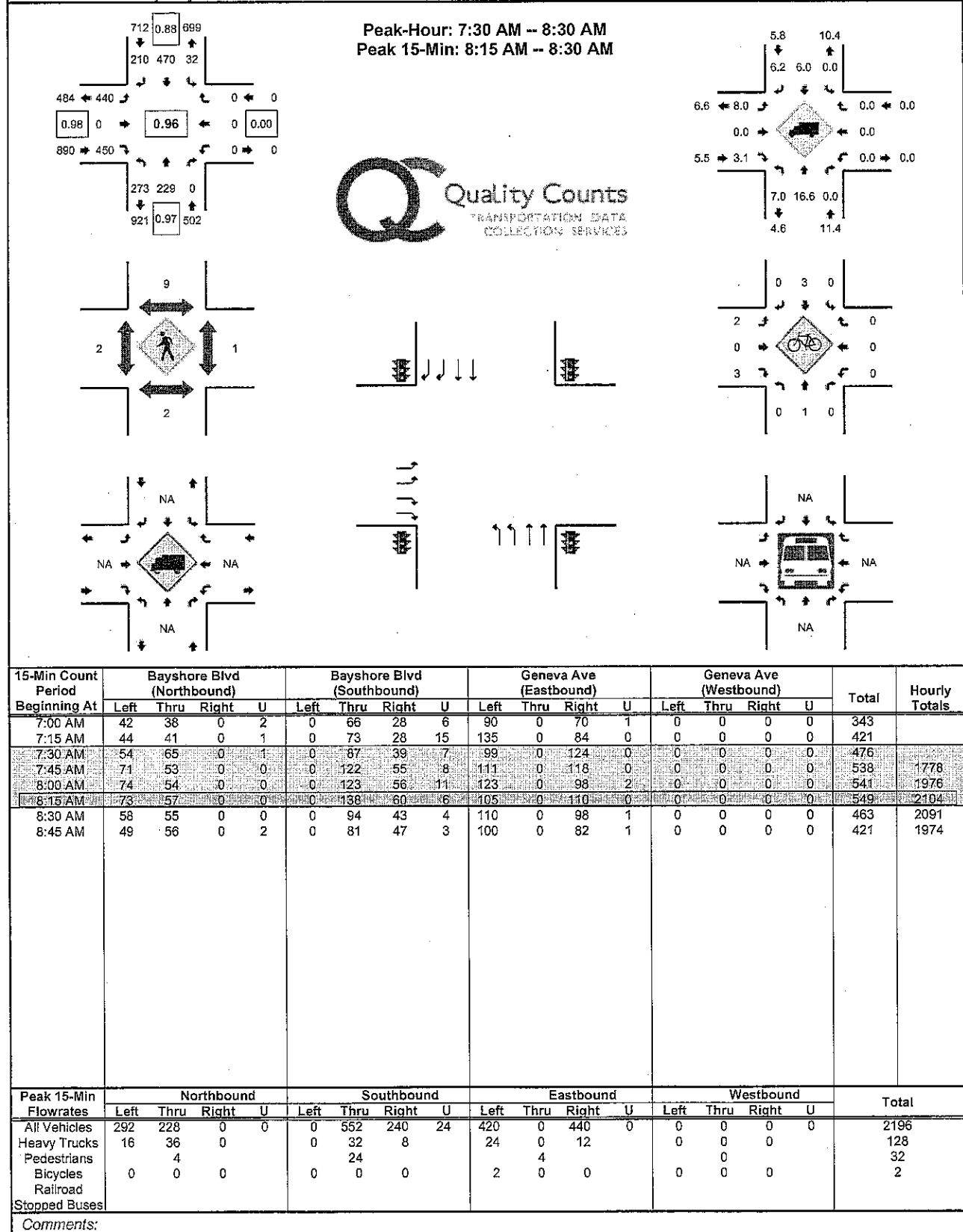
Reference: *Highway Capacity Manual, Special Report 209*, Transportation Research Board, Update October 2000.

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Bayshore Blvd -- Geneva Ave
CITY/STATE: Daly City, CA

QC JOB #: 10699201
DATE: Wed, Jan 11 2012

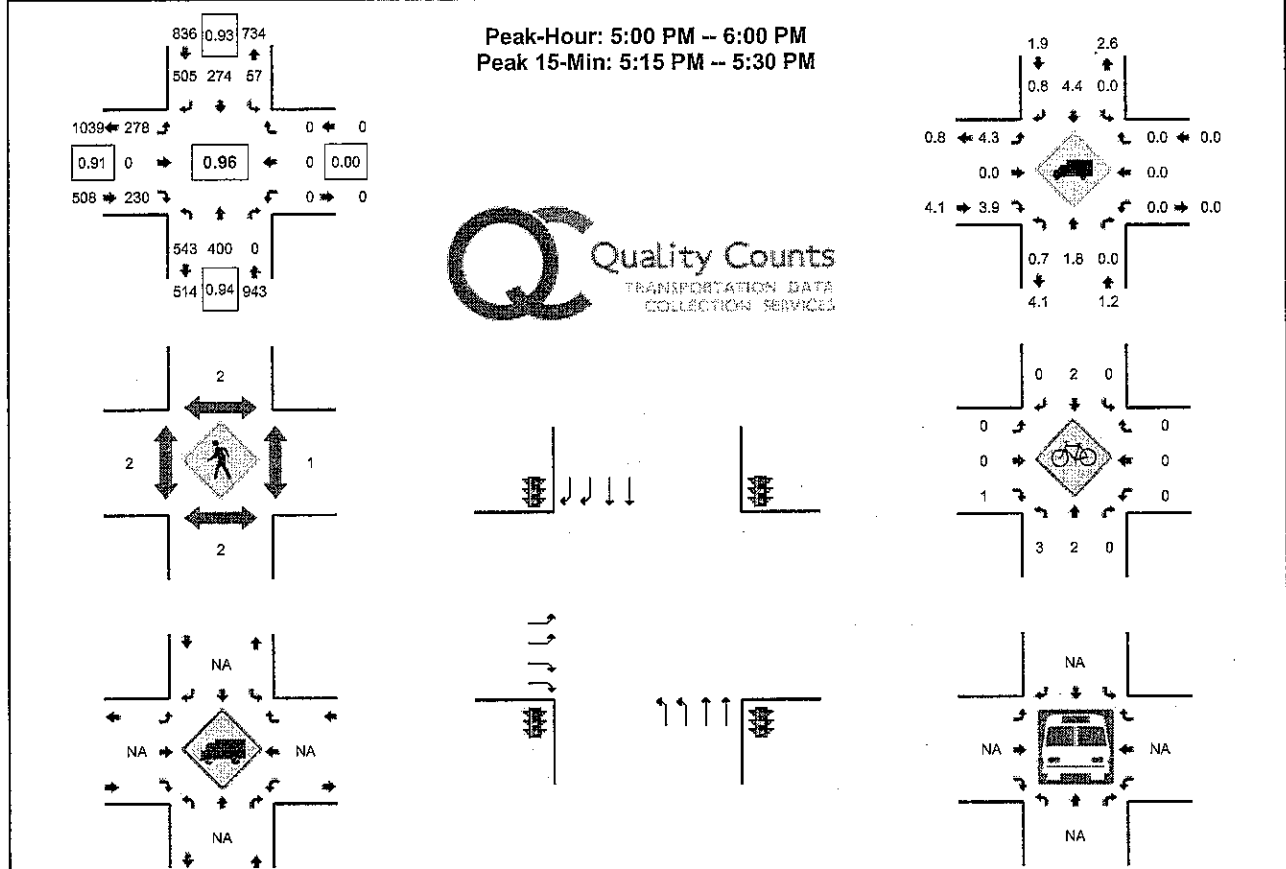


Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Bayshore Blvd -- Geneva Ave
CITY/STATE: Daly City, CA

QC JOB #: 10699202
DATE: Tue, Jan 10 2012



15-Min Count Period Beginning At	Bayshore Blvd (Northbound)				Bayshore Blvd (Southbound)				Geneva Ave (Eastbound)				Geneva Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	105	73	0	0	0	59	99	9	61	0	54	1	0	0	0	0	461	
4:15 PM	99	90	0	2	0	51	74	14	66	0	65	1	0	0	0	0	462	
4:30 PM	112	74	0	2	0	58	100	11	84	0	62	3	0	0	0	0	506	
4:45 PM	136	66	0	0	0	56	94	14	76	0	49	1	0	0	0	0	492	1921
5:00 PM	127	106	0	1	0	55	101	19	62	0	66	0	0	0	0	0	537	1997
5:15 PM	131	95	0	2	0	68	138	17	80	0	61	1	0	0	0	0	593	2128
5:30 PM	136	90	0	5	0	80	123	10	73	0	62	0	0	0	0	0	579	2201
5:45 PM	139	109	0	2	0	71	143	11	62	0	41	0	0	0	0	0	578	2287

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	524	380	0	8	0	272	552	68	320	0	244	4	0	0	0	0	2372
Heavy Trucks	8	12	0		0	4	4		16	0	4		0	0	0		48
Pedestrians		0				0				4				0			4
Bicycles	0	1	0		0	2	0		0	0	0		0	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Queues

1: Geneva Ave. & Bayshore Blvd.

