

CITY OF DALY CITY

Regular Meeting - CITY COUNCIL

AGENDA

Monday, June 22, 2015 - 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 May 11, 2015

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. Approving Revision of Educational Incentive Pay Program for Sworn Police Management and Sworn Fire Management Employees
2. Authorizing Title Change of Plant and Equipment Maintenance Supervisor to Plant and Equipment Maintenance Manager (Range 91 of Miscellaneous/ Unrepresented Salary Schedule)
3. Approving Agreement with Turbo Data Systems, Inc. for Parking Citation Processing and Adjudication Services
4. Approving Appointment of Daly City Bicycle-Pedestrian Advisory Committee Members
5. Approving Water Supply Assessment for the Serramonte Shopping Center Expansion Project
6. Accepting and Appropriating \$25,000 from Clear Channel Outdoor and \$19,401 from the Department of Water and Wastewater Resources for the Construction of a New Entry Sign at Westlake Park
7. Accepting and Appropriating \$10,200 from the Olympic Club and \$10,348.75 from IMG Worldwide, Inc. (Swinging Skirts LPGA Classic) for Furniture Replacement Costs within the Department of Library and Recreation Services
8. Approving Amended Final Map for Annie Street SUB 1-13-6712; Plat and Legal Description for Additional PUE's for SUB 2-14-8644 and Plat and Legal Descriptions for Additional Easements for Lot Line Adjustment NO. 8-14-9499

Check Registers:

9. Check Registers for the Month of May 2015

END OF CONSENT AGENDA

PUBLIC HEARINGS:

10. Amend Chapter 10.60 Load Limits of the Daly City Municipal Code

Staff:

Chan

Recommended Action:

Open/Close Hearing

Motion for City Attorney to Read by Title Only

Councilmember Introduce Ordinance

11. Amend Chapter 6.32-Animals, Prohibitions and Nuisances of the Daly City Municipal

Code

Staff:

Calles

Recommended Action:

Open/Close Hearing

Motion for City Attorney to Read by Title Only

Councilmember Introduce Ordinance

12. Precise Plan for Planned Development PD 10-13-7945 (PD-69), Design Review DR-10-13-7946, and Environmental Review CEQA-10-13-8022 (Serramonte Shopping Center Expansion Project)

A. EA (Final Environmental Impact Report - CEQA-10-13-8022)

B. Findings

C. PD 10-13-7945 (PD-69), DR-10-13-7946

Staff:

VanLonkhuysen

Recommended Action:

Open/Close Hearing

Adopt Resolution Certifying Final Environmental Impact Report

Roll Call

Adopt Resolutions B & C

Roll Call

COMMUNICATIONS:

13. Adoption of Appropriations Limitation for Fiscal Year 2015-2016

Staff:

Chiu

Recommended Action:

Adopt Resolution

Roll Call

14. Use Permit UPR-1-15-10267 and Design Review DR-1-15-10268 —
Allow Reconstruction of Automobile Service Station at 398 Gellert Boulevard

A. EA (Categorical Exemption)

B. Findings

C. UPR-1-15-10267, DR-1-15-10268

Staff:

Mtunga

Recommended Action:

Adopt Resolution
Roll Call

15. Minor Subdivision SUB-3-15-10618 —
Four-Lot Subdivision at 128 Werner Avenue

A. EA (Categorical Exemption)
B. Findings
C. SUB-3-15-10618

Staff:

Mtunga

Recommended Action:

Adopt Resolution
Roll Call

AWARD OF BIDS/CONTRACTS:

16. Award of Construction Contract and Budget Transfer for the 2015 Traffic Signal
Painting Project

Staff:

Chan

Recommended Action:

Adopt Resolution
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:

17. Council Committee
A Council Committee Meetings, June 8-21, 2015
18. City Council
19. Staff

ADJOURNMENT:

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

ROLL CALL: Councilmembers Present:

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

Councilmember Absent:

Judith A. Christensen

Staff Present:

Patricia E. Martel, City Manager
Rose L. Zimmerman, City Attorney
Julie T. Underwood, Assistant City Manager
K. Annette Hipona, City Clerk

PRESENTATIONS:

Proclaiming May 17-23, 2015 as National Public Works Week

Councilmember Canepa presented a proclamation proclaiming May 17-23, 2015 as National Public Works Week to Director of Public Works John Fuller.

APPROVAL OF AGENDA:

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

CONSENT AGENDA

RESOLUTIONS:

Executing Memorandum of Understanding with the San Francisco Public Utilities Commission Regarding Westlake Pump Station Design Services

Resolution No. 15-62, Authorizing Execution of Memorandum of Understanding with the San Francisco Public Utilities Commission Re: Westlake Pump Station Services

Amending Traffic Regulations: Designate 48-ft. of No Parking Zone Along the South Side of Bismark Street, 24 ft. East of the Curb Return of Mission Street (TSR 15/61)

Resolution No. 15-63, Establishing Traffic Regulations

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CONSENT AGENDA: Continued

RESOLUTIONS: Continued

Accepting San Mateo County Narcotics Task Force DARE Funds for the Purchase of Promotional Items for Children

Resolution No. 15-64, Accepting San Mateo County Narcotics Task Force DARE Funds for Purchase of Promotional Items for Children

Commending Jeanne Koga on the Occasion of her Retirement

Resolution No. 15-65, Commending Jeanne Koga on the Occasion of Her Retirement

Commending Debra Payne on the Occasion of her Retirement

Resolution No. 15-66, Commending Debra Payne on the Occasion of Her Retirement

Adopting a Resolution of Intent to Adopt the City's Annual Appropriations Limitation (Gann Limit)

Resolution No. 15-67, A Resolution of Intention of the City Council of the City of Daly City to Adopt Its Appropriations Limitation for the Fiscal Year 2015-2016 on June 22, 2015

Check Registers:

Check Registers for the Month of April 2015

END OF CONSENT AGENDA

It was moved by Vice Mayor Torres, seconded by Councilmember Canepa and carried to approve and adopt the consent agenda.

PUBLIC HEARINGS:

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

Director of Water and Wastewater Resources Patrick Sweetland, stated staff proposes the continuation of the current regulatory fee enacted under Ordinance No. 1219 in 1995 to finance local specific responses to the mandate of the Stormwater Pollution Prevention Program. The funding accounts for \$460,000 of local NPDES stormwater fees.

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PUBLIC HEARINGS: Continued

Public Hearing - National Pollutant Discharge Elimination System Local Stormwater Program Regulatory Fee – Cont'd.

Staff is requesting the Council adopt a resolution maintaining the National Pollutant Discharge Elimination System regulatory fees necessary to fund Daly City's local specific program required under the State mandated stormwater management plan.

Mayor Buenaventura opened the public hearing.

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

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

Resolution No. 15-68, M Plan Program Activities as to the National Pollutant Discharge Elimination System (NPDES) and Maintaining Regulatory Fees Necessary to Fund the City's Local Specific Stormwater Management Authorizing their Collection on the Property Tax Roll

Public Hearing on Claim to Lien Property at 43 Pinehaven Drive (APN 006-038-140)

Code Enforcement Officer Kathy Campbell stated staff is requesting a special assessment lien be placed on the property located at 43 Pinehaven Drive (APN 006-038-140) for abatement cost and fees totaling \$12,906. The subject property is a vacant single family home. The property was found to be a public nuisance on October 23, 2014 with overgrown vegetation in the rear yard, likely harboring rats, vermin, and other nuisances, and unsecured vent openings to the house.

Ms. Campbell provided background information on the administrative board hearing and order to correct the cited violations. The City obtained a warrant from the San Mateo County Superior Court and abated the property on February 3, 2015. The property owner was assessed the abatement cost of \$3,576 and administrative fees of \$9,330 for failure to correct the cited violations.

Staff is requesting the Council adopt a resolution allowing the abatement costs and administrative fees to become a lien on the subject property.

Mayor Buenaventura opened the public hearing.

Robert Kaufman, property owner, wanted to address the issue of the removal of his plants. He complained about them removing all his plants and just leaving some trees.

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PUBLIC HEARINGS: Continued

Public Hearing on Claim to Lien Property at 43 Pinehaven Drive (APN 006-038-140) –
Cotn'd.

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

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

Resolution No. 15-69, Confirming and Adopting the Findings of the Administrative Appeal Board, Declaring Residential Premises to be a Public Nuisance, and Allowing Such Costs, Penalties and Assessments to be, Rendered and Recorded as a Lien or Assessment (43 Pinehaven Drive, Daly City, California)

AWARD OF BIDS/CONTRACTS:

Appropriate Funds and Award of Construction Contract for the 2015-16 Skyline Slurry Seal Project

Traffic Engineer Shirley Chan stated staff is requesting the City Council accept all bids and award a construction contract to American Asphalt Repair and Resurfacing Co. of Hayward in the amount of \$1,003,128.70 for the subject project. The full cost of the project with contingency and administrative costs is \$1,164,000. Staff is also requesting the Council appropriate funds in the amount of \$1,000,000, ahead of the 2015-16 Fiscal-Year and transfer \$164,000 of unused funds from last year's slurry seal project.

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

Resolution No. 15-70, Authorizing Execution of Construction Contract with American Asphalt Repair and Resurfacing Co. of Hayward, California (2015-16 Skyline Slurry Seal Project)

Award of Purchase Contract for Fourteen 2015/16 Ford Vehicles

Motor Vehicle Supervisor Thomas Shiosaka recommended that the City Council approve the purchase contract from Towne Ford of Redwood City in the total amount of \$301,245.90 to purchase fourteen vehicles for the Police Department to replace four patrol cars, two administrative cars and eight fusions.

Discussion ensued with staff answering Council's questions regarding the size of the vehicles and fair market value of a Ford Fusion, and Joe Miller's question regarding how officers felt about the smaller cars.

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AWARD OF BIDS/CONTRACTS: Continued

Award of Purchase Contract for Fourteen 2015/16 Ford Vehicles – Cont'd.

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

Resolution No. 15-71, Authorizing Bid Award for the Purchase of Fourteen 2015/16 Ford Vehicles

ORDINANCES:

Urgency Ordinance - Establishing Rules and Regulations During a Water Shortage Emergency

Director of Water and Wastewater Resources Patrick Sweetland gave a PowerPoint presentation on the urgency ordinance that establishes rules and regulations for the water shortage emergency. He provided background information and review on the urgency ordinances in response to the State Water Resources Control Board Resolutions 2014-0038 and 2015-0013, as well as addressing the executive order from Governor Jerry Brown mandating urban water agencies to cut water use by 25% across the state, as outlined in the agenda report.

Mayor Buenaventura 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 Councilmember Canepa, seconded by Councilmember Guingona and carried that Ordinance No. 1389 be read by title only by the City Attorney.

Ordinance No. 1389, An Urgency Ordinance of the City Council of the City of Daly City
Re: Establishing Rules and Regulations for Water Use During a Water Shortage Emergency and Establishing Penalties for Violations Thereof

It was moved by Councilmember Guingona, seconded by Vice Mayor Torres and carried by unanimous roll call vote to adopt Urgency Ordinance No. 1389.

PUBLIC APPEARANCES/ORAL COMMUNICATIONS:

Barry Rodriquez was concerned about the lack of dedicated handicapped parking at the Westlake Village Apartments and the configuration of the intersection at John Daly Boulevard, Poncetta and Sheffield Drive. He asked how the city gets revenue from abandoned buildings. He also asked, if the Daly City Police Department uses stingray cell phone interception systems, and what kind of evasive information technology they use.

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APPOINTMENTS:

Board/Commission Membership Committee Appointments

There were no appointments.

REPORTS:

Council Committee

Council Committee Meetings, April 27 - May 10, 2015

The Council Committee reported on the CEDAW Council Committee Meeting on Friday, May 1, 2015 (Canepa/Torres)

City Council

Councilmember Canepa asked when the next Council meeting will be held.

City Manager Patricia Martel stated, due to the legal holiday (Memorial Day) on Monday, May 25, 2015, the next Council meeting will be held on Tuesday, May 26, 2015.

Councilmember Guingona reported he attended the Youth Leadership Institute 18th Annual Communities Action Youth Event on Friday, May 8th in Burlingame. He stated he has a resolution for Council's consideration at a future meeting urging the Federal Consumer Financial Protection Bureau to take some control over the payday lending industry.

Staff

There were no reports.

ADJOURNMENT:

It was moved by Councilmember Canepa, seconded by Vice Mayor Torres and carried to adjourn the meeting at 8:00 P.M. in memory of Lonny Baker, Jose Vicente Ruiz, Richard Feyisayo A. Soyombo, James "Jim" A. Herlihy and Ernesto "Ernie" Trono Jopanda.

City Clerk

Approved as submitted, this _____
day of _____, 2015.

Mayor



City Council Meeting Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Revision of Educational Incentive Pay Program for Sworn Police Management and Sworn Fire Management Employees

Recommended Action

That the City Council adopt the proposed educational incentive pay program for sworn Police Management and sworn Fire Management employees.

Background

There are compaction issues in the Police and Fire Department which have resulted in a significantly diminished pool of employees who are qualified for and/or interested in promoting. Modifying the current incentive programs would be a relatively small expense and a significant incentive for employees to continue education and seek promotions within our City. The new educational incentive program will provide an incentive for sworn safety management employees to attain higher levels of education. The revised education pay program will also assist with the recruitment, selection and retention of our safety employees.

Discussion

To address the compaction issues in Public Safety, encourage employees to seek promotions to higher ranks within Police and Fire, and continue education Council should consider modifying the existing educational incentive programs for Police Sergeant, Police Lieutenant, Police Captain, Fire Battalion Chief, Deputy Chief and Fire Chief. Modification would allow the educational incentives to carry over upon promotion and increase the maximum incentive to 10% for all sworn Public Safety Management (current maximum is 7% for Police Management and 5% for Fire Management).

1. The proposed educational incentive program for sworn Police Management (Police Sergeant, Police Lieutenant, and Police Captain) will provide:

- Level 1 Educational Incentive – 5%
Satisfy one of the following eligibility combinations:

Degree or College Units		Law Enforcement Experience
Bachelor Degree	and	2 years
Associate Degree	and	4 years
45 Semester Units	and	4 years
30 Semester Units	and	6 years
15 Semester Units	and	12 years

- Level 2 Education Incentive – 7.5%
Currently have or be eligible for Level 1 Education Incentive and satisfy one of the following eligibility combinations:

City Council Agenda Report

Subject: Revision of Educational Incentive Pay Program for Sworn Police Management and Sworn Fire Management Employees

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Degree or College Units		Law Enforcement Experience
Master Degree	and	4 years
Bachelor Degree	and	6 years
Associate Degree	and	9 years
45 Semester Units	and	9 years
30 Semester Units	and	12 years

- Level 3 Educational Incentive – 10%
Possession of Master’s Degree and 6 years of law enforcement experience.
2. The proposed educational incentive program for sworn Fire Management will provide the following:

Battalion Chief (Up to 10%):

- Level 1 Incentive – 5% (Current MOU Language)
Possession of California Chief Officer’s Certificate or BA/BS Degree
- Level 2 Incentive – 7.5%
Possession of California Chief Officer’s Certificate **and** possession of BA/BS Degree
- Level 3 Incentive – 10%
Possession California Chief Officer’s Certificate, BA/BS Degree **and** Master’s Degree

Deputy Fire Chief and Fire Chief (Up to 10%):

- Level 1 Incentive – 5%
Possession of California Chief Officer’s Certificate **and** possession of BA/BS Degree
- Level 2 Incentive – 5%
Possession of California Chief Officer’s Certificate and possession of Master’s Degree

Fiscal Impact

The increase to the total annual cost of the current sworn Police Management and sworn Fire Management educational incentive program would be approximately \$216,000 if all employees were eligible.

City Council Agenda Report

Subject: Revision of Educational Incentive Pay Program for Sworn Police Management and Sworn Fire Management Employees

Meeting Date: June 22, 2015

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Summary/Conclusion

Staff requests that the City Council adopt by resolution the proposed revised education incentive program for sworn Police Management and sworn Fire Management employees to be effective July 1, 2015.

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

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Shawna Maltbie".

Shawna Maltbie
Director of Human Resources



City Council Meeting Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Proposed Title Change of Plant and Equipment Maintenance Supervisor to Plant and Equipment Maintenance Manager (Range 91 of Miscellaneous/ Unrepresented Salary Schedule)

Recommended Action

Approve the title change for the classification of Plant and Equipment Maintenance Supervisor to Plant and Equipment Maintenance Manager. Salary assignment will remain in the current Miscellaneous/Unrepresented Salary Schedule, Range 91.

Background/Discussion

Staff reviewed the existing job description (see attached) and recommends that the current title of Plant and Equipment Maintenance Supervisor be revised to Plant and Equipment Maintenance Manager to better describe the responsibilities of the position.

Fiscal Impact

None

Summary/Conclusion

Staff recommends that the Council approve the job title change for the classification of Plant and Equipment Maintenance Manager from Plant and Equipment Maintenance Supervisor. Salary assignment will remain in the current Miscellaneous/ Unrepresented Salary Schedule, Range 91.

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

Shawwna Maltbie
Director of Human Resources

Attachment

CITY OF DALY CITY
JOB SPECIFICATION
EXEMPT POSITION

PLANT AND EQUIPMENT MAINTENANCE MANAGER

DEFINITION

Under the direction of the Director of the Department of Water and Wastewater Resources, manages and supervises Plant & Equipment Maintenance Division personnel who are responsible for all equipment, building and landscape maintenance for the Department, and performs other duties as assigned.

EXAMPLES OF DUTIES

Manage, schedule, supervise, review, and assist assigned personnel with the preventive and corrective maintenance of a variety of specialized mechanical and electrical equipment, structures and grounds in the Wastewater Treatment Plant, Collection System lift stations, and Water System pump stations and reservoirs. Establish, monitor and evaluate long-range maintenance programs and procedures; maintain computerized preventive and corrective maintenance logs and records concerning installations, repairs, and the condition of the system. Manage and supervise equipment installation and testing and inspect contracted and in-house maintenance work. Maintain and control inventory. Develop and facilitate training programs for employees which may include tool and equipment operation, care, cleaning and maintenance; ensure that employees maintain required certification. Formally evaluate assigned personnel. Implement City, Department, Division and Section Rules and Regulations, policies, procedures and practices. Conduct regular safety training, ensuring adherence to proper safety procedures and maintenance of a safe work environment. Work to complete Department and Division goals and objectives. Prepare and manage the Division budget; may propose, develop and manage capital projects. Prepare reports. Prepare and give presentations to public and/or elected officials. When required, maintain 24 hour availability to address plant and equipment emergencies. Develop and maintain good working relationships with supervisors, co-workers, elected officials, professional peers and the public. May perform any work of the Division on short notice.

MINIMUM QUALIFICATIONS

Knowledge of: The methods, materials, tools and equipment used in the installation, repair and maintenance of mechanical, electrical and processing equipment, buildings, and grounds; general knowledge of water and wastewater treatment and distribution; supervisory methods and techniques; project scheduling and management; vocational training methods; safety regulations and methods of safe practice in work environments

JOB SPECIFICATION

PLANT AND EQUIPMENT MAINTENANCE MANAGER (Page 2)

including hazardous atmospheres and confined spaces; plans, specifications, reports and other documents used to design water and wastewater facilities, including the mechanical, structural, electrical, piping and instrumentation and process control fields.

Ability to: Plan, schedule, and control the maintenance activities of potable water and wastewater treatment equipment and facilities. Diagnose maintenance problems. Effectively manage, schedule, supervise, train, and evaluate work of assigned personnel. Carry out oral and/or written instructions. Maintain records for maintenance, inventory control, and personnel scheduling. Enforce safety regulations and practices. Read and interpret manuals, plans and specifications. Prepare clear and accurate reports. Help prepare, submit, justify and manage P&E Maintenance budget and related requests for capital improvements. Use CRT's and/or PC's, interact positively and cooperate with co-workers, respond politely to customers, work as a team member, function under demanding time pressure, respond in a positive manner to supervision, and attend work and perform duties on a regular and consistent basis.

Experience: Five years of increasingly responsible experience in the maintenance of water or wastewater treatment plant equipment, and/or water distribution/wastewater collection system with at least three years of which were in a supervisory and/or program lead capacity.

Education: Graduation from high school or equivalent. College coursework in engineering, industrial arts or a related discipline can be substituted for experience on a year for year basis up to a maximum of two years. Continuing education in related subjects, supervision and project management is desirable.

Physical Requirements: Moderate, and sometimes strenuous exertion required, including crawling, regular stair climbing of many flights, lifting, carrying or handling of up to 50 pounds for 30 minutes. Work in confined areas, hazardous atmospheres and in protective garments. May work in conditions which require exposure to noise, noxious odors, gases, and contact with wastewater.

Certificates/Licenses: Possession or acquisition within two years from date of appointment of a Grade IV Mechanical Technologist Certificate issued by the California Water Environmental Association. Possession or acquisition within one year from date of appointment of a T2 Water Treatment Operator Certificate or D3 Water Operator Distribution Certificate issued by the California Department of Health Services. Possession of a valid Class C California Driver's License.

R: 5/2015



City Council Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Agreement with Turbo Data Systems, Inc. for Parking Citation Processing and Adjudication Services

Recommended Action

Adopt resolution authorizing the City Manager to execute an Agreement with Turbo Data Systems, Inc. for parking citation processing and adjudication services for a five (5) year term from July 1, 2015 to June 30, 2020.

Background

In the late 1990's State law decriminalized parking citations and shortly thereafter the Superior Court transferred the responsibility for parking citation processing and collection to local agencies. Rather than form a joint powers agency, it was determined to be most efficient to issue a combined Request for Proposal (RFP) with the successful vendor entering into individual contracts with each agency and by combining the volume of all ticketing agencies and leveraging economies of scale, the County, cities and other agencies would receive the best processing rates and the highest levels of service. In 1999, the RFP was issued and Turbo Data Systems, Inc. was selected. A subsequent RFP was issued in 2006 and Turbo Data Systems, Inc. was again the vendor of choice. The City of Daly City was the lead agency for both RFP processes.

Discussion

One year ago, it was determined by the County agencies that an RFP process should be performed to ensure competitive pricing and best in industry standards. The County of San Mateo was selected as the lead agency and hired a consultant to assist in drafting the RFP and evaluating the responses. All of the agencies submitted letters of commitment to the RFP process, including agreement to reimburse the County for the consultant's time based on their proportionate share of parking citation volume, provide statistical data where requested to facilitate RFP development, and execute a one-year contract extension with Turbo Data in order to allow adequate time to complete the RFP process.

The RFP was issued on October 8, 2014 and advertised on the County's Procurement Website. Seven vendors expressed interest and ultimately six submitted proposals. A subcommittee with representatives from the County and the cities of Belmont, Burlingame, Daly City, San Mateo and South San Francisco was formed to vet the proposals and interview the finalists.

The proposals were graded on five criteria: (1) qualifications and experience; (2) proposed approach; (3) customer service; (4) thoroughness; and (5) pricing. In addition, all vendors had to demonstrate that they had no outstanding claims or violations, they were financially sound, and they comply with the County's contractual requirements. Based on these criteria, the subcommittee advanced three vendors to the interview process: Data Ticket, Inc., Duncan Solutions, and Turbo Data Systems, Inc.

City Council Agenda Report

Subject: Agreement with Turbo Data Systems, Inc. for Parking Citation Processing and Adjudication Services

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It was determined, following the interview process and reference checks, that Turbo Data remained the best option for the County agencies. The subcommittee felt that the online services, reports and customer service provided by all three vendors were comparable. The subcommittee rated Turbo Data and Duncan Solutions as the strongest with regard to the handheld ticket writers, which was a major factor in the final determination by law enforcement. It is expected that all agencies in the County will save significantly based on the new pricing. For example, electronic citation processing fees will be reduced from \$1.20 to \$0.50 per ticket, while hand-written processing fees will decline from \$1.35 to \$0.80 per ticket. Overall, the City is expected to realize savings approximately 35 percent below current costs.

Services include citation processing and collection by mail, telephone or website, multiple reminder notices, placing of DMV holds, appeals and administrative adjudication services, and optional advanced collection efforts. In addition, agencies may opt to use the Turbo Data mobile ticket writers for parking and moving citations.

Fiscal Impact

Costs for citation processing are anticipated to decline by approximately 35 percent while maintaining the same quality of service. Total projected fees paid to Turbo Data in the Fiscal Year 2014-15 would be \$225,000. Based on the average parking citation activity, it is anticipated that the City will save approximately \$79,000 per year under the new agreement. The projected saving will change depending on the number of parking citations issued in a Fiscal Year. The contract term will be for five (5) years with no increase in fees during that period other than direct pass-through of any postal rate increases.

Summary/Conclusion

Staff recommends the City Council adopt resolution authorizing the City Manager to execute an Agreement with Turbo Data Systems, Inc. for parking citation processing and adjudication services for a five (5) year term from July 1, 2015 to June 30, 2020.

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

Respectfully submitted,



Lawrence Chiu

Director of Finance and Administrative Services

City Council Agenda Report

**Subject: Agreement with Turbo Data Systems, Inc. for Parking Citation Processing and
Adjudication Services**

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Attachment: Agreement with Turbo Data Systems, Inc.

cc: City Manager
City Attorney
City Clerk

**AGREEMENT FOR PROFESSIONAL SERVICES –
PARKING CITATION PROCESSING AND ADJUDICATION**

This Agreement is made and entered into as of the ____ day of _____, 2015, by and between the City of Daly City, hereinafter called “City” and Turbo Data Systems, Inc., a California Corporation, hereinafter called “Contractor”.

WHEREAS, City and Contractor desire to enter into an Agreement whereby Contractor will process parking citations for City pursuant to the terms and conditions set forth herein, including all applicable State and local laws and regulations in effect now and during the term of this Agreement, and

WHEREAS, Contractor is a firm specializing in the provision of parking citation processing and related services, with considerable knowledge and experience in the field.

NOW, THEREFORE, in consideration of the mutual covenants, conditions, representations, and warranties contained herein the parties hereby agree as follows:

1. **PROFESSIONAL SERVICES TO BE PROVIDED.** Contractor shall be independently responsible for providing the services described in the scope of work attached hereto as Exhibit “A” and incorporated herein by reference.
2. **TERM.** This Agreement shall become effective July 1, 2015 through June 30, 2020 for a period of five (5) years.
3. **OPTION.** Upon the expiration of this Agreement, City shall have the option, in its sole and absolute discretion, of extending this Agreement for an additional one (1) year on the terms and conditions contained herein. City shall pay Contractor pursuant to the terms set forth in Exhibit “B” if there is no change to the scope of work in Exhibit “A”. City shall notify Contractor in writing at the address listed in the WRITTEN NOTIFICATION section of this Agreement of its intention to extend this Agreement at least sixty (60) days prior to the expiration of this Agreement.
4. **CONSIDERATION.** In consideration for services performed by Contractor as provided in this Agreement, City shall pay Contractor pursuant to the terms set forth in Exhibit "B" which is attached hereto and incorporated herein by this reference.
5. **PAYMENT OF FEES.** Charges determined on the basis set forth in Exhibit "B" shall be billed on a monthly basis in arrears and payment therefore shall be made within fifteen (15) days after submission of each separate invoice.
6. **CALCULATION OF AMOUNTS DUE COUNTY.** Contractor shall calculate amounts due the County of San Mateo as required by State law and forward the figures (Paid Citation Distribution Report) to City in a timely manner so that City is able to remit the required funds to the County of San Mateo before the date due.

7. **ACCOUNTING RECORDS.** Records of the citations processed by Contractor shall be available for examination by City or its authorized representative(s) at a time agreeable to City and Contractor within one week following a request by City to examine such records. Failure by Contractor to permit such examination within one (1) week of a request shall permit City to withhold all further payments until such examination is completed unless an extension of time for examination is authorized by City in writing.
8. **TIME OF PERFORMANCE.** Time is of the essence, and Contractor shall perform the services required by this Agreement in an expeditious and timely manner so as not to unreasonably delay the purpose of this Agreement.
9. **INDEPENDENT CONTRACTOR.** At all times during the term of this Agreement, Contractor shall be an independent contractor and shall not be an employee of City. City shall have the right to control Contractor only insofar as the results of Contractor's services rendered pursuant to this Agreement; however, City shall not have the right to control the means by which Contractor accomplishes the services rendered pursuant to this Agreement.
10. **FACILITIES AND EQUIPMENT.** Contractor shall, at its own cost and expense, provide all facilities and equipment that may be required for performance of the services required by this Agreement.
11. **INDEMNIFICATION BY CONTRACTOR.** Contractor is skilled in the professional calling necessary to perform the services and duties agreed to be performed by Contractor under this Agreement, and City, not being skilled in such matters, relies upon the skill and knowledge of Contractor to perform said services and duties in the most skillful manner. Therefore, Contractor agrees to indemnify, defend, and hold harmless City, its officers, officials, employees, volunteers and agents harmless from and against any and all liability, claims, suits, actions, damages, and causes of action, including attorney's fees, arising during the term of this agreement out of any personal injury, bodily injury, loss of life, or damage to property, or of any violation of any federal, state, or municipal law or ordinance, or other cause to the extent caused by the negligent acts or omissions of Contractor, its employees, subcontractors, or agents, or an account of the performance or character of this work, except for any such claim arising out of the sole negligence or willful misconduct of City, its officers, officials, employees, volunteers and agents.

Acceptance by City of the work performed under this agreement does not operate as a release of Contractor from such professional responsibility for the work performed. It is further understood and agreed that Contractor is apprised of the scope of the work to be performed under this Agreement and Contractor agrees that said work can and shall be performed in a fully competent manner.

12. **LIABILITY LIMITATION AND INDEMNIFICATION BY CITY.** Contractor shall use due care in processing work of City but Contractor shall be responsible only to the extent of correcting any errors that are due to the equipment or personnel of Contractor, such errors shall be corrected by Contractor at no additional charge to City. Contractor shall be entitled to reimbursement from City for any expenses incurred by Contractor for the correction of any erroneous information provided by City and Contractor shall not be responsible for City's

losses and expenses resulting from erroneous source materials provided by City. Neither party shall be liable to the other for any indirect or consequential losses or damages. City shall indemnify and hold harmless Contractor and its officers, directors, shareholders, employees and representatives from any and all claims, demands, liability, damages, and judgments arising out of erroneous information provided by City.

13. **INSURANCE.** On or before beginning any of the service or work called for by any term of this Agreement, Contractor, at its own cost and expense, shall carry, maintain for the duration of the Agreement, and provide proof thereof that is acceptable to City the insurance specified in Exhibit "C" to this Agreement under forms of insurance satisfactory in all respects to City. Contractor shall not allow any subcontractor, professional or otherwise, to commence work on any subcontract until all insurance required of Contractor has also been obtained for the subcontractor.
14. **FAIR EMPLOYMENT PRACTICES/EQUAL OPPORTUNITY ACTS.** In the performance of this Agreement, Contractor shall comply with all applicable provisions of the California Fair Employment Practices Act (California Government Code Section 12900) and the applicable equal employment provisions of the Civil Rights Act of 1964, whichever is more restrictive.
15. **AGENCY.** Except as City may specify in writing Contractor shall have no authority, expressed or implied, to act on behalf of City in any capacity whatsoever as an agent. Contractor shall have no authority, expressed or implied, pursuant to this Agreement to bind City to any obligation whatsoever.
16. **CHANGES IN LAW.** Any changes in the processing of parking violations as a result of changes in the law or DMV regulations affecting such violations which do not materially add to the cost of processing such citations by Contractor shall be implemented by Contractor. Should there be any changes in the law applicable to the processing of parking citations which would require material changes in the method of the processing as contemplated in this Agreement, or materially reduce or eliminate the amount of revenue received by City from parking citations, Contractor and City agree to negotiate in good faith to amend this Agreement to allow for such changes. Otherwise, this Agreement shall terminate on the date such law becomes effective, provided either party gives sixty (60) days notice of termination.
17. **OWNERSHIP.** City acknowledges that the software and software programs used by City or used for City's benefit which were developed by Contractor are the sole property of Contractor and City obtains no right or interest in the software by virtue of this Agreement.
18. **PROPRIETARY INFORMATION.** City agrees not to reproduce, disclose, or distribute Contractor's proprietary information such as any description of specialized or unique processes, software, or methods that are used in the course of providing the services under this Agreement, including any financial information that is not considered a public record.
19. **FORCE MAJEURE.** Neither party shall be responsible for delays or failure in performance resulting from acts beyond the control of such parties. Such acts shall include, but are not

limited to, Acts of God, strikes, riots, acts of war, epidemics, fire, communication line failure, earthquakes or other disasters.

20. ASSIGNABILITY. Because of the necessary expertise required of Contractor by this Agreement, Contractor shall not assign this Agreement nor any part of it without the prior written consent of City.
21. TERMINATION. City or Contractor shall have the right to terminate this Agreement, without cause, by giving thirty (30) days written notice. Upon such termination, Contractor shall submit to City an itemized statement of services performed for which compensation has not been paid. City may require Contractor to complete certain work product or documents and Contractor shall deliver to City all documents in its possession without additional compensation to Contractor.
22. TRANSITION TO NEW VENDOR. In the event that Contractor and City terminate this agreement, Contractor agrees to provide all reasonable assistance required to make an orderly and accurate transition to a new citation processor. At the option of City, Contractor agrees to continue to provide services required under this agreement for each and every citation up to the termination date entered into Contractor's processing system until the final determination of each such citation. Contractor shall be compensated for each such citation under the same terms as provided for herein.
23. WRITTEN NOTIFICATION. Whenever it shall be necessary for either party to serve notice on the other respecting this Agreement, such notice shall be served by certified mail addressed to:

City: City of Daly City
Lawrence Chiu, Director of Finance and
Administrative Services
333 90th Street
Daly City, CA 94015

Contractor: Turbo Data Systems, Inc.
Roberta J. Rosen, President & CEO
18302 Irvine Boulevard, Suite 200
Tustin, CA 92780-3464

unless and until different addresses may be furnished in writing by either party to the other, and such notice shall be deemed to have been served within forty-eight (48) hours after the same has been deposited in the United States Post Office by certified mail. This shall be valid and sufficient service of notice for all purposes.

24. EXTENT OF AGREEMENT. This Agreement represents the entire and integrated Agreement between City and Contractor and supersedes any and all prior negotiations, representations or agreements, either written or oral.

25. AMENDMENTS. This Agreement may be amended only by written instrument signed by both City and Contractor, which writing shall expressly state that it is intended by the parties to amend the terms and conditions of this Agreement.
26. SEVERABILITY. Should any part of this Agreement be declared through a final decision by a court or tribunal of competent jurisdiction to be unconstitutional, invalid, or beyond the authority of either party to enter into or to carry out, such decision shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect, provided that the remainder of this Agreement, absent the unexercised portion, can be reasonably interpreted to give effect to the intentions of the parties.
27. LITIGATION COSTS. If any legal action or any other proceeding is brought to enforce the terms of this Agreement, or because of an alleged dispute, breach, or misrepresentation in the connection with any of the provisions of this Agreement, the successful or prevailing party or parties shall be entitled to recover their reasonable attorneys' fees and other costs incurred in that action or proceeding, including the costs of appeal in addition to any other relief to which it or they may be entitled.
28. GOVERNING LAW. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

Executed on _____.

CITY OF DALY CITY

TURBO DATA SYSTEMS, INC.

Patricia E. Martel
City Manager

Roberta J. Rosen
President & CEO

APPROVED AS TO FORM:

Rose Zimmerman
City Attorney

Attachments: Exhibit A - Scope of Work
Exhibit B - Fee Schedule
Exhibit C - Insurance

Exhibit A – Scope of Work

In consideration of the payments set forth in Exhibit B, Contractor shall provide the following services:

Parking Citation Processing

- A. **Basic Processing** – Contractor will enter manual citations and citation dispositions into City's database within 2 business days. The basic service includes database maintenance, daily system backups, toll-free phone number for the public, Interactive Voice Response System (IVRS) with customized recorded information and citation lookup capability, **pticket.com** web-based Inquiry System for the public with customized content, Contractor's Customer Service Representatives (9:00 am – 5:00 pm, Monday through Friday, excluding holidays) to speak with the public regarding parking citation issues, ongoing Client support, and documentation and training for use of the Contractor-provided online system. Contractor will process correction notices and notify each City of citations unable to be entered for any reason, (such as no violation code, unreadable license, etc.).
- B. **Hand held Ticket writer Interface** - Contractor will provide for automated import of electronic citations into City's database. Batch files will be uploaded immediately upon file transfer. Contractor will maintain and update the hot sheet or scofflaw files on a daily basis for City, identifying vehicles which have accumulated five (5) or more outstanding citations in the combined San Mateo County contract area to upload into their handheld ticket writers. Contractor will provide electronic reports on a monthly basis. Contractor will work with City to implement any changes required for handheld ticket writer equipment.
- C. **Customer Service and Toll-Free Telephone Number** – Contractor will provide a toll-free automated telephone number for inquiries and credit card payments. The toll-free telephone service will be available a minimum of 20 hours per day, 7 days per week for the 50 United States and Canada, with the exception of backup time sometime between the hours of midnight and 4:00 a.m. A customized recorded voice response system in English and Spanish will be available to provide information for each payor on how to pay and contest citations, registration violation information, and City address information. The automated telephone system will be capable of receiving a minimum of 20,000 incoming calls per month. Downtime for required maintenance will be between midnight and 4:00 a.m. The automated voice response system will be capable of providing real-time data regarding the citation issue date, amount due, delinquent date and total amount due for each license plate when multiple citations are outstanding. The system will provide information about appealed citations and the results of the appeal. Contractor Customer Service Representatives (CSRs) will be available Monday through Friday, 9:00 a.m. to 5:00 p.m., excluding City recognized holidays. CSRs will be available to provide instructions and information on general parking policies and procedures, and administrative adjudication procedures for the City. At least one CSR will be available for Spanish translation during regular business hours Monday through Friday. Calls will be

answered in six rings or less. In order to assist CSRs with non-English speakers, AT&T's Language Line will be available at all times the CSRs are available and shall be employed to accomplish translations as required. The telephone system will provide up-to-date information on the status of a citation with the option to speak with a live representative during normal business hours. CSR's will provide customer service for the public in resolving parking citation questions of a non-judicial nature and research specific citation data when necessary. CSRs will be fully trained in all informational aspects of parking citation processing and related information specific to the City.

- D. **System and Document Storage** – Contractor will retain all citations paid or dismissed on the computer system for 3 years and then removed. Unpaid citations will be retained on the computer system for 5 years and then removed. Citation documents will be stored for 2 years from date of issue and then returned to City or shredded. Payment documents will be stored for 2 years from the date of payment and then returned to City or shredded.
- E. **Online Reporting** – Contractor will provide regular daily, weekly and monthly reports in a format as agreed upon. Additional reports will be provided at no additional cost for operating, production and audit functions. Reports will be made available online via a secure web page and be available for City access no later than the thirtieth (30th) day of the following month, except when February is the following month, in which case this information will be available by the last day of February.
- F. **DMV Interface for Registered Owner Name Retrieval** – Contractor will obtain names and addresses of registered owners of cited vehicles from California DMV using online or manual access to registered owner information from California DMV when necessary. Upon return of registered owner information from DMV, Contractor will validate vehicle make. Contractor will also review DMV "No Hit" list to ensure that license plate and state have been entered correctly.
- G. **Notice Processing** – Contractor will print the required Notice and mail to each registered owner whose name has been retrieved within 10 to 21 days after the citation has been issued. This includes second notices mailed for bounced checks, partial payments, and name or address changes. Contractor is required to send notices to lessees or renters of cited vehicles when provided with proof of a written lease or rental agreement. All postage, notice forms and envelopes will be provided by Contractor. All notices and letters will be formatted using custom #10 window envelopes with the City's return address. The interior #9 return envelope will be customized with the City's payment address. Drive Away Notices will be mailed by first class mail to registered owners of vehicles that drive away from the officer at citation issuance time as required by the California Vehicle Code. Notices are mailed no later than 15 days from the date of the original citation to the registered owner of the vehicle. Delinquent Notices generated will be mailed at least once a week by first class mail to registered owners.

Returned check notices will be mailed by first class mail to individuals immediately upon notification from the City that a check has been returned for non-payment. These notices will state the amount of original penalty, delinquent amount, and the appropriate returned check fee. Partial Payment Notices will be sent by first class mail to those who do not pay the full penalty amount. The notice will indicate the amount that was paid and the remainder that is due. The Contractor will generate Reminder Notices for unpaid accounts at a time frame acceptable to the City. Contractor will communicate with violators in a timely manner by mail in response to correspondence such as incomplete registration, citation, or payment information.

- H. **Additional Notices** – Contractor will mail Other Correspondence as required for processing. Adjudication Letters will be mailed as required. DMV Hold Letters shall be mailed to registered owners on citations remaining open 18 months after a DMV Hold is placed.
- I. **DMV Interface for Placing Registration Holds** – Contractor will transmit a Notice of Delinquency to the California DMV for vehicles with California license plates after a Notice of Violation has been mailed to the registered owner and Contractor has not received notification that the citation has been cleared. This Notice of Delinquency will be transmitted to the California DMV within 2 business days after the date specified by the City to be the DMV Date.
- J. **DMV Interface for Releasing Registration Holds** – Contractor will transmit a Notice to the California DMV that a Notice of Delinquency has been cleared within 2 business days after Contractor has received notification of clearance.
- K. **DMV Interface for Monthly Payment File** – Contractor will receive payment files from DMV as available (currently monthly) and update DMV transactions into City's database, providing reporting for reconciliation purposes.
- L. **Delivery Service** – Contractor will provide courier services to City on a pre-determined schedule as necessary for pickup and delivery of required documents.
- M. **Collection and Payment Processing** - Contractor will provide the following collection and payment processing services for City:
 - Provide P. O. Box where payments, administrative review correspondence and other documents are mailed within San Mateo County
 - Courier pickup from P. O. Box daily
 - Open all mail
 - Enter and process payments received by mail within one (1) business day, including opening all mail received, entering suspense date, verifying payment amounts, updating

computer system, and make daily bank deposits directly into an Agency assigned bank account

- Process all correspondence within two (2) business days from the date of receipt
- Sort and batch all correspondence by postmark date. Envelopes shall be kept on file with correspondence
- Track rebilling on partial payments, non-payment of approved payment plans, checks returned for insufficient funds, vehicle change of ownership, re-entered citations for payment
- File and store all source documents in an easily retrievable system
- Respond to reasonable non-judicial public inquiries by phone or mail
- Return questionable mail to City for decision
- Provide reporting of bank deposits made for each Agency within one day following the deposit
- Provide toll-free number for citizen inquiries
- Provide reports for bank statement reconciliation
- Provide monthly Paid Citation Distribution Report for City to pay surcharges

N. **Out of State Citations** - Contractor will process citations for non-California license plates by entering the citation information into the system database and report them along with all other citations on the database with the standard reports. If they become delinquent, requests for registered owner information will be sent to the appropriate out-of-state DMV. The Notice of Intent will be generated to the registered owner and the fine amount requested. Contractor will incur all costs for out of state name retrieval, including out-of-state DMV fees and charges. Contractor will receive payment from City based on the amount of revenues collected from out-of-state citations after the Notice of Intent has been issued.

O. **Public On-Line Access** – www.pticket.com - Contractor will supply a web site for public use allowing the receiver of a parking violation to enter the parking citation number or other identifying information in order to view parking citation data on line in real time. The website incorporates the highest level of data security and data privacy in the industry. Web-based data traffic, which includes names, addresses, parking ticket numbers or credit card numbers is encrypted using the highest level of industry standard encryption. Public access will include access to current citation status, including status of contested citations, due dates, original fine amount, late charges, information on how to contest a citation, how to show proof of correction for correctable violations, how to submit claims of indigence prior to a hearing, and addresses for paying in person or by mail.

- P. **IVR and Web Payment Systems - Payment by Credit Card** - Through the Interactive Voice Response (IVR) System, and through the pticket.com web site, Contractor will accept credit card payments via Visa, MasterCard and Discover. The systems authorize each transaction while the caller is on the phone or online. Payees are given an authorization number or email confirmation to confirm their charge. The IVR system and the pticket.com web payment system both automatically update the citation database with the payment immediately. Credit Card monies will be paid to a Contractor bank account and reconciled monthly. City will receive a credit card postlog which shows in detail which citations were paid and for what amount, along with the deposit slip from the bank or the ACH deposit email showing that these funds have been deposited into the City's account. Should there be any charge backs to a merchant account, the funds are pulled directly from the Contractor master account and the citation will be reactivated, much like a bounced check. The violator will be sent a notice and will then proceed to DMV hold. Contractor will provide all services regarding reconciliation, reactivation of charge backs, etc. The City will not be involved in the daily processing.
- Q. **Administrative Adjudication Processing** - Contractor will provide for the processing of requests for contesting citations, allowing for City processing of administrative reviews, tracking and monitoring all relevant dates on an automated system, mailing timely notification to respondents regarding the status of their claims, and scheduling of administrative hearings. All Administrative Adjudication information entered into the system will be done in real time and linked to existing database information to ensure proper tracking of relevant dates, mailing names and addresses and other pertinent information. Administrative Review requests will be entered within 2 business days of receipt. Adjudication documents will be stored for 2 years from their activity date and then shredded. Contractor will notify City of citations that have been found Not Liable that need refunds, so the City can issue the refund. Contractor will schedule combined San Mateo County Hearings up to three (3) weeks in advance, according to citizen selection by location and day of week in one of the San Mateo County locations. Hearings may be scheduled manually if requested. Contractor will print and mail (by first class mail) customized hearing notification letters to City and respond to inquiries from City and the public regarding date of hearing, mailing date, location of hearing and directions to hearing location. Contractor will provide the capability to use customized text, such as liable reason codes, in letters for City and re-send letters should changes or reschedules occur. Contractor agrees to provide all information required under the Vehicle Code in a timely manner at no additional cost to the City should an appeal be made to the Superior Court.

- R. **Paperless Appeals (eAppealsPRO & Scanning)** – Contractor will provide online appeal capability for the public to appeal their citations online. Contractor will provide the scanning of all mailed-in appeal documents and electronic storage of those documents. Contractor will provide an online application to access the appeals, which will be searchable and sortable. Contractor will keep an electronic history of processed appeals for at least two years.
- S. **Independent Hearing Examiner Services** – Contractor will contract with Independent Third Party Hearing Examiners to provide fair and impartial hearings for City and the public. Contractor will provide a monthly report of hearing results by citation number. The Independent Third Party Hearing Examiners will meet all training, education and other requirements specified in the California Vehicle Code which apply to the performance of administrative hearings.
- T. **Online Inquiry Access and Support for City Staff** – Contractor will provide access to the parking citation database via a web page using a secure log-on procedure. City shall be provided access to their own database and inquiry-only access to databases for the other County Agencies. This access includes citation inquiry by citation number, license plate number, full or partial name and VIN (includes citation status, history status, administrative adjudication status, notes, etc.), the ability to enter and view NOTES, post dismissals/payments, view daily deposits made at Contractor's facility and view daily file transfers sent from the handheld ticket writer software and received at Contractor's facility. A "NOTES" feature will allow authorized personnel to easily enter comments for a particular citation or license plate to be viewed by other inquiry function users. Contractor's technical staff will provide support during normal business hours. Technical support will be provided for any communication or logon problems as well as immediate technical support when problems arise in the uploading, downloading and transferring of files.
- U. **ICS Collection Service – Special Collections** – Contractor will transfer outstanding citations (DMV No-Holds, DMV Transfer of Ownership Releases, Non-California plates, citations delinquent over 90 days) and any other citations deemed as delinquent citations by City into the ICS system on a weekly basis. Up to two collection letters will be mailed for each ICS account requesting payment. Delinquent accounts will be sent to a credit reporting agency on a weekly basis. Paid accounts will be reported to the credit reporting agency weekly. Payments will be processed daily and deposited to the City's regular citation processing bank account. The Contractor's Customer Service Center will handle all ICS related calls through a special toll-free number dedicated to ICS accounts. Monthly reporting will show all accounts moved to the ICS system and all payments received due to ICS efforts.
- V. **Franchise Tax Board Offset Program** – Contractor will combine citations by license number for total amount due, eliminate corporate names, retrieve SSN's by name from a 3rd party, combine accounts by SSN, mail required FTB letters in advance of placing accounts at FTB, process payments generated by the FTB process, receive phone calls generated by the

FTB process, provide all systems and operational procedures required for the FTB process, and provide complete reporting and reconciliation for the FTB process. City will be required to complete required FTB paperwork and forms (with Contractor's assistance), establish a SWIFT account with the FTB, and provide whatever assistance may be required to work with the FTB regarding the FTB process.

W. Contract Requirements:

- **Privacy and Security of City Data** - Contractor agrees to keep all City data private and secure and will not share, sell, or otherwise access the City data for reasons other than the normal processing of parking citations or as otherwise required by law.
- **System Backups** - All systems will be backed up daily to insure safety of data in the event of a power outage or natural disaster. All backup data should be transferred and stored off-site for disaster recovery.
- **Subcontracting** - No portion of the Agreement, other than the independent administrative hearings, shall be permitted to be subcontracted to another private or public agency without express written approval from the City. Contractor must disclose the nature of work being subcontracted, and the name of the private or public agency which shall perform the work.
- **Vehicle Code Compliance** - Contractor will comply with all requirements of the California Vehicle Code in regard to processing and adjudication of citation records sent by the issuing agency during the entire term of this Agreement, including extensions if any.
- **Right to Audit** – If City requests it, an auditor shall be hired to perform a financial and/or performance audit. The City making such request shall pay the cost of the audit upon the written approval of auditor's cost.
- **Meeting Attendance** - Contractor will be available to attend City meetings as needed at Contractor's own expense.
- **Transition to Next Contractor** - In the event of a future change of vendor, Contractor agrees to fully cooperate in any transition. This shall include but not be limited to provision of data in an acceptable electronic format, provision of information as requested by the City to facilitate a future RFP process, and assistance with any and all transition processes necessary to provide for uninterrupted services to the City.

OPTIONAL SERVICES

- X. **Provision of Hand-held Automated Ticketwriters – ticketPRO Magic** - Contractor will provide a smartphone and a printer for a fixed fee per month per unit, including all software, support, and a 4G data plan.
- Y. **Issuance and Processing of Moving Violations – ticketPRO Magic Traffic** - Contractor will provide a smartphone and a printer for a fixed fee per month per unit, including all software, support and a 4G data plan. Processing of Moving Violations includes getting the moving violation into a records management system, interfacing with Coplink, and transferring data to the Court.
- Z. **Provision of Automated and Manual Ticket Media** – Contractor will provide paper ticket stock for electronic and manual citations

Exhibit B – Fee Schedule

In consideration of the services provided by Contractor described in Exhibit A and subject to the terms of the Agreement, City shall pay Contractor based on the following fee schedule and terms:

1. FEE SCHEDULE

Parking Citation Processing:

Electronic Citation Processing – per ticket	\$0.50
Electronic Citation and Envelope – per ticket	<u>\$0.08</u>
Electronic Citation Processing with Citation and Envelope Total – per ticket	\$0.58
Manual Citation Processing – per ticket	\$0.80
Manual Citation and Envelope – per ticket	<u>\$0.30</u>
Manual Citation Processing with Citation and Envelope Total – per ticket	\$1.10
Notice Processing – per notice	\$0.70
Administrative Adjudication - per appeal	\$1.50
Adjudication Letters – per letter	\$0.70
Administrative Hearings – per hearing	\$25
Out of State Processing - % of revenue collected	25%
Collections for Citations delinquent over 90 days (ICS)	25%
Franchise Tax Board process	30% of amount collected
Monthly Hand-held Ticket Writer Lease (existing 13 units)	\$90 per month per unit
Monthly Hand-held Ticket Writer Lease (new additional units)	\$99 per month per unit
Includes printer, 4G data plan, Parking module	
<i>Samsung RugbyPRO phone and Datamax O'Neil MF Series (or equivalent)</i>	
Deductible for Lost or Stolen Device	\$100/phone, \$600 printer

Moving Violation Processing:

Electronic Citation Processing – per ticket	\$0.90
Moving Violation electronic ticket media – per ticket	<u>\$0.20</u>
Total Electronic Citation – per ticket	\$1.10
Monthly Hand-held Ticket Writer Lease	\$140 per month per unit
Includes printer, 4G data plan, Traffic module (includes Parking)	
<i>Samsung S5 Active phone and Datamax O'Neil MF Series (or equivalent)</i>	

Exhibit C - Insurance

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by Contractor, its agents, representatives, employees, or subcontractors.

Minimum Scope of Insurance

Coverage shall be at least as broad as:

Insurance Services Office form number GL 0002 (Ed.1 /73) covering Comprehensive General Liability and Insurance Services Office form number GL 0404 covering Broad Form Comprehensive General Liability; or Insurance Services Office Commercial General Liability coverage ("occurrence" form CG 0001).

Insurance Services Office form number CA 0001 (Ed.1/78) covering Automobile Liability, code 1 any auto and endorsement Ca 0025.

Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

Minimum Limits of Insurance

Contractor shall maintain limits no less than:

General Liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

Automobile Liability: \$1,000,000 per accident for bodily injury and property damage.

Employer's Liability: \$1,000,000 per accident for bodily injury or disease.

Deductibles and Self -Insured Retention

Any deductibles or self-insured retentions must be declared to and approved by City. At the option of City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects City, its officers, officials, employees, volunteers and agents; or Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

Other Insurance Provisions

The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

City, its officers, officials, employees, volunteers and agents are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of Contractor; products and completed operations of Contractor; premises owned, occupied or used by Contractor; or automobiles owned, leased, hired or borrowed by

Contractor. The coverage shall contain no special limitations on the scope of protection afforded to City, its officers, officials, employees, volunteers and agents. For any claims related to this project, Contractor's insurance coverage shall be primary insurance as respects City, its officers, officials, employees, volunteers and agents. Any insurance or self-insurance maintained by City shall be excess of Contractor's insurance and shall not contribute with it.

Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to City, its officers, officials, employees, volunteers and agents.

Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days (10 days for nonpayment) prior written notice has been given to City.

ACCEPTABILITY OF INSURERS

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to City.

Verification of Coverage

Contractor shall furnish certificates of insurance evidencing all the coverage required above, naming the City of Daly City, 333 90th Street, Daly City, CA 94015, that are a party to this Agreement as additional insureds. The endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. All endorsements are to be received and approved by City before work commences. All required information is to be mailed to the address shown in the NOTICE section of the Agreement.

SUBCONTRACTORS

Contractor shall include all subcontractors as insureds under its policies or shall furnish separate evidence of coverage and endorsements for each subcontractor. All coverage for subcontractors shall be subject to all of the requirements stated herein.

FIDELITY BOND

In addition to the above, Contractor shall provide a \$100,000 fidelity bond covering all employees for theft, dishonesty, and faithful performance.



City Council Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Appointment of Daly City Bicycle-Pedestrian Advisory Committee Members

Recommended Action

Staff recommends that the City Council approve the appointments of Danielle M. Greenwood to a two-year term on the Daly City Bicycle-Pedestrian Advisory Committee (DC-BPAC). Staff further recommends that the City Council re-appoint Clayton Koo and Hae Won Ritchie to a two-year term on the DC-BPAC.

Background

The Daly City Bicycle/Pedestrian Advisory Committee meets quarterly to review proposed pedestrian/bikeway improvement projects, project funding applications and to provide input on existing roadway/bikeway conditions affecting pedestrian and cycling activities in Daly City. Meetings are typically held the first Wednesday of January, April, July and October at City Hall. The members are appointed for a renewable two-year term. Existing and past members included bicycle and walking enthusiasts, students, workers and commuters. BPAC candidates must live or work in Daly City to serve on the BPAC. The Bicycle/Pedestrian Advisory Committee is supported by Public Works Engineering Division personnel who prepare meeting agendas and reports for the committee's consideration.

Discussion

The Committee consists of up to seven (7) voting members appointed by the City Council, with Public Works Department staff supporting recommendations. Current members include:

Member	Term
Clayton Koo	June 30, 2015
Hae Won Ritchie	June 30, 2015
Evan Albert	June 30, 2016
Ron Conway	June 30, 2016
Henry Martinez	June 30, 2016

In May 2015, there were two vacancies on the committee. Staff advertised the vacancies at Daly City libraries and community centers and on the City's website. Staff received one application from a resident interested in volunteering on the committee. After evaluating the application, staff recommends the appointment of Danielle M. Greenwood to a two-year term expiring on June 30, 2017. Staff also recommends re-appointing Clayton Koo and Hae Won Ritchie to two-year terms also expiring on June 30, 2017.

Danielle M. Greenwood works as a chef for a school in San Francisco. She has lived in Daly City for 14 years and rides her bike almost every day. Danielle is interested in improving roadway safety for both cyclists and pedestrians.

Clayton Koo is a life-long resident of Daly City (25 years). He has taken courses in City and Regional Planning, including transportation and urban planning. Mr. Koo has served on other pedestrian, bicycle and transportation advisory committees and helped led a pedestrian safety workshop. He has served on the DC-BPAC since 2013.

Hae Won Ritchie is the Professional Civil Engineer and has been working in the City's Public Works Department for the last seven years. As a pedestrian and bicyclist, she is interested in promoting and enhancing the experience of non-vehicular modes of travel. Ms. Ritchie has been a Daly City resident for three years and has served on the DC-BPAC since 2013.

There is one more vacancy on the committee and we are continuing to solicit volunteers to fill the position.

Fiscal Impact

There is no specific fiscal impact from the recommended action. The only fiscal impact of the Daly City Bicycle/Pedestrian Advisory Committee is the Public Works support staff salary cost and minimal document reproduction costs. Funding is available for staff's time in the Public Works - Engineering Division operating budget 01-312-311-4241 for the upcoming Fiscal Year 2015-16.

Summary/Conclusion

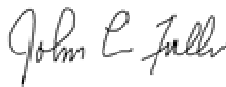
Recommend the City Council approve the appointment of Danielle Greenwood to a two-year term on the Daly City Bicycle-Pedestrian Advisory Committee (DC-BPAC). Staff further recommends that the City Council re-appoint Clayton Koo and Hae Won Ritchie to two-year terms on the DC-BPAC.

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



City Council Meeting Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Water Supply Assessment for the Serramonte Shopping Center Expansion Project

Recommended Action

Staff recommends that the City Council adopt the Water Supply Assessment (WSA) prepared for the Shopping Center Expansion Project (see Attachment A – Final Water Supply Assessment).

Background

The owner of Serramonte Shopping Center, Daly City Serramonte Center, LLC, has requested rezoning the existing shopping center from C-1 Light Commercial and C-2 Heavy Commercial to Planned Development PD-69 to allow a significant expansion of the center consisting of 329,000 square feet of retail, entertainment, and restaurant space; a 75,000 square foot hotel; a 65,000 square foot medical building; and an associated parking structure consisting of approximately 1,080 parking spaces. In accordance with the California Water Code, the project scope requires the preparation of a WSA, which must be adopted prior to certification of the Environment Impact Report (EIR) prepared for the project. The Council will consider certifying the project EIR as a separate public hearing agenda item tonight.

Discussion

Prepared in accordance with the California Water Code, the WSA has found that the projected available potable water supplies, under normal conditions, for the Daly City water system in 2035 are 8,650 acre-feet (AF) and the estimated potable demand including this proposed project is 7,148 AF. Including recycled water supplies and demand, Daly City's total projected available water supplies are 15,561 AF and the estimated total demand including the proposed project is 14,059 AF. The WSA therefore determined that sufficient water supplies are available to serve the proposed Serramonte Center Expansion Project.

In accordance with the California Environmental Quality Act (CEQA), the WSA was circulated as an attachment to the Draft EIR prepared for the project for a 45-day public comment period, including State Clearinghouse review, and would remain an attachment to the adopted EIR.

Respectfully submitted,

Michael VanLonkhuysen
Interim Planning Manager

Tatum Mothershead
Interim Director of Economic and
Community Development

Attachment

Attachment A – Final Water Supply Assessment

FINAL

Water Supply Assessment for
Serramonte Center
Expansion

Prepared for
City of Daly City
Daly City, California
January 2015

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FINAL

Water Supply Assessment for Serramonte Center Expansion

Prepared for
City of Daly City
Daly City, California
January 2015



William K. Faisst
California License C 29146
Engineer in Responsible Charge



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List of Abbreviations

ABAG	Association of Bay Area Governments
AF	acre-feet
AFY	acre-feet per year
amsl	above mean sea level
BARWRP	Bay Area Regional Water Recycling Program
BAWSCA	Bay Area Water Supply and Conservation Agency
BC	Brown and Caldwell
CIMIS	California Irrigation Management Information System
Daly City	City of Daly City
DSS	decision support system
DU	dwelling unit
DWR	California Department of Water Resources
ETo	evapotranspiration
°F	Fahrenheit
ft ²	square foot
gpd	gallons per day
gpm	gallons per minute
I	interstate
in.	inch
ISA	Interim Supply Allocation
ISL	Interim Supply Limitation
mgd	million gallons per day
NSMCSD	North San Mateo County Sanitation District
PEIR	Program Environmental Impact Report
RWS	Regional Water System
SFPUC	San Francisco Public Utility Commission
SSF	South San Francisco
U.S.	United States
UWMP	Urban Water Management Plan
WCIP	Water Conservation Implementation Plan
WSA	Water Supply Assessment
WSIP	Water System Improvement Program
WWTP	wastewater treatment plant

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Executive Summary

On behalf of the City of Daly City (Daly City) Brown and Caldwell (BC) prepared this Water Supply Assessment (WSA) for the proposed Serramonte Center Expansion; BC has prepared it in accordance with the requirements of Senate Bill 610, now Water Code Sections 10910 and 10911. The projected available potable water supplies, under normal conditions, for the Daly City water system in 2035 are 8,650 acre-feet (AF) and the estimated potable demand including this proposed project is 7,148 AF. Including recycled water supplies and demand, Daly City's total projected available water supplies are 15,561 AF and the estimated total demand including the proposed project is 14,059 AF. Thus, BC has determined that sufficient water supplies are available to serve the proposed Serramonte Center Expansion. This determination also is based on the following pertinent information:

- This WSA uses water demands updated from 20-year water demand projections prepared and published in the Daly City Urban Water Management Plan (UWMP) (BC, 2010). These demands reflect more recent population estimates and projections of anticipated development from the 2014 analysis of Daly City's projected demands from the Bay Area Water Supply and Conservation Agency (BAWSCA) Demand and Conservation Projection (Maddaus Water Management, 2014). The demands are based on the 2013 Association of Bay Area Governments (ABAG) demographic projections and include projected passive (plumbing and buildout code) and active conservation savings;
- As available, both groundwater and surface water supplies would provide water supplies needed to serve the proposed project. Currently, Daly City purchases treated surface water supplies from the San Francisco Public Utilities Commission (SFPUC). Historically, SFPUC has delivered sufficient surface water supplies. Reductions in surface water supplies from SFPUC of up to 5 percent during single dry years and up to 18 percent in multiple dry years are incorporated into this analysis, per the 2010 UWMP;
- Daly City has limited ability to increase groundwater pumping to enhance water supply reliability and address added demands. Daly City will draw its maximum groundwater safe yield of 3,842 acre-feet per year (AFY) in 2020 and;
- Recycled water currently serves irrigation demands within Daly City as well as to nearby golf courses, thus lowering the estimated demands for potable water and further enhancing overall water supply reliability. Based on current practices, this recycled water supply is not expected to increase or enhance potable water supply availability.

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Section 1

Introduction

This section discusses the purpose and scope of the Water Supply Assessment (WSA) and describes both the proposed Serramonte Center Expansion and the existing City of Daly City (Daly City) water system.

1.1 Purpose and Scope of Water Supply Assessment

Senate Bill 610, now codified as California Water Code sections 10910 and 10911, requires land use planning entities, when evaluating certain large development projects, to request an assessment of the availability of water supplies from the water supply entity that will provide water for the project. Such a WSA is performed in conjunction with a project's land-use approval process and must evaluate the sufficiency of the water supplies available to the water supplier to meet existing and anticipated future demands. The WSA must include the project's demand over a 20-year horizon that recognizes normal years, a single-dry year, and multiple-dry years.

The WSA must identify any existing water supply entitlements, water rights, or water service contracts held by the water supplier or relevant to the identified water supply for the proposed project. The WSA also must document water quantities received in prior years by the public water system.

If the public water supplier relies on groundwater supplies, the WSA must describe all groundwater basins from which the proposed project will be supplied. For each basin that has not been adjudicated, the assessment should indicate whether the Department of Water Resources (DWR) has identified the basin as overdrafted or has projected that the basin will become overdrafted, if present management conditions continue, and should provide a detailed description of the efforts undertaken in the basin to eliminate the long-term overdraft condition.