5/15/2012



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Group Flow (vph)	449	459	281	236	36	534	239
v/c Ratio	0.66	0.51	0.60	0.10	0.26	0.28	0.15
Control Delay	39.4	5.0	43.6	8.7	45.2	13.7	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	5.0	43.6	8.7	45.2	13.7	2.3
Queue Length 50th (ft)	129	0	83	29	21	86	0
Queue Length 95th (ft)	166	39	119	57	49	144	21
Internal Link Dist (ft)	542			413		347	
Turn Bay Length (ft)	310		300		200		
Base Capacity (vph)	1048	1145	723	2259	186	1903	1567
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.40	0.39	0.10	0.19	0.28	0.15

Intersection Summary

HCM Signalized Intersection Capacity Analysis 1: Geneva Ave. & Bayshore Blvd.

5/15/2012

							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Volume (vph)	440	450	273	229	32	470	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.88	0.97	0.95	1.00	0.95	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	2699	3433	3539	1770	3539	2711
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	2699	3433	3539	1770	3539	2711
Peak-hour factor, PHF	0.98	0.98	0.97	0.97	0.88	0.88	0.88
Adj. Flow (vph)	449	459	281	236	36	534	239
RTOR Reduction (vph)	0	368	0	0	0	0	110
Lane Group Flow (vph)	449	91	281	236	36	534	129
Confl. Peds. (#/hr)	9	2	2		1		2
Confl. Bikes (#/hr)		3					2
Turn Type	Perm		Prot		Prot		Perm
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Actuated Green, G (s)	18.9	18.9	13.0	59.0	5.1	51.1	51.1
Effective Green, g (s)	18.9	18.9	13.0	59.0	5.1	51.1	51.1
Actuated g/C Ratio	0.20	0.20	0.14	0.62	0.05	0.54	0.54
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	683	537	470	2198	95	1904	1458
v/s Ratio Prot	c0.13		c0.08	0.07	0.02	c0.15	
v/s Ratio Perm		0.03					0.05
v/c Ratio	0.66	0.17	0.60	0.11	0.38	0.28	0.09
Uniform Delay, d1	35.1	31.5	38.5	7.3	43.4	11.9	10.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	0.2	2.0	0.1	2.5	0.4	0.1
Delay (s)	37.4	31.7	40.6	7.4	45.9	12.3	10.8
Level of Service	D	C	D	A	D	B	B
Approach Delay (s)	34.5			25.4		13.4	
Approach LOS	C			C		B	
Intersection Summary							
HCM Average Control Delay	24.7			HCM Level of Service			
HCM Volume to Capacity ratio	0.42			C			
Actuated Cycle Length (s)	95.0			Sum of lost time (s)			
Intersection Capacity Utilization	43.7%			ICU Level of Service			
Analysis Period (min)	15			A			
c Critical Lane Group							

Queues

1: Geneva Ave. & Bayshore Blvd.

5/15/2012



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Group Flow (vph)	284	235	560	412	65	311	574
v/c Ratio	0.58	0.40	0.73	0.18	0.38	0.18	0.35
Control Delay	40.4	6.7	38.1	7.8	43.8	14.1	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	6.7	38.1	7.8	43.8	14.1	2.2
Queue Length 50th (ft)	78	0	153	46	35	48	0
Queue Length 95th (ft)	112	32	192	85	71	88	30
Internal Link Dist (ft)	542			413		347	
Turn Bay Length (ft)	310		300		200		
Base Capacity (vph)	763	783	1068	2296	219	1771	1643
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.30	0.52	0.18	0.30	0.18	0.35

Intersection Summary

HCM Signalized Intersection Capacity Analysis 1: Geneva Ave. & Bayshore Blvd.

5/15/2012

							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Volume (vph)	278	230	543	400	57	274	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.88	0.97	0.95	1.00	0.95	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	2694	3433	3539	1770	3539	2711
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	2694	3433	3539	1770	3539	2711
Peak-hour factor, PHF	0.98	0.98	0.97	0.97	0.88	0.88	0.88
Adj. Flow (vph)	284	235	560	412	65	311	574
RTOR Reduction (vph)	0	201	0	0	0	0	287
Lane Group Flow (vph)	284	34	560	412	65	311	287
Confl. Peds. (#/hr)	9	2	2		1		2
Confl. Bikes (#/hr)		3					2
Turn Type	Perm		Prot		Prot		Perm
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Actuated Green, G (s)	12.9	12.9	20.1	57.6	7.5	45.0	45.0
Effective Green, g (s)	12.9	12.9	20.1	57.6	7.5	45.0	45.0
Actuated g/C Ratio	0.14	0.14	0.22	0.64	0.08	0.50	0.50
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	492	386	767	2265	148	1770	1356
v/s Ratio Prot	c0.08		c0.16	0.12	0.04	0.09	
v/s Ratio Perm		0.01					c0.11
v/c Ratio	0.58	0.09	0.73	0.18	0.44	0.18	0.21
Uniform Delay, d1	36.0	33.4	32.4	6.6	39.2	12.3	12.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.1	3.6	0.2	2.1	0.2	0.4
Delay (s)	37.6	33.5	36.0	6.8	41.3	12.6	12.9
Level of Service	D	C	D	A	D	B	B
Approach Delay (s)	35.8			23.6		14.8	
Approach LOS	D			C		B	
Intersection Summary							
HCM Average Control Delay			22.8		HCM Level of Service		C
HCM Volume to Capacity ratio			0.41				
Actuated Cycle Length (s)			90.0		Sum of lost time (s)		12.0
Intersection Capacity Utilization			47.1%		ICU Level of Service		A
Analysis Period (min)			15				
c Critical Lane Group							

Queues

1: Geneva Ave. & Bayshore Blvd.

5/15/2012



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Group Flow (vph)	505	459	281	352	86	577	260
v/c Ratio	0.69	0.49	0.60	0.17	0.46	0.31	0.17
Control Delay	38.9	4.6	43.6	11.7	47.5	14.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	4.6	43.6	11.7	47.5	14.8	2.4
Queue Length 50th (ft)	146	0	83	51	50	98	0
Queue Length 95th (ft)	182	39	119	95	91	162	22
Internal Link Dist (ft)	542			413		347	
Turn Bay Length (ft)	310		300		200		
Base Capacity (vph)	1084	1168	687	2038	261	1846	1538
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.39	0.41	0.17	0.33	0.31	0.17

Intersection Summary

HCM Signalized Intersection Capacity Analysis

1: Geneva Ave. & Bayshore Blvd.