1.2 Proposed Serramonte Center Expansion

The proposed Serramonte Center Expansion consists of expanding an existing regional shopping mall in Daly City (see Figure 1-1). The current mall has four major retailers connected by an enclosed mall occupied by approximately 90 retail stores and a food court. The proposed expansion would add retail, dining and entertainment space to the existing infrastructure. The project would develop new free-standing structures separate from the main shopping center—a hotel, office, and commercial space. The expansion will add a maximum 328,000 square feet (ft²) of retail, entertainment and restaurant space, a 65,000 ft² medical building, and a 75,000 ft² hotel. The entertainment center potentially may include an 11-screen cinema complex. Additionally, the owner will construct a 194,000 ft² above-ground parking garage with up to 598 parking spaces northwest of the shopping center, but on the existing 80 acre site. The project will upgrade the landscaping and lighting on the main entry road off of Serramonte Boulevard at Gellert Boulevard and the property's loop road. The owner plans to build the expansion in phases over the next 10 years.

Table 1-1 summarizes the proposed (buildout) land uses and size of the proposed Serramonte Center Expansion, excluding the new parking structure.

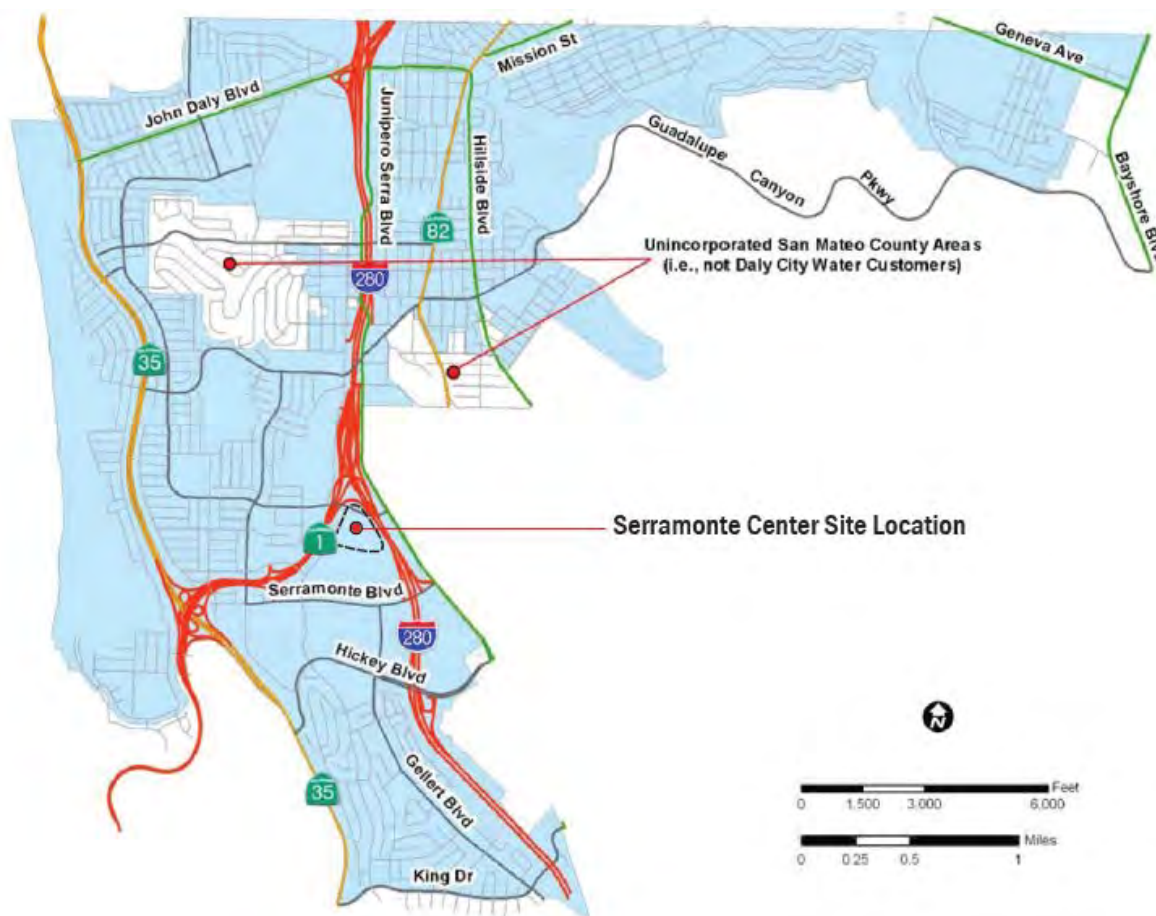


Figure 1-1. Daly City Water Service Area and Project Site

Table 1-1. Serramonte Center Expansion Land Uses at Buildout	
Land use	Size, ft ²
Demolition of West Wing of the Shopping Center	(25,000)
Fitness Center (relocation)	12,000
Entertainment (Dave & Busters)	47,000
Entertainment (cinema)	63,000
Additional Restaurant (east side)	6,000
Retail (southeast quadrant)	73,000
Retail (southwest quadrant)	80,000
Hotel (five stories)	75,000
New Retail	72,000
Medical Building	65,000
Total gross leasable area	468,000

Source: Personal Communication, Michael Van Lonkhuysen, City of Daly City, May 1, 2014

1.3 Existing Daly City Service Area

This section describes the existing Daly City service area, location, climate, water system, and demographics.

1.3.1 Service Area Location

Daly City serves all residents and businesses within its City limits. Daly City does not serve two unincorporated pockets, surrounded generally by the Daly City boundaries. Figure 1-1 presents the Daly City service area.

Daly City is located in the northern part of San Mateo County, adjacent to the southern boundary of the City and County of San Francisco. Daly City is bounded on the east by the cities of South San Francisco, Colma, and Brisbane, San Bruno Mountain, and state and county parks; on the south by the cities of Pacifica and South San Francisco; and on the west by the Pacific Ocean. Topography of the area is typical of the Northern California coast. Near Daly City, the Coast Range rises to an elevation of 600 feet above mean sea level (amsl). A 2-mile-wide valley separates the Coast Range from San Bruno Mountain, which rises to a peak elevation of 1,300 feet amsl.

1.3.2 Service Area Climate

The Pacific Ocean moderates the Daly City climate. Precipitation typically occurs from October through April. BC found no direct-measured precipitation data for Daly City proper; however, Daly City's standard average evapotranspiration (ET_0) can be assumed to be relatively close to the data from a California Irrigation Management Information System (CIMIS) station located in Castroville. The Castroville CIMIS Station is located in the Monterey Bay Region, about 100 miles from Daly City, and is representative of the Daly City climate from the ocean side of San Francisco. BC obtained rainfall and temperature data from the Western Regional Climate Center station for the City of Pacifica, which lies southwest of Daly City. Coastal fog during the summer months and relatively mild winter temperatures produce monthly average minimum temperatures between 46 and 54 degrees Fahrenheit ($^{\circ}F$) and monthly average maximum temperatures between 57 and 72 $^{\circ}F$. The annual average precipitation is approximately 30 inches. Normal monthly precipitation during the winter months is about 3 to 6 inches.

Table 1-2 summarizes the standard average ET_0 , rainfall, and monthly average minimum and maximum temperatures for Daly City.

Table 1-2. Daly City Climate

Month	Standard average ETo (in.) ^a	Average rainfall (in.) ^b	Average minimum temperature (°F) ^b	Average maximum temperature (°F) ^b
January	1.44	5.56	46	56.9
February	1.71	6.08	46.4	58.8
March	2.96	4.03	46.8	60.9
April	4.19	1.9	47.7	63.0
May	4.63	1.11	49.7	65.2
June	4.81	0.22	51.5	68.4
July	4.03	0.02	52.8	69.9
August	3.81	0.08	53.5	70.5
September	2.98	0.29	54	71.5
October	2.63	1.46	53.1	68.8
November	1.62	3.3	49.8	62.0
December	1.39	5.99	46.4	56.8
Annual	36.2	30.04	49.8	64.4

^aReference evapotranspiration (ET_o), average rainfall, and average temperature data for the 1982 to 2013 period were obtained from the California Irrigation Management Information System (CIMIS) website for Station 19 (Castroville) on April 15, 2014
<http://www.cimis.water.ca.gov/cimis/frontMonthlyEToReport.do>.

^bData from Western Regional Climate Center, Pacifica Station (046599), period of record for monthly climate summary: 11/1/83 to 11/30/12.

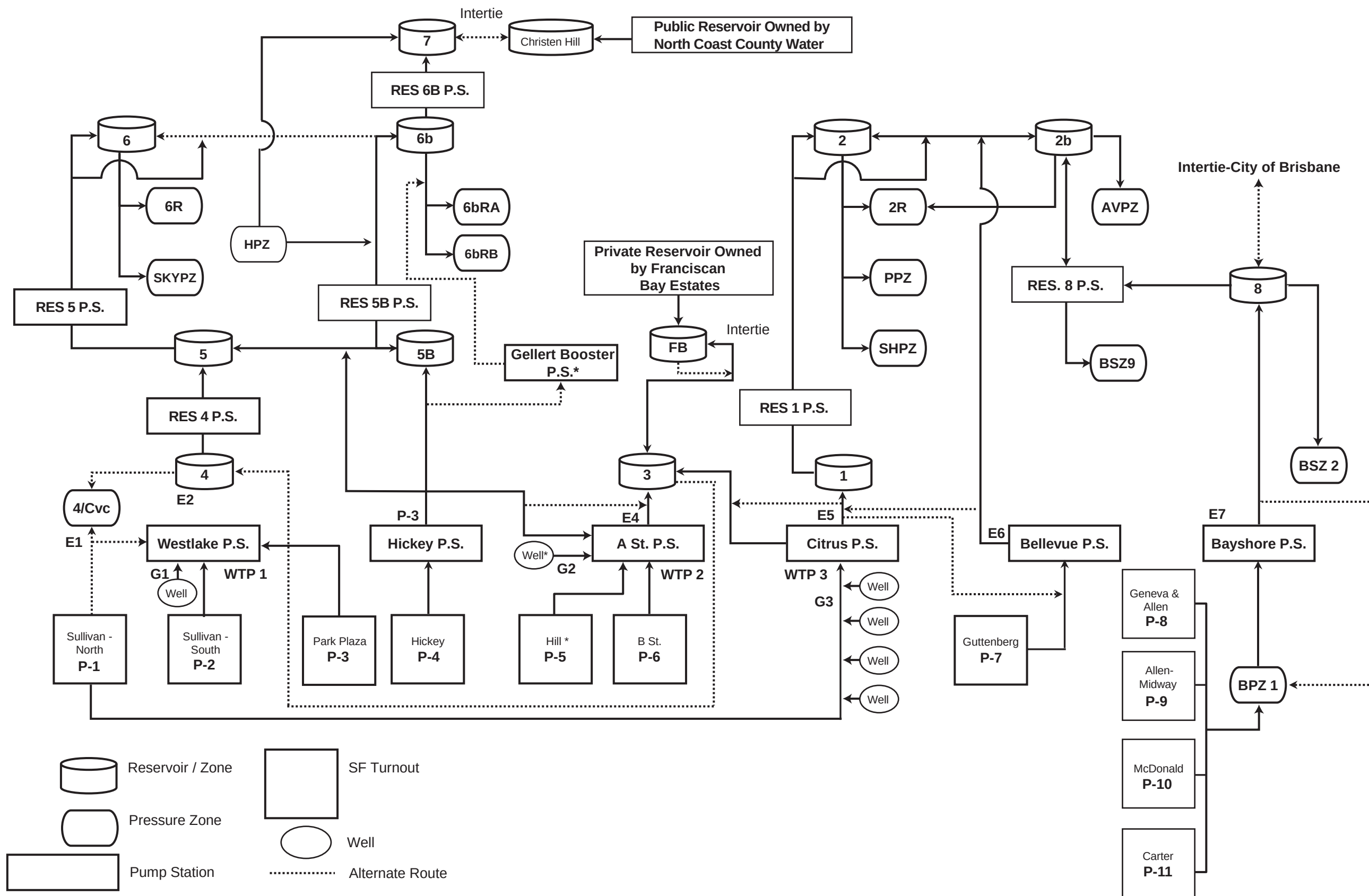
1.3.3 Daly City Water System

Daly City receives the majority of its water supply from SFPUC and supplements this supply with groundwater pumped from five local wells. Daly City also uses tertiary recycled water from the North San Mateo County Sanitation District Wastewater Treatment Plant (WWTP) wherever feasible, to offset potable/aquifer water demands.

Daly City's distribution system is divided into two areas, the Westside, and the Eastside. The Westside is divided into two sections, Westlake and Hickey, each with five pressure zones. The Eastside is divided into four sections, Bayshore with four pressure zones, Citrus with eight pressure zones, the "A" Street Well Booster Zones, and the Reservoir 8 Booster Pump Station. Daly City has six reservoirs in the Westside, and five in the Eastside areas, with a total capacity of just below 25 million gallons per day (mgd). Figure 1-2 presents a distribution system schematic.

1.3.4 Existing and Projected Demographics

This section describes the existing and projected Daly City population, housing, and employment based on information from the BAWSCA Demand and Conservation Projection (Maddaus Water Management, 2014) which is a more current update of the projected demographics than the 2010 Urban Water Management Plan (UWMP). The 2010 Daly City UWMP and the BAWSCA projections did not include the Serramonte Center Expansion.



* Not in operation. Standby or emergency use only.

Figure 2-1. City of Daly City
Water Distribution Schematic

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Interstate 280 (I-280), running north and south, divides Daly City into two geographically distinct areas with different development characteristics. Older neighborhoods of medium-density, single-family housing are located east of I-280. Small corner markets and strip developments characterize businesses in this area. West of I-280 development is newer, primarily built after 1949. In this area, lower-density, single-family homes are concentrated around shopping centers often dedicated to serving a region rather than a local population. Daly City's limited manufacturing enterprises are located near the Cow Palace in the Bayshore neighborhood east of I-280.

Daly City is a center for retail trades, primarily home furnishings and appliances, apparel, general merchandise, and eating and drinking establishments. Major shopping areas include Serramonte Shopping Center, Westlake Shopping Center, Pacific Plaza, and the Mission Street retail corridor.

Daly City is the most populous city in San Mateo County. Table 1-3 shows the historical and projected population, households, and employees based on the Association of Bay Area Governments (ABAG) data used in the 2014 BAWSCA Demand and Conservation Projection (Maddaus Water Management, 2014). Between 2010 and 2035, Daly City is expected to experience the largest absolute gains in the number of households of any city in San Mateo County. Between 2010 and 2035, the population estimates project an increase of 16 percent to 123,020 persons.

The BAWSCA projections included a detailed analysis of the Daly City service area compared to the Daly City ABAG subregional boundaries. From that detailed analysis, BC determined that 99.6 percent of the ABAG subregional area for Daly City is within the Daly City water service area. The remaining 0.4 percent is within the Cal Water South San Francisco (SSF) service area and is not included in this analysis.

Table 1-3. Historical and Projected Population, Households, and Employees

	2000	2005	2010	2015	2020	2025	2030	2035
Population	108,348	109,015	106,337	109,313	112,374	115,671	119,147	123,020
Households ^a	32,345	32,594	32,842	33,626	34,435	35,209	36,027	36,813
Employees	54,509	54,509	53,786	57,093	61,184	61,508	61,813	62,290

Source: BAWSCA Demand and Conservation Projection (Maddaus Water Management, 2014).

^aHouseholds projections are based on ABAG data for occupied housing units which assumes a 4 percent vacancy rate.

According to Daly City's Draft General Plan, Daly City's predominant land use remains as lower density residential development. Although this land use will remain true for quite some time, the density of new Daly City-approved development has increased markedly. Increasing development pressures and regional land use policies intended to promote more Bay Area residents living closer to where they work will place additional pressures on Daly City to allow private redevelopment of older buildings and increases in residential densities, all with fewer regulatory hurdles. For example, ABAG has identified Daly City as having two Priority Development Areas—places in the Bay Area which are transit-proximate and therefore targeted for higher density housing.

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Section 2

Existing and Projected Water Demands

This section describes historical and projected water demand.

2.1 Historical Water Demand

Table 2-1 presents Daly City's historical water demand. Before calculating future demands for Daly City, current demands were evaluated.

Table 2-1. Daly City Historical Water Demand		
Water use sector	Historical water demand, AFY	
	2005	2010
Single family	4,401	3,908
Multi-family	1,933	1,708
Commercial	892	976
Industrial	127	-
Institutional	--	-
Governmental	239	223
Landscape Irrigation	244	131
Agriculture	0	
Billed Use Subtotal	7,836	6,946
Conjunctive Use	3,071	2,204
Other Uses ^a	40	40
Water Losses	405	365
Potable Water Production Subtotal	11,352	9,555
Recycled Water	476	547
Total	11,828	10,102

^aOther uses include sewer flushing, hydrant flushing, and traveling meter (contractor).

2.2 Projected Water Demand

This section describes the projected water demands for the existing Daly City water system and for the proposed Serramonte Center Expansion.

2.2.1 Daly City Water System Projected Water Demands

The projected demands presented in this document have been updated from the City's 2010 UWMP projections to the more recent analysis of Daly City's projected demands from the 2014 BAWSCA Demand and Conservation Projection (Maddaus Water Management, 2014). The demands are based on the 2013 ABAG demographic projections and include projected passive (plumbing and buildout code) and active conservation savings. Short-term future demands through 2020 are based upon historical water use patterns and the projected rebound in water demand associated with forecasts for economic recovery.

The Maddaus decision support system (DSS) Model was used to project both long-range water demands and conservation savings. To forecast water demands, the DSS Model relies on demographic and employment projections, combined with the effects of natural fixture replacement due to the implementation of plumbing codes to forecast future demands.

Table 2-2 shows the projected water demand for the existing Daly City water system by water use sector. Table 2-2 does not include demands from the Serramonte Center Expansion.

Table 2-2. Daly City System Projected Water Demands by Water Use Sector (without Serramonte Center Project)					
Water use sector	Projected water demand, AFY				
	2015	2020	2025	2030	2035
Single family	3,814	3,843	3,820	3,784	3,778
Multi-family	1,667	1,680	1,669	1,654	1,651
Commercial	952	960	954	945	943
Industrial	0	0	0	0	0
Institutional	0	0	0	0	0
Governmental	218	219	218	216	216
Landscape Irrigation	128	129	128	127	127
Agriculture	0	0	0	0	0
Billed Use Subtotal	6,778	6,831	6,789	6,725	6,714
Water Losses	357	360	357	354	353
Conjunctive Use	0	0	0	0	0
Other uses ^a	41	41	41	41	41
Potable Water Production Subtotal	7,176	7,232	7,187	7,120	7,109
Recycled Water ^b	3,103	6,911 ^b	6,911 ^b	6,911 ^b	6,911 ^b
Total	10,279	14,143	14,098	14,031	14,020

Note: Serramonte Center Expansion water demands are not included in this summary.

^aOther uses include sewer flushing, hydrant flushing, and traveling meter (contractor)

^b The current tertiary facilities' maximum production capacity is 3,103 AFY. Most of the recycled water distributed does not replace a potable water supply. Increase in future years is contingent on an additional recycled water facility being constructed and rated at 3.4 mgd for watering cemeteries in Colma and/or for groundwater regeneration.

2.2.2 Proposed Serramonte Center Expansion Projected Water Demands

BC based the Serramonte Center Expansion water demands on combining unit water demand factors for each land use type with the square footage proposed for each land use as shown in Table 2-3.

Table 2-3. Serramonte Center Expansion Projected Water Demand and Allowance for Water Losses					
Land use	Area, ft ²	Land use classifications	Unit water demands, gpd/sf	Demand by 2018, AFY	Demand by 2018 to 2035, AFY
Demolition of West Wing of the Shopping Center	(25,000)	Retail/Office	0.045	-1	
Fitness Center (relocation)	12,000	Retail/Office	0.045	1	
Entertainment (Dave & Busters)	47,000	Restaurant	0.135	6	
Entertainment (Cinema)	63,000	Retail/Office	0.045	3	
Additional Restaurant (East Side)	6,000	Restaurant	0.135	1	
Retail (Southeast Quadrant)	73,000	Retail/Office	0.045		4
Retail (Southwest Quadrant)	80,000	Retail/Office	0.045		4
5-Story Hotel	75,000	Hotels	0.150		13
New Retail	72,000	Retail/Office	0.045		4
Medical Building	65,000	Retail/Office	0.045		3
Subtotal	468,000	-	-	10	27
Water Loss (5% of production)				0.5	1.4
Total				10.3	28.7

The total projected increased demand will be about 39 AFY or about 35,000 gallons per day (gpd).

2.3 Total Projected Water Demand

The projected demand for Daly City, including the proposed Serramonte Center Expansion project is shown in Table 2-4.

Table 2-4. Total Projected Water Production					
	Projected Water Demand, AFY				
	2015	2020	2025	2030	2035
Existing System (projected potable production) ^a	7,176	7,232	7,187	7,120	7,109
Serramonte Center Expansion (projected potable production) ^a	10	18	25	32	39
Subtotal (potable)	7,186	7,249	7,212	7,152	7,148
Recycled water	3,103	6,911	6,911	6,911	6,911
Total	10,289	14,160	14,123	14,063	14,059

^aProjected potable production includes water losses and other uses.



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Section 3

Water Supplies

Daly City has three sources of water supply, including purchased surface water, groundwater, and recycled water. This section describes existing and projected water supply, as well as water supply reliability.

3.1 Surface Water

Daly City receives water from the City and County of San Francisco's Regional Water System (RWS), operated by SFPUC. This supply is predominantly from the Sierra Nevada, delivered through the Hetch Hetchy aqueducts, but also includes treated water produced by SFPUC from its local watersheds in Alameda and San Mateo Counties (see Figure 3-1 for major system components).

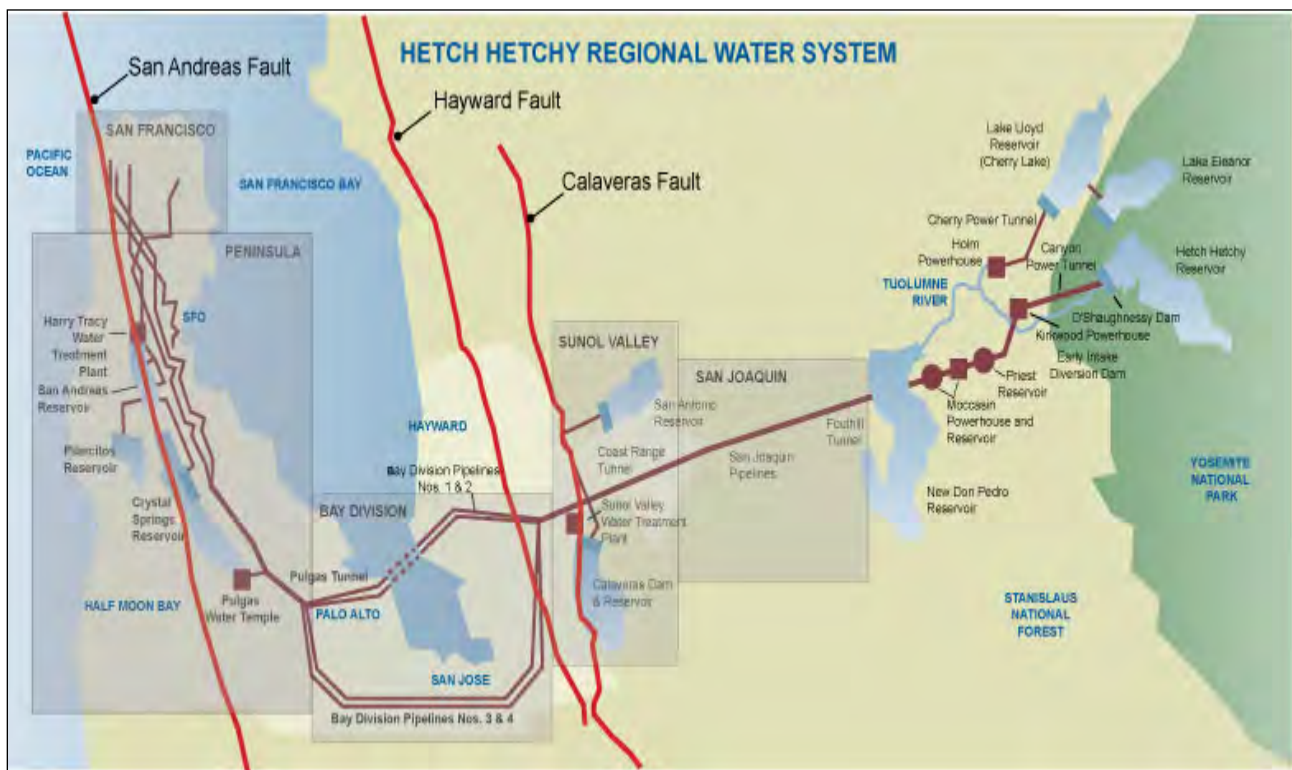


Figure 3-1. Diagram of City and County of San Francisco's Regional Water System

Source: www.sfwater.org

3.1.1 Description

The amount of imported water available to SFPUC's retail and wholesale customers is constrained by hydrology, physical facilities, and the institutional parameters that allocate the water supply of the Tuolumne

River. Due to these constraints, SFPUC is very dependent on reservoir storage to increase reliability of its water supplies.

SFPUC serves its retail and wholesale water demands with an integrated operation of local Bay Area water production and imported water from Hetch Hetchy, which accounts for 80 percent of the regional water system supply. In practice, the local watershed facilities operate to capture local runoff.

The Alameda and Peninsula watersheds provide the remaining 20 percent of the SFPUC water system. The Alameda watershed, located in the East Bay, represents about 10 percent of the total water supply, with water captured and stored in two reservoirs: Calaveras and San Antonio. The Peninsula watershed captures runoff in three reservoirs: Crystal Springs, San Andreas and Pilarcitos, and represents the remaining 10 percent of the SFPUC supply.

3.1.2 SFPUC Physical Constraints and Possible Limitations on Delivery Capacity

SFPUC has identified 285 mgd as the operational amount of water that can be delivered to the service area without affecting power revenues. From this amount, San Francisco reserves 101 mgd and the remaining 184 mgd becomes the contractual supply guarantee provided to the wholesale customers. Daly City and the County of San Francisco use about 32 percent and the remaining 68 percent serves cities, water districts and other private water companies located in Alameda, Santa Clara and San Mateo Counties.

Daly City has eleven SFPUC pipeline connections called turnouts. In total, the turnouts can supply approximately 33.8 mgd, a rate of about 23,400 gallons per minute (gpm). The amount of water purchased from SFPUC depends on Daly City's groundwater production. During normal well operation, the purchases from SFPUC typically contribute approximately 60 percent of Daly City's annual water supply. Daly City participated in a pilot conjunctive use program from 2002 to 2011. Based on the results of this program, it was determined that water purchased from SFPUC could contribute up to 91 percent of Daly City's annual water supply.

SFPUC faces several limitations on its water facilities that may constrain its ability to deliver water to its wholesale customers, including Daly City. These water supply availability limitations, made unilaterally by SFPUC, occur during wet, average and drought conditions through 2018.

Physical limitations during wet and average conditions. During wet and average conditions, there may be enough water available from rainfall and the Sierra snow pack, but physical limitations may prevent SFPUC from delivering such water to its customers in the City of San Francisco as well as its wholesale customers. These limitations result from hydraulic bottlenecks in its pipelines and tunnels, as well as fixed water treatment plant capacity at Sunol. To relieve these bottlenecks, SFPUC must replace existing pipelines or tunnels with larger diameter conduits or build new, parallel conduits. These facilities are generally critical during periods of peak demand (i.e., a series of hot summer or fall days).

Conveyance systems across the Bay also have limitations. The SFPUC system uses storage in its Peninsula reservoirs to accumulate water in the winter and early spring, then treats and distributes it in the summer. Due to continued growth within the service area, the window during which such cross-bay transfers can occur is becoming shorter. Therefore, there is a developing need to add parallel or replacement pipelines.

The limitations described above also point to limited redundancy in the existing facilities. In some cases, such as the Irvington Tunnel, SFPUC cannot take the facility out of service even for inspection. In other cases, facility inspection can occur when demands are lower, but if a major component failed during maximum demand, the system's ability to deliver required flows would be impaired immediately. Many of these facilities are also at risk during emergencies, since their design conformed to earlier, less stringent, seismic standards and they cross major earthquake faults.

Physical limitations during drought conditions. During drought conditions, the hydraulic limitations in the SFPUC delivery system will be a lesser concern and the problem will instead be relative supply. In most years, the system can meet required deliveries. If local runoff is low, and Bay Area storage reservoirs are low, then SFPUC must bring more Sierra water than normal into the Bay Area to augment local supplies. During such periods, the existing conveyance capacity across the San Joaquin Valley could be limiting.

3.1.3 SFPUC Water System Improvement Program

In order to enhance the ability of the SFPUC water supply system to meet identified service goals for water quality, seismic reliability, delivery reliability, and water supply, SFPUC has undertaken the Water System Improvement Program (WSIP), approved October 31, 2008. The WSIP will deliver capital improvements aimed at enhancing SFPUC's ability to meet its water service mission of providing high quality water to customers in a reliable, affordable and environmentally sustainable manner. Many of the water supply and reliability projects evaluated in the WSIP were originally put forth in SFPUC's Water Supply Master Plan (2000).

For the WSIP, SFPUC prepared a Program Environmental Impact Report (PEIR) in accordance with the California Environmental Quality Act. The PEIR, certified in 2008, analyzed the broad environmental effects of the projects in the WSIP at a program level, and the water supply impacts of various alternative supplies at a project level. Individual WSIP projects are undergoing individual project specific environmental review as required.

In approving the WSIP, the SFPUC adopted a Phased WSIP Variant for water supply that was analyzed in the PEIR. This Phased WSIP Variant established a mid-term water supply planning milestone in 2018 when the Commission would reevaluate water demands through 2035. SFPUC also imposed the Interim Supply Limitation which limits the water volume that the member agencies and SFPUC can collectively purchase from RWS to 265 mgd until at least 2018. Although the Phased WSIP Variant included a mid-term water supply planning milestone, it did include full implementation of all proposed WSIP facility improvement projects to ensure that the public health, seismic safety, and delivery reliability goals were achieved as soon as possible. The WSIP is scheduled to be completed in December 2015.

The \$4.6 billion WSIP reached the peak of construction in 2012 with 18 projects valued at \$2.6 billion in construction and all major projects launched. By 2014 SFPUC has completed construction on more than 80 percent of the 81 WSIP projects between the Central Valley and San Francisco along the RWS.

3.1.4 Legal Constraints

The business relationship between San Francisco and its wholesale customers was previously defined by the Settlement Agreement and Master Water Sales Contract, which was executed in 1984 and expired on June 30, 2009. In July 2009, SFPUC and its Wholesale Customers replaced the Settlement Agreement with the "Water Supply Agreement between the City and County of San Francisco and Wholesale Customers in Alameda County, San Mateo County and Santa Clara County" (Water Supply Agreement) in July 2009.

2009 water supply agreement. The Water Supply Agreement addresses the ratemaking methodology that SFPUC uses in setting wholesale water rates for its wholesale customers, in addition to addressing water supply and water shortages for the RWS. The Water Supply Agreement has a 25-year term with an option to extend its term.

In terms of water supply, the Water Supply Agreement provides for the 184-mgd (expressed on an annual average basis) "Supply Assurance" to the SFPUC's wholesale customers, subject to reduction, to the extent and for the period made necessary by reason of water shortage, due to drought, emergencies, or by malfunctioning or rehabilitation of the RWS. The Water Supply Agreement does not guarantee that SFPUC will meet peak daily or hourly customer demands when their annual use exceeds the Supply Assurance. The SFPUC's wholesale customers have agreed to the allocation of the 184-mgd Supply Assurances among

themselves, with each entity's share of the Supply Assurance set forth on Attachment C to the Water Supply Agreement. The Supply Assurance survives termination or expiration of the Water Supply Agreement and Daly City's Individual Water Sales Contract with San Francisco.

The Water Shortage Allocation Plan between SFPUC and its wholesale customers, adopted as part of the Water Supply Agreement in July 2009, addresses shortages of up to 20 percent of system-wide use. The Tier 1 Shortage Plan allocates water from the RWS between San Francisco retail and wholesale customers during system-wide shortages of 20 percent or less. The Water Supply Agreement also anticipated a Tier 2 Shortage Plan adopted by the wholesale customers, which would allocate the available water from the RWS among the wholesale customers.

Individual supply guarantee. In 2009, Daly City, along with 25 other Bay Area water suppliers, signed a Water Supply Agreement with San Francisco, supplemented by an individual Water Supply Contract. These contracts, which expire in 25 years, provide for a 184 mgd (expressed on an annual average basis) Supply Assurance to the SFPUC's wholesale customers collectively. Daly City's Individual Supply Guarantee is 4.292 mgd (or approximately 4,808 AFY). Although the Water Supply Agreement and accompanying Water Supply Contract expire in 2034, the Supply Assurance (which quantifies San Francisco's obligation to supply water to its individual wholesale customers) survives their expiration and continues indefinitely.

2018 Interim Supply Limitation. As part of its WSIP adoption in October 2008, the SFPUC adopted a water supply element, the Interim Supply Limitation (ISL), to limit sales from the RWS watersheds to an average annual amount of 265 mgd through 2018. The wholesale customers' collective allocation under the ISL is 184 mgd and San Francisco's is 81 mgd. Although the wholesale customers did not agree to the ISL, the Water Supply Agreement provides a framework for administering the ISL.

BAWSCA has developed a strategy to address each of its member agencies' unmet needs flowing from the ISL through its Water Conservation Implementation Plan (WCIP) and the Long-term Reliable Water Supply Strategy.

Interim supply allocations. The Interim Supply Allocations (ISAs) refers to each individual wholesale customer's share of the ISL. On December 14, 2010, SFPUC established each agency's ISA through 2018. In general, SFPUC based the allocations on the lesser of the projected fiscal year 2017-18 purchase projections or Individual Supply Guarantees. The ISAs are effective only until December 31, 2018, and do not affect the Supply Assurance or the Individual Supply Guarantees, both discussed separately herein. Daly City's ISA is 4.292 mgd or, 4,808 acre-feet per year (AFY).

As stated in the Water Supply Agreement, the wholesale customers do not concede the legality of SFPUC's establishment of the ISAs and Environmental Enhancement Surcharge, discussed below, and expressly retain the right to challenge either or both, when and if imposed, in a court of competent jurisdiction.

Environmental enhancement surcharge. The SFPUC plans to establish the Environmental Enhancement Surcharge concurrently with the budget-coordinated rate process. SFPUC will impose this surcharge unilaterally on individual wholesale customers, and SFPUC retail customers, when each agency's customers and San Francisco retail customers, collectively, exceeds the ISL of 265 mgd. The Environmental Enhancement Surcharge became effective beginning fiscal year 2011-12.

3.2 Groundwater

From 2010 through 2013, approximately 40 percent of Daly City's water supply was groundwater produced from Daly City wells. In the prior 11-year period (1999 through 2009), groundwater was, on average, 29 percent of the water supply. Daly City extracts groundwater from the basin locally known as the Westside Basin (Basin 5-35 as defined by DWR). Groundwater is one of Daly City's two primary water sources. The City has five active wells with a combined capacity of about 2,950 gpm (4.25 mgd or 4,760 AFY).

This section describes Daly City's groundwater supply/capacity, current use, water rights, and projected use.

3.2.1 Description

The aquifer that underlies most of Daly City is within the Westside Groundwater Basin (Westside Basin). The Westside Basin underlies parts of San Francisco and northern San Mateo counties. The basin extends from Golden Gate Park in the north and past the San Francisco Airport in the south. The basin extends to the west beneath the Pacific Ocean, at least as far as the San Andreas Fault in the north, the Serra Fault further south, and to the east an unknown distance beneath San Francisco Bay. The cities of San Francisco, Daly City, South San Francisco, Colma, San Bruno, Millbrae and parts of Burlingame and Hillsborough lie above the basin.

The Westside Basin is a buried valley, where the walls and floor of the valley are formed by rock with a mixture of coarse and fine-grained sediments as much as 3,700 feet thick in parts of the basin that fill this rock-bordered valley. The coarse-grained sediments consist of sand and gravel and the fine-grained sediments consist of silt and clay. Sand and gravel can transmit substantial water quantities to wells, whereas silt and clay impede the movement of groundwater. Where silt and clay deposits form semi-continuous beds, they can effectively isolate the water table from the underlying aquifer. Groundwater in the shallow water table aquifer is referred to as "unconfined" and the underlying aquifer, separated from the water table by continuous and semi-continuous fine-grained beds, are referred to as "confined." Both unconfined and confined conditions occur in the Westside Basin.

The Westside Basin has been a primary and reliable source of municipal and irrigation water supply for over a century. Groundwater pumping currently supplies approximately 30 percent of the total water used in the basin. Groundwater pumping supplies water for the communities of Colma, South San Francisco, and San Bruno, as well as Daly City. Groundwater can supply as much as 60-70 percent of Daly City's supply in an emergency or drought. With the exception of the Olympic Club, San Francisco, Harding Park and Lake Merced golf courses that irrigate with recycled water, water for one golf course in South San Francisco and numerous cemeteries in Colma also draw from the aquifer.

DWR released a report of California's groundwater (Bulletin 118), most recently updated in 2003. Based on Bulletin 118, the Westside Basin (Basin 5-35) is not in critical overdraft condition (DWR, 2003).

As shown in Table 3-1, the Westside Basin is not an adjudicated basin. In 1992, the California Legislature passed Assembly Bill 3030, which declared that groundwater is a valuable natural resource, and authorized local agencies to develop groundwater management plans voluntarily to ensure water quality and maximize supply. Each of the municipal and private agencies that have a direct stake in the Westside Basin has participated in an ongoing bi-annual testing program measuring well levels and groundwater quality. The agencies also participated in an intensive review of groundwater usage and conditions as part of the development of a regional groundwater model. Daly City acted as lead agency in developing a unified groundwater model. This model serves as the basis for providing a meaningful tool for decision makers on the Westside Basin management including pursuit of a formalized basin management program. Although Daly City does not have a formalized groundwater management plan that has been adopted or implemented, Daly City, along with San Bruno, Cal-Water and SFPUC, are participating in a joint effort under an AB3030 grant secured by San Bruno to address plan details.

Table 3-1. Groundwater Pumping Rights	
Basin name	Pumping right, AFY
Westside Basin (Basin 5-35)	Not adjudicated
Total	N/A

Without management plans, increasing competition for water in California may affect groundwater basins negatively and could result in saltwater intrusion, groundwater contamination, or land subsidence. In 1997, to take advantage of the benefits of managing the basin and ensure local control of the process, the cities of San Francisco, San Bruno and Daly City together with the California Water Service Company formed a partnership to develop a Groundwater Management Plan (Plan) for the Westside Basin. The Plan elements include:

- Groundwater Storage and Quality Monitoring;
- Control of Saltwater Intrusion;
- Conjunctive Use;
- Recycled Water and;
- Source Water Protection.

On December 23, 2010, Daly City's consultant, HydroFocus, on behalf of partner agencies, delivered a groundwater flow model and Draft Report. It modeled the aquifer and established safe yields for all agencies that pump from the aquifer. The amounts stated in the tables throughout this document are consistent with Version 3.1 of the model and the final report dated May 6, 2011. The model is intended to be updated every two years.

The participating parties have not yet developed operational details of all these elements. Activity is implemented in two stages to develop the details of the Plan. These Plan elements focus on water supply reliability. To the greatest extent possible, related elements of the Daly City UWMP conform to Plan goals. Until more information is available on groundwater recharge and supply reliability, and a conjunctive use plan is adopted, Daly City does not plan to increase its total long-term groundwater pumping above the modeled safe yield values.

In July 2012 participating agencies completed the South Westside Basin Groundwater Management Plan (WRIME, 2012). The basin yield estimate was developed based on work performed by HydroFocus to determine sensitivity to pumping and the level of municipal pumping that result in zero change in storage. The level of groundwater production with no long-term change in storage was estimated to be 8,600 AFY for the South Westside Basin. Additional work was performed to estimate the variability of the basin yield with respect to hydrology. The estimated wetter period yield is 9,700 AFY, and the estimated drier period yield is 7,200 AFY.

3.1.4 Conjunctive Use

Daly City entered into a pilot conjunctive use program with SFPUC with the goal of enhancing regional water resource management. Concluded in November 2003, the project's first phase took advantage of the availability of surplus SFPUC system water at a reduced cost. Daly City agreed to use more SFPUC system water and reduce pumping groundwater from the Westside Basin. This action provided the opportunity to observe basin response from recharge that takes place because of the reduced groundwater pumping. The second phase of the conjunctive use began in March 2004 and continued to 2011.

The pilot conjunctive use program was to assess, in part, the feasibility of a permanent program. As tentatively outlined, the program would:

1. Increase groundwater levels in the Westside Basin;
2. Reduce the potential for seawater intrusion;
3. Develop increased SFPUC system yield from the overall surface and groundwater system and;
4. Potentially improve conditions at Lake Merced.

Initial results from this project show that groundwater levels have increased within the basin. Daly City has an added benefit of saving its local resource, resulting in enhanced emergency and drought protection.

The pilot conjunctive use program not only provides a significant benefit to Daly City as a water supply insurance policy, but also envisions a system-wide benefit. During the pilot program, SFPUC determined that a theoretical storage of up to 61,000 AF of additional water is available in the Westside Basin. An available groundwater yield assessment for extended periods on the South Westside Basin is complete. Daly City's safe yield, as identified by the Westside Basin Groundwater Modeling effort, is 3.43 mgd (3,842 AFY). Daly City would continue to blend at a ratio of four parts groundwater to one part SFPUC water, to maintain acceptable water quality (BC, March 1998). Daly City is currently negotiating the terms of an agreement for a permanent conjunctive use program with the SFPUC, and once completed, will explore the expanded use of golf course wells to bolster emergency supplies.

3.1.5 Groundwater Reliability

Daly City anticipates continued groundwater reliability as part of its ongoing efforts. From 2006 to 2010 the amount of groundwater pumped has decreased due to the implementation of the pilot conjunctive use program (see Table 3-2). Groundwater use increased from 2011 through 2013.

Table 3-2. Groundwater Volume Pumped

Basin name	Volume pumped, AFY							
	2006	2007	2008	2009	2010	2011	2012	2013
Westside Basin	862	2,603	3,564	1,668	1,743 ^a	2,700	3,778	3,351
Total	862	2,603	3,564	1,668	1,743	2,700	3,778	3,351
Groundwater as a percent of total water supply ^b	11%	33%	45%	21%	22%	34%	48%	43%

Note: 2008 is the only year that did not have a "put" cycle for conjunctive use because of multiple dry years.

^aDoes not include groundwater pumped for conjunctive use pilot study.

^bBased on 2010 water supply of 7,846 AFY.

Table 3-3 is summary of results from the HydroFocus Study. As part of its review associated with San Francisco's preparation of a PEIR on its WSIP, Daly City proposed two put/take scenarios that it considered appropriate for future droughts. Daly City's scenarios specify that at least two wells remain in operation during "put" cycles. During "take" cycles, emergency or drought scenarios, Daly City would maximize its existing well use and any future emergency wells as options for short-term relief. As noted above, the modeling study identified that Daly City's sustainable yield is 3.43 mgd (3,842 AFY) as reflected below.

Table 3-3. Groundwater Volume Projected to be Pumped

Basin name	Volume projected to be pumped, AFY				
	2015	2020	2025	2030	2035
Westside Basin	3,349	3,842	3,842	3,842	3,842
Total	3,349	3,842	3,842	3,842	3,842
Groundwater as a percent of total water supply	30	25	24	24	23

3.2 Recycled Water

North San Mateo County Sanitation District (NSMCSD) manages wastewater collection and treatment for a majority of Daly City. Daly City collects all wastewater flows from Daly City (excluding storm water runoff and a small part of Daly City that is tributary to the City of San Francisco sewers) and treats it at the NSMCSD Wastewater Treatment Plant.

In 2004, Daly City completed a \$7.5 million tertiary treatment project at the WWTP. The upgrades provided Daly City with an unrestricted tertiary recycled water capacity of approximately 3,100 AF. Daly City currently uses approximately 1,200 AFY of its unrestricted tertiary recycled water. The recycled water program currently pumps recycled water for irrigation of five golf courses (Olympic Club—two courses, San Francisco, Harding Park and Lake Merced), two city parks (Westlake and Marchbank) and median strips along John Daly Boulevard, Junipero Serra Boulevard and Westlake off ramp.

The remaining unrestricted recycled water potential of approximately 1,900 AFY is currently under evaluation. NSMCSD conducted a recycled water master plan to identify and evaluate alternatives and feasibility, resulting in the addition of recycled water irrigation at the Harding Park Golf Course.

A relevant planning study is the 1999 Bay Area Regional Water Recycling Program (BARWRP). The BARWRP Master Plan presents an assessment of potential recycled water use in 2010, 2025 and 2040.

Along with other SFPUC wholesale customers and members of the Westside Basin Partners, Daly City has participated in discussions for an expanded recycled water plant as presented in the BAWSCA Long-Term Reliable Water Supply Strategy (CDM Smith, 2012). The Daly City recycled water expansion project includes a 2.89 mgd expansion of the existing Daly City recycled water treatment, transmission, and distribution system to serve irrigation customers within the Town of Colma, including cemeteries, city parks, schools, and a golf course. The expanded recycled water capacity could potentially contribute to irrigating cemeteries in Colma and/or groundwater recharge, with a recycled water use of up to 3.4 mgd (6,911 AFY) by 2020.

These irrigation customers currently use private groundwater wells that extract groundwater from the Westside Groundwater Basin, or potable water served by Cal Water's South San Francisco System, to irrigate turf and other landscaping. Converting these irrigation customers to recycled water would have these supplies available for other uses. The 2.89-mgd Daly City recycled water expansion project is designed to meet the estimated combined annual demand of the Colma irrigation customers of 1,060 AFY. The estimated project yield is lower than the maximum potential yield available from the 2.89-mgd expansion due to the timing and duration of the irrigation demand.

A specific implementation schedule has not been developed for this project. However, based on similar types of projects, it is anticipated that implementation, including planning and environmental review, preliminary design, final design and construction, will take about six years after a decision has been made to move forward with the project.

3.3 Summary of Water Supplies and Water Supply Reliability

Table 3-4 shows the breakdown of historical surface water, groundwater, and recycled water for 2005, and 2009 through 2013.

Table 3-4. Historical Water Production by Source				
Year	Water Production, AFY			
	City Wells	SFPUC	Recycled Water	Total
2005	3,797 ^a	7,380	476	11,653
2009	1,667	6,132	586	8,385
2010	4,007 ^a	5,560	547	10,114
2011	2,700	4,461	451	7,612
2012	3,778	4,456	583	8,817
2013	3,351	4,330	1,146	8,827

^aConjunctive use volumes from Daly City UWMP, Table 3-15, were added to groundwater well production from Daly City UWMP, Table 3-5.

Table 3-5 summarizes the projected annual water supply for the normal climate years; Table 3-6 for a single-dry water year; and Table 3-7 for multiple-dry water years.

Table 3-5. Projected Normal Water Year Water Supply					
Water Supply	Projected Normal Water Year Water Supply, AFY				
	2015	2020	2025	2030	2035
Potable Supply					
SFPUC	4,808	4,808	4,808	4,808	4,808
Groundwater	3,349	3,842	3,842	3,842	3,842
Subtotal (potable)	8,157	8,650	8,650	8,650	8,650
Recycled Water	3,103	6,911 ^a	6,911 ^a	6,911 ^a	6,911 ^a
Total	11,260	15,561	15,894	16,231	16,768

^aThe recycled water supply is contingent upon an additional recycled water facility being constructed and rated at 3.4 mgd for irrigating cemeteries in Colma and/or for groundwater recharge.

Table 3-6. Projected Single-Dry Water Year Water Supply

Water Supply	Projected Single-Dry Water Year Water Supply, AFY				
	2015	2020	2025	2030	2035
Potable supply					
SFPUC	4,544	4,545	4,545	4,545	4,545
Groundwater	3,349	3,842	3,842	3,842	3,842
Subtotal (potable)	7,893	8,387	8,387	8,387	8,387
Recycled Water	3,103	6,911 ^a	6,911 ^a	6,911 ^a	6,911 ^a
Total	10,996	15,298	15,298	15,298	15,298

^aThe recycled water supply is contingent upon an additional recycled water facility being constructed and rated at 3.4 mgd for irrigating cemeteries in Colma and/or for groundwater recharge.

Table 3-7. Projected Multiple-Dry Water Year Water Supply

Water Supply	Projected Multiple-Dry Water Year Water Supply, AFY				
	2015	2020	2025	2030	2035
First year					
Potable supply					
SFPUC	4,544	4,545	4,545	4,545	4,545
Groundwater	3,349	3,842	3,842	3,842	3,842
Subtotal (potable)	7,893	8,387	8,387	8,387	8,387
Recycled Water	3,103	6,911 ^a	6,911 ^a	6,911 ^a	6,911 ^a
Total	10,996	15,298	15,298	15,298	15,298
Second year					
Potable supply					
SFPUC	3,946	3,946	3,946	3,946	3,946
Groundwater	3,349	3,842	3,842	3,842	3,842
Subtotal (potable)	7,295	7,788	7,788	7,788	7,788
Recycled Water	3,103	6,911 ^a	6,911 ^a	6,911 ^a	6,911 ^a
Total	10,398	14,699	14,699	14,699	14,699
Third year					
Potable supply					
SFPUC	3,946	3,946	3,946	3,946	3,946
Groundwater	3,349	3,842	3,842	3,842	3,842
Subtotal (potable)	7,295	7,788	7,788	7,788	7,788
Recycled Water	3,103	6,911 ^a	6,911 ^a	6,911 ^a	6,911 ^a
Total	10,398	14,699	14,699	14,699	14,699

^aThe recycled water supply is contingent upon an additional recycled water facility being constructed and rated at 3.4 mgd for irrigating cemeteries in Colma and/or for groundwater recharge.

Section 4

Availability of Sufficient Supplies and Plans for Acquiring Additional Supplies

This section compares projected water supplies and demand, and water shortage expectations.

4.1 Water Supply and Demand Comparison

In this WSA, Section 2 addresses water demands and Section 3, water supply. Table 4-1 compares the current and projected normal year water supplies to the demand for all of Daly City. Table 4-2 provides a water supply and demand reliability comparison for single dry years through the year 2035, and Table 4-3, for multiple dry years through 2035. Because Daly City's future recycled water supply does not offset future potable demands, BC only compared the potable demands to the potable supply. Figure 4-1 illustrates the supply and demand comparison.

Table 4-1. Normal Year Water Supply and Demand Comparison, AFY					
	2015	2020	2025	2030	2035
Demand					
Potable demand	7,186	7,249	7,212	7,152	7,148
Recycled water	3,103	6,911	6,911	6,911	6,911
Supply					
Potable supply	8,157	8,650	8,650	8,650	8,650
Recycled water	3,103	6,911	6,911	6,911	6,911
Supply Minus Demand					
Potable, surplus/(deficit)	971	1,401	1,438	1,498	1,502
Recycled water, surplus/(deficit)	0	0	0	0	0

Table 4-2. Single Dry Year Water Supply and Demand Comparison, AFY

	2015	2020	2025	2030	2035
Demand					
Potable demand	7,186	7,249	7,212	7,152	7,148
Recycled water	3,103	6,911	6,911	6,911	6,911
Supply					
Potable supply	7,893	8,387	8,387	8,387	8,387
Recycled water	3,103	6,911	6,911	6,911	6,911
Supply minus demand					
Potable, surplus/(deficit)	707	1,138	1,175	1,235	1,239
Recycled water, surplus/(deficit)	0	0	0	0	0

Table 4-3. Multiple Dry Year Water Supply and Demand Comparison, AFY

	2015	2020	2025	2030	2035
Year 1					
Demand					
Potable demand	7,186	7,249	7,212	7,152	7,148
Recycled water	3,103	6,911	6,911	6,911	6,911
Supply					
Potable supply	7,893	8,387	8,387	8,387	8,387
Recycled water	3,103	6,911	6,911	6,911	6,911
Supply minus demand					
Potable, surplus/(deficit)	707	1,138	1,175	1,235	1,239
Recycled water, surplus/(deficit)	0	0	0	0	0
Year 2					
Demand					
Potable demand	7,186	7,249	7,212	7,152	7,148
Recycled water	3,103	6,911	6,911	6,911	6,911
Supply					
Potable supply	7,295	7,788	7,788	7,788	7,788
Recycled water	3,103	6,911	6,911	6,911	6,911
Supply minus demand					
Potable, surplus/(deficit)	109	539	576	636	640
Recycled water, surplus/(deficit)	0	0	0	0	0

Table 4-3. Multiple Dry Year Water Supply and Demand Comparison, AFY					
	2015	2020	2025	2030	2035
Year 3					
Demand					
Potable demand	7,186	7,249	7,212	7,152	7,148
Recycled water	3,103	6,911	6,911	6,911	6,911
Supply					
Potable supply	7,295	7,788	7,788	7,788	7,788
Recycled water	3,103	6,911	6,911	6,911	6,911
Supply minus demand					
Potable, surplus/(deficit)	109	539	576	636	640
Recycled water, surplus/(deficit)	0	0	0	0	0

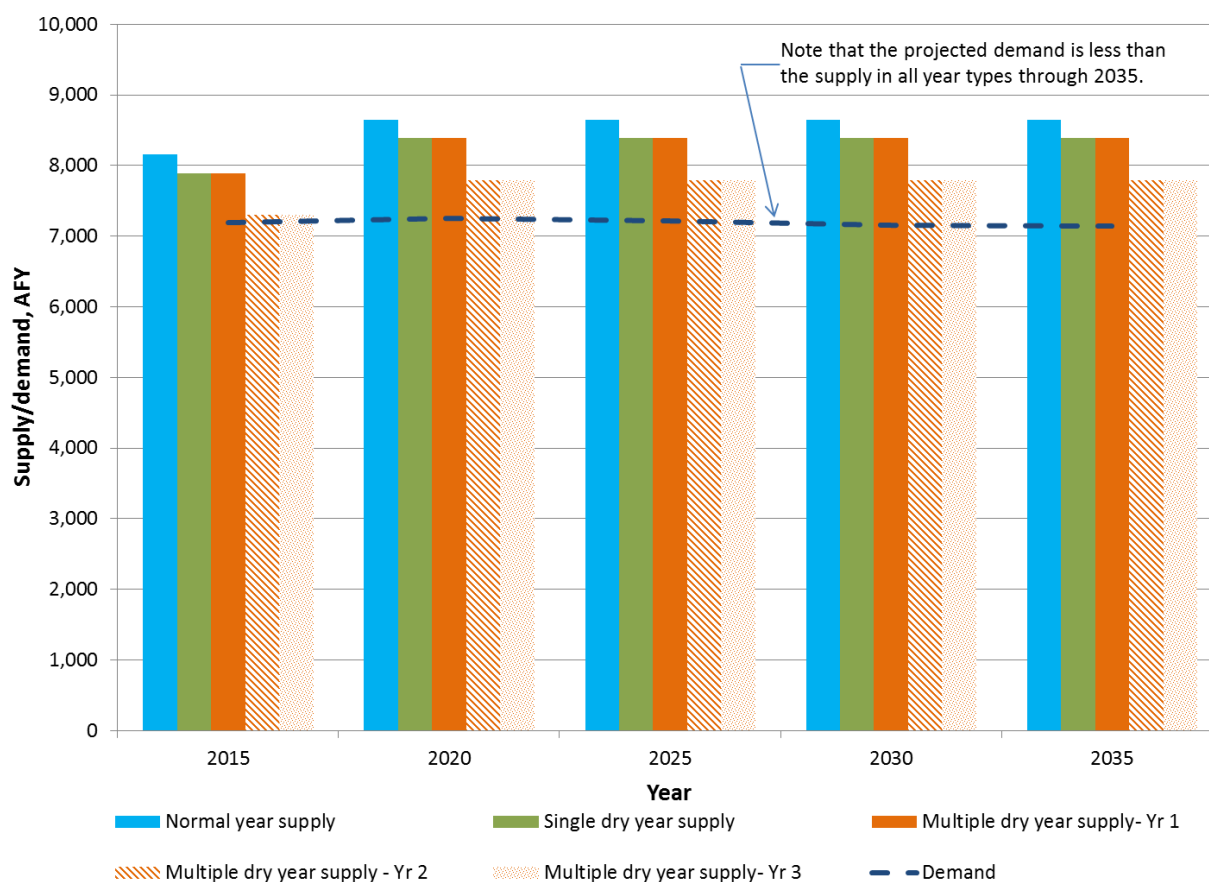


Figure 4-1. Supply and Demand Comparison

4.2 Water Shortage Expectations

As summarized above, water supply shortages are not expected to occur in any year through 2035.

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Section 5

Conclusions

In accordance with the requirements of Senate Bill 610, now Water Code Sections 10910 and 10911, it has been determined that sufficient water supplies are available to serve the proposed Serramonte Center project. The availability of water supply for the proposed project is based primarily on the following findings:

- This WSA includes water demands updated from 20-year water demand projections prepared and published in the Daly City UWMP (Brown and Caldwell, 2010) to reflect more recent population estimates and projections of anticipated development from the 2014 analysis of Daly City's projected demands from the BAWSCA Demand and Conservation Projection (Maddaus Water Management, 2014). The demands are based on the 2013 ABAG demographic projections and include projected passive (plumbing and buildout code), and active conservation savings;
- As available, both groundwater and surface water supplies would provide water supplies needed to serve the proposed project. Currently, Daly City purchases treated surface water supplies from the SFPUC. Historically, SFPUC has delivered sufficient availability of surface water supplies. Reductions in surface water supplies from SFPUC of up to 5 percent during single dry and up to 18 percent in multiple dry years were incorporated into this analysis per the 2010 UWMP;
- Daly City has limited ability to increase groundwater pumping to enhance water supply reliability and address added demands. Daly City will draw its maximum safe yield of 3,842 AFY in 2020 and;
- Recycled water currently serves irrigation demands within Daly City as well as to nearby golf courses, thus lowering the estimated demands for potable water and further enhancing overall water supply reliability. This recycled water supply is not expected to increase or enhance potable water supply availability.

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Section 6

Limitations

This document was prepared solely for the City of Daly City in accordance with professional standards at the time the services were performed and in accordance with the contract between the City of Daly City and Brown and Caldwell dated March 29, 2011 and Task Order dated March 3, 2014. This document is governed by the specific scope of work authorized by the City of Daly City; it is not intended to be relied upon by any other party except for regulatory authorities contemplated by the scope of work. BC has relied on information or instructions provided by the City of Daly City and other parties and, unless otherwise expressly indicated, have made no independent investigation as to the validity, completeness, or accuracy of such information.



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Section 7

References

- Brown and Caldwell. City of Daly City Urban Water Management Plan. 2011.
- California Department of Water Resources. 2003. Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001. October 8, 2003.
- California Department of Water Resources. 2003. Draft Bulletin 118. March.
- California Urban Water Agencies. 1992. Evaluating Urban Water Conservation Programs: A Procedures Manual.
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- City of Daly City. Serramonte Shopping Center Expansion Project Administrative Draft EIR. City of Daly City. March 2014.
- Maddaus Water Management et al. BAWSCA Regional Water Demand and Conservation Projections. August 2014.
- Personal Communication. Michael Van Lonkhuysen, City of Daly City. May 1, 2014.
- United States Census Bureau, 2010 Census, Fact Finder, "2010 Demographic Profile Data",
http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1
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<http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6599>. Accessed April 25, 2014.
- WRIME. 2012. South Westside Basin Groundwater Management Plan. Prepared for City of San Bruno, California Water Service Company, City of Daly City, and the Hetch Hetchy Regional Water System. July.

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City Council Meeting Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Accepting and Appropriating \$25,000 from Clear Channel Outdoor and \$19,401 from the Department of Water and Wastewater Resources for the Construction of a New Entry Sign at Westlake Park

Recommended Action

It is recommended the City Council accept an unrestricted \$25,000 contribution from the Clear Channel and a \$19,401 budget transfer from the Department of Water and Wastewater Resources and appropriate the funds for the construction of a new entry sign at Westlake Park.

Background/Discussion

The City Council approved the demolition and replacement of the electronic pylon sign at the entrance to Westlake Park at its regular meeting of January 26, 2015. The cost of the new sign will be funded by a \$25,000 contribution from Clear Channel Outdoor and from a \$19,401 contribution from the Department of Water and Wastewater Resources.

The new sign will feature a two-sided LED panel, approximately 2 feet high by 7 feet wide. An internal computer within the sign body will send a video signal to the display panels. Staff will have the ability to remotely program announcements and messages for the LED screen in a manner similar to what is used to control the message output to the electronic billboard at the Serramonte Center, but on a much smaller scale.

Barring any unforeseen construction delays, the new sign should be fully operation by Monday, August 3, 2015.

Fiscal Impact

The funds will be appropriated to a Capital Improvement Project account and expended early in Fiscal Year 2015-16. The funds were not anticipated in the current Capital Projects Budget.

Summary/Conclusion

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

Respectfully submitted,

Joseph F. Curran
Director
Department of Library and Recreation Services

City of Daly City
Budget Transfer/Adjustment

Department/Division: Library and Recreation Services **Date:** 6/15/2015

Month/Fiscal Year: June 2014/15

Explanation/Justification:

Clear Channel Outddor provided a \$25,000 contribution to the Department of Library and Recreation Services for the contruction of a new electronic entry sign for Westlake Park.

The Department of Water and Wastewater Resources contributed \$19,401 toward the project. The total cost of the project is \$44,401. This project was not anticipated in the FY 2014-15 capital budget.

Approvals:

Anne K. Williams

Originator

Director of Finance

Department Head

City Manager/City Council

Document No.



City Council Meeting Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Accepting and Appropriating \$10,200 from the Olympic Club and \$10,348.75 from IMG Worldwide, Inc. (Swinging Skirts LPGA Classic) for Furniture Replacement Costs within the Department of Library and Recreation Services

Recommended Action

It is recommended the City Council accept an unrestricted \$10,200 fee from the Olympic Club and a \$10,348.75 fee from IMG Worldwide, Inc. (Swinging Skirts LPGA Classic) and appropriate the funds for the furniture replacement costs within the Department of Library and Recreation Services.

Background/Discussion

The Olympic Club paid the City \$10,200 for the use of the athletic fields at Westlake Park for parking during the 2015 U.S. Amateur Four-Ball, from April 30 to May 6, 2015. IMG Worldwide, Inc., paid \$10,348.75 for use of Westlake Park for spectator parking for the Swinging Skirts LPGA Classic held at Lake Merced Golf Club from April 20 -26, 2015.

The total payment received for the use of Westlake Park for the two golf tournaments totaled \$20,548.75. Staff is requesting that the funds be appropriated for the purposes of purchasing replacement furniture for the Department of Library and Recreation Services. Among the items that will be purchased if the funds are appropriated is a new stage for Pacelli Gym, furniture for Westlake Library, a replacement instructional platform for Giammona Pool, and replacement office chairs.

Fiscal Impact

The \$20,548.75 in revenue from the golf tournaments was not anticipated in the current fiscal year operating budget. If the appropriation is approved, the funds will be expended this fiscal year.

Summary/Conclusion

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

Respectfully submitted,

Joseph F. Curran
Director
Department of Library and Recreation Services

City of Daly City
Budget Transfer/Adjustment

Department/Division: Library and Recreation Services **Date:** 6/11/2015

Month/Fiscal Year: June 2014/15

Explanation/Justification:

The Department of Library and Recreation Services generated \$20,548.75 of unanticipated revenue from the rental of Westlake Park during the LPGA Swinging Skirts Golf Tournament at the Lake Merced Golf Club and the and the 2015 U.S. Amateur Four-Ball Golf Tournament at the Olympic Club.

The obligated funds will be used to replace worn and damaged furniture for the Department, including a stage for Pacelli Gym, office chairs, and furniture for Westlake Library.

Approvals:

Anne K. Williams

Originator

Director of Finance

Department Head

City Manager/City Council

Document No.



City Council Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Amended Final Map for Annie Street SUB-1-13-6712; Plat and Legal Description for Additional PUE's for SUB 2-14-8644 and Plat and Legal Descriptions for Additional Easements for Lot Line Adjustment NO. 8-14-9499

Recommended Action

It is recommended that the City Council adopt the attached resolutions for the following action items related to the Annie Street Subdivision:

1. Approval of the Amended Final Map for Annie Street SUB-1-13-6712
2. Approval of plat and legal descriptions for additional PUE's for Minor Subdivision Parcel Map SUB-2-14-8644
3. Approval of plat and legal descriptions for additional PUE, PAE and PAUE for Lot Line Adjustment recorded December 20, 2014

Background

SUB-1-13-6712

The final Map for Annie Street SUB-1-13-6712 was approved by the City Council of the City of Daly City and recorded in San Mateo County on February 18, 2015 in book 140 of maps, at page 12-13.