5/15/2012

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Volume (vph)	495	450	273	341	76	508	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.88	0.97	0.95	1.00	0.95	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	2700	3433	3539	1770	3539	2711
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	2700	3433	3539	1770	3539	2711
Peak-hour factor, PHF	0.98	0.98	0.97	0.97	0.88	0.88	0.88
Adj. Flow (vph)	505	459	281	352	86	577	260
RTOR Reduction (vph)	0	360	0	0	0	0	124
Lane Group Flow (vph)	505	99	281	352	86	577	136
Confl. Peds. (#/hr)	9	2	2		1		2
Confl. Bikes (#/hr)		3					2
Turn Type	Perm		Prot		Prot		Perm
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Actuated Green, G (s)	20.4	20.4	13.0	53.9	8.7	49.6	49.6
Effective Green, g (s)	20.4	20.4	13.0	53.9	8.7	49.6	49.6
Actuated g/C Ratio	0.21	0.21	0.14	0.57	0.09	0.52	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	737	580	470	2008	162	1848	1415
v/s Ratio Prot	c0.15		c0.08	0.10	0.05	c0.16	
v/s Ratio Perm		0.04					0.05
v/c Ratio	0.69	0.17	0.60	0.18	0.53	0.31	0.10
Uniform Delay, d1	34.3	30.4	38.5	9.9	41.2	13.0	11.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.1	2.0	0.2	3.3	0.4	0.1
Delay (s)	37.0	30.5	40.6	10.1	44.5	13.4	11.6
Level of Service	D	C	D	B	D	B	B
Approach Delay (s)	33.9			23.6		15.8	
Approach LOS	C			C		B	
Intersection Summary							
HCM Average Control Delay	24.7			HCM Level of Service		C	
HCM Volume to Capacity ratio	0.45						
Actuated Cycle Length (s)	95.0			Sum of lost time (s)		12.0	
Intersection Capacity Utilization	46.0%			ICU Level of Service		A	
Analysis Period (min)	15						
c Critical Lane Group							

Queues

1: Geneva Ave. & Bayshore Blvd.

5/15/2012



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Group Flow (vph)	316	235	560	478	170	417	627
v/c Ratio	0.61	0.39	0.73	0.24	0.62	0.24	0.38
Control Delay	40.4	6.4	38.1	11.6	45.2	15.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	6.4	38.1	11.6	45.2	15.0	2.3
Queue Length 50th (ft)	87	0	153	67	92	68	0
Queue Length 95th (ft)	122	32	192	122	143	118	31
Internal Link Dist (ft)	542			413		347	
Turn Bay Length (ft)	310		300		200		
Base Capacity (vph)	763	783	1068	1985	393	1740	1651
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.30	0.52	0.24	0.43	0.24	0.38

Intersection Summary

HCM Signalized Intersection Capacity Analysis 1: Geneva Ave. & Bayshore Blvd.

5/15/2012



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	TT	TT	TT	TT	T	TT	TT
Volume (vph)	310	230	543	464	150	367	552
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.88	0.97	0.95	1.00	0.95	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	2695	3433	3539	1770	3539	2711
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	2695	3433	3539	1770	3539	2711
Peak-hour factor, PHF	0.98	0.98	0.97	0.97	0.88	0.88	0.88
Adj. Flow (vph)	316	235	560	478	170	417	627
RTOR Reduction (vph)	0	199	0	0	0	0	319
Lane Group Flow (vph)	316	36	560	478	170	417	308
Confl. Peds. (#/hr)	9	2	2		1		2
Confl. Bikes (#/hr)		3					2
Turn Type		Perm	Prot		Prot		Perm
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Actuated Green, G (s)	13.7	13.7	20.1	50.4	13.9	44.2	44.2
Effective Green, g (s)	13.7	13.7	20.1	50.4	13.9	44.2	44.2
Actuated g/C Ratio	0.15	0.15	0.22	0.56	0.15	0.49	0.49
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	523	410	767	1982	273	1738	1331
v/s Ratio Prot	c0.09		c0.16	c0.14	0.10	0.12	
v/s Ratio Perm		0.01					0.11
v/c Ratio	0.60	0.09	0.73	0.24	0.62	0.24	0.23
Uniform Delay, d1	35.6	32.8	32.4	10.1	35.6	13.2	13.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0	0.1	3.6	0.3	4.4	0.3	0.4
Delay (s)	37.6	32.9	36.0	10.4	40.0	13.5	13.6
Level of Service	D	C	D	B	D	B	B
Approach Delay (s)	35.6			24.2		17.2	
Approach LOS	D			C		B	
Intersection Summary							
HCM Average Control Delay		23.4			HCM Level of Service		C
HCM Volume to Capacity ratio		0.42					
Actuated Cycle Length (s)		90.0			Sum of lost time (s)		8.0
Intersection Capacity Utilization		48.0%			ICU Level of Service		A
Analysis Period (min)		15					
c Critical Lane Group							

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June 13, 2012

Scott Swenson
Prologis
3353 Gateway Boulevard
Fremont, CA 94538

VIA E-MAIL: SSwenson@prologis.com

**SUBJECT: 2650 Bayshore Boulevard Project, Daly City –
Air Quality and Greenhouse Gas CEQA Evaluation**

Dear Scott:

The purpose of this letter is to address air quality and greenhouse gas emissions impacts associated with the proposed auto sales and storage project at 2650 Bayshore Boulevard in Daly City. We understand that the project would involve the reuse of a vacant United States Postal Service (USPS) building consistent with Daly City's M Industrial District zoning and C-2 and C-1 commercial zones. The project would change travel patterns in the area and possibly air pollutant/greenhouse gas (GHG) emissions.

PROJECT DESCRIPTION

The project proposes a tenant improvement of the existing 232,000 square foot building on a 12.72 acre lot for a San Francisco Municipal Transportation Agency (or SFMTA) auto return, auction and parking enforcement facility. The project consists of new interior partition walls, and interior layout changes, removal of the 5,259 square foot garage pump house building on southwest corner of the lot, exterior paint, signage, existing landscaping and perimeter fencing upgrades and parking lot striping. No building expansion is proposed.

AIR QUALITY AND GREENHOUSE GASES

Air quality impacts would occur due to temporary construction emissions, direct and indirect emissions from changes to traffic pattern. This analysis was conducted following guidance provided by the Bay Area Air Quality Management District (BAAQMD)¹.

Setting

The project is located in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and Federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM₁₀) and fine particulate matter (PM_{2.5}).

¹ BAAQMD 2010. BAAQMD CEQA Air Quality Guidelines. June.

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. Highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant in the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM₁₀) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}). Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both region-wide (or cumulative) emissions and localized emissions. Transport of air pollutants from the Central and San Joaquin Valleys contribute to wintertime particulate levels. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and Federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to CARB, diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2008 CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles². The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle.

The Bay Area Air Quality Management District (BAAQMD) is the regional agency tasked with managing air quality in the region. At the State level, the California Air Resources Board or CARB (a part of the California Environmental Protection Agency) oversees regional air district activities and regulates air quality at the State level. The BAAQMD has recently published CEQA Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects³.

² <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

³ Bay Area Air Quality Management District. 2010. BAAQMD CEQA Air Quality Guidelines. June.

Significance Thresholds

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under the CEQA. These Thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA and were posted on BAAQMD's website and included in the Air District's updated CEQA Guidelines (updated May 2011). BAAQMD's adoption of the thresholds was called into question by an order issued March 5, 2012, in California Building Industry Association v. BAAQMD (Alameda Superior Court Case No. RGI0548693). The order requires BAAQMD to set aside its approval of the thresholds until it has conducted environmental review under CEQA. The claims made in the case concerned the environmental impacts of adopting the thresholds, that is, how the thresholds would indirectly affect land use development patterns. Those issues are not relevant to the scientific basis of BAAQMD's analysis of what levels of pollutants should be deemed significant. Daly City Planning staff views the science informing the thresholds as being supported by substantial evidence. Moreover, the thresholds will not cause any indirect impact in terms of land use development patterns insofar as this project is concerned, because the proposal to reuse the project site for vehicle storage and sales was not influenced by the BAAQMD guidelines. Accordingly, the analysis herein uses the updated thresholds and methodologies from BAAQMD's June 2010 CEQA Air Quality Guidelines to determine the potential impacts of the project on the existing environment.

Impact 1: Conflict with or obstruct implementation of the applicable air quality plan? *No Impact*

The most recent clean air plan is the *Bay Area 2010 Clean Air Plan* that was adopted by BAAQMD in September 2010. The proposed project would not conflict with the latest Clean Air planning efforts since (1) the project would have emissions well below the BAAQMD thresholds (see Impact 2), and (2) the project would not involve a new type of land use. The project, the use of a vacant building for auto storage, is too small to incorporate project-specific transportation control measures listed in the latest Clean Air Plan (i.e., *Bay Area 2010 Clean Air Plan*).

Impact 2: 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)? *Less than significant*

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter (PM_{2.5}) under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM₁₀) under the California Clean Air Act, but not the Federal act. The area has attained both State and Federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_x), PM₁₀ and PM_{2.5} and apply to both construction period and operational period impacts.