A standard 5-ft. Public Utility Easement (PUE) was dedicated along the Annie Street frontage and accepted by City Council at time the Final Map was approved and recorded. However, the design of the Improvement Plans for the Joint Trench drawings (i.e. gas, electric, telephone, cable) for the lots shown on the recorded map was not completed or approved by the city and the service providers at the time of the original final map approval.

Upon completion of the Joint Trench drawings for underground utilities serving the subdivision, it was determined that additional PUE's were necessary on lot 1 through lot 14 for shared service laterals. An amended final map has been prepared showing the necessary PUE's for the shared utility services for Lots 1 - 14.

The property owner / applicant requests that the City accepts the offered easement dedications on behalf of the City for public utility purposes as shown on the attached amended final map of SUB 1-13-6712 (140 m 12) on lots 1 through lot 14 and accept the offered easement dedication on behalf of the City for public utility purposes as shown on the attached plat and legal description for lot 15 of SUB 1-13-6712 (140 m 12).

SUB-2-14-8644

The parcel map for Annie Street SUB-2-14-8644 was approved by the City Council of the City of Daly City and recorded in San Mateo County on December 26, 2014 in book 81 of maps, at page 67-68.

A standard 5-ft. public utility easement (PUE) was dedicated along the Annie Street frontage and accepted by City Council at the time the parcel map was approved and recorded. However, the design of Improvement Plans for the Joint Trench drawings (i.e. gas, electric, telephone, cable) for the lots shown on the recorded map was not completed or approved by the City and the service providers the time the parcel map was originally approved.

Upon completion of the Joint Trench drawings, it was determined that additional PUE's were necessary on lot 1 and 2 (81 m 67). Plat and legal descriptions have been prepared to show the necessary PUE's and are provided to the City for acceptance.

The property owner / applicant requests the City accept the offered easement dedications on behalf of the City for public utility purposes as shown on the attached plat and legal descriptions for lots 1 and 2 of SUB- 2-14-8644.

Lot Line Adjustment

Coincident with the creation of Public Utility Easements herein described the owner is processing a minor lot line adjustment between Lot 15 of SUB-2-14-8644 and Lot A and Lot B of the Lot Line Adjustment No. 8-14-9499 recorded on December 30, 2014. This minor adjustment was required to correct a relationship between the architectural layout of structures and property lines of these three lots. The lot line adjustment has been reviewed and approved by staff.

The property owner / applicant requests the City accept the offered easement dedications on behalf of the City for public utility purposes as shown on the attached plat and legal descriptions for Resultant Lot 15 and Lot A and Lot B.

Since the lot line adjustment will alter the northern lot line of Lot 15, it must be recorded after the amended map is recorded. As such, a separate plat and legal for an additional PUE was prepared for Lot 15 and not included in the amended map. This ensures that the limits of the PUE on Lot 15 are related to the final resultant parcel lines of lot 15.

Discussion

This request was sent to the City Attorney and Economic and Community Development Departments and it was determined that the proposed Amended Final Map is consistent with the Municipal Code and the Subdivision Map Act.

Fiscal impact

All plan review fees have been paid or will be paid for the review of the Amended Final Map and related plat and legal descriptions and the City bears no cost associated with these revisions.

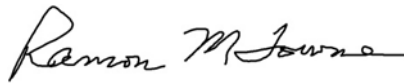
Summary and Conclusion

It is recommended that the City Council adopt the attached resolutions for the following action items related to the Annie Street Subdivision:

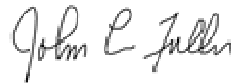
1. Approval of the Amended Final Map for Annie Street SUB-1-13-6712
2. Approval of plat and legal descriptions for additional PUE's for Minor Subdivision Parcel Map SUB-2-14-8644
3. Approval of plat and legal descriptions for additional PUE, PAE and PAUE for Lot Line Adjustment recorded December 20, 2014

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

Respectfully submitted,



Ramon M Towne
Acting City Engineer



John L Fuller
Director of Public Works

Attachments:

Exhibit 1: Amended Final Map for Annie Street SUB-1-13-6712

Exhibit 2: Plat and legal descriptions for additional PUE's for Minor Subdivision Parcel Map SUB-2-14-8644

Exhibit 3: Plat and legal descriptions for additional PUE, PAE and PAUE for Lot Line Adjustment recorded December 20, 2014

AMENDED
ANNIE STREET
SUB-1-13-6712

BEING A SUBDIVISION OF LOTS 6, 7 AND 10 IN BLOCK 24
AS SHOWN ON THE CERTAIN MAP ENTITLED
"MAP OF THE LAND OF THE SCHOOL HOUSE HOMESTEAD ASSOCIATION"
FILED IN BOOK 1 OF MAPS AT PAGE 9,
SAN MATEO COUNTY RECORDS.
CITY OF DALY CITY, COUNTY OF SAN MATEO, STATE OF CALIFORNIA



APRIL 2015

AMENDED MAP STATEMENT

THE FOLLOWING CORRECTIONS ARE HEREBY MADE TO "ANNIE STREET SUB 1-13-6712"
FILED IN BOOK 140 AT PAGES 12-13, SAN MATEO COUNTY RECORDS PURSUANT TO
SECTION 66469 OF THE SUBDIVISION MAP ACT.

PUBLIC UTILITY EASEMENTS (PUE) HAVE BEEN ADDED TO LOTS 1, 2, 3, 4, 5, 6, 7, 8,
9, 10, 11, 12, 13, AND 14.

FEE OWNERS

WARMINGTON ANNIE STREET ASSOCIATES, LLC,
A DELAWARE LIMITED LIABILITY COMPANY

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THE HEREON AMENDED FINAL MAP OF ANNIE
STREET, SUBDIVISION 1-13-6712 AND THAT I AM SATISFIED THAT THE MAP IS
TECHNICALLY CORRECT AND COMPLIES WITH ALL PROVISIONS OF THE CALIFORNIA
SUBDIVISION MAP ACT AS AMENDED.

JOHN L. FULLER
DIRECTOR OF PUBLIC WORKS, CITY OF DALY CITY
R.C.E. 33017



DATE:

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF DALY CITY AT ITS REGULAR
MEETING HELD ON THE _____ DULY APPROVED THE HEREIN AMENDED
FINAL MAP OF ANNIE STREET, SUBDIVISION 1-13-6712 AS SHOWN HEREON AND
ACCEPTED SUBJECT TO COMPLETION AND ACCEPTANCE OF PUBLIC IMPROVEMENTS ON
BEHALF OF THE PUBLIC ALL PUBLIC UTILITY EASEMENTS (PUE), OFFERED FOR
DEDICATION IN CONFORMITY WITH THE TERMS OF THE OFFER OF THE DEDICATION.

DATE

K. ANNETTE HIPONA
CITY CLERK
CITY OF DALY CITY, CALIFORNIA

RECORDER'S STATEMENT

FILED THIS ____ DAY OF _____, 2015, _____ M. IN BOOK _____
OF MAPS, AT PAGES _____, SAN MATEO COUNTY RECORDS AT THE REQUEST OF
WOOD RODGERS, INC. TITLE TO THE LAND INCLUDED IN THIS PARCEL MAP BEING
VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THE OFFICE.

FILE NO. _____

MARK CHURCH
COUNTY RECORDER
SAN MATEO COUNTY, CALIFORNIA

BY: _____
DEPUTY

SURVEYOR'S STATEMENT

I HEREBY STATE THIS "AMENDED FINAL MAP SUB 1-13-6712, ANNIE STREET", FILED IN
BOOK 140 OF MAPS, AT PAGE 12-13, SAN MATEO COUNTY RECORDS, WAS PREPARED
BY ME OR UNDER MY DIRECTION ON MARCH 2015 AND THAT THE CHANGES SHOWN
HEREON AS STATED ON THE "AMENDED MAP STATEMENT" ARE AS PROVIDED IN SECTION
66469 OF THE SUBDIVISION MAP ACT.

WOOD RODGERS, INC.

RONALD R. ARCHER JR.
P.L.S 8427
EXPIRATION DATE: 12/31/2016

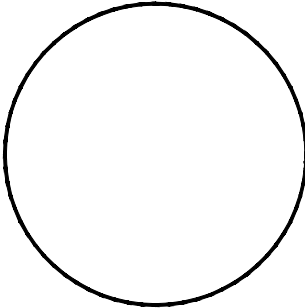


DATE:

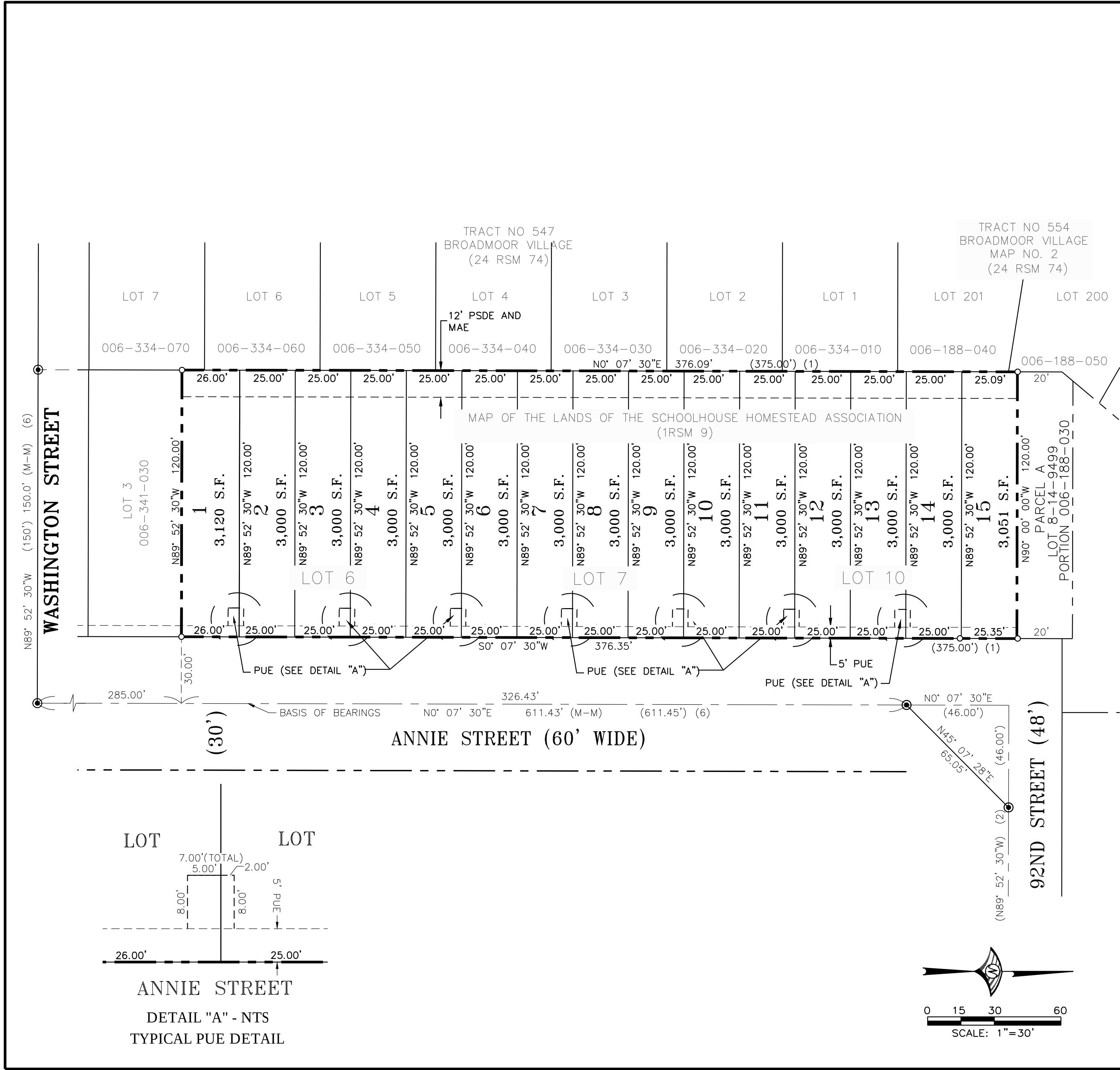
CITY ENGINEER'S STATEMENT

THE CHANGES SHOWN ON THIS AMENDED FINAL MAP "AMENDED FINAL MAP SUB
1-13-6712, ANNIE STREET", FILED IN BOOK 140 OF MAPS, AT PAGE 12-13, SAN
MATEO COUNTY RECORDS, ARE AS PROVIDED IN SECTION 66469 OF THE SUBDIVISION
MAP ACT.

RAMON M. TOWNE
CITY ENGINEER, CITY OF DALY CITY
R.C.E. NO.: 28431



DATE:



LEGEND	
○	SET 1/2" REBAR & CAP LS 8427
⊙	FOUND STANDARD STREET WELL MONUMENT PER (1)
AC	ACRES
---	SUBDIVISION BOUNDARY
---	NEW LOT LINE
---	ADJACENT PROPERTY LINE
---	MONUMENT LINE
---	EASEMENTS
---	RIGHT-OF-WAY LINE
PUE	PUBLIC UTILITY EASEMENT
PSDE	PRIVATE STORM DRAIN EASEMENT
MAE	MAINTENANCE ACCESS EASEMENT
(M-M)	MONUMENT TO MONUMENT
(100.0)	RECORD DATA

- NOTES**
- ALL DISTANCES SHOWN HEREON ARE EXPRESSED IN FEET AND DECIMALS THEREOF.
 - DUE TO ROUNDING THE SUM OF THE INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
 - TOTAL AREA FOR THIS "ANNIE STREET, SUBDIVISION 1-13-6712" IS 1.04± AC. GROSS, CONSISTING OF 15 RESIDENTIAL DEVELOPMENT LOTS.

- REFERENCES:**
- MAP OF THE LANDS OF SCHOOL HOUSE HOMESTEAD ASSOC. (1 RSM 9)
 - PARCEL MAP (VOL 3 MAP, PG 31)
 - SURVEY OF 74.66 ACRE TRACT (VOL 101 MAPS, PG 47)
 - BROADMOOR VILLAGE TRACT 547 (24 RSM 74)
 - BROADMOOR VILLAGE #2 TRACT 554-(26 RSM 1)
 - PARCEL MAP (VOL 44 MAPS, PG 18)

BASIS OF BEARINGS

THE LINE BETWEEN EXISTING STANDARD CITY MONUMENTS ON ANNIE STREET TAKEN AS N 00° 07' 30" E, AS SHOWN ON THAT CERTAIN MAP FILED IN BOOK 44 OF PARCEL MAPS AT PAGE 18, SAN MATEO COUNTY RECORDS.

**AMENDED
ANNIE STREET
SUB-1-13-6712**

BEING A SUBDIVISION OF LOTS 6, 7 AND 10 IN BLOCK 24
AS SHOWN ON THE CERTAIN MAP ENTITLED
"MAP OF THE LAND OF THE SCHOOL HOUSE HOMESTEAD ASSOCIATION"
FILED IN BOOK 1 OF MAPS AT PAGE 9,
SAN MATEO COUNTY RECORDS.
CITY OF DALY CITY, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

WOOD ROGERS
DEVELOPING • INNOVATIVE • DESIGN • SOLUTIONS
4301 Hacienda Drive, Suite 100
Pleasanton, CA 94588 Tel 925.847.1556

EXHIBIT "A"
LEGAL DESCRIPTION
PUBLIC UTILITY EASEMENT

A PORTION OF THAT CERTAIN REAL PROPERTY IN THE CITY OF DALY CITY, COUNTY OF SAN MATEO, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

AREA 1:

BEING A PORTION OF LOT 2, AS SAID LOT IS SHOWN ON THAT CERTAIN MAP ENTITLED "ANNIE STREET, SUB-2-14-8644", FILED ON DECEMBER 26, 2014 IN BOOK 81 OF MAPS AT PAGES 67 AND 68, SAN MATEO COUNTY RECORDS,

BEGINNING AT A POINT ON THE COMMON LINE BETWEEN LOTS 1 AND 2 AS SAID LOTS ARE SHOWN ON SAID MAP, DISTANT THEREON NORTH 89°52' 30" WEST, 5.00 FEET FROM THE COMMON CORNER OF SAID LOTS 1 AND 2. SAID POINT ALSO BEING ON THE WESTERN LINE OF AN EXISTING PUBLIC UTILITY EASEMENT AS SHOWN ON SAID MAP;

RUNNING THENCE ALONG LAST SAID COMMON LINE NORTH 89° 52' 30" WEST, 8.00 FEET;

THENCE NORTH 0° 07' 30" EAST, 2.00 FEET;

THENCE SOUTH 89°52'30" EAST, 8.00 FEET TO THE WESTERN LINE OF THE AFOREMENTIONED EXISTING EASEMENT;

THENCE ALONG THE LAST SAID EASEMENT LINE, SOUTH 0° 07' 30" WEST, 2.00 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 16.0 SQUARE FEET

AREA 2:

BEING A PORTION OF LOT 1, AS SAID LOT IS SHOWN ON THAT CERTAIN MAP ENTITLED "ANNIE STREET, SUB-2-14-8644", FILED ON DECEMBER 26, 2014 IN BOOK 81 OF MAPS AT PAGES 67 AND 68, SAN MATEO COUNTY RECORDS,

BEGINNING AT A POINT ON THE COMMON LINE BETWEEN LOTS 1 AND 2 AS SAID LOTS ARE SHOWN ON SAID MAP, DISTANT THEREON NORTH 89°52' 30" WEST, 5.00 FEET FROM THE COMMON CORNER OF SAID LOTS 1 AND 2. SAID POINT ALSO BEING ON THE WESTERN LINE OF AN EXISTING PUBLIC UTILITY EASEMENT AS SHOWN ON SAID MAP;

RUNNING THENCE ALONG LAST SAID COMMON LINE NORTH 89° 52' 30" WEST, 8.00 FEET;

THENCE SOUTH 0° 07' 30" WEST, 5.00 FEET;

THENCE SOUTH 89°52'30" EAST, 8.00 FEET TO THE WESTERN LINE OF THE AFOREMENTIONED EXISTING EASEMENT;

THENCE ALONG THE LAST SAID EASEMENT LINE, NORTH 0°07' 30" EAST, 5.00 FEET TO THE POINT OF BEGINNING.

AND CONTAINING AN AREA OF 40.0 SQUARE FEET.

A PLAT OF THE ABOVE DESCRIBED PARCELS OF LAND IS ATTACHED HERETO AS EXHIBIT B AND BY REFERENCE MADE A PART HEREOF.

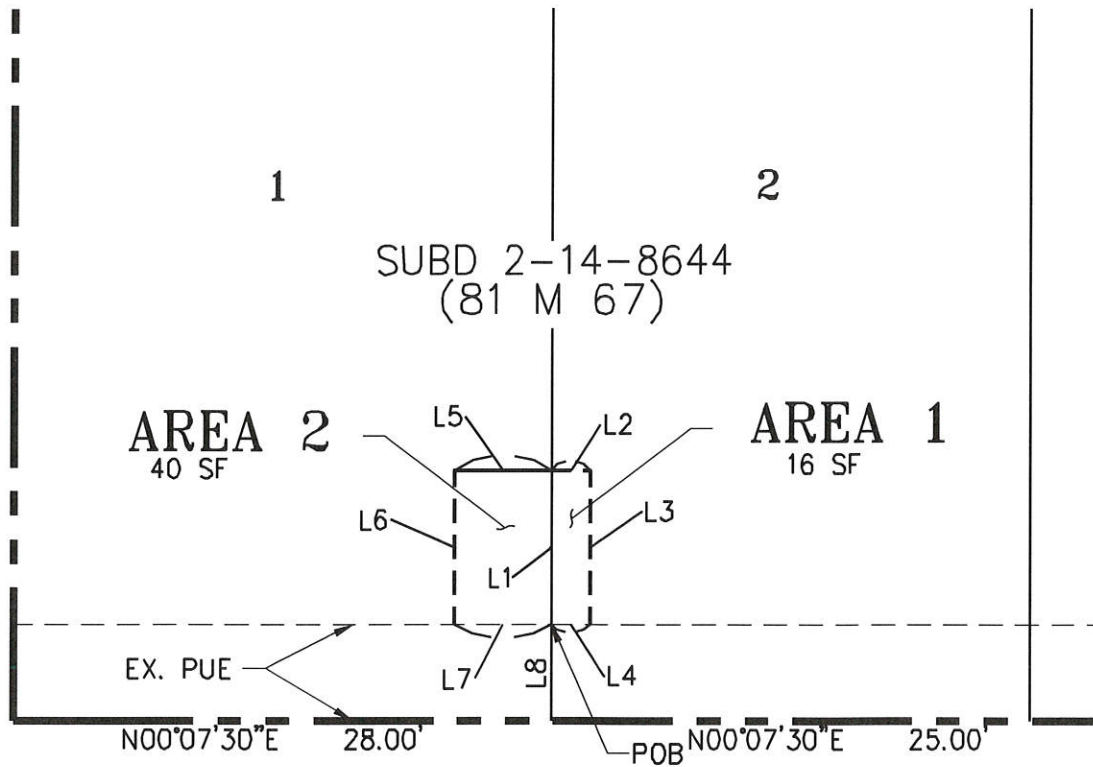
THIS REAL PROPERTY DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS ACT.



RYAN M. SEXTON / LS 9177



EXHIBIT B
PLAT TO ACCOMPANY
DESCRIPTION
APRIL 15, 2015
SHEET 2 OF 2



ANNIE ST

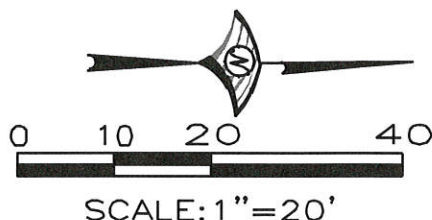


LEGEND

LOT LINE
 PARCEL BOUNDARY
 EASEMENT
 POB

POINT OF BEGINNING

Line Table		
Line #	Length	Direction
L1	8.00	N89° 52' 30"W
L2	2.00	N00° 07' 30"E
L3	8.00	S89° 52' 30"E
L4	2.00	S00° 07' 30"W
L5	5.00	S00° 07' 30"W
L6	8.00	S89° 52' 30"E
L7	5.00	N00° 07' 30"E
L8	5.00	N89° 52' 30"W



SEE DESCRIPTION FOR
 COURSE INFORMATION

WOOD RODGERS
 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
 4301 HACIENDA DR, #100 TEL 925.847.1556
 PLEASANTON, CA 94588 FAX 916.341.7767

EXHIBIT "A"
LEGAL DESCRIPTION
PUBLIC UTILITIES EASEMENT 1
ON RESULTANT LOT 15

REAL PROPERTY IN THE CITY OF DALY CITY, COUNTY OF SAN MATEO, AND STATE OF CALIFORNIA
DESCRIBED AS FOLLOWS:

BEING A PORTION OF RESULTANT LOT 15 AS SHOWN ON THAT CERTAIN DOCUMENT ENTITLED "LOT
LINE ADJUSTMENT NO _____" RECORDED IN DOCUMENT# _____ ON _____
2015, OFFICIAL RECORDS OF SAN MATEO COUNTY AND MORE PARTICULARLY DESCRIBED AS
FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID RESULTANT LOT 15, SAID POINT ALSO BEING
THE SOUTHEAST CORNER OF RESULTANT LOT A AND ON THE WEST LINE OF ANNIE STREET AS
SHOWN ON SAID LOT LINE ADJUSTMENT.

THENCE ALONG THE COMMON LINE BETWEEN RESULTANT LOT A AND RESULTANT LOT 15 ON SAID
LOT LINE ADJUSTMENT, NORTH 89° 52' 30" WEST, A DISTANCE OF 5.00 FEET TO THE TRUE POINT OF
BEGINNING;

THENCE CONTINUING ALONG SAID COMMON LINE NORTH 89° 52' 30" WEST, A DISTANCE OF 8.00
FEET;

THENCE LEAVING SAID COMMON LINE SOUTH 0° 07' 30" WEST, A DISTANCE OF 5.00 FEET;

THENCE SOUTH 89° 52' 30" EAST, A DISTANCE OF 8.00 FEET;

THENCE NORTH 0° 07' 30" EAST, A DISTANCE OF 5.00 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 40 SQUARE FEET.

A PLAT OF THE ABOVE DESCRIBED PARCEL OF LAND IS ATTACHED HERETO AS EXHIBIT F AND BY
REFERENCE MADE A PART HEREOF.

THIS DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH
THE PROFESSIONAL LAND SURVEYORS ACT.



RYAN M. SEXTON / PLS 9177



EXHIBIT "B"
LEGAL DESCRIPTION
PUBLIC UTILITIES EASEMENT 2
ON RESULTANT LOT A

REAL PROPERTY IN THE CITY OF DALY CITY, COUNTY OF SAN MATEO, AND STATE OF CALIFORNIA
DESCRIBED AS FOLLOWS:

BEING A PORTION OF RESULTANT LOT A AS SHOWN ON THAT CERTAIN DOCUMENT ENTITLED "LOT
LINE ADJUSTMENT NO _____" RECORDED IN DOCUMENT# _____ ON _____
2015, OFFICIAL RECORDS OF SAN MATEO COUNTY AND MORE PARTICULARLY DESCRIBED AS
FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID RESULTANT LOT 15, SAID POINT ALSO BEING THE
SOUTHEAST CORNER OF RESULTANT LOT A AND ON THE WEST LINE OF ANNIE STREET AS SHOWN ON
SAID LOT LINE ADJUSTMENT.

THENCE ALONG THE COMMON LINE BETWEEN RESULTANT LOT A AND RESULTANT LOT 15 ON SAID
LOT LINE ADJUSTMENT, NORTH 89° 52' 30" WEST, A DISTANCE OF 13.00 FEET;

THENCE LEAVING SAID COMMON LINE NORTH 0° 07' 30" EAST, A DISTANCE OF 2.00 FEET;

THENCE SOUTH 89° 52' 30" EAST, A DISTANCE OF 8.00 FEET;

THENCE NORTH 0° 07' 30" EAST, A DISTANCE OF 23.00 FEET TO THE COMMON LINE BETWEEN
RESULTANT LOT A AND RESULTANT LOT B ON SAID LOT LINE ADJUSTMENT;

THENCE SOUTH 89° 52' 30" EAST, A DISTANCE OF 5.00 FEET TO THE NORTHEAST CORNER OF
RESULTANT LOT A;

THENCE ALONG THE COMMON LINE BETWEEN RESULTANT LOT A AND THE WEST LINE OF ANNIE
STREET AS SHOWN ON SAID LOT LINE ADJUSTMENT, SOUTH 0° 07' 30" WEST, A DISTANCE OF 25.00
FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 141 SQUARE FEET.

A PLAT OF THE ABOVE DESCRIBED PARCEL OF LAND IS ATTACHED HERETO AS EXHIBIT F AND BY
REFERENCE MADE A PART HEREOF.

THIS DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH
THE PROFESSIONAL LAND SURVEYORS ACT.



RYAN M. SEXTON / PLS 9177



EXHIBIT "C"
LEGAL DESCRIPTION
PUBLIC UTILITIES EASEMENT 3
ON RESULTANT LOT B

REAL PROPERTY IN THE CITY OF DALY CITY, COUNTY OF SAN MATEO, AND STATE OF CALIFORNIA
DESCRIBED AS FOLLOWS:

BEING A PORTION OF RESULTANT LOT B AS SHOWN ON THAT CERTAIN DOCUMENT ENTITLED "LOT
LINE ADJUSTMENT NO _____" RECORDED IN DOCUMENT # _____ ON _____
2015, OFFICIAL RECORDS OF SAN MATEO COUNTY AND MORE PARTICULARLY DESCRIBED AS
FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID RESULTANT LOT A AND DISTANT NORTH 0° 07' 30"
EAST, A DISTANCE OF 4.65 FEET FROM THE INTERSECTION OF THE WEST LINE OF ANNIE STREET AND
THE NORTH LINE OF 92ND AVENUE AS SHOWN ON SAID LOT LINE ADJUSTMENT.

THENCE ALONG THE COMMON LINE BETWEEN RESULTANT LOT A AND RESULTANT LOT B ON SAID
SAID LOT LINE ADJUSTMENT, NORTH 89° 52' 30" WEST, A DISTANCE OF 13.94 FEET;

THENCE LEAVING SAID COMMON LINE NORTH 0° 07' 30" EAST, A DISTANCE OF 22.19 FEET;

THENCE SOUTH 89° 52' 30" EAST, A DISTANCE OF 47.11 FEET;

THENCE SOUTH 00° 00' 00" EAST, A DISTANCE OF 26.77 FEET;

THENCE NORTH 00° 00' 00" WEST, A DISTANCE OF 33.22 FEET;

THENCE NORTH 0° 07' 30" EAST, A DISTANCE OF 4.65 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 1,199 SQUARE FEET MORE OR LESS.

A PLAT OF THE ABOVE DESCRIBED PARCEL OF LAND IS ATTACHED HERETO AS EXHIBIT F AND BY
REFERENCE MADE A PART HEREOF.

THIS DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH
THE PROFESSIONAL LAND SURVEYORS ACT.



RYAN M. SEXTON / PLS 9177



EXHIBIT "D"
LEGAL DESCRIPTION
PUBLIC UTILITIES EASEMENT 4
ON RESULTANT PARCEL C

REAL PROPERTY IN THE CITY OF DALY CITY, COUNTY OF SAN MATEO, AND STATE OF CALIFORNIA
DESCRIBED AS FOLLOWS:

BEING A PORTION OF RESULTANT PARCEL C AS SHOWN ON THAT CERTAIN DOCUMENT ENTITLED
"LOT LINE ADJUSTMENT NO 8-14-9499" RECORDED IN DOCUMENT# 2014-120364 ON DECEMBER 30,
2014, OFFICIAL RECORDS OF SAN MATEO COUNTY AND MORE PARTICULARLY DESCRIBED AS
FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID RESULTANT PARCEL C AND THE SOUTHWEST
CORNER OF RESULTANT PARCEL D AS SHOWN ON SAID LOT LINE ADJUSTMENT.

THENCE ALONG THE COMMON LINE BETWEEN RESULTANT PARCEL C AND RESULTANT PARCEL B ON
SAID LOT LINE ADJUSTMENT, NORTH 89° 52' 30" WEST, A DISTANCE OF 22.36 FEET;

THENCE LEAVING SAID COMMON LINE NORTH 0° 07' 30" EAST, A DISTANCE OF 9.00 FEET;

THENCE SOUTH 89° 52' 30" EAST, A DISTANCE OF 22.36 FEET;

THENCE ALONG THE COMMON LINE BETWEEN RESULTANT PARCEL C AND RESULTANT PARCEL D ON
SAID LOT LINE ADJUSTMENT, SOUTH 0° 07' 30" WEST, A DISTANCE OF 9.00 FEET TO THE POINT OF
BEGINNING.

CONTAINING AN AREA OF 201 SQUARE FEET MORE OR LESS.

A PLAT OF THE ABOVE DESCRIBED PARCEL OF LAND IS ATTACHED HERETO AS EXHIBIT F AND BY
REFERENCE MADE A PART HEREOF.

THIS DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH
THE PROFESSIONAL LAND SURVEYORS ACT.



RYAN M. SEXTON / PLS 9177



EXHIBIT "E"
LEGAL DESCRIPTION
PUBLIC UTILITIES EASEMENT 5
ON RESULTANT PARCEL D

REAL PROPERTY IN THE CITY OF DALY CITY, COUNTY OF SAN MATEO, AND STATE OF CALIFORNIA
DESCRIBED AS FOLLOWS:

BEING A PORTION OF RESULTANT PARCEL D AS SHOWN ON THAT CERTAIN DOCUMENT ENTITLED
"LOT LINE ADJUSTMENT NO 8-14-9499" RECORDED IN DOCUMENT# 2014-120364 ON DECEMBER 30,
2014, OFFICIAL RECORDS OF SAN MATEO COUNTY AND MORE PARTICULARLY DESCRIBED AS
FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID RESULTANT PARCEL C AND THE SOUTHWEST
CORNER OF RESULTANT PARCEL D AS SHOWN ON SAID LOT LINE ADJUSTMENT.

THENCE ALONG THE COMMON LINE BETWEEN RESULTANT PARCEL C AND RESULTANT PARCEL D ON
SAID LOT LINE ADJUSTMENT, NORTH 0° 07' 30" EAST, A DISTANCE OF 9.00 FEET;

THENCE LEAVING SAID COMMON LINE SOUTH 89° 52' 30" EAST, A DISTANCE OF 24.73 FEET TO THE
EAST LINE OF RESULTANT PARCEL D;

THENCE ALONG THE EAST LINE OF RESULTANT PARCEL D, SOUTH 00° 00' 00" EAST, A DISTANCE OF
9.00 FEET;

THENCE ALONG THE COMMON LINE BETWEEN RESULTANT PARCEL D AND RESULTANT PARCEL B ON
SAID MAP, NORTH 89° 52' 30" WEST, A DISTANCE OF 24.75 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 223 SQUARE FEET MORE OR LESS.

A PLAT OF THE ABOVE DESCRIBED PARCEL OF LAND IS ATTACHED HERETO AS EXHIBIT F AND BY
REFERENCE MADE A PART HEREOF.

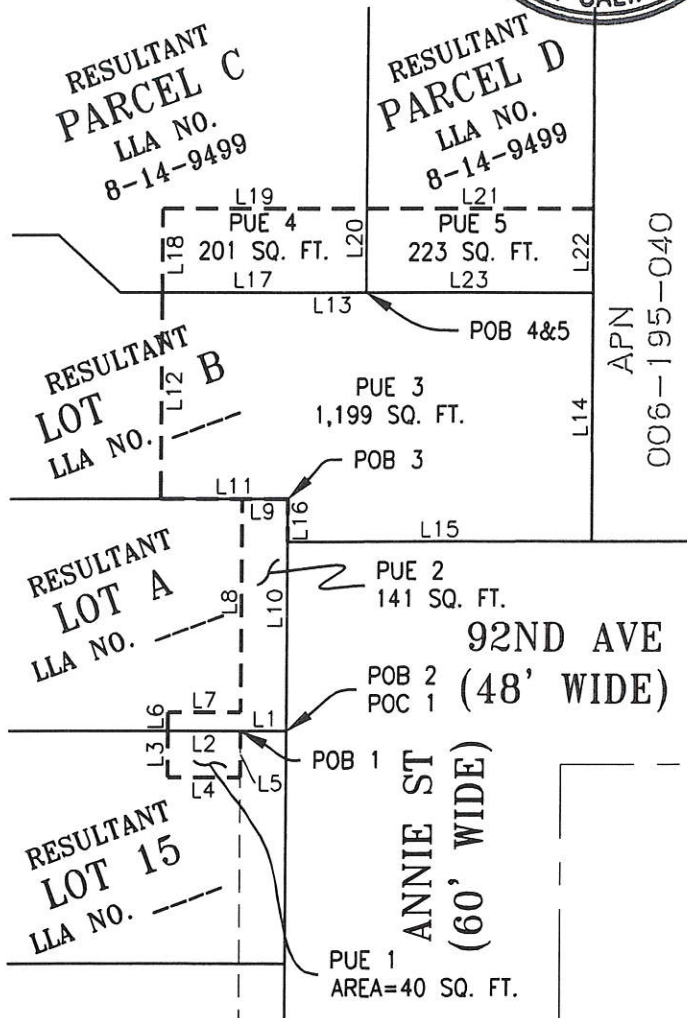
THIS DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH
THE PROFESSIONAL LAND SURVEYORS ACT.



RYAN M. SEXTON / PLS 9177



EXHIBIT F
PLAT TO ACCOMPANY
DESCRIPTIONS
APRIL 2015
SHEET 1 OF 1



LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	5.00'	N89° 52' 30"W
L2	8.00'	N89° 52' 30"W
L3	5.00'	S00° 07' 30"W
L4	8.00'	S89° 52' 30"E
L5	5.00'	N00° 07' 30"E
L6	2.00'	N00° 07' 30"E
L7	8.00'	S89° 52' 30"E
L8	23.00'	N00° 07' 30"E
L9	5.00'	S89° 52' 30"E
L10	25.00'	S00° 07' 30"W
L11	13.94'	N89° 52' 30"W
L12	22.19'	N00° 07' 30"E
L13	47.11'	S89° 52' 30"E
L14	26.77'	S00° 00' 00"E
L15	33.22'	N90° 00' 00"W
L16	4.65'	S00° 07' 30"W
L17	22.36'	N89° 52' 30"W
L18	9.00'	N00° 07' 30"E
L19	22.36'	S89° 52' 30"E
L20	9.00'	S00° 07' 30"W
L21	24.73'	S89° 52' 30"E
L22	9.00'	S00° 00' 00"E
L23	24.75'	N89° 52' 30"W

LEGEND

PROPOSED EASEMENT LINE - - - - -
 EXISTING EASEMENT LINE - - - - -
 POB POINT OF BEGINNING
 POC POINT OF COMMENCEMENT
 LLA LOT LINE ADJUSTMENT

20' 10' 0 20'



SCALE: 1" = 20'
 SEE DESCRIPTION FOR
 COURSE INFORMATION



WOOD RODGERS
 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
 4301 HACIENDA DR, #100 TEL 925.847.1556
 PLEASANTON, CA 94588 FAX 916.341.7767

CITY OF DALY CITY
CHECK REGISTERS
FOR THE MONTH OF MAY 2015

HANDWRITTEN CHECK - NONE
CANCELLED CHECK - NONE
VOID CHECK - NONE

05/15/15
CHECKS ISSUED - #341503 TO #341902
CANCELLED CHECK - NONE
VOID CHECK - NONE

05/29/15
CHECKS ISSUED - #341903 TO #342231
CANCELLED CHECK - NONE
VOID CHECK - NONE

AUDITED Lawrence (Lm) FINANCE DIRECTOR

APPROVED _____ CITY MANAGER

APPROVED _____ FINANCE COMMITTEE

APPROVED _____ FINANCE COMMITTEE

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00341503	47004	4LEAF INC	05/15/15	8,305.00	MW	OH	
AP00341504	35125	A BLACK TIE AFFAIR INC	05/15/15	539.08	MW	OH	
AP00341505	11447	ABC CARROLLS OFFICE SYSTEM IN	05/15/15	130.00	MW	OH	
AP00341506	1514	ADAM HILL COMPANY, THE	05/15/15	107.36	MW	OH	
AP00341507	5034	ADAMSON POLICE PRODUCTS	05/15/15	572.80	MW	OH	
AP00341508	40735R	ADVANTAGE ROOFING COMPANY	05/15/15	550.00	MW	OH	
AP00341509	19849	ADVERTISING BINDER & CUSTOM P	05/15/15	1,445.38	MW	OH	
AP00341510	13854	AECO SYSTEMS INC	05/15/15	430.00	MW	OH	
AP00341511	50393	AEROTECH LABORATORIES INC	05/15/15	16.75	MW	OH	
AP00341512	50457	AFLEX TECHNOLOGY NZ LTD	05/15/15	2,098.00	MW	OH	
AP00341513	11233	AGRIMONTI, MADOLYN	05/15/15	839.20	MW	OH	
AP00341514	50406R	AGUAYO, MARLIN	05/15/15	400.00	MW	OH	
AP00341515	50437R	AHERNE, ANN	05/15/15	980.00	MW	OH	
AP00341516	48112R	AL JRS ROOFING	05/15/15	275.00	MW	OH	
AP00341517	48113	ALERT ALL	05/15/15	490.50	MW	OH	
AP00341518	49091R	ALEXANDER BUILDERS INC	05/15/15	880.25	MW	OH	
AP00341519	50407R	ALFARO, MAYRA	05/15/15	400.00	MW	OH	
AP00341520	1025	ALHAMBRA AND SIERRA SPRINGS	05/15/15	389.32	MW	OH	
AP00341521	49642	ALL CITY MANAGEMENT SERVICES	05/15/15	11,696.16	MW	OH	
AP00341522	36102R	ALL FOUR SEASONS ROOFING	05/15/15	1,100.00	MW	OH	
AP00341523	37095	ALL INDUSTRIAL ELECTRIC SUPPL	05/15/15	4,249.87	MW	OH	
AP00341524	39657	ALL STAR GLASS	05/15/15	342.20	MW	OH	
AP00341525	18401	ALLIED ELECTRONICS INC	05/15/15	635.75	MW	OH	
AP00341526	3879	ALLIED ROPES COMPANY INC	05/15/15	151.29	MW	OH	
AP00341527	22544	ALLSTAR FIRE EQUIPMENT INC	05/15/15	1,661.10	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00341528	37116	ALPHA ANALYTICAL LABORATORIES	05/15/15	4,020.10	MW	OH		
AP00341529	38846	AMERICAN MESSAGING	05/15/15	44.90	MW	OH		
AP00341530	27427	AMERICAN TEXTILE & SUPPLY INC	05/15/15	309.02	MW	OH		
AP00341531	35696	AMERIPRIDE SERVICES INC	05/15/15	747.89	MW	OH		
AP00341532	23273	ANDERSON PACIFIC ENGINEERING	05/15/15	105,288.78	MW	OH		
AP00341533	46585	ANTHEM BLUE CROSS	05/15/15	141.70	MW	OH		
AP00341534	46585	ANTHEM BLUE CROSS	05/15/15	129.50	MW	OH		
AP00341535	48298R	ARAGONA, SUZETTE	05/15/15	250.00	MW	OH		
AP00341536	1259	ARAMARK UNIFORM SERVICES INC	05/15/15	351.15	MW	OH		
AP00341537	50438R	ARAUJOS ROOFING COMPANY	05/15/15	275.00	MW	OH		
AP00341538	8426	ARROWHEAD	05/15/15	284.04	MW	OH		
AP00341539	45686	ASTOUND BROADBAND	05/15/15	2,682.63	MW	OH		
AP00341540	1101	AT&T	05/15/15	326.78	MW	OH		
AP00341541	6413	AT&T	05/15/15	9,786.58	MW	OH		
AP00341542	7707	ATHERTON POLICE DEPARTMENT	05/15/15	526.96	MW	OH		
AP00341543	44649	ATLAS COPCO COMPRESSORS LLC	05/15/15	2,301.25	MW	OH		
AP00341544	44506R	ATLAS PLUMBING AND ROOTER INC	05/15/15	2,000.00	MW	OH		
AP00341545	39480	ATTORNEY GENERALS	05/15/15	50.00	MW	OH		
AP00341546	50439R	AU, MARVIN	05/15/15	575.00	MW	OH		
AP00341547	12841	AVERA, PATRICK	05/15/15	639.00	MW	OH		
AP00341548	48725R	BANDUCCI, BRANDON	05/15/15	65.00	MW	OH		
AP00341549	2495	BARKER BLUE DIGITAL IMAGING	05/15/15	242.34	MW	OH		
AP00341550	7950	BAY AREA AIR QUALITY MANAGEME	05/15/15	480.00	MW	OH		
AP00341551	19892	BAY AREA PAVING COMPANY INC	05/15/15	4,321.00	MW	OH		
AP00341552	1562	BAY AREA WATER SUPPLY & CONSE	05/15/15	1,760.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00341553	50440R	BAY BEST COSNTRUCTION	05/15/15	2,594.00	MW	OH	
AP00341554	44818	BAZDARICH, MARLENE	05/15/15	84.00	MW	OH	
AP00341555	50441R	BCW CONSTRUCTION	05/15/15	955.03	MW	OH	
AP00341556	20625	BELMONT POLICE DEPARTMENT	05/15/15	1,932.15	MW	OH	
AP00341557	50442R	BENS ROOFING	05/15/15	275.00	MW	OH	
AP00341558	44828A	BICYCLE SOLUTIONS	05/15/15	650.00	MW	OH	
AP00341559	49668	BIG BELLY SOLAR INC	05/15/15	39,575.72	MW	OH	
AP00341560	19200	BIRITE FOODSERVICE DISTRIBUTO	05/15/15	6,059.57	MW	OH	
AP00341561	27835	BISHOP COMPANY	05/15/15	72.71	MW	OH	
AP00341562	50424R	BLANTON, WANDALENE	05/15/15	118.00	MW	OH	
AP00341563	50193R	BORLAZA, LOLITA	05/15/15	50.00	MW	OH	
AP00341564	33239	BOUND TREE MEDICAL LLC	05/15/15	481.02	MW	OH	
AP00341565	46139R	BOWMAN, SCOTT	05/15/15	145.51	MW	OH	
AP00341566	45472A	BP PROMO	05/15/15	1,552.82	MW	OH	
AP00341567	3349	BROADMOOR LANDSCAPE SUPPLY	05/15/15	449.78	MW	OH	
AP00341568	G-ASUNCION	BRONTISKY, TRUSTEE MARTHA G	05/15/15	125.00	MW	OH	
AP00341569	3064	BROWN & CALDWELL INC	05/15/15	8,073.14	MW	OH	
AP00341570	18671	BROWN, KEVIN J	05/15/15	597.05	MW	OH	
AP00341571	50422R	BUCCAT, MARLENE	05/15/15	500.00	MW	OH	
AP00341572	44468	BUDGET CONFERENCING INC	05/15/15	143.36	MW	OH	
AP00341573	46443	BUTCHER, JOANNE	05/15/15	1,254.00	MW	OH	
AP00341574	48259	BWNV MOTORS INC	05/15/15	5,919.36	MW	OH	
AP00341575	33941	C & A BROWN COMPANY	05/15/15	786.85	MW	OH	
AP00341576	2396	C M AMOS PRINTING COMPANY	05/15/15	486.15	MW	OH	
AP00341577	15796	CACEO	05/15/15	100.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00341578	23173	CALIFORNIA DIESEL AND POWER	05/15/15	1,534.11	MW	OH	
AP00341579	12813	CALIFORNIA STATE AUTOMOBILE A	05/15/15	1,183.11	MW	OH	
AP00341580	1196	CALIFORNIA WATER SERVICE COMP	05/15/15	383.21	MW	OH	
AP00341581	25565	CAPITAL ONE COMMERCIAL	05/15/15	99.05	MW	OH	
AP00341582	42596	CARRIER CORPORATION	05/15/15	8,610.00	MW	OH	
AP00341583	40257R	CARUZOS ROOFING COMPANY	05/15/15	275.00	MW	OH	
AP00341584	42171	CC CLASSIC STEPPERS	05/15/15	104.00	MW	OH	
AP00341585	49768AREN	CCF RPP BAYHILL LLC	05/15/15	270.55	MW	OH	
AP00341586	28636	CDW GOVERNMENT INC	05/15/15	14,730.90	MW	OH	
AP00341587	2930	CED CONTRACTORS SF	05/15/15	310.08	MW	OH	
AP00341588	46387	CELETTA INVESTIGATIVE SERVICE	05/15/15	1,000.00	MW	OH	
AP00341589	1403	CENTER FOR INDEPENDENCE	05/15/15	1,602.07	MW	OH	
AP00341590	10299JPA	CENTRAL COUNTY FIRE DEPARTMEN	05/15/15	15,232.00	MW	OH	
AP00341591	50408R	CHAN, FAYE	05/15/15	45.89	MW	OH	
AP00341592	49858R	CHEN, STEVEN	05/15/15	199.00	MW	OH	
AP00341593	25273R	CHIU, CHUNG	05/15/15	200.00	MW	OH	
AP00341594	19137R	CHRISTENSEN, JUDITH	05/15/15	157.15	MW	OH	
AP00341595	3678	CINTAS CORPORATION #464	05/15/15	2,882.68	MW	OH	
AP00341596	48267	CITRIX SYSTEMS INC	05/15/15	125.00	MW	OH	
AP00341597	35395	CITY AUTO SUPPLY	05/15/15	3,281.94	MW	OH	
AP00341598	46465JPA	CITY OF BELMONT	05/15/15	4,337.00	MW	OH	
AP00341599	6649JPA	CITY OF BRISBANE	05/15/15	2,780.00	MW	OH	
AP00341600	28209JPA	CITY OF BURLINGAME	05/15/15	59.95	MW	OH	
AP00341601	31173	CITY OF BURLINGAME	05/15/15	1,961.94	MW	OH	
AP00341602	43155JPA	CITY OF DALY CITY	05/15/15	11,088.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00341603	39528	CITY OF FOSTER CITY	05/15/15	2,000.00	MW	OH	
AP00341604	5342JPA	CITY OF FOSTER CITY	05/15/15	4,798.00	MW	OH	
AP00341605	4305JPA	CITY OF MILLBRAE	05/15/15	4,594.00	MW	OH	
AP00341606	28211	CITY OF PACIFICA	05/15/15	1,082.04	MW	OH	
AP00341607	6034JPA	CITY OF PACIFICA	05/15/15	5,583.00	MW	OH	
AP00341608	1423	CITY OF REDWOOD CITY	05/15/15	100.00	MW	OH	
AP00341609	6579JPA	CITY OF REDWOOD CITY	05/15/15	8,099.00	MW	OH	
AP00341610	20562JPA	CITY OF SAN BRUNO	05/15/15	2,798.00	MW	OH	
AP00341611	46083JPA	CITY OF SAN CARLOS	05/15/15	4,898.00	MW	OH	
AP00341612	25816JPA	CITY OF SAN MATEO	05/15/15	12,084.00	MW	OH	
AP00341613	50284A	CLEAR CHANNEL OUTDOOR	05/15/15	3,000.00	MW	OH	
AP00341614	31162	CLINE & DUPLISSEA	05/15/15	3,857.00	MW	OH	
AP00341615	25819JPA	COLMA FIRE PROTECTION DISTRIC	05/15/15	2,417.00	MW	OH	
AP00341616	47244	COMCAST	05/15/15	97.89	MW	OH	
AP00341617	48645	COMCAST	05/15/15	65.89	MW	OH	
AP00341618	49446	COMCAST	05/15/15	104.02	MW	OH	
AP00341619	12578	COMPLETE LINEN SERVICE INC	05/15/15	56.74	MW	OH	
AP00341620	17016R	CORDON, CARLOS	05/15/15	100.00	MW	OH	
AP00341621	30109	CORELOGIC SOLUTIONS LLC	05/15/15	300.00	MW	OH	
AP00341622	50443R	CORPUS, DALISAY	05/15/15	63.00	MW	OH	
AP00341623	50425R	COSTALES, PACITA	05/15/15	150.00	MW	OH	
AP00341624	50301R	COUNCE, TERRY	05/15/15	100.00	MW	OH	
AP00341625	30377	COUNTY OF SAN MATEO	05/15/15	108.00	MW	OH	
AP00341626	50033	COUNTY OF SAN MATEO	05/15/15	2,379.37	MW	OH	
AP00341627	42324	CRIME SCENE CLEANERS INC	05/15/15	195.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel	To Note
AP00341628	48323	CRYSTAL CREAMERY	05/15/15	634.91	MW	OH		
AP00341629	21239R	CURRAN, JOSEPH	05/15/15	1,191.88	MW	OH		
AP00341630	1836	DAILY JOURNAL CORPORATION	05/15/15	879.00	MW	OH		
AP00341631	1414	DALY CITY CENTRAL CASHIER	05/15/15	1,583.92	MW	OH		
AP00341632	32818R	DALY CITY HOST LIONS CLUB	05/15/15	250.00	MW	OH		
AP00341633	49172R	DALY CITY PARTNERS 1 LP	05/15/15	17,747.00	MW	OH		
AP00341634	48520	DALY CITY PENINSULA PARTNERSH	05/15/15	8,080.07	MW	OH		
AP00341635	37047	DALY CITY RETIRED EMPLOYEES A	05/15/15	30.00	MW	OH		
AP00341636	36807	DALY CITY TEST ONLY	05/15/15	240.00	MW	OH		
AP00341637	1793	DALY CITY TOOL MART	05/15/15	115.23	MW	OH		
AP00341638	37164	DARLING INTERNATIONAL INC	05/15/15	853.55	MW	OH		
AP00341639	50420	DEBRA FIGONE CONSULTING	05/15/15	8,050.00	MW	OH		
AP00341640	50409R	DENSBY, MALIKA	05/15/15	250.00	MW	OH		
AP00341641	1299	DEPARTMENT OF JUSTICE	05/15/15	524.00	MW	OH		
AP00341642	28282	DEPARTMENT OF TOXIC SUBSTANCE	05/15/15	114.00	MW	OH		
AP00341643	46826	DIRECTV LLC	05/15/15	33.06	MW	OH		
AP00341644	22126	DUDLEY PERKINS CO	05/15/15	167.70	MW	OH		
AP00341645	23531	DUNCAN PARKING TECHNOLOGIES I	05/15/15	533.31	MW	OH		
AP00341646	1061	DUNN EDWARDS CORPORATION	05/15/15	685.99	MW	OH		
AP00341647	49530	E M HUNDLEY HARDWARE CO	05/15/15	409.24	MW	OH		
AP00341648	39853R	ECKENROD, JAMES	05/15/15	89.99	MW	OH		
AP00341649	40007	EMLAB P&K LLC	05/15/15	621.60	MW	OH		
AP00341650	4339	EMPLOYMENT DEVELOPMENT DEPART	05/15/15	26,539.00	MW	OH		
AP00341651	17186	EOA INC	05/15/15	3,528.24	MW	OH		
AP00341652	10571	EVOQUA WATER TECHNOLOGIES LLC	05/15/15	630.80	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00341653	26327	EWING IRRIGATION PRODUCTS INC	05/15/15	29.95	MW	OH	
AP00341654	42544	FARMER BROTHERS COFFEE	05/15/15	386.90	MW	OH	
AP00341655	36077	FASTENAL COMPANY	05/15/15	1,091.79	MW	OH	
AP00341656	26375	FEINBERG, JEANETTE	05/15/15	406.00	MW	OH	
AP00341657	50444R	FENG, RUN LIAN	05/15/15	1,312.51	MW	OH	
AP00341658	47322	FERN ELECTRIC & CONTROL INC	05/15/15	4,860.00	MW	OH	
AP00341659	1765	FIDELITY NATIONAL TITLE COMPA	05/15/15	65.00	MW	OH	
AP00341660	19787	FIRST CHOICE SERVICES	05/15/15	193.85	MW	OH	
AP00341661	23612A	FIRST NATIONAL BANK OF NO CA	05/15/15	314.41	MW	OH	
AP00341662	14391	FLOWERS ELECTRIC AND SRVC INC	05/15/15	1,150.54	MW	OH	
AP00341663	11813	FOLGER GRAPHICS	05/15/15	215.09	MW	OH	
AP00341664	G-CALLES	FRANCHISE TAX BOARD	05/15/15	75.00	MW	OH	
AP00341665	G-HEADMAN1	FRANCHISE TAX BOARD	05/15/15	100.00	MW	OH	
AP00341666	49301	FRANK & GROSSMAN	05/15/15	140.00	MW	OH	
AP00341667	47956A	FREESTYLE WEB SOLUTIONS	05/15/15	250.00	MW	OH	
AP00341668	23110	GADDIS INCORPORATED	05/15/15	531.38	MW	OH	
AP00341669	48009	GALE CENGAGE LEARNING	05/15/15	107.05	MW	OH	
AP00341670	39470	GALLS LLC	05/15/15	31.73	MW	OH	
AP00341671	50445R	GARCIA, CLAUDIA	05/15/15	250.00	MW	OH	
AP00341672	44820	GARLASA, ELLISON	05/15/15	684.00	MW	OH	
AP00341673	43856	GBH POLYGRAPH SERVICES	05/15/15	500.00	MW	OH	
AP00341674	48247	GCS ENVIRONMENTAL EQUIPMENT S	05/15/15	3,263.57	MW	OH	
AP00341675	19360R	GHANEM, MAHMUD	05/15/15	500.00	MW	OH	
AP00341676	36353	GOLDEN GATE BRIDGE TOLL	05/15/15	7.00	MW	OH	
AP00341677	30509	GOODYEAR COMMERCIAL TIRE & SE	05/15/15	2,324.21	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel	To Note
AP00341678	50226	GOULD, LINDA	05/15/15	430.00	MW	OH		
AP00341679	31925	GOVCONNECTION INC	05/15/15	1,857.31	MW	OH		
AP00341680	1754	GRAINGER INC	05/15/15	488.00	MW	OH		
AP00341681	36985	GRAND INDUSTRIES INC	05/15/15	10,626.00	MW	OH		
AP00341682	1571	GRANITE ROCK COMPANY	05/15/15	1,320.83	MW	OH		
AP00341683	1123	GRAYBAR ELECTRIC CO	05/15/15	82.55	MW	OH		
AP00341684	49257	GREEN DRAGON ENVIRONMENTAL LT	05/15/15	707.97	MW	OH		
AP00341685	30894	GRM	05/15/15	427.17	MW	OH		
AP00341686	6313	GUALCO, FRED	05/15/15	600.00	MW	OH		
AP00341687	2223	HACH COMPANY	05/15/15	822.20	MW	OH		
AP00341688	3702	HARRINGTON INDUSTRIAL PLASTIC	05/15/15	507.68	MW	OH		
AP00341689	2810	HARRIS AND ASSOCIATES INC.	05/15/15	30,580.00	MW	OH		
AP00341690	1126	HAWKINS TRAFFIC SAFETY SUPPLY	05/15/15	162.43	MW	OH		
AP00341691	50402A	HCP LIFE SCIENCE REIT INC	05/15/15	800.00	MW	OH		
AP00341692	27061	HECKLER & KOCH INC	05/15/15	1,050.00	MW	OH		
AP00341693	9049	HI TECH EVS INC SPARTAN ERV	05/15/15	574.84	MW	OH		
AP00341694	32874R	HIGHLAND CONSTRUCTION CO	05/15/15	825.00	MW	OH		
AP00341695	43071	HILLSBOROUGH POLICE DEPARTMEN	05/15/15	712.50	MW	OH		
AP00341696	29488	HINES EDM INC	05/15/15	2,273.04	MW	OH		
AP00341697	15857	HOME DEPOT CREDIT SERVICES	05/15/15	7,267.95	MW	OH		
AP00341698	47748	HONEYWELL ANALYTICS INC	05/15/15	625.00	MW	OH		
AP00341699	26844	HOPKINS TECHNICAL PRODUCTS IN	05/15/15	329.08	MW	OH		
AP00341700	50410R	HUE, STEPHEN	05/15/15	250.00	MW	OH		
AP00341701	41818	HUNTINGTON COURT REPORTERS	05/15/15	14.64	MW	OH		
AP00341702	35506	IBM	05/15/15	1,260.70	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00341703	14301	ICC	05/15/15	240.00	MW	OH	
AP00341704	31781	INNOVATIVE CLAIM SOLUTIONS	05/15/15	13,118.08	MW	OH	
AP00341705	50278	INNOVATIVE MECHANICAL INC	05/15/15	10,900.00	MW	OH	
AP00341706	2411	INTERSTATE TRAFFIC CONTROL PR	05/15/15	3,396.78	MW	OH	
AP00341707	20796	J J R CONSTRUCTION INC	05/15/15	154,082.78	MW	OH	
AP00341708	10255MED	KAISER FOUNDATION HEALTH PLAN	05/15/15	5,007.00	MW	OH	
AP00341709	50411	KAPAN KENT COMPANY INC	05/15/15	811.62	MW	OH	
AP00341710	29633	KELLY MOORE PAINT COMPANY INC	05/15/15	94.15	MW	OH	
AP00341711	21792	KELLY PAPER	05/15/15	714.77	MW	OH	
AP00341712	1108	L N CURTIS & SONS	05/15/15	460.88	MW	OH	
AP00341713	43130	LABOR ARBITRATION INSTITUTE	05/15/15	550.00	MW	OH	
AP00341714	50412R	LANDEROS, TERESA	05/15/15	1,000.00	MW	OH	
AP00341715	13776	LANGUAGE LINE SERVICES	05/15/15	435.36	MW	OH	
AP00341716	34493A	LANLOGIC INC	05/15/15	1,174.95	MW	OH	
AP00341717	45566	LAVEZZO, RONALD F	05/15/15	350.00	MW	OH	
AP00341718	8614	LC ACTION POLICE SUPPLY LTD	05/15/15	2,289.00	MW	OH	
AP00341719	33497	LEGACY MECHANICAL & ENERGY SE	05/15/15	1,111.22	MW	OH	
AP00341720	37094	LEXISNEXIS RISK DATA MANAGEME	05/15/15	1,020.00	MW	OH	
AP00341721	50446R	LI, JULIUS	05/15/15	663.50	MW	OH	
AP00341722	12906LAW	LIEBERT CASSIDY WHITMORE	05/15/15	110.00	MW	OH	
AP00341723	29220	LIGHTHOUSE, THE	05/15/15	100.19	MW	OH	
AP00341724	46746	LUXURY DETAIL INC	05/15/15	3,300.00	MW	OH	
AP00341725	50426R	MA, KAM	05/15/15	516.00	MW	OH	
AP00341726	50173R	MALIBIRAN, ALAN D	05/15/15	233.00	MW	OH	
AP00341727	27066	MANAGED HEALTH NETWORK	05/15/15	1,857.60	MW	OH	

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AP00341728	36826	MANCO	05/15/15	253.00	MW	OH		
AP00341729	6622	MARRACQ, GREG	05/15/15	586.56	MW	OH		
AP00341730	43575R	MARTINEZ JR, MANUEL	05/15/15	378.60	MW	OH		
AP00341731	50228	MASSEY, TERESA	05/15/15	841.50	MW	OH		
AP00341732	14277	MAZE & ASSOCIATES INC	05/15/15	500.00	MW	OH		
AP00341733	50447R	MCH ELECTRIC INC	05/15/15	4,500.00	MW	OH		
AP00341734	6595	MCI	05/15/15	26.95	MW	OH		
AP00341735	15567	MCJUNKIN RED MAN CORPORATION	05/15/15	4,694.63	MW	OH		
AP00341736	42050	MCMILLAN COMPANY	05/15/15	2,415.00	MW	OH		
AP00341737	33989A	MEGAPATH INC	05/15/15	362.22	MW	OH		
AP00341738	25805JPA	MENLO PARK FIRE PROTECTION DI	05/15/15	15,786.00	MW	OH		
AP00341739	19641	MENLO PARK POLICE DEPARTMENT	05/15/15	628.80	MW	OH		
AP00341740	23949	METRO MOBILE COMMUNICATIONS	05/15/15	1,545.00	MW	OH		
AP00341741	26163	MIKE BROWN ELECTRIC	05/15/15	3,234.75	MW	OH		
AP00341742	15161	MIKE COBB CREATIVE	05/15/15	1,798.00	MW	OH		
AP00341743	49436REN	MKD CEDAR HILL LLC	05/15/15	3,566.00	MW	OH		
AP00341744	50427R	MOSER, RAY	05/15/15	233.00	MW	OH		
AP00341745	15396	MOSS RUBBER & EQUIPMENT CORP	05/15/15	282.54	MW	OH		
AP00341746	50421	MP WESTALKE ASSOCIATES LP	05/15/15	817,477.81	MW	OH		
AP00341747	39868R	MR ROOFING INC	05/15/15	550.00	MW	OH		
AP00341748	47692	MUNICAST	05/15/15	1,995.00	MW	OH		
AP00341749	28919	MUNISERVICES LLC	05/15/15	1,178.46	MW	OH		
AP00341750	50428R	MURPHY, MARY ANN	05/15/15	100.00	MW	OH		
AP00341751	17455	MYERS TIRE SUPPLY COMPANY INC	05/15/15	177.68	MW	OH		
AP00341752	44412	NASCO MODESTO	05/15/15	49.70	MW	OH		