Construction Period Emissions

Construction activities would include the demolition of a small building and water tank and the interior refurbishment of the existing building. This type of activity is not anticipated to involve the intensive use of heavy duty construction equipment or use of large equipment for extended periods of time. Construction activities would also involve painting of the existing building and restriping of the parking lots/proposed vehicle storage areas and circulation areas. The June 2010 BAAQMD CEQA Air Quality

Guidelines identify screening project sizes that would have construction period emissions below the significance thresholds. For complete new construction of a warehouse building, BAAQMD identified the screening size at a project of 259,000 square feet. Since the project would only refurbish the existing warehouse and involve a relatively small amount of demolition, the construction emissions would be well below the June 2010 BAAQMD thresholds. Therefore, construction period emissions would be less than significant.

Operational Period Emissions

The URBEMIS2007 model was used to predict emissions from operation of the site assuming an opening year of 2013. The project land use type and size, and trip generation rate were input to the URBEMIS2007 model. Model inputs and outputs are provided in Attachment 1.

Land Use Descriptions

The "Warehouse" land use type (210,000 square feet) was input to the URBEMIS2007 model.

Year of Analysis

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates. The earliest year the projects could be possibly constructed and *fully* operational would be 2013.

Trip Generation Rates

URBEMIS2007 allows the user to enter specific trip generation rates. TJKM Transportation Consultants provided trip generation rates for the project. Both regular Weekday rates and Wednesday auction day rates were provided and used. The results were then averaged assuming one auction day per week (Wednesday) and the remaining six days per week as "regular" (Weekday). Existing trip rates for the previous use of the USPS site were also provided and modeled. These were assumed to occur only six days per week, while the project emissions were conservatively assumed to occur 7 days per week.

Area Sources

One adjustment was made to the area source inputs of URBEMIS2007. The model assumes that portions of buildings (about 10 percent) are constantly being painted and the paints have a high level of volatile organic compound content in paints that leads to higher estimates of ROG emissions. BAAQMD regulations (Reg. 8, Rule 3) limit the VOC content to much lower levels. Since the emission rate for architectural coating cannot be adjusted to account for current BAAQMD regulations, the modeling assumed annual painting area was reduced by 40 percent.

Table 1 reports the worst-case daily operational emissions during summertime conditions. Worst-case daily operational emissions are based on the Wednesday scenario involving the most vehicle trips. Table 2 reports the estimated annual emissions in tons per year. As shown in Tables 1 and 2, neither worst-case daily emissions nor annual emissions of ROG, NO_x, PM₁₀ exhaust, or PM_{2.5} exhaust associated with project operation would exceed the BAAQMD significance thresholds.

Table 1. Daily Air Pollutant Emission Changes from Operation of the Project (pounds/day)

Scenario	ROG	NO _x	PM ₁₀	PM _{2.5}
Existing	7.3	6.8	15.8	3.0
With Project	8.4	8.2	19.6	3.7
Maximum Net Increase	1.2	1.4	3.8	0.7
Daily Emission Thresholds	54	54	82	54

Table 2. Annual Air Pollutant Emission Changes from Operation of the Project (tons/year)

Scenario	ROG	NOx	PM ₁₀	PM _{2.5}
Existing	1.10	1.23	2.47	0.46
With Project	1.12	1.21	2.38	0.45
Maximum Net Increase	0.02	-0.02	-0.09	-0.01
Annual Emission Thresholds	10	10	15	10

Impact 3: Violate any air quality standard or contribute substantially to an existing or projected air quality violation? *Less-than-significant*

As discussed under Impact 2, the project would have emissions that would be below significance thresholds adopted by BAAQMD for evaluating impacts to ozone and particulate matter. Therefore, the project would not contribute substantially to existing or projected violations of those standards. Carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and Federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard. There is an ambient air quality monitoring station in Redwood City that measures carbon monoxide concentrations. The highest measured level over any 8-hour averaging period during the last 3 years is less than 2 parts per million (ppm), compared to the ambient air quality standard of 9.0 ppm. The roadways affected by the proposed project have relatively low traffic volumes compared to the busier intersections in the Bay Area. BAAQMD screening guidance indicates that projects would have a less than significant impact to carbon monoxide levels if project traffic projections indicate traffic levels would not increase at any affected intersection to more than 44,000 vehicles per hour. The intersections affected by the proposed project have much lower traffic volumes. So the change in traffic caused by the proposed project would be minimal and the project would not cause or contribute to a violation of an ambient air quality standard.

Impact 4: Expose sensitive receptors to substantial pollutant concentrations? *Less-than-significant with construction period mitigation measures*

Construction activities would include renovation of the building, landscape improvements, utility upgrades, and repaving of the parking area. Construction activities would last about 6 months or less. These would not be intensive operations that require the use of large construction equipment for extended periods of time that could expose sensitive receptors to unhealthy air pollutant levels⁴. There would be demolition of the existing roadway and some site grading, which typically has the greatest construction period emissions. As indicated in Impact 2, emissions would be below the BAAQMD thresholds and are not expected to cause adverse impacts to nearby sensitive receptors. However, best management practices are necessary during demolition, trenching and grading activities to avoid generation of dust that may affect nearby sensitive receptors. Best management practices for controlling construction period air pollutant emissions are identified as Mitigation Measure AQ-1. The minimal construction activities proposed and relative short duration of these activities would not cause significant exposures to TACs or

⁴ This impact is typically evaluated in terms of a health risk assessment that predicts cancer risk, PM_{2.5} concentrations and non-cancer hazards based on the computation of the Hazard Index using the June 2010 BAAQMD community risk thresholds. The hazard index or HI, is the modeled concentration of a hazardous contaminant divided by the concentrations that the contaminant is suspect by BAAQMD to have an adverse impact)

PM_{2.5}.

Operation of the proposed project would not include sources of TACs that would generate air pollutant emissions that would expose sensitive receptors to unhealthy air pollutant levels.

The project would not include sensitive receptors (e.g., residences), so impacts to the project site caused by existing air pollutant sources near the project were not evaluated.

Mitigation Measure AQ-1: Include measures to control dust and exhaust during construction.

During demolition or any construction ground disturbance, implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant. The contractor shall implement the following Best Management Practices that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Impact 5: Create objectionable odors affecting a substantial number of people? *No Impact*

Operation of the proposed project would not generate odors that would result in confirmed odor complaints.

Impact 6: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? *Less-than-significant*

Scientists have found that human caused emissions of greenhouse gases (GHG) contribute to global warming. The State of California is addressing this issue through legislation, policy guidance, and outreach programs. Carbon dioxide (CO₂) is the primary GHG emitted from land use projects, mostly through automobile and energy use.

The BAAQMD adopted GHG emissions-based thresholds in June 2010. These criteria include a "bright-line" emissions threshold at 1,100 metric tons per year and a per-capita threshold of 4.6 metric tons per year per capita for land-use type projects. An emissions threshold of 10,000 metric tons per year was also established for stationary sources. Projects with emissions above the thresholds would be considered to have an impact, which, cumulatively, could be significant. As described under Impact 2, emissions from operation of the proposed project were modeled. Construction emissions were considered to be less than significant, since the project involves very little construction and would not include much construction equipment.

BAAQMD developed a GHG model referred to as the BAAQMD GHG Model or BGM. BGM is an Excel workbook tool that uses the URBEMIS2007 file to provide GHG emissions in the form of equivalent CO₂ emissions or CO₂e in metric tons per year. Unless otherwise noted below, the model defaults for the San Francisco Bay Area were used. BGM provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport.

The URBEMIS2007 modeling for the proposed project is the same used to predict air pollutant emissions that are described under Impact 2. The model uses mobile emission factors from the California Air Resources Board's EMFAC2007 model and adjusts these based on the effect of new regulations to reduce GHG emissions. These regulations include the Pavley Rule that increases fleet efficiency (reducing fuel consumption) and the low carbon fuel standard. This model is sensitive to the year selected, since vehicle emissions have and continue to be reduced due to fuel efficiency standards and low carbon fuels. The year 2013 was used for analysis. Emissions associated with electricity consumption output by BGM were adjusted to account for the lower emission rate provided by Pacific Gas & Electric (PG&E). BGM uses a statewide emission rate for electricity production. However, PG&E currently provides power with a portfolio of sources that has much lower CO₂ emissions. BGM uses a Statewide rate of 805 pounds of CO₂ per megawatt of electricity produced, while the rate for PG&E is much lower. The PG&E rate was also adjusted to account for increased use of renewable sources. According to PG&E, the 2013 CO₂e rate is 431 pounds of CO₂ per megawatt of electricity delivered⁵.