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AP00341753	29395R	NELSON, JANNINE	05/15/15	285.70	MW	OH	
AP00341754	47388	NEW A AND A TOP AND TRIM	05/15/15	2,186.00	MW	OH	
AP00341755	40422R	NEW CITY CONSTRUCTION GROUP I	05/15/15	275.00	MW	OH	
AP00341756	46852	NEWEGG BUSINESS INC	05/15/15	925.48	MW	OH	
AP00341757	40569	NIEMI, ERENE	05/15/15	310.00	MW	OH	
AP00341758	49125R	NOLASCO, ROBERTO	05/15/15	101.00	MW	OH	
AP00341759	47093	O'REILLY AUTOMOTIVE INC	05/15/15	13.06	MW	OH	
AP00341760	30978	OCT WATER QUALITY ACADEMY	05/15/15	8,700.00	MW	OH	
AP00341761	42500	OFFICE DEPOT	05/15/15	2,497.88	MW	OH	
AP00341762	1055	OFFICE DEPOT INC	05/15/15	1,590.17	MW	OH	
AP00341763	29187	ON TOUR CLIENT TRUST ACCOUNT	05/15/15	24,847.00	MW	OH	
AP00341764	34228	ORLANDI TRAILER INC	05/15/15	23.90	MW	OH	
AP00341765	4918	OTIS ELEVATOR COMPANY	05/15/15	770.02	MW	OH	
AP00341766	49188	PACIFIC CRANE INSPECTIONS	05/15/15	3,600.00	MW	OH	
AP00341767	1216	PACIFIC GAS & ELECTRIC	05/15/15	166,910.29	MW	OH	
AP00341768	1216RDA	PACIFIC GAS & ELECTRIC	05/15/15	287.51	MW	OH	
AP00341769	23541	PACIFIC GAS & ELECTRIC	05/15/15	1,255.98	MW	OH	
AP00341770	1080	PACIFIC NURSERIES	05/15/15	1,053.49	MW	OH	
AP00341771	29252	PACIFIC PRODUCE INC	05/15/15	600.68	MW	OH	
AP00341772	33019	PACIFICA POLICE DEPARTMENT	05/15/15	940.22	MW	OH	
AP00341773	50448R	PALO ALTO MEDICAL FOUNDATION	05/15/15	2,825.00	MW	OH	
AP00341774	3762	PAN PACIFIC SUPPLY COMPANY	05/15/15	1,306.14	MW	OH	
AP00341775	20719R	PASCUAL, DAISY	05/15/15	250.00	MW	OH	
AP00341776	50067R	PELAYO, CARLOS	05/15/15	500.00	MW	OH	
AP00341777	50429R	PENG, ANNA	05/15/15	150.00	MW	OH	

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AP00341778	36454A	PENINSULA CORRIDOR JOINT POWE	05/15/15	2,764.48	MW	OH		
AP00341779	48738	PENINSULA CORRIDOR JOINT POWE	05/15/15	13,179.97	MW	OH		
AP00341780	49521R	PEREUR, ANTHONY	05/15/15	306.00	MW	OH		
AP00341781	19678	PERS LONG TERM CARE PROGRAM	05/15/15	949.42	MW	OH		
AP00341782	38072	PETERSON, NOVELLA	05/15/15	430.00	MW	OH		
AP00341783	50413R	PETIT, JACK K	05/15/15	89.34	MW	OH		
AP00341784	50414R	PINEDA, ANGELICA	05/15/15	250.00	MW	OH		
AP00341785	47186	PIRTEK SFO	05/15/15	1,444.68	MW	OH		
AP00341786	48796	PMC	05/15/15	5,405.00	MW	OH		
AP00341787	25817JPA	POINT MONTARA HALF MOON BAY F	05/15/15	8,074.00	MW	OH		
AP00341788	36106	POLYDYNE INC	05/15/15	27,577.00	MW	OH		
AP00341789	16440	PRAXAIR DISTRIBUTION INC	05/15/15	26.62	MW	OH		
AP00341790	14431	PRAXAIR INC	05/15/15	2,721.46	MW	OH		
AP00341791	45859	PRINT EM ALL LLC	05/15/15	3,117.40	MW	OH		
AP00341792	21280	PROGRESSIVE BUSINESS PUBLICAT	05/15/15	230.00	MW	OH		
AP00341793	13591	PROJECT READ	05/15/15	4,964.00	MW	OH		
AP00341794	2364	PROJECT SENTINEL	05/15/15	760.23	MW	OH		
AP00341795	23759R	QUIBELL, PETER	05/15/15	113.85	MW	OH		
AP00341796	1115	R & B COMPANY	05/15/15	757.54	MW	OH		
AP00341797	27398	R & S ERECTION NORTH PENINSUL	05/15/15	663.00	MW	OH		
AP00341798	12539	R A METAL PRODUCTS INC	05/15/15	3,880.40	MW	OH		
AP00341799	27152R	RAMIREZ ROOFING	05/15/15	275.00	MW	OH		
AP00341800	48668JPA	RAVNTECH CORPORATION	05/15/15	4,640.87	MW	OH		
AP00341801	2439	RECORDED BOOKS INC	05/15/15	214.94	MW	OH		
AP00341802	1687	RED WING SHOE STORE	05/15/15	1,140.15	MW	OH		

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AP00341803	15337	RELIABLE OFFICE SUPPLIES	05/15/15	969.42	MW	OH	
AP00341804	42223	RENAISSANCE ENTREPRENEUR CENT	05/15/15	16,100.96	MW	OH	
AP00341805	1200	REPUBLIC SERVICES OF NORTH AM	05/15/15	1,133,708.02	MW	OH	
AP00341806	50415R	RICARDO, FRANCO	05/15/15	653.00	MW	OH	
AP00341807	50416R	RICO, MANUEL	05/15/15	250.00	MW	OH	
AP00341808	50430R	RIGNEY, AGNES L	05/15/15	308.00	MW	OH	
AP00341809	50450R	RODRIGUEZ, ENA	05/15/15	86.00	MW	OH	
AP00341810	44390R	RUIZ, MARCO	05/15/15	250.00	MW	OH	
AP00341811	1465	SAFEWAY INC	05/15/15	1,273.60	MW	OH	
AP00341812	38039	SAN BRUNO POLICE DEPARTMENT	05/15/15	621.36	MW	OH	
AP00341813	9880	SAN DIEGO POLICE EQUIPMENT	05/15/15	2,517.10	MW	OH	
AP00341814	1109	SAN FRANCISCO PUBLIC	05/15/15	451,950.01	MW	OH	
AP00341815	43158JPA	SAN MATEO COUNTY FIRE COUNTY	05/15/15	15,364.00	MW	OH	
AP00341816	23819	SAN MATEO COUNTY SHERIFFS OFF	05/15/15	4,450.00	MW	OH	
AP00341817	G-ENRIQUEZ	SAN MATEO COUNTY SHERIFF	05/15/15	23.55	MW	OH	
AP00341818	1745	SAN MATEO COUNTY TRAINING OFF	05/15/15	1,125.00	MW	OH	
AP00341819	9666	SAN MATEO LAWN MOWER SHOP	05/15/15	2,033.52	MW	OH	
AP00341820	13987MED	SAN MATEO MEDICAL CENTER	05/15/15	700.00	MW	OH	
AP00341821	50451R	SANCHEZ, IRMA	05/15/15	250.00	MW	OH	
AP00341822	50417R	SANTOS, JOSE	05/15/15	250.00	MW	OH	
AP00341823	41719	SATWORX	05/15/15	491.56	MW	OH	
AP00341824	49441	SC FUELS	05/15/15	14,749.95	MW	OH	
AP00341825	50452R	SCOTT, MICHELLE HUANG	05/15/15	76.97	MW	OH	
AP00341826	50418R	SELVA, ALVIN	05/15/15	250.00	MW	OH	
AP00341827	36563A	SERRA YELLOW CAB	05/15/15	140.10	MW	OH	

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AP00341828	48056	SEYMOUR, JUDY	05/15/15	1,105.00	MW	OH		
AP00341829	45510A	SHADS ADVERTISING CO INC	05/15/15	8,148.00	MW	OH		
AP00341830	50456RA	SHAH, VIRAL	05/15/15	225.00	MW	OH		
AP00341831	2068	SHAPE PRODUCTS COMPANY	05/15/15	252.74	MW	OH		
AP00341832	30523A	SHELL FLEET	05/15/15	85.19	MW	OH		
AP00341833	23742	SHOE DEPOT INC	05/15/15	597.21	MW	OH		
AP00341834	49695	SHRED IT USA SAN FRANCISCO	05/15/15	1,229.55	MW	OH		
AP00341835	28917	SIERRA CHEMICAL COMPANY	05/15/15	1,235.39	MW	OH		
AP00341836	38883	SIGILLO SUPPLY COMPANY	05/15/15	535.96	MW	OH		
AP00341837	1597	SIGNMAKERS, THE	05/15/15	595.00	MW	OH		
AP00341838	50431R	SKINNER, HEIDI	05/15/15	33.00	MW	OH		
AP00341839	32237	SMART & FINAL STORES LLC	05/15/15	888.24	MW	OH		
AP00341840	30843R	SMAZENKO, BRIAN	05/15/15	260.00	MW	OH		
AP00341841	38120	SOKOL, SARITA	05/15/15	444.50	MW	OH		
AP00341842	2055	SOUTH CITY LUMBER & SUPPLY	05/15/15	390.00	MW	OH		
AP00341843	30760A	SOUTH SAN FRANCISCO CHAMBER O	05/15/15	35.00	MW	OH		
AP00341844	7420	SOUTH SAN FRANCISCO POLICE DE	05/15/15	1,090.92	MW	OH		
AP00341845	40786R	SPI HOLDINGS LLC	05/15/15	5,000.00	MW	OH		
AP00341846	37940	STANDARD PLUMBING SUPPLY CO	05/15/15	41.23	MW	OH		
AP00341847	44772A	STATE COMPENSATION INSURANCE	05/15/15	520.83	MW	OH		
AP00341848	18948	STATE CONTROLLERS OFFICE	05/15/15	848.03	MW	OH		
AP00341849	50423R	STATE FARM MUTUAL AUTOMOBILE	05/15/15	15,411.23	MW	OH		
AP00341850	1190	STATE SHEET METAL WORKS INC	05/15/15	12,675.00	MW	OH		
AP00341851	40623	STATE WATER RESOURCES CONTROL	05/15/15	1,090.00	MW	OH		
AP00341852	43438JPA	STERICYCLE SPECIALTY WASTE	05/15/15	87.50	MW	OH		

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AP00341853	50453R	STILLWATER ENTERPRISES	05/15/15	275.00	MW	OH	
AP00341854	18334	SUNGARD PUBLIC SECTOR INC	05/15/15	427.20	MW	OH	
AP00341855	50360	SUPPLYWORKS	05/15/15	2,163.71	MW	OH	
AP00341856	50432R	SWAN, SUSAN	05/15/15	100.00	MW	OH	
AP00341857	48343	SYSTEMS & SPACE INC	05/15/15	5,696.40	MW	OH	
AP00341858	3600	TEAMSTERS UNION LOCAL 856	05/15/15	65,617.00	MW	OH	
AP00341859	18381	TENNANT SALES AND SERVICE CO	05/15/15	352.27	MW	OH	
AP00341860	50433R	THAM, LANA	05/15/15	149.00	MW	OH	
AP00341861	45972	THIRD DEGREE COMMUNICATIONS I	05/15/15	225.00	MW	OH	
AP00341862	16085	TLC ADMINISTRATORS	05/15/15	300.00	MW	OH	
AP00341863	35833	TOYOTA MATERIAL HANDLING INC	05/15/15	359.97	MW	OH	
AP00341864	42972	TRACTION-GENUINE PARTS CO INC	05/15/15	109.82	MW	OH	
AP00341865	47891	TRUSSELL TECHNOLOGIES INC	05/15/15	6,423.80	MW	OH	
AP00341866	26803	TURBO DATA SYSTEMS INC	05/15/15	24,446.33	MW	OH	
AP00341867	1016	UNIACKE CONSTRUCTION INC	05/15/15	12,000.00	MW	OH	
AP00341868	24080R	UNIACKE CONSTRUCTION INC	05/15/15	4,000.00	MW	OH	
AP00341869	39236	UNITED RESEARCH SERVICES CORP	05/15/15	857.70	MW	OH	
AP00341870	31745	UNITED SITE SERVICES OF CALIF	05/15/15	426.40	MW	OH	
AP00341871	32209	UNIVAR USA INC	05/15/15	17,355.10	MW	OH	
AP00341872	3904	UPS	05/15/15	129.87	MW	OH	
AP00341873	7873	URBAN FARMER STORE, THE	05/15/15	54.96	MW	OH	
AP00341874	G-HEADMAN2	US DEPARTMENT OF EDUCATION	05/15/15	295.23	MW	OH	
AP00341875	5661	VALS RESTAURANT & LOUNGE	05/15/15	122.35	MW	OH	
AP00341876	50434	VANAIR MANUFACTURING INC	05/15/15	315.37	MW	OH	
AP00341877	30602	VANGUARD CLEANING SYSTEMS INC	05/15/15	250.00	MW	OH	

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AP00341878	50419R	VARELA, ANA	05/15/15	790.00	MW	OH	
AP00341879	29329	VERIZON WIRELESS SERVICES LLC	05/15/15	152.04	MW	OH	
AP00341880	45040	VIGILANT CANINE SERVICES INTE	05/15/15	600.00	MW	OH	
AP00341881	13830	VILLASENOR, MIGUEL	05/15/15	150.00	MW	OH	
AP00341882	1579	VWR INTERNATIONAL LLC	05/15/15	551.13	MW	OH	
AP00341883	12788	WALKERS HYDRAULICS INC	05/15/15	489.98	MW	OH	
AP00341884	50435R	WANG, SHUWEI	05/15/15	150.00	MW	OH	
AP00341885	33782	WARD, DIANA L	05/15/15	249.15	MW	OH	
AP00341886	36355	WASTEWATER SOLUTIONS INC	05/15/15	4,125.00	MW	OH	
AP00341887	50385	WATER ROCK CONSTRUCTION CORPO	05/15/15	72,960.00	MW	OH	
AP00341888	3691	WECO INDUSTRIES LLC	05/15/15	229.53	MW	OH	
AP00341889	49085	WEST COAST ARBORISTS INC	05/15/15	4,250.00	MW	OH	
AP00341890	29517	WEST LITE SUPPLY COMPANY INC	05/15/15	358.61	MW	OH	
AP00341891	50187	WILLDAN FINANCIAL SERVICES	05/15/15	4,930.00	MW	OH	
AP00341892	25139	WITMER PUBLIC SAFETY GROUP IN	05/15/15	93.90	MW	OH	
AP00341893	50454R	WOO, TRACY	05/15/15	500.00	MW	OH	
AP00341894	18388JPA	WOODSIDE FIRE PROTECTION DIST	05/15/15	10,943.00	MW	OH	
AP00341895	50455R	WU, DAWEI	05/15/15	839.30	MW	OH	
AP00341896	34537	YAMAMURA, JAIME	05/15/15	224.00	MW	OH	
AP00341897	47293A	YELLOW CAB BAY CITY	05/15/15	3,151.45	MW	OH	
AP00341898	50357R	YOUNG, CADEN	05/15/15	371.00	MW	OH	
AP00341899	44591	YUCKOS INC	05/15/15	492.00	MW	OH	
AP00341900	50436R	YUEN, ANGELA	05/15/15	33.00	MW	OH	
AP00341901	43523	YUNG, ESTHER	05/15/15	69.00	MW	OH	
AP00341902	50231	ZERVAN, ANDREJ	05/15/15	352.50	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
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		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		3,861,715.45		Number of Checks Processed:		400
		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		3,861,715.45				

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00341903	43757	100 CLUB OF SAN MATEO COUNTY	05/29/15	150.00	MW	OH	
AP00341904	37818	A & S SOUTHWOOD UPHOLSTERY IN	05/29/15	913.88	MW	OH	
AP00341905	46794	ABETTERSOURCE	05/29/15	5,796.18	MW	OH	
AP00341906	50464R	ACCEL AIR SYSTEMS INC	05/29/15	8,975.00	MW	OH	
AP00341907	45730	ACCESS COMMUNICATIONS INC	05/29/15	4,206.88	MW	OH	
AP00341908	15222	ACTION SPORTS	05/29/15	2,995.61	MW	OH	
AP00341909	1514	ADAM HILL COMPANY, THE	05/29/15	61.53	MW	OH	
AP00341910	5034	ADAMSON POLICE PRODUCTS	05/29/15	1,677.48	MW	OH	
AP00341911	15226	AFSCME LOCAL 919	05/29/15	4,272.02	MW	OH	
AP00341912	29880	AIRGAS USA LLC	05/29/15	45.45	MW	OH	
AP00341913	14004	ALERT PEST CONTROL COMPANY IN	05/29/15	2,001.00	MW	OH	
AP00341914	1025	ALHAMBRA AND SIERRA SPRINGS	05/29/15	137.19	MW	OH	
AP00341915	49642	ALL CITY MANAGEMENT SERVICES	05/29/15	7,880.04	MW	OH	
AP00341916	37095	ALL INDUSTRIAL ELECTRIC SUPPL	05/29/15	3,868.70	MW	OH	
AP00341917	18401	ALLIED ELECTRONICS INC	05/29/15	217.82	MW	OH	
AP00341918	37116	ALPHA ANALYTICAL LABORATORIES	05/29/15	1,602.25	MW	OH	
AP00341919	2083	AMERICA COPY & PRINTING CO	05/29/15	539.55	MW	OH	
AP00341920	50190	AMERICAN BUILDERS	05/29/15	8,730.00	MW	OH	
AP00341921	45439JREN	AMERICAN MEDICAL RESPONSE	05/29/15	1,021.00	MW	OH	
AP00341922	27427	AMERICAN TEXTILE & SUPPLY INC	05/29/15	154.51	MW	OH	
AP00341923	14988	AMERICAN TOWER CORPORATION	05/29/15	6,366.37	MW	OH	
AP00341924	42310	AMERINATIONAL COMMUNITY SERVI	05/29/15	283.75	MW	OH	
AP00341925	35696	AMERIPRIDE SERVICES INC	05/29/15	1,091.53	MW	OH	
AP00341926	8426	ARROWHEAD	05/29/15	107.78	MW	OH	
AP00341927	22551	ASBURY ENVIRONMENTAL SVCS INC	05/29/15	70.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00341928	45686	ASTOUND BROADBAND	05/29/15	69.95	MW	OH	
AP00341929	32577	AT&T	05/29/15	11,407.42	MW	OH	
AP00341930	45508JPA	AT&T	05/29/15	141.54	MW	OH	
AP00341931	47392R	AT&T	05/29/15	42,545.00	MW	OH	
AP00341932	50459	AUTOMOTIVE EQUIPMENT	05/29/15	387.80	MW	OH	
AP00341933	24534A	AVELAR, TERESA	05/29/15	227.66	MW	OH	
AP00341934	12841	AVERA, PATRICK	05/29/15	102.00	MW	OH	
AP00341935	1232	BAKER & TAYLOR COMPANY INC	05/29/15	12,302.67	MW	OH	
AP00341936	19028	BAKER & TAYLOR ENTERTAINMENT	05/29/15	81.70	MW	OH	
AP00341937	2495	BARKER BLUE DIGITAL IMAGING	05/29/15	805.55	MW	OH	
AP00341938	46216A	BAY AREA NEWS GROUP	05/29/15	5,633.22	MW	OH	
AP00341939	8796	BAY CITY BOILER & ENGINEERING	05/29/15	582.63	MW	OH	
AP00341940	50465R	BEST CONSTRUCTION COMPANY	05/29/15	1,133.55	MW	OH	
AP00341941	46416R	BEST ROOF CONSTRUCTION	05/29/15	275.00	MW	OH	
AP00341942	50466	BINGO SCHMINGO MUSIC PRODUCTI	05/29/15	325.00	MW	OH	
AP00341943	19200	BIRITE FOODSERVICE DISTRIBUTO	05/29/15	6,113.02	MW	OH	
AP00341944	33239	BOUND TREE MEDICAL LLC	05/29/15	634.37	MW	OH	
AP00341945	50467	BPS TACTICAL INC	05/29/15	390.05	MW	OH	
AP00341946	21300	BRISBANE RECYCLING CO INC	05/29/15	900.00	MW	OH	
AP00341947	3349	BROADMOOR LANDSCAPE SUPPLY	05/29/15	112.25	MW	OH	
AP00341948	G-ASUNCION	BRONTISKY, TRUSTEE MARTHA G	05/29/15	125.00	MW	OH	
AP00341949	3064	BROWN & CALDWELL INC	05/29/15	25,604.25	MW	OH	
AP00341950	44468	BUDGET CONFERENCING INC	05/29/15	150.10	MW	OH	
AP00341951	34151	BUSINESS CARD	05/29/15	4.84	MW	OH	
AP00341952	46443	BUTCHER, JOANNE	05/29/15	592.80	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
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AP00341953	17997	C.L.E.A.	05/29/15	2,474.50	MW	OH	
AP00341954	33981	CAGWIN & DORWARD	05/29/15	298.00	MW	OH	
AP00341955	9834	CALIFORNIA CLASSIC VANS INC	05/29/15	97.01	MW	OH	
AP00341956	41593A	CALPERS FISCAL SERVICES DIVIS	05/29/15	10,448.00	MW	OH	
AP00341957	17888	CARL WARREN & COMPANY INC	05/29/15	1,439.20	MW	OH	
AP00341958	40257R	CARUZOS ROOFING COMPANY	05/29/15	275.00	MW	OH	
AP00341959	21252	CC AND SONS JANITORIAL SERVIC	05/29/15	2,834.00	MW	OH	
AP00341960	20216	CCH INCORPORATED	05/29/15	105.41	MW	OH	
AP00341961	28636	CDW GOVERNMENT INC	05/29/15	3,158.15	MW	OH	
AP00341962	42277	CEL ANALYTICAL INC	05/29/15	712.00	MW	OH	
AP00341963	24769	CENTER POINT LARGE PRINT	05/29/15	43.49	MW	OH	
AP00341964	31956	CENTRAL VALLEY BUSINESS FORMS	05/29/15	1,510.84	MW	OH	
AP00341965	30689	CENTRISYS CORPORATION	05/29/15	16,350.00	MW	OH	
AP00341966	50468R	CHAN, TONY	05/29/15	1,175.00	MW	OH	
AP00341967	48727	CINTAS CORPORATION	05/29/15	38.59	MW	OH	
AP00341968	3678	CINTAS CORPORATION #464	05/29/15	10,876.05	MW	OH	
AP00341969	48345A	CIT	05/29/15	628.10	MW	OH	
AP00341970	13126	CITY OF BRISBANE	05/29/15	333.33	MW	OH	
AP00341971	28209JPA	CITY OF BURLINGAME	05/29/15	63.07	MW	OH	
AP00341972	25602	CITY OF DALY CITY	05/29/15	1,933.20	MW	OH	
AP00341973	28211	CITY OF PACIFICA	05/29/15	1,000.00	MW	OH	
AP00341974	50460	CITY OF SAN BRUNO	05/29/15	135.00	MW	OH	
AP00341975	5692	CITY OF SOUTH SAN FRANCISCO	05/29/15	205,031.86	MW	OH	
AP00341976	6120	CITY OVERHEAD DOORS INC	05/29/15	65.00	MW	OH	
AP00341977	24868	CLARK SECURITY PRODUCTS INC	05/29/15	2,654.46	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00341978	50254R	COLMA FIRE PROTECTION DISTRIC	05/29/15	333.33	MW	OH	
AP00341979	34153	COMCAST	05/29/15	16.08	MW	OH	
AP00341980	47243	COMCAST	05/29/15	136.00	MW	OH	
AP00341981	48294	COMCAST	05/29/15	118.85	MW	OH	
AP00341982	48517	COMCAST	05/29/15	220.24	MW	OH	
AP00341983	48645	COMCAST	05/29/15	65.89	MW	OH	
AP00341984	49055	COMCAST	05/29/15	132.10	MW	OH	
AP00341985	12578	COMPLETE LINEN SERVICE INC	05/29/15	56.74	MW	OH	
AP00341986	30109	CORELOGIC SOLUTIONS LLC	05/29/15	300.00	MW	OH	
AP00341987	14930	COUNTY OF SAN MATEO	05/29/15	5,804.33	MW	OH	
AP00341988	43157JPA	COUNTY OF SAN MATEO	05/29/15	1,144.20	MW	OH	
AP00341989	24777	COUNTY OF SAN MATEO AIRPORT C	05/29/15	750.00	MW	OH	
AP00341990	44825	COURTESY TOW	05/29/15	350.00	MW	OH	
AP00341991	42324	CRIME SCENE CLEANERS INC	05/29/15	230.00	MW	OH	
AP00341992	48323	CRYSTAL CREAMERY	05/29/15	723.90	MW	OH	
AP00341993	28906	CSG CONSULTANTS INC	05/29/15	22,876.48	MW	OH	
AP00341994	19907	CWEA-TCP	05/29/15	79.00	MW	OH	
AP00341995	1042	D C LOCK & SECURITY SERVICE	05/29/15	11.56	MW	OH	
AP00341996	1836	DAILY JOURNAL CORPORATION	05/29/15	1,272.00	MW	OH	
AP00341997	1414	DALY CITY CENTRAL CASHIER	05/29/15	988.43	MW	OH	
AP00341998	2285	DALY CITY COLMA CHAMBER OF CO	05/29/15	4,102.42	MW	OH	
AP00341999	1937	DALY CITY FIREFIGHTERS UNION	05/29/15	7,299.50	MW	OH	
AP00342000	30935	DALY CITY POLICE OFFICERS BEN	05/29/15	504.00	MW	OH	
AP00342001	9290	DALY CITY POLICE OFFICERS ASS	05/29/15	11,893.82	MW	OH	
AP00342002	9290	DALY CITY POLICE OFFICERS ASS	05/29/15	206.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
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AP00342003	36807	DALY CITY TEST ONLY	05/29/15	80.00	MW	OH	
AP00342004	32706	DALY CITY YOUTH HEALTH CENTER	05/29/15	2,399.64	MW	OH	
AP00342005	16137	DENCO SALES COMPANY INC	05/29/15	294.60	MW	OH	
AP00342006	25597	DEPARTMENT OF CONSUMER AFFAIR	05/29/15	230.00	MW	OH	
AP00342007	38866R	DEXTER, BRADLEY	05/29/15	120.00	MW	OH	
AP00342008	42371	DIAL GLASS AND WINDOW COMPANY	05/29/15	2,776.00	MW	OH	
AP00342009	26138R	DISCOUNT PLUMBING & HEATING I	05/29/15	2,000.00	MW	OH	
AP00342010	30629LAW	DOWNEY BRAND ATTORNEYS LLP	05/29/15	26,490.62	MW	OH	
AP00342011	36682	DU ALL SAFETY LLC	05/29/15	1,250.00	MW	OH	
AP00342012	49530	E M HUNDLEY HARDWARE CO	05/29/15	135.83	MW	OH	
AP00342013	50469R	EAKLE, BRIAN	05/29/15	1,394.33	MW	OH	
AP00342014	40611	ECMS INC	05/29/15	106.28	MW	OH	
AP00342015	40007	EMLAB P&K LLC	05/29/15	621.60	MW	OH	
AP00342016	7685	ENTENMANN ROVIN COMPANY	05/29/15	1,288.30	MW	OH	
AP00342017	44735	ENVIRONMENTAL EXPRESS INC	05/29/15	1,690.62	MW	OH	
AP00342018	3786	ENVIRONMENTAL RESOURCE ASSOCI	05/29/15	570.82	MW	OH	
AP00342019	1049	EQUIFAX INFORMATION SVCS LLC	05/29/15	67.02	MW	OH	
AP00342020	10571	EVOQUA WATER TECHNOLOGIES LLC	05/29/15	495.60	MW	OH	
AP00342021	26327	EWING IRRIGATION PRODUCTS INC	05/29/15	207.66	MW	OH	
AP00342022	42544	FARMER BROTHERS COFFEE	05/29/15	705.88	MW	OH	
AP00342023	36077	FASTENAL COMPANY	05/29/15	563.43	MW	OH	
AP00342024	1383	FEDEX	05/29/15	115.54	MW	OH	
AP00342025	23612A	FIRST NATIONAL BANK OF NO CA	05/29/15	395.86	MW	OH	
AP00342026	14391	FLOWERS ELECTRIC AND SRVC INC	05/29/15	1,639.24	MW	OH	
AP00342027	G-CALLES	FRANCHISE TAX BOARD	05/29/15	75.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
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AP00342028	G-HEADMAN1	FRANCHISE TAX BOARD	05/29/15	100.00	MW	OH	
AP00342029	46892	FRED PINSOCKET PRODUCTIONS	05/29/15	300.00	MW	OH	
AP00342030	32959	G & E ENGINEERING SYSTEM INC	05/29/15	16,205.68	MW	OH	
AP00342031	23110	GADDIS INCORPORATED	05/29/15	3,234.22	MW	OH	
AP00342032	48009	GALE CENGAGE LEARNING	05/29/15	205.94	MW	OH	
AP00342033	20221	GAMETIME	05/29/15	3,884.51	MW	OH	
AP00342034	46756R	GARCIA, JOSE	05/29/15	114.60	MW	OH	
AP00342035	49776	GLENN, CRYSTAL	05/29/15	90.00	MW	OH	
AP00342036	36353	GOLDEN GATE BRIDGE TOLL	05/29/15	25.00	MW	OH	
AP00342037	36227	GOLDEN GATE TRUCK CENTER	05/29/15	1,738.06	MW	OH	
AP00342038	34864	GOLDEN STATE FLOW MEASUREMENT	05/29/15	27,218.37	MW	OH	
AP00342039	50461R	GOOCH, BIANCA	05/29/15	250.00	MW	OH	
AP00342040	30509	GOODYEAR COMMERCIAL TIRE & SE	05/29/15	1,334.79	MW	OH	
AP00342041	27059	GOOMBAH'S EMBROIDERY	05/29/15	1,124.34	MW	OH	
AP00342042	31925	GOVCONNECTION INC	05/29/15	2,710.90	MW	OH	
AP00342043	18532	GOW SUPPLY COMPANY INC	05/29/15	42.33	MW	OH	
AP00342044	1754	GRAINGER INC	05/29/15	485.31	MW	OH	
AP00342045	1571	GRANITE ROCK COMPANY	05/29/15	3,376.48	MW	OH	
AP00342046	2223	HACH COMPANY	05/29/15	5,343.55	MW	OH	
AP00342047	49558RA	HADDEN, CHERYL	05/29/15	9.90	MW	OH	
AP00342048	50087	HANNA INSTRUMENTS USA	05/29/15	185.66	MW	OH	
AP00342049	3702	HARRINGTON INDUSTRIAL PLASTIC	05/29/15	52.05	MW	OH	
AP00342050	2810	HARRIS AND ASSOCIATES INC.	05/29/15	39,937.50	MW	OH	
AP00342051	49850	HELLO HOUSING	05/29/15	3,500.00	MW	OH	
AP00342052	40302R	HERNANDEZ ROOFING COMPANY	05/29/15	275.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
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AP00342053	26844	HOPKINS TECHNICAL PRODUCTS IN	05/29/15	3,507.60	MW	OH		
AP00342054	32353	HOUSING LEADERSHIP COUNCIL	05/29/15	30.00	MW	OH		
AP00342055	50470R	HUANG ZHOU, MAGGIE	05/29/15	1,182.53	MW	OH		
AP00342056	41818	HUNTINGTON COURT REPORTERS	05/29/15	55.68	MW	OH		
AP00342057	50471R	HUTCHINS, WARREN	05/29/15	500.00	MW	OH		
AP00342058	28121	HYDROFOCUS INC	05/29/15	8,748.50	MW	OH		
AP00342059	29379R	IDEAL CARPENTRY	05/29/15	2,375.00	MW	OH		
AP00342060	48933	INFOSEND INC	05/29/15	6,477.27	MW	OH		
AP00342061	2411	INTERSTATE TRAFFIC CONTROL PR	05/29/15	739.41	MW	OH		
AP00342062	50472R	JACK YIM CONSTRUCTION	05/29/15	455.00	MW	OH		
AP00342063	24233	JACOBS ASSOCIATES	05/29/15	113,141.23	MW	OH		
AP00342064	42008RA	JAVIER, GINA	05/29/15	248.60	MW	OH		
AP00342065	38222	JOANNE BOND COACHING	05/29/15	1,125.00	MW	OH		
AP00342066	50473	JUNGLE JAMES ANIMAL ADVENTURE	05/29/15	450.00	MW	OH		
AP00342067	11281	JWC ENVIRONMENTAL LLC	05/29/15	7,340.96	MW	OH		
AP00342068	10255MED	KAISER FOUNDATION HEALTH PLAN	05/29/15	2,681.00	MW	OH		
AP00342069	50488RA	KARPURAM, VENKAT	05/29/15	500.00	MW	OH		
AP00342070	48254A	KBA DOCUSYS INC	05/29/15	686.07	MW	OH		
AP00342071	47596R	LANDMARK CONSTRUCTION COMPANY	05/29/15	275.00	MW	OH		
AP00342072	48008LAW	LAW OFFICES OF BURKE WILLIAMS	05/29/15	6,226.00	MW	OH		
AP00342073	8614	LC ACTION POLICE SUPPLY LTD	05/29/15	2,259.05	MW	OH		
AP00342074	50462R	LEE, LANA	05/29/15	10.00	MW	OH		
AP00342075	33497	LEGACY MECHANICAL & ENERGY SE	05/29/15	7,883.96	MW	OH		
AP00342076	29200	LEGAL SHIELD	05/29/15	600.18	MW	OH		
AP00342077	30726	LEHR AUTO ELECTRIC	05/29/15	232.72	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel	To Note
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AP00342078	12906LAW	LIEBERT CASSIDY WHITMORE	05/29/15	6,156.50	MW	OH		
AP00342079	50474R	LINARES, JOSE O	05/29/15	400.00	MW	OH		
AP00342080	23247R	LOPEZ, NESTOR R	05/29/15	250.00	MW	OH		
AP00342081	29332	LORAL LANDSCAPING	05/29/15	7,139.00	MW	OH		
AP00342082	49874	LOU'S GLOVES INC	05/29/15	336.00	MW	OH		
AP00342083	50405	LUSK, TAYLOR	05/29/15	127.50	MW	OH		
AP00342084	50475	MACKE WATER SYSTEMS	05/29/15	40.80	MW	OH		
AP00342085	36826	MANCO	05/29/15	2,464.62	MW	OH		
AP00342086	14277	MAZE & ASSOCIATES INC	05/29/15	1,099.00	MW	OH		
AP00342087	40457R	MCCURDY ROOFING	05/29/15	275.00	MW	OH		
AP00342088	36891	MEDTOX LABORATORIES INC	05/29/15	814.39	MW	OH		
AP00342089	50476R	MEIER & SONS ROOFING	05/29/15	275.00	MW	OH		
AP00342090	49066	MEJIA, OLGA	05/29/15	928.00	MW	OH		
AP00342091	48916R	MESOGA, JEANETTE	05/29/15	250.00	MW	OH		
AP00342092	23949	METRO MOBILE COMMUNICATIONS	05/29/15	3,045.85	MW	OH		
AP00342093	26465	MID PENINSULA BOYS & GIRLS CL	05/29/15	14,583.33	MW	OH		
AP00342094	24775	MISSION VALLEY FORD TRUCK	05/29/15	118.27	MW	OH		
AP00342095	48662	MODULAR SPACE CORPORATION	05/29/15	687.96	MW	OH		
AP00342096	43837R	MODULE CONSTRUCTION INC	05/29/15	4,444.95	MW	OH		
AP00342097	50458	MODULE CONSTRUCTION INC	05/29/15	1,250.00	MW	OH		
AP00342098	37665R	MONTEMAYOR, RICHARD	05/29/15	380.20	MW	OH		
AP00342099	50421	MP WESTLAKE ASSOCIATES LP	05/29/15	321,992.99	MW	OH		
AP00342100	46655	MSC INDUSTRIAL SUPPLY CO	05/29/15	984.11	MW	OH		
AP00342101	28919	MUNISERVICES LLC	05/29/15	1,250.00	MW	OH		
AP00342102	7855	NATIONAL SAFETY COUNCIL	05/29/15	244.00	MW	OH		