As discussed under Impact 2, both regular Weekday rates and Wednesday auction day vehicle trip rates were provided and used. The results were then averaged assuming one auction day per week (Wednesday) and the remaining six days per week as "regular" (Weekday). Existing trip rates for the previous use of the USPS site were also provided and modeled. These were assumed to occur only six days per week, while the project emissions were conservatively assumed to occur 7 days per week.

The per capita rate is the total annual GHG emissions expressed in metric tons divided by the estimated number of new residences and employees (service population). Since there are no proposed residences, 245 (the number of employees) was used as the service population.

The year of analysis is an important factor in the modeling since the rate of emissions decreases in the future as vehicles emit less due to new regulations and reformulation of fuels and electricity generation comes from an increasing size of renewable sources. This analysis conservatively computed emissions in 2013. The intent of the BAAQMD June 2010 thresholds for GHG emissions was to develop a standard

⁵ See PG&E Fact Sheet – in Attachment 2.

that meets the goals of Assembly Bill 32, the California Global Warming Solutions Acts. The primary goals of AB 32 is to reduce the statewide emissions to 1990 levels by the year 2020.

Table 3 presents the results of the URBEMIS2007 and BGM model analysis in terms of annual metric tons of equivalent CO₂ emissions (MT of CO₂e/yr). Assumptions are contained in the technical data provided in Attachment 2. As shown in Table 3 below, operation of the project minus emissions from the previous use by USPS would be 39 MT CO₂e/yr, which would not exceed the bright-line-thresholds of 1,100 MT of CO₂e/yr.

Table 3 Annual GHG Emissions from the Proposed Project (Metric Tons CO₂e)

Project Name: 2650 Bayshore			
Project Years: 2013			
Emissions of CO₂e in Metric Tons Per Year			
Source Category	Annual Emissions Assuming Typical Weekday Operation	Annual Emissions Assuming Typical Wednesday Operation	Emissions Annualized and Adjusted for PG&E 2013 rates
Proposed Project in 2013			
Transportation:	1041	1702	1135
Area Source:	0	0	0
Electricity:	592	592	333
Natural Gas:	48	48	48
Water & Wastewater:	7	7	7
Solid Waste:	164	164	164
Total:			1688
Employees: 245			
Per Capita Emissions: 6.9			
Existing USPS if Operating in 2013			
Transportation:	1372		1176
Area Source:	0		0
Electricity:	592		286
Natural Gas:	48		41
Water & Wastewater:	7		6
Solid Waste:	164		140
Total:			1649
2013 Net Increase in GHG Emissions:			39
Model Adjustments:			
1) Used URBEMIS2007 with Traffic Study trip generation - no trip reductions applied			
2) BGM default electricity and natural gas usage and PG&E published emission rates for 2013			
3) Assumed 5 mile waste haul trip length			

Impact 7: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? *No Impact.*

The project would be subject to new requirements under rule making developed at the State and local level regarding greenhouse gas emissions and be subject to local policies that may affect emissions of greenhouse gases. The project would not interfere with any plan or regulation intended to reduce GHG emissions.

ABOUT ILLINGWORTH & RODKIN, Inc.

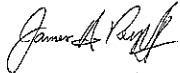
Founded in 1987, Illingworth & Rodkin, Inc. provides a complete range of consulting services in acoustics, hydroacoustics, vibration, and air quality to governmental agencies, private sector clients and other environmental and design professionals. The firm has completed over 4,000 projects in architectural acoustics, community noise and vibration, industrial noise and vibration control, and air quality studies. The firm is experienced with regional, State and Federal environmental regulatory processes.

This air quality and greenhouse gas assessment was conducted by James A. Reyff of Illingworth & Rodkin, Inc. who is a Meteorologist with expertise in the areas of air quality, toxic air contaminants, greenhouse gas emissions, and acoustics. His expertise includes meteorology, air quality and greenhouse gas emissions estimation, transportation/land use air quality studies, air quality field studies, and environmental noise studies. Mr. Reyff is familiar with federal, state and local air quality and noise regulations and has developed effective working relationships with many regulatory agencies. During the past 23 years, Mr. Reyff has prepared Air Quality Technical Reports for over 10 major Caltrans highway projects and conducted over 100 air quality analyses for other land use development projects. These projects included emissions computations (including computations of greenhouse gas emission inventories), particulate matter and carbon monoxide microscale analyses, seasonal field monitoring, and preparation of air quality conformity determinations. Mr. Reyff has advised decisions of federal and local air quality agencies regarding impact assessment methodologies and air quality conformity issues. He has conducted air quality evaluations for projects, specific plans and General Plan updates. Mr. Reyff is familiar with many of the models used in typical air quality assessments for land use type projects, such as CalEEMod, URBEMIS, BGM, EMFAC2011, Cal3qhc, SCREEN3 and ISCST3.

* * *

This concludes our assessment of the air quality and greenhouse gas impacts from this project. If you have any questions or comments, please feel free to contact me at (707) 766-7700 x24. We appreciate the opportunity to assist you.

Sincerely,



Digitally signed by James Reyff
DN: cn=James Reyff, o=oui,
email=jreyff@illingworthrodkin.
com, c=US
Date: 2012.06.13 12:16:04
+07'00'

James A. Reyff
Project Scientist

Illingworth & Rodkin

12-081

Attachment 1: URBEMIS2007 Operational Emissions
Attachment 2: GHG URBEMIS/BGM Modeling and PG&E Fact Sheet

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: 7-\\&R Docs\\2012\\12-081 2650 Bayshore Blvd Daly City\\USPS.urb924

Project Name: 2650 Bayshore Boulevard, Daly City

Project Location: San Mateo County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO₂</u>	<u>PM₁₀</u>	<u>PM_{2.5}</u>	<u>CO₂</u>
CCALC (assumed unmitigated)	0.24	0.15	0.26	0.00	0.00	0.00	176.63

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

ROG	NOx	CO	SO2	PM10	PM2.5	CO2
1.13	1.28	12.76	0.02	2.88	0.54	1,512.94

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	1.37	1.43	13.02	0.02	2.88	0.54	1,689.57

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

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Landscape	0.01	0.00	0.14	0.00	0.00	0.00	0.25
Consumer Products	0.00						
Architectural Coatings	0.22						
TOTALS (tons/year, unmitigated)	0.24	0.15	0.26	0.00	0.00	0.00	176.63

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Warehouse	1.13	1.28	12.76	0.02	2.88	0.54	1,512.94
TOTALS (tons/year, unmitigated)	1.13	1.28	12.76	0.02	2.88	0.54	1,512.94

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Warehouse		5.93	1000 sq ft	210.00	1,245.30	9,206.50
					1,245.30	9,206.50

Vehicle Fleet Mix						
Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel		
Light Auto	56.0	0.4	99.4	0.2		
Light Truck < 3750 lbs	11.8	0.8	97.5	1.7		
Light Truck 3751-5750 lbs	20.2	0.0	100.0	0.0		
Med Truck 5751-8500 lbs	6.3	0.0	100.0	0.0		
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6		
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3		
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8		
Heavy-Heavy Truck 33,001-60,000 lbs	0.1	0.0	0.0	100.0		
Other Bus	0.1	0.0	0.0	100.0		
Urban Bus	0.1	0.0	0.0	100.0		
Motorcycle	2.8	53.6	46.4	0.0		
School Bus	0.0	0.0	0.0	0.0		
Motor Home	0.4	0.0	100.0	0.0		
Travel Conditions						
Residential			Commercial			
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Warehouse				2.0	1.0	97.0

Urbemis 2007 Version 9.2.4
Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\&R Docs\2012\12-081 2650 Bayshore Blvd Daly City\USPS.urb924

Project Name: 2650 Bayshore Boulevard, Daly City

Project Location: San Mateo County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1.41	0.83	2.23	0.00	0.01	0.01	969.25

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	6.33	5.97	68.41	0.09	15.76	2.96	8,703.09

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	7.74	6.80	70.64	0.09	15.77	2.97	9,672.34

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.06	0.81	0.68	0.00	0.00	0.00	966.44
Hearth - No Summer Emissions							

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Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings	1.23						
TOTALS (lbs/day, unmitigated)	1.41	0.83	2.23	0.00	0.01	0.01	969.25

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Warehouse	6.33	5.97	68.41	0.09	15.76	2.96	8,703.09
TOTALS (lbs/day, unmitigated)	6.33	5.97	68.41	0.09	15.76	2.96	8,703.09

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Warehouse		5.93	1000 sq ft	210.00	1,245.30	9,206.50
					1,245.30	9,206.50

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Vehicle Fleet Mix						
Vehicle Type	Percent Type	Non-Catalyst	Catalyst			Diesel
Light Auto	56.0	0.4	99.4			0.2
Light Truck < 3750 lbs	11.8	0.8	97.5			1.7
Light Truck 3751-5750 lbs	20.2	0.0	100.0			0.0
Med Truck 5751-8500 lbs	6.3	0.0	100.0			0.0
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4			28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7			33.3
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2			77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.1	0.0	0.0			100.0
Other Bus	0.1	0.0	0.0			100.0
Urban Bus	0.1	0.0	0.0			100.0
Motorcycle	2.8	53.6	46.4			0.0
School Bus	0.0	0.0	0.0			0.0
Motor Home	0.4	0.0	100.0			0.0
Travel Conditions						
Urban Trip Length (miles)	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
	10.8	7.3	7.5	9.5	7.4	7.4
	16.8	7.1	7.9	14.7	6.6	6.6
	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential						
	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Warehouse				2.0	1.0	97.0

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\&R Docs\2012\12-081 2650 Bayshore Blvd Daly City\Wednesday.urb924

Project Name: 2650 Bayshore Boulevard, Daly City

Project Location: San Mateo County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.24	0.15	0.26	0.00	0.00	176.63

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	1.36	1.59	15.83	3.57	0.67	1,877.78

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	1.60	1.74	16.09	3.57	0.67	2,054.41

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	PM10	PM2.5	CO2
Natural Gas	0.01	0.15	0.12	0.00	0.00	176.38
Hearth	0.00	0.00	0.00	0.00	0.00	0.00

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Landscape	0.01	0.00	0.14	0.00	0.00	0.25
Consumer Products	0.00					
Architectural Coatings	0.22					
TOTALS (tons/year, unmitigated)	0.24	0.15	0.26	0.00	0.00	176.63

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	PM10	PM25	CO2
Warehouse	1.36	1.59	15.83	3.57	0.67	1,877.78
TOTALS (tons/year, unmitigated)	1.36	1.59	15.83	3.57	0.67	1,877.78

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Warehouse		7.36	1000 sq ft	210.00	1,545.60	11,426.62
					1,545.60	11,426.62

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Vehicle Type	<u>Vehicle Fleet Mix</u>				Catalyst	Diesel
	Percent Type	Non-Catalyst				
Light Auto	56.0	0.4			99.4	0.2
Light Truck < 3750 lbs	11.8	0.8			97.5	1.7
Light Truck 3751-5750 lbs	20.2	0.0			100.0	0.0
Med Truck 5751-8500 lbs	6.3	0.0			100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0			71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0			66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0			22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.1	0.0			0.0	100.0
Other Bus	0.1	0.0			0.0	100.0
Urban Bus	0.1	0.0			0.0	100.0
Motorcycle	2.8	53.6			46.4	0.0
School Bus	0.0	0.0			0.0	0.0
Motor Home	0.4	0.0			100.0	0.0
<u>Travel Conditions</u>						
	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Warehouse				2.0	1.0	97.0

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\I&R Docs\2012\12-081 2650 Bayshore Blvd Daly City\Wednesday.urb924

Project Name: 2650 Bayshore Boulevard, Daly City

Project Location: San Mateo County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1.41	0.83	2.23	0.00	0.01	0.01	969.25

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	7.48	7.41	84.90	0.11	19.56	3.68	10,801.81

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	8.89	8.24	87.13	0.11	19.57	3.69	11,771.06

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.06	0.81	0.68	0.00	0.00	0.00	966.44

Hearth - No Summer Emissions

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Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings	1.23						
TOTALS (lbs/day, unmitigated)	1.41	0.83	2.23	0.00	0.01	0.01	969.25

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Warehouse	7.48	7.41	84.90	0.11	19.56	3.68	10,801.81
TOTALS (lbs/day, unmitigated)	7.48	7.41	84.90	0.11	19.56	3.68	10,801.81

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Temperature (F): 85 Season: Summer

Enfacc Version : Enfacc2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Warehouse		7.36	1000 sq ft	210.00	1,545.60	11,426.62
					1,545.60	11,426.62

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.0	0.4	99.4	0.2
Light Truck < 3750 lbs	11.8	0.8	97.5	1.7
Light Truck 3751-5750 lbs	20.2	0.0	100.0	0.0
Med Truck 5751-8500 lbs	6.3	0.0	100.0	0.0
Light-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Light-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.1	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	53.6	46.4	0.0
School Bus	0.0	0.0	0.0	0.0
Motor Home	0.4	0.0	100.0	0.0

Travel Conditions

	Residential				Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer	
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4	
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6	
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0	
% of Trips - Residential	32.9	18.0	49.1				
% of Trips - Commercial (by land use)							
Warehouse				2.0	1.0	97.0	

Combined Annual Emissions Reports (Tons/Year)

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Project Name: 2650 Bayshore Boulevard, Daly City

Project Location: San Mateo County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

ROG	NOx	CO	SO2	PM10	PM2.5	CO2
0.24	0.15	0.26	0.00	0.00	0.00	176.63
TOTALS (tons/year, unmitigated)						

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.91	0.97	9.68	0.01	2.18	0.41	1,148.10

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	1.15	1.12	9.94	0.01	2.18	0.41	1,324.73

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

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Landscape	0.01	0.00	0.14	0.00	0.00	0.00	0.25
Consumer Products	0.00						
Architectural Coatings	0.22						
TOTALS (tons/year, unmitigated)	0.24	0.15	0.26	0.00	0.00	0.00	176.63

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 0%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Warehouse	0.91	0.97	9.68	0.01	2.18	0.41	1,148.10
TOTALS (tons/year, unmitigated)	0.91	0.97	9.68	0.01	2.18	0.41	1,148.10

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Warehouse		4.50	1000 sq ft	210.00	945.00	6,986.38
					945.00	6,986.38

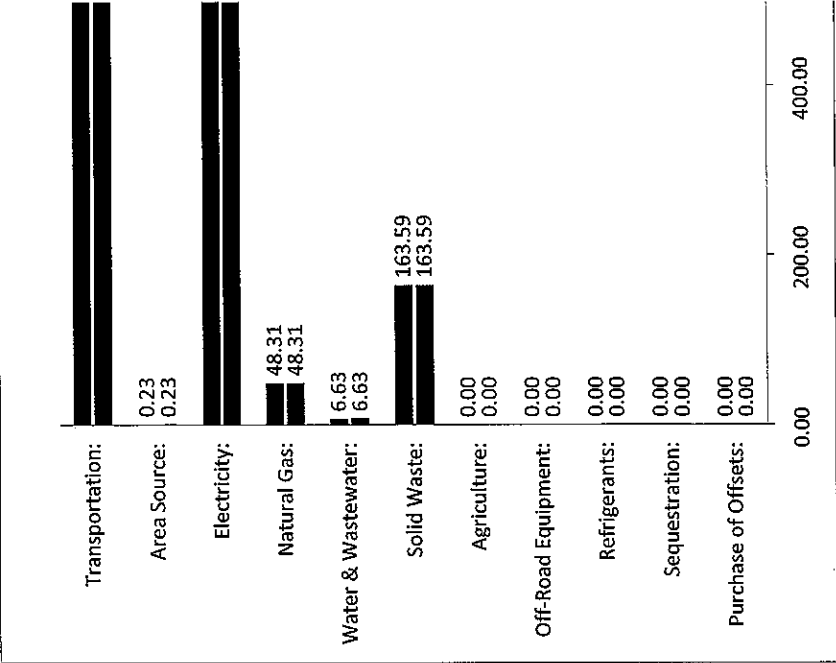
Vehicle Fleet Mix						
Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel		
Light Auto	56.0	0.4	99.4	0.2		
Light Truck < 3750 lbs	11.8	0.8	97.5	1.7		
Light Truck 3751-5750 lbs	20.2	0.0	100.0	0.0		
Med Truck 5751-8500 lbs	6.3	0.0	100.0	0.0		
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6		
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3		
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8		
Heavy-Heavy Truck 33,001-60,000 lbs	0.1	0.0	0.0	100.0		
Other Bus	0.1	0.0	0.0	100.0		
Urban Bus	0.1	0.0	0.0	100.0		
Motorcycle	2.8	53.6	46.4	0.0		
School Bus	0.0	0.0	0.0	0.0		
Motor Home	0.4	0.0	100.0	0.0		
Travel Conditions						
	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
	10.8	7.3	7.5	9.5	7.4	7.4
	16.8	7.1	7.9	14.7	6.6	6.6
	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential						
Urban Trip Length (miles)	32.9	18.0	49.1			
Rural Trip Length (miles)						
Trip speeds (mph)						
% of Trips - Commercial (by land use)						
Warehouse				2.0	1.0	97.0

Summary Results

Project Name: 2650 Bayshore Boulevard, Daly City
Project and Baseline Years: 2013 N/A

Results	Unmitigated Project- Baseline CO2e (metric tons/year)	Mitigated Project- Baseline CO2e (metric tons/year)
Transportation:	1,371.66	1,371.66
Area Source:	0.23	0.23
Electricity:	592.14	592.14
Natural Gas:	48.31	48.31
Water & Wastewater:	6.63	6.63
Solid Waste:	163.59	163.59
Agriculture:	0.00	0.00
Off-Road Equipment:	0.00	0.00
Refrigerants:	0.00	0.00
Sequestration:	N/A	0.00
Purchase of Offsets:	N/A	0.00
Total:	2,182.56	2,182.56

Baseline is currently: OFF
Baseline Project Name:
Go to Settings Tab to Turn On Baseline



Project-Baseline CO2e (metric tons/year)

1,371.66
1,371.66

592.14
592.14

■ Unmitigated
■ Mitigated

600.00 800.00 1,000.00 1,200.00 1,400.00 1,600.00

Detailed Results

Unmitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				1,371.66	62.85%
Area Source:	0.23	0.00	0.00	0.23	0.01%
Electricity:	591.20	0.00	0.00	592.14	27.13%
Natural Gas:	48.18	0.00	0.00	48.31	2.21%
Water & Wastewater:	6.62	0.00	0.00	6.63	0.30%
Solid Waste:	0.32	7.77	N/A	163.59	7.50%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				2,182.56	100.00%

* Several adjustments were made to transportation emissions after they have been imported from URBEMIS.

After importing from URBEMIS, CO2 emissions are converted to metric tons and then adjusted to account for the "Pavley" regulation. Then, CO2 is converted to CO2e by multiplying by 100/95 to account for the contribution of other GHGs (CH4, N2O, and HFCs [from leaking air conditioning]). Finally, CO2e is adjusted to account for the low carbon fuels rule.

Mitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				1,371.66	62.85%
Area Source:	0.23	0.00	0.00	0.23	0.01%
Electricity:	591.20	0.00	0.00	592.14	27.13%
Natural Gas:	48.18	0.00	0.00	48.31	2.21%
Water & Wastewater:	6.62	0.00	0.00	6.63	0.30%
Solid Waste:	0.32	7.77	N/A	163.59	7.50%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	0.00	0.00%
Purchase of Offsets:	N/A	N/A	N/A	0.00	0.00%
Total:				2,182.56	100.00%

Mitigation Measures Selected:

Transportation: Go to the following tab: Transp. Detail Mit for a list of the transportation mitigation measures selected (in URBE

Electricity: The following mitigation measure(s) have been selected to reduce electricity emissions.

Natural Gas: The following mitigation measure(s) have been selected to reduce natural gas emissions.

Water and Wastewater: The following mitigation measure(s) have been selected to reduce water and wastewater emissions.

Solid Waste: The following mitigation measure has been selected to reduce solid waste related GHG emissions.

Ag: No existing mitigation measures available.

Off-Road Equipment: No existing mitigation measures available.

Refrigerants: The following mitigation measure has been selected to reduce refrigerant emissions:

Carbon Sequestration: Project does not include carbon sequestration through tree planting.

Emission Offsets/Credits: Project does not include purchase of emission offsets/credits.

Baseline	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				0.00	N/A
Area Source:	0.00	0.00	0.00	0.00	N/A
Electricity:	0.00	0.00	0.00	0.00	N/A
Natural Gas:	0.00	0.00	0.00	0.00	N/A
Water & Wastewater:	0.00	0.00	0.00	0.00	N/A
Solid Waste:	0.00	0.00	N/A	0.00	N/A
Agriculture:	0.00	0.00	0.00	0.00	N/A
Off-Road Equipment:	0.00	0.00	0.00	0.00	N/A
Refrigerants:	N/A	N/A	N/A	0.00	N/A
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				0.00	0.00%

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Category	2019	2020
Transportation:	0.23	0.23
Area Source:		
Electricity:		
Natural Gas:	48.31	48.31
Water & Wastewater:	6.63	6.63
Solid Waste:	163.59	163.59
Agriculture:	0.00	0.00
Off-Road Equipment:	0.00	0.00
Refrigerants:	0.00	0.00
Sequestration:	0.00	0.00
Purchase of Offsets:	0.00	0.00
Total	218.16	218.16

N/A

Category	2019	2020
Transportation:	0.23	0.23
Area Source:	0.23	0.23
Electricity:	48.31	48.31
Natural Gas:	6.63	6.63
Water & Wastewater:	163.59	163.59
Solid Waste:	0.00	0.00
Agriculture:	0.00	0.00
Off-Road Equipment:	0.00	0.00
Refrigerants:	0.00	0.00
Sequestration:	0.00	0.00
Purchase of Offsets:	0.00	0.00
Total	218.16	218.16

Baseline is currently: **OFF**
Baseline Project Name:
Go to Settings Tab to Turn On Baseline

Project-Baseline CO2e (metric tons/year)

1,702.43
1,702.43

592.14
592.14

■ Unmitigated
■ Mitigated

600.00 800.00 1,000.00 1,200.00 1,400.00 1,600.00 1,800.00

Detailed Results

Unmitigated	CO ₂ (metric tpy)	CH ₄ (metric tpy)	N ₂ O (metric tpy)	CO ₂ e (metric tpy)	% of Total
Transportation*:				1,702.43	67.74%
Area Source:	0.23	0.00	0.00	0.23	0.01%
Electricity:	591.20	0.00	0.00	592.14	23.56%
Natural Gas:	48.18	0.00	0.00	48.31	1.92%
Water & Wastewater:	6.62	0.00	0.00	6.63	0.26%
Solid Waste:	0.32	7.77	N/A	163.59	6.51%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				2,513.33	100.00%

* Several adjustments were made to transportation emissions after they have been imported from URBEMIS.

After importing from URBEMIS, CO₂ emissions are converted to metric tons and then adjusted to account for the "Payley" regulation. Then, CO₂ is converted to CO₂e by multiplying by 100/95 to account for the contribution of other GHGs (CH₄, N₂O, and HFCs [from leaking air conditioning]). Finally, CO₂e is adjusted to account for the low carbon fuels rule.

Mitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				1,702.43	67.74%
Area Source:	0.23	0.00	0.00	0.23	0.01%
Electricity:	591.20	0.00	0.00	592.14	23.56%
Natural Gas:	48.18	0.00	0.00	48.31	1.92%
Water & Wastewater:	6.62	0.00	0.00	6.63	0.26%
Solid Waste:	0.32	7.77	N/A	163.59	6.51%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	0.00	0.00%
Purchase of Offsets:	N/A	N/A	N/A	0.00	0.00%
Total:				2,513.33	100.00%

Mitigation Measures Selected:

Transportation: Go to the following tab: Transp. Detail Mit for a list of the transportation mitigation measures selected (in URBE

Electricity: The following mitigation measure(s) have been selected to reduce electricity emissions.

Natural Gas: The following mitigation measure(s) have been selected to reduce natural gas emissions.

Water and Wastewater: The following mitigation measure(s) have been selected to reduce water and wastewater emissions.

Solid Waste: The following mitigation measure has been selected to reduce solid waste related GHG emissions.

Ag: No existing mitigation measures available.

Off-Road Equipment: No existing mitigation measures available.

Refrigerants: The following mitigation measure has been selected to reduce refrigerant emissions:

Carbon Sequestration: Project does not include carbon sequestration through tree planting.

Emission Offsets/Credits: Project does not include purchase of emission offsets/credits.

Baseline	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				0.00	N/A
Area Source:	0.00	0.00	0.00	0.00	N/A
Electricity:	0.00	0.00	0.00	0.00	N/A
Natural Gas:	0.00	0.00	0.00	0.00	N/A
Water & Wastewater:	0.00	0.00	0.00	0.00	N/A
Solid Waste:	0.00	0.00	N/A	0.00	N/A
Agriculture:	0.00	0.00	0.00	0.00	N/A
Off-Road Equipment:	0.00	0.00	0.00	0.00	N/A
Refrigerants:	N/A	N/A	N/A	0.00	N/A
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				0.00	0.00%

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Summary Results

Project Name: 2650 Bayshore Boulevard, Daly City
Project and Baseline Years: 2013 N/A

Results	Unmitigated Project- Baseline CO2e (metric tons/year)	Mitigated Project- Baseline CO2e (metric tons/year)
Transportation:	1,040.89	1,040.89
Area Source:	0.23	0.23
Electricity:	592.14	592.14
Natural Gas:	48.31	48.31
Water & Wastewater:	6.63	6.63
Solid Waste:	163.59	163.59
Agriculture:	0.00	0.00
Off-Road Equipment:	0.00	0.00
Refrigerants:	0.00	0.00
Sequestration:	N/A	0.00
Purchase of Offsets:	N/A	0.00
Total:	1,851.78	1,851.78

Baseline is currently: **OFF**

Baseline Project Name:

Go to Settings Tab to Turn On Baseline

Transportation:	
Area Source:	0.23 0.23
Electricity:	
Natural Gas:	48.31 48.31
Water & Wastewater:	6.63 6.63
Solid Waste:	163.59 163.59
Agriculture:	0.00 0.00
Off-Road Equipment:	0.00 0.00
Refrigerants:	0.00 0.00
Sequestration:	0.00 0.00
Purchase of Offsets:	0.00 0.00
	0.00 200.00 2

Project-Baseline CO2e (metric tons/year)

1,040.89
1,040.89

592.14
592.14

■ Unmitigated
■ Mitigated

400.00 600.00 800.00 1,000.00 1,200.00

Mitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				1,040.89	56.21%
Area Source:	0.23	0.00	0.00	0.23	0.01%
Electricity:	591.20	0.00	0.00	592.14	31.98%
Natural Gas:	48.18	0.00	0.00	48.31	2.61%
Water & Wastewater:	6.62	0.00	0.00	6.63	0.36%
Solid Waste:	0.32	7.77	N/A	163.59	8.83%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	0.00	0.00%
Purchase of Offsets:	N/A	N/A	N/A	0.00	0.00%
Total:				1,851.78	100.00%

Detailed Results

Unmitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				1,040.89	56.21%
Area Source:	0.23	0.00	0.00	0.23	0.01%
Electricity:	591.20	0.00	0.00	592.14	31.98%
Natural Gas:	48.18	0.00	0.00	48.31	2.61%
Water & Wastewater:	6.62	0.00	0.00	6.63	0.36%
Solid Waste:	0.32	7.77	N/A	163.59	8.83%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				1,851.78	100.00%

* Several adjustments were made to transportation emissions after they have been imported from URBEMIS.

After importing from URBEMIS, CO2 emissions are converted to metric tons and then adjusted to account for the "Pavley" regulation. Then, CO2 is converted to CO2e by multiplying by 100/95 to account for the contribution of other GHGs (CH4, N2O, and HFCs [from leaking air conditioning]). Finally, CO2e is adjusted to account for the low carbon fuels rule.

Mitigation Measures Selected:

Transportation: Go to the following tab: Transp. Detail Mit for a list of the transportation mitigation measures selected (in URBE

Electricity: The following mitigation measure(s) have been selected to reduce electricity emissions.

Natural Gas: The following mitigation measure(s) have been selected to reduce natural gas emissions.

Water and Wastewater: The following mitigation measure(s) have been selected to reduce water and wastewater emissions.

Solid Waste: The following mitigation measure has been selected to reduce solid waste related GHG emissions.

Ag: No existing mitigation measures available.

Off-Road Equipment: No existing mitigation measures available.

Refrigerants: The following mitigation measure has been selected to reduce refrigerant emissions:

Carbon Sequestration: Project does not include carbon sequestration through tree planting.

Emission Offsets/Credits: Project does not include purchase of emission offsets/credits.

Baseline	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				0.00	N/A
Area Source:	0.00	0.00	0.00	0.00	N/A
Electricity:	0.00	0.00	0.00	0.00	N/A
Natural Gas:	0.00	0.00	0.00	0.00	N/A
Water & Wastewater:	0.00	0.00	0.00	0.00	N/A
Solid Waste:	0.00	0.00	N/A	0.00	N/A
Agriculture:	0.00	0.00	0.00	0.00	N/A
Off-Road Equipment:	0.00	0.00	0.00	0.00	N/A
Refrigerants:	N/A	N/A	N/A	0.00	N/A
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				0.00	0.00%

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from Page 3 of the PG&E Fact Sheet regarding CO2 emissions

Emission Type	Emission Factor			Source
	Year	Lbs CO ₂ /MWh	Metric tons CO ₂ /MWh	
Historical Emissions	2003	620	0.281	PG&E's third-party-verified GHG inventory submitted to the California Climate Action Registry (CCAR) ⁶ (2003-2008) or The Climate Registry (TCR) (2009)
	2004	566	0.257	
	2005	489	0.222	
	2006	456	0.207	
	2007	636	0.288	
	2008	641	0.291	
	2009	575	0.261	
Current Emissions	2010, 2011 ⁷	559	0.254	Average of PG&E's 2005 to 2009 GHG emission factors
Future Emissions (estimated)	2012	453	0.205	CPUC GHG Calculator, which provides an independent forecast of PG&E's emission factors as part of a model on how the electricity sector would reduce emissions under AB 32 ⁸
	2013	431	0.196	
	2014	412	0.187	
	2015	391	0.177	
	2016	370	0.168	
	2017	349	0.158	
	2018	328	0.149	
	2019	307	0.139	
ClimateSmart Program Emission Reductions ⁹	2007-2011	-524	-0.238	CPUC ClimateSmart Decision (06-12-032)

Note: The ClimateSmart program reduces emissions. Therefore, for net GHG reporting, emissions reductions from accounts participating in the program can be subtracted from an entity's total emissions.

⁶ The 2003-2008 factors are in the Power/Utility Protocol (PUP) spreadsheet of PG&E's CCAR reports. The 2009 factor is in the Additional Optional Information tab of the Electric Power Sector (EPS) Report spreadsheet of PG&E's TCR report.

⁷ PG&E's 2010 emission factor will be available in late December 2011. As the CPUC GHG Calculator does not include a 2011 emission factor, we recommend using the "current" emission factor for 2011. These factors will be reviewed and updated annually.

⁸ E3, GHG Calculator version 3c, worksheet tab "CO₂ Allocations," cells AH35 - AH44.

⁹ The ClimateSmart program electricity emission factor is in lbs CO₂e. CO₂e (or CO₂ equivalent) is a measure used to compare the emissions from various GHGs based upon their global warming potential (GWP). The CO₂e for a GHG is derived by multiplying the amount of the GHG by the GWP of the GHG. The ClimateSmart program electricity emission factor is in lbs CO₂e because it includes both the emissions from customers' use of PG&E electricity as well as an estimate of some of the emissions associated with electricity delivery. This factor was put forth by PG&E in CPUC Application 06-01-012 on 1/26/2006, approved in Decision 06-12-032, and extended through 2011 in Decision 10-10-025.

ClimateSmart emission factor for customer use of electricity	520 lbs CO ₂ /MWh
ClimateSmart emission factor for delivery of electricity	4 lbs CO ₂ e/MWh
Total ClimateSmart emission factor for electricity	524 lbs CO ₂ e/MWh