City of Daly City
THU, MAY 28, 2015,

05/28/15

O H C H E C K R E G I S T E R

CHECK REGISTER

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Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00342103	41244	NETWORK INNOVATIONS US INC	05/29/15	1,134.41	MW	OH	
AP00342104	45221R	NEW HIGH PROTECTION INC	05/29/15	275.00	MW	OH	
AP00342105	46852	NEWEGG BUSINESS INC	05/29/15	84.85	MW	OH	
AP00342106	49974	NGLIC	05/29/15	185.13	MW	OH	
AP00342107	47093	O'REILLY AUTOMOTIVE INC	05/29/15	76.59	MW	OH	
AP00342108	40765RJPA	ODLE, JOHN	05/29/15	166.12	MW	OH	
AP00342109	42500	OFFICE DEPOT	05/29/15	2,570.41	MW	OH	
AP00342110	6638A	OFFICE DEPOT CREDIT PLAN	05/29/15	151.22	MW	OH	
AP00342111	1055	OFFICE DEPOT INC	05/29/15	216.13	MW	OH	
AP00342112	42965	OWEN EQUIPMENT SALES	05/29/15	381.50	MW	OH	
AP00342113	42838	PACE SUPPLY CORP	05/29/15	1,049.93	MW	OH	
AP00342114	32927	PACIFIC FIRE SAFE FIRE EXTING	05/29/15	168.60	MW	OH	
AP00342115	1216	PACIFIC GAS & ELECTRIC	05/29/15	41,137.55	MW	OH	
AP00342116	29252	PACIFIC PRODUCE INC	05/29/15	708.95	MW	OH	
AP00342117	50477R	PAMINIANO, ARNEL	05/29/15	400.00	MW	OH	
AP00342118	48509A	PANDORA MEDIA INC	05/29/15	4,291.88	MW	OH	
AP00342119	25031R	PARDILLA, EMERENCIANA	05/29/15	1,175.00	MW	OH	
AP00342120	50487RA	PARTHASARATHY, SHOBA KIDAMBI	05/29/15	60.00	MW	OH	
AP00342121	35859A	PCAM LLC	05/29/15	165,563.05	MW	OH	
AP00342122	26120	PENGUIN RANDOM HOUSE INC	05/29/15	53.14	MW	OH	
AP00342123	36454A	PENINSULA CORRIDOR JOINT POWE	05/29/15	2,764.48	MW	OH	
AP00342124	48738	PENINSULA CORRIDOR JOINT POWE	05/29/15	13,179.97	MW	OH	
AP00342125	1936	PENINSULA PEACE OFFICERS ASSO	05/29/15	529.20	MW	OH	
AP00342126	29738	PENINSULA UNIFORMS & EQUIPMEN	05/29/15	2,535.42	MW	OH	
AP00342127	44334A	PENINSULA YELLOW CAB	05/29/15	587.70	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00342128	42130	PERFORMANCE TOW	05/29/15	60.00	MW	OH	
AP00342129	19678	PERS LONG TERM CARE PROGRAM	05/29/15	949.42	MW	OH	
AP00342130	49068	PINEDA, IRMA	05/29/15	54.00	MW	OH	
AP00342131	49027	PLACEWORKS INC	05/29/15	2,988.60	MW	OH	
AP00342132	48796	PMC	05/29/15	5,577.50	MW	OH	
AP00342133	36106	POLYDYNE INC	05/29/15	17,145.70	MW	OH	
AP00342134	14431	PRAXAIR INC	05/29/15	7,368.23	MW	OH	
AP00342135	38868A	PRECISE PRINTING & MAILING	05/29/15	5,534.63	MW	OH	
AP00342136	39099R	PRESTON, CLYDE	05/29/15	620.00	MW	OH	
AP00342137	1115	R & B COMPANY	05/29/15	14,083.14	MW	OH	
AP00342138	27398	R & S ERECTION NORTH PENINSUL	05/29/15	487.00	MW	OH	
AP00342139	27152R	RAMIREZ ROOFING	05/29/15	275.00	MW	OH	
AP00342140	48668JPA	RAVNTECH CORPORATION	05/29/15	1,451.62	MW	OH	
AP00342141	2439	RECORDED BOOKS INC	05/29/15	485.24	MW	OH	
AP00342142	1687	RED WING SHOE STORE	05/29/15	791.25	MW	OH	
AP00342143	41528	REDFLEX TRAFFIC SYSTEMS INC	05/29/15	22,080.00	MW	OH	
AP00342144	14608	REEVES COMPANY INC	05/29/15	28.55	MW	OH	
AP00342145	15337	RELIABLE OFFICE SUPPLIES	05/29/15	430.70	MW	OH	
AP00342146	47319A	RHINO NETWORK SOLUTIONS	05/29/15	165.00	MW	OH	
AP00342147	50463R	RIVERO, RACHAEL	05/29/15	250.00	MW	OH	
AP00342148	49145	ROCKWELL SOLUTIONS INC	05/29/15	12,470.38	MW	OH	
AP00342149	50449	RODAS, CLAUDIA	05/29/15	188.00	MW	OH	
AP00342150	13761	ROSS RECREATION EQUIPMENT INC	05/29/15	1,124.38	MW	OH	
AP00342151	32440	RYDIN DECAL	05/29/15	1,489.73	MW	OH	
AP00342152	22771	S & S WORLDWIDE INC	05/29/15	245.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00342153	47199	S&H CONCRETE CONSTRUCTION	05/29/15	466.55	MW	OH	
AP00342154	9274	SAN FRANCISCO CHRONICLE	05/29/15	750.75	MW	OH	
AP00342155	34143A	SAN FRANCISCO MEDIA CO	05/29/15	444.48	MW	OH	
AP00342156	12544	SAN MATEO COUNTY CONTROLLERS	05/29/15	98,551.50	MW	OH	
AP00342157	18047	SAN MATEO COUNTY PUBLIC SAFET	05/29/15	440.45	MW	OH	
AP00342158	35246	SAN MATEO COUNTY SHERIFFS OFF	05/29/15	14,705.19	MW	OH	
AP00342159	G-ENRIQUEZ	SAN MATEO COUNTY SHERIFF	05/29/15	23.55	MW	OH	
AP00342160	41719	SATWORX	05/29/15	512.11	MW	OH	
AP00342161	49441	SC FUELS	05/29/15	24,915.46	MW	OH	
AP00342162	33835	SCHOLASTIC LIBRARY PUBLISHING	05/29/15	3,346.00	MW	OH	
AP00342163	50478	SCHOOL OUTFITTERS	05/29/15	979.02	MW	OH	
AP00342164	37749	SEALIFE AQUARIUM MAINTENANCE	05/29/15	279.24	MW	OH	
AP00342165	34330	SEQUEIRA, LIONEL	05/29/15	125.00	MW	OH	
AP00342166	1111	SF - WATER	05/29/15	570,168.71	MW	OH	
AP00342167	42904R	SHEEDY DRAYAGE COMPANY	05/29/15	500.00	MW	OH	
AP00342168	26781	SHIOSAKA, THOMAS	05/29/15	70.00	MW	OH	
AP00342169	23742	SHOE DEPOT INC	05/29/15	399.10	MW	OH	
AP00342170	49660A	SHRED IT USA SAN FRANCISCO	05/29/15	75.00	MW	OH	
AP00342171	49695	SHRED IT USA SAN FRANCISCO	05/29/15	81.24	MW	OH	
AP00342172	28917	SIERRA CHEMICAL COMPANY	05/29/15	1,032.37	MW	OH	
AP00342173	50486RA	SINGH, MANDEEP	05/29/15	88.00	MW	OH	
AP00342174	10751	SKILLPATH INC	05/29/15	199.00	MW	OH	
AP00342175	50479R	SKYY BUILDERS	05/29/15	1,604.22	MW	OH	
AP00342176	49892	SOUTHWEST CONST & PROPERTY MN	05/29/15	157,604.78	MW	OH	
AP00342177	20534	ST FRANCIS ELECTRIC INC	05/29/15	560.00	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00342178	37940	STANDARD PLUMBING SUPPLY CO	05/29/15	692.42	MW	OH		
AP00342179	36510	STANTEC CONSULTING INC	05/29/15	10,564.61	MW	OH		
AP00342180	30131A	STAPLES CREDIT PLAN	05/29/15	244.80	MW	OH		
AP00342181	47389	STARVISTA	05/29/15	14,717.00	MW	OH		
AP00342182	3613	STATIONARY ENGINEERS LOCAL 39	05/29/15	1,363.16	MW	OH		
AP00342183	40900	STEVENS BAY AREA DIESEL SERVI	05/29/15	2,492.80	MW	OH		
AP00342184	50360	SUPPLYWORKS	05/29/15	6,403.46	MW	OH		
AP00342185	50480R	SURTEC CONSTRUCTION	05/29/15	575.00	MW	OH		
AP00342186	26055R	SVOBODA, PATRICK	05/29/15	115.00	MW	OH		
AP00342187	29237	SYNAGRO WEST LLC	05/29/15	19,998.92	MW	OH		
AP00342188	48343	SYSTEMS & SPACE INC	05/29/15	9,569.21	MW	OH		
AP00342189	45319	T MOBILE USA	05/29/15	525.00	MW	OH		
AP00342190	50481R	TAN, CHUNNA	05/29/15	1,475.00	MW	OH		
AP00342191	42193R	TD ROOFING INC	05/29/15	275.00	MW	OH		
AP00342192	2798	TEAMSTERS LOCAL 856	05/29/15	4,522.00	MW	OH		
AP00342193	20485	TECHNOLOGY ENGINEERING & CONS	05/29/15	143,905.74	MW	OH		
AP00342194	50482R	TEJADA, ROBERT	05/29/15	1,625.00	MW	OH		
AP00342195	46855	TELE WORKS INC	05/29/15	27,468.00	MW	OH		
AP00342196	13852	TELECOMMUNICATIONS ENGINEERIN	05/29/15	4,814.00	MW	OH		
AP00342197	18381	TENNANT SALES AND SERVICE CO	05/29/15	246.77	MW	OH		
AP00342198	1201	THOMSON REUTERS WEST	05/29/15	1,851.29	MW	OH		
AP00342199	15663	TRIMARK ECONOMY RESTAURANT FI	05/29/15	3,198.41	MW	OH		
AP00342200	47891	TRUSSELL TECHNOLOGIES INC	05/29/15	16,435.48	MW	OH		
AP00342201	29829	TSAI FONG BOOKS INC	05/29/15	344.08	MW	OH		
AP00342202	4675	TURF & INDUSTRIAL EQUIPMENT C	05/29/15	139.35	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
=====	=====	=====	=====	=====	=====	=====	=====
AP00342203	25311	TYCO INTEGRATED SECURITY LLC	05/29/15	321.54	MW	OH	
AP00342204	47572	TYLER TECHNOLOGIES INC	05/29/15	4,213.50	MW	OH	
AP00342205	50483R	UGALDE, MARISELA	05/29/15	150.00	MW	OH	
AP00342206	3376	UNISOURCE WORLDWIDE INC	05/29/15	1,566.53	MW	OH	
AP00342207	31745	UNITED SITE SERVICES OF CALIF	05/29/15	597.73	MW	OH	
AP00342208	46654	UNITED STATES PLASTIC CORP	05/29/15	284.12	MW	OH	
AP00342209	1110	UNITED STATES POSTAL SERVICE	05/29/15	10,000.00	MW	OH	
AP00342210	1110	UNITED STATES POSTAL SERVICE	05/29/15	220.00	MW	OH	
AP00342211	1110	UNITED STATES POSTAL SERVICE	05/29/15	220.00	MW	OH	
AP00342212	50490	UNITEDHEALTHCARE INSURANCE CO	05/29/15	483.27	MW	OH	
AP00342213	32209	UNIVAR USA INC	05/29/15	2,052.03	MW	OH	
AP00342214	3904	UPS	05/29/15	31.19	MW	OH	
AP00342215	7873	URBAN FARMER STORE, THE	05/29/15	192.34	MW	OH	
AP00342216	G-HEADMAN2	US DEPARTMENT OF EDUCATION	05/29/15	35.39	MW	OH	
AP00342217	46998	UTILITY TELEPHONE INC	05/29/15	2,451.11	MW	OH	
AP00342218	30602	VANGUARD CLEANING SYSTEMS INC	05/29/15	2,125.00	MW	OH	
AP00342219	1579	VWR INTERNATIONAL LLC	05/29/15	1,383.94	MW	OH	
AP00342220	50485	WAVE	05/29/15	1,200.00	MW	OH	
AP00342221	49085	WEST COAST ARBORISTS INC	05/29/15	1,950.00	MW	OH	
AP00342222	29517	WEST LITE SUPPLY COMPANY INC	05/29/15	368.97	MW	OH	
AP00342223	1095	WESTLAKE TOUCHLESS CAR WASH &	05/29/15	415.55	MW	OH	
AP00342224	48585R	WHISTLE PLUMBING	05/29/15	2,000.00	MW	OH	
AP00342225	41461	WHITE, GLADYS PEBBLES	05/29/15	465.00	MW	OH	
AP00342226	27949	WORTHINGTON DIRECT INC	05/29/15	4,600.30	MW	OH	
AP00342227	34537	YAMAMURA, JAIME	05/29/15	143.50	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
AP00342228	47293A	YELLOW CAB BAY CITY	05/29/15	3,759.51	MW	OH	
AP00342229	50484R	YERGLER CONSTRUCTION CO INC	05/29/15	1,000.00	MW	OH	
AP00342230	4510	ZAP MANUFACTURING INC	05/29/15	208.30	MW	OH	
AP00342231	1133	ZEP SALES AND SERVICE	05/29/15	504.99	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	2,722,049.64	Number of Checks Processed:	329
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	2,722,049.64		



City Council Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Amend Chapter 10.60 Load Limits of the Daly City Municipal Code.

Recommended Action

Conduct Public Hearing and introduce an ordinance to amend Daly City Municipal Code Chapter 10.60 regarding load limits on city streets.

Background

Daly City Municipal Code Chapter 10.60 restricts various heavy vehicles from traveling on select city streets and accessing the Cow Palace from certain intersections. This amendment changes the language in the chapter to restrict heavy vehicles from traveling on residential streets near the Cow Palace.

Discussion

The Cow Palace currently rents out space on their property to a rental car company. Vehicles are seen lined up on Martin Street trying to enter the back lot of the Cow Palace. Large trucks transporting multiple cars drive out from the back lot of the Cow Palace onto Martin Street and make a left-turn onto Schwerin Street and a right-turn onto Geneva Avenue in route to Highway 101. Schwerin Street is a residential street and was not designed to carry such heavy commercial vehicles on a regular recurring basis. The base material below residential streets is shallower than that on major streets. Carter Street and Martin Street are better roads for the heavy commercial vehicles since the pavement on these streets were recently upgraded. In addition, residential streets are narrower and are not wide enough for commercial trucks to safely turn at the intersections. The heavy commercial trucks also pose a safety hazard as Schwerin Street provides access to two schools. Staff received complaints from several residents concerned that the trucks coming down the hill nearly hit students crossing Schwerin Street. Whether true reports of “near misses” or simply embellishments by concerned parents, the fact remains that large trucks traveling downhill on Schwerin and Rio Verde Streets have a much longer stopping distance and can’t react as fast to potentially life threatening conflicts between vehicles and young children in large numbers near the school sites.

Staff is requesting a revision to The Daly City Municipal Code (DCMC) Chapter 10.60 to prohibit vehicles weighing over five gross tons from traveling on the residential streets near the Cow Palace, including Accacia Street, Oriente Street, Rio Verde Street, Schwerin Street, Ottilia Street and Partridge Street. Revision to this chapter will not prohibit commercial vehicles over five gross tons from using these streets for making pickups or delivery, such as a garbage truck or delivery van, to any building located on said streets.

Fiscal Impact

The only fiscal impact associated with this City Council action would be the cost to manufacture and install appropriate advisory signs in the neighborhood to advise truck drivers of this prohibited

activity. Funds necessary to manufacture and install these signs are available in the Public Works Department – Street Maintenance operating budget.

Summary/Conclusion

Staff recommends that the City Council introduce an ordinance to amend Chapter 10.60 – Load Limits of the Daly City Municipal Code.

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

Respectfully submitted,



Shirley Chan
Traffic Engineer



John L. Fuller
Director of Public Works

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY
AMENDING SECTION 10.60.010 OF THE MUNICIPAL CODE RE: LOAD LIMITS

The City Council of the City of Daly City, DOES ORDAIN as follows:

SECTION 1. Section 10.60.010 of the Municipal Code is hereby amended to read as follows:

10.60.1010 Five-gross-ton limit – Exception.

- A. Except as otherwise provided in this section, no vehicle in excess of five gross tons shall be driven upon any of the following named streets within the city:
1. Rio Verde Street from Martin Street to the city limits;
 2. Ottilia, Partridge, and Martin Streets from the point of intersection of such streets with Rio Verde Street to Schwerin Street;
 3. Schwerin Street from the point of intersection with Bay Ridge Drive to Geneva Avenue;
 4. On Hillside Boulevard from its point of intersection with Mission Street to the city limits;
 5. Accacia Street, Oriente Street and MacDonald Avenue entire length.
- B. This section shall have no application to any commercial vehicles coming from an unrestricted street having ingress and egress by direct route to and from a restricted street designated in this section when necessary for the purpose of making pickups or deliveries of goods, wares and merchandise from or to any building or structure located upon such restricted street, or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling or construction of any building or structure located upon such restricted street for which a building permit has previously been obtained.

SECTION 2. Environmental Determination.

The City Council of the City of Daly City finds and determines that the implementation of measures described in this Chapter is in furtherance police powers of the City of Daly City, and that these purposes are exempt from the provisions of the California Environmental Quality Act (CEQA); Chapter 3 (commencing with Section 21100) of Division 13 of the Public Resources Code, as provided in categorical exemption Classes 1, 4, 5, 7, 8, 9, and or 21 of the CEQA Guidelines (Title 14, *California Code of Regulations*, Sections 15301-15329).

SECTION 3. Effective Date and Publication: This Ordinance shall be in full force and effect thirty (30) days from and after its passage. This Ordinance shall be published according to law.

SECTION 4. Severability: If any section, subsection or sentence of this Ordinance is found by a court of competent jurisdiction to be invalid or unlawful, the City Council finds and declares that the remainder of this ordinance would be and is enforceable and would have been adopted notwithstanding the finding of invalidity as to any section, subsection or sentence.

Introduced this _____ day of _____, 2015.

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 _____, 2015, 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



City Council Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Amend Chapter 6.32-Animals, Prohibitions and Nuisances of the Daly City Municipal Code.

Recommended Action

Conduct Public Hearing and introduce an ordinance to amend Daly City Municipal Code Chapter 6.32 – Animals, Prohibitions and Nuisances.

Background/Discussion

As a result of citizen complaints and suggestions/requests of the Police Department, the Public Works Department has been planning to install new signs in all Daly City public parks. These new signs were required so that the Police Department could effectively enforce the newly adopted smoking ban in public parks. In an effort to eliminate any discrepancy in the current text of the Daly City Municipal Code (DCMC) and allow the installation of a single comprehensive park regulations sign, Public Works Staff has been carefully reviewing the current Municipal Code and has found the need to make certain changes. Title 6, Chapter 6.32 regarding animals, prohibitions and nuisances has not been updated for many years or even decades. In the current Municipal Code, it's unclear whether dogs and other animals are allowed in City parks or any other City-owned facility. It is also unclear on whether dogs are allowed to be off-leash or if they need to be restrained using a leash, a harness, a chain or other device.

The DCMC changes proposed include allowing dogs at City parks as long as they are restricted by a leash that is no longer than 6 feet. The new changes also include the number of dogs a single person is allowed to have at any one time on City property. The owner or possessor of the animal must have control and be able to restrain the animal at all times. The code also makes it clear that a professional dog walker cannot walk more than 2 dogs at a time and that a business license is required. Dogs will be allowed to be off-leash only at designated areas. At this time, only the parks at Mission Hills and Palisades have been designated as being “dog parks” where dogs can freely run without being restrained by a leash or harness.

The Municipal Code does not address the issue of bird feeding on City property or any public right-of-way. Some residents have used City open lots, especially in areas close to the ocean, where birds have been fed. This creates a nuisance since there are many droppings and trash or left-overs that are not being picked up. This creates a public health issue. Residents can use private property for bird feeding, as long as they have permission from the property owner. However, they can only feed birds that are owned by that person and it doesn't attract other kinds of unwanted birds.

The proposed changes have been discussed and agreed upon by the Recreation Commission at two of their regular meetings.

Fiscal Impact

There is no fiscal impact associated with this City Council action. The new park signs were already planned and the cost to manufacture and install the signs is available in the Public Works – Maintenance Division annual operating budget

Summary/Conclusion

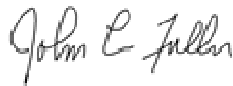
Staff recommends that the City Council introduce an ordinance to amend Chapter 6.32 – Animals, Prohibitions and Nuisances of the Daly City Municipal Code.

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

Respectfully submitted,



Sibely Calles
Management Analyst



John L. Fuller
Director of Public Works

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY
AMENDING CHAPTER 6.32 OF THE DALY CITY MUNICIPAL CODE RE: ANIMALS,
PROHIBITIONS AND NUISANCES

The City Council of the City of Daly City, DOES ORDAIN as follows:

SECTION 1. Chapter 6.32 is re-numbered to read as follows:

Chapter 6.32 PROHIBITIONS AND NUISANCES

- 6.32.010 Definitions**
- 6.32.020 Prohibited conduct**
- 6.32.030 Unlawful discharge of excreta**
- 6.32.040 Swine prohibited**
- 6.32.050 Nuisance – Declared**
- 6.32.060 Nuisance – Abatement**
- 6.32.070 Horses on public sidewalks**
- 6.32.080 Roosters prohibited**
- 6.32.090 Bird feeding prohibited.**

SECTION 2. Section 6.32.010 is hereby amended to read as follows:

6.32.010 Definitions.

For purposes of this chapter, the following terms have the meanings respectively ascribed to them in this section:

- A. “Feed” means any material, including but not limited to birdseed, bird feed, corn, bread pieces, food scraps, domestic animal food, or any similar substance that can be utilized for consumption by birds to provide nourishment.
- B. “To feed” means to spread, cast, lay, deposit, or dump feed.

SECTION 3. Section 6.32.020 is hereby amended to read as follows:

6.32.020 Prohibited conduct.

- A. No owner or possessor of any animal shall cause or permit it to be upon any public street, sidewalk, park, school ground, any public property, or upon any unenclosed premises in this jurisdiction unless the animal is properly licensed, if such licensing is necessary hereunder, and under the control of the owner by being saddled, harnessed, haltered, or leashed by a substantial chain, lead rope, or leash, which chain, lead rope, or leash shall be continuously held by some competent person capable of controlling such animal.
- B. Dogs must be restrained by a leash not exceeding six feet in length. Retractable leashes exceeding six feet in length may not be used in any city park, school ground, or other public property other than a designated off-leash area.

- C. Off-leash dogs are only allowed in designated areas.
- D. No owner or possessor of any animal shall cause or permit it to trespass upon any private property without the consent of the owner thereof, and to knowingly permit the animal to remain upon the property or to habitually continue to trespass thereon.
- E. No owner or possessor of any animal shall cause or permit it to such animal to habitually bark or meow or act in such a manner as to continuously disturb the peace of any citizen or to be a public nuisance.
- F. No owner or possessor of any animal shall cause or permit it to be without proper and adequate food, water, shelter, care and attention as described to in Section 597f of the Penal Code.
- G It is not permissible for any person to suffer or permit any chickens, geese, ducks, turkeys, pheasants, doves, pigeons, squabs or similar fowl, owned or controlled by such person, to run or fly at large or go upon the premises of any other person in the city.
- H. No owner or possessor of any animal shall display, sale or offer for sale, barter or give away of any baby chicks, ducklings or other fowl (excluding birds) as pets or novelties whether or not dyed, colored or otherwise artificially treated. This subsection shall not prohibit the display or sale of natural chicks, ducklings or other fowl (excluding birds) in proper facilities by dealers, hatcheries or stores engaged in the business of selling same to be raised for food purposes.
- I. Dogs are not permitted in any recreation facility, community center, library, park playgrounds, or on tennis courts, handball courts, synthetic turf fields, and basketball courts.
- J. No person, including professional dog walkers, shall walk more than 2 dogs at the same time. Professional dog walkers shall be required to obtain a Daly City business license
- K. Subsection (A) of this section shall not be applicable to cats.

SECTION 4. Section 6.32.090 is hereby added to read as follows:

6.32.090 Bird feeding prohibited.

- A. Except at feeding stations that are expressly authorized in writing by the city manager or designee, it is unlawful for any person to do the following on any city property or within city rights-of-way:
1. To feed any bird that is not legally owned by that person; or
 2. To place any feed of any kind that is intended for consumption by or to attract any bird of any kind that is not legally owned by that person.

B. It is unlawful for any person to do the following on any private property that is owned or controlled by another person without the express permission of that person:

1. To feed any bird that is not legally owned by that person; or
2. To place any feed of any kind that is intended for consumption by or to attract any bird of any kind that is not legally owned by that person.

SECTION 5. Environmental Determination. The City Council of the City of Daly City finds and determines that the implementation of measures described in this Chapter is in furtherance police powers of the City of Daly City, and that these purposes are exempt from the provisions of the California Environmental Quality Act (CEQA); Chapter 3 (commencing with Section 21100) of Division 13 of the Public Resources Code, as provided in categorical exemption Classes 1, 4, 5, 7, 8, 9, and or 21 of the CEQA Guidelines (Title 14, *California Code of Regulations*, Sections 15301-15329).

SECTION 6. Severability: If any section, subsection or sentence of this Ordinance is found by a court of competent jurisdiction to be invalid or unlawful, the City Council finds and declares that the remainder of this ordinance would be and is enforceable and would have been adopted notwithstanding the finding of invalidity as to any section, subsection or sentence.

SECTION 7. Effective Date and Publication: 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 become effective thirty (30) days from and after its adoption

Introduced this _____ day of _____, 2015.

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 _____, 2015, 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



City Council Meeting Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Precise Plan for Planned Development PD 10-13-7945 (PD-69), Design Review DR-10-13-7946, and Environmental Review CEQA-10-13-8022 (Serramonte Shopping Center Expansion Project)

Recommended Action

Approve the Precise Plan for Planned Development PD 10-13-7945 (PD-69) and Design Review DR-10-13-7946, and approve Environmental Review CEQA-10-13-8022, certifying the Environmental Impact Report (EIR) for the Serramonte Shopping Center Expansion Project.

Planning Commission Discussion

On June 2, 2015, the Planning Commission voted 5-0 to recommend approval of the proposed rezoning, design review, and EIR certification.

Planning discussion items are shown in bold italics.

Background

Constructed in 1968, Serramonte Shopping Center occupies an approximately 80-acre site bounded by Southgate Avenue to the north, I-280 to the east, Serramonte Boulevard to the south, and Callan Boulevard to the west (see Attachment A – Location Map). The shopping center currently accommodates four major retailers: Macy's, Target, JC Penney, and Dick's Sporting Goods. These major retailers form the perimeter of the center's principal building, with Macy's located on the north side, JC Penney on the east side, Target on the southern side, and Dick's Sporting Goods on the western side. All four stores are connected by an enclosed mall that is occupied by 90 retail stores and a food court. The center was most recently expanded in 2013 with the construction of the two-story, 82,000 square foot Dick's Sporting Goods store.

As part of a comprehensive review of the shopping center's expansion plans, the applicant and center owner, Daly City Serramonte Center, LLC, has requested rezoning the site from C-1 Light Commercial and C-2 Heavy Commercial to Planned Development zoning as a means to securing long-term land use allowances for the center, including provisions for increased building height where the current zoning allows a 36-foot height maximum. Similarly, the establishment of Planned Development zoning provides an opportunity for thorough environmental review and establishes known mitigation measures (e.g., off-site traffic improvements) that will occur through the expansion build-out, which is expected to take place over a ten-year period.

Project Description

At buildout, the project would add a maximum of 329,000 square feet of retail, entertainment, and restaurant space; a 65,000-square-foot medical building; and a 75,000-square-foot hotel (see Attachment B – Land Use Concept). Additionally, a 348,000-square foot above-ground parking garage with up to 1,080 parking spaces would be constructed on the northwestern side of the

shopping center when the existing parking fields on the property cannot support the City-mandated ratio of stalls to retail area. The applicant is also proposing to upgrade the main entry road off Serramonte Boulevard at Gellert Boulevard, and improve the property's loop road with enhanced landscaping, lighting, and directional signs.

At buildout, the shopping center would include several new tenants, such as an entertainment center and restaurant, additional retail stores, a 10-screen cinema complex, a medical center and a hotel. At buildout, the Project is expected to result in an increase of approximately 985 retail and restaurant employment opportunities and six mall management employees.

The following provides an overview of the project in greater detail, in the order that construction phases are currently expected to occur:

Entertainment center and restaurant. As part of the initial project phase, the applicant has proposed expanding the existing interior mall space adjacent to Target to the west and reconfiguring the area to accommodate a new two-story retail and restaurant building that would include a 46,000 square foot Dave and Buster's restaurant at the second floor and 27,600 square feet of ancillary ground level retail and restaurant use, for a total of 67,600 square feet. There would be 24,600 square feet of demolition to accommodate the reconfiguration, for a total of 43,000 new square feet. The SamTrans bus transfer station which presently exists to the northwest of Target would be relocated to the south, but remain in the same general area. The applicant has worked closely with SamTrans to assure that the design of the relocated facility will accommodate the bus load anticipated by SamTrans to adequately serve the shopping center with public transit. The design of the entertainment center and restaurant is described in greater detail in the Design Review section of this staff report. The City Council should be aware that the Dave and Buster's use will be subject to a separate forthcoming use permit application related to the specific operation of that tenant.

Southwest quadrant. Also as part of the initial project phase, the applicant has proposed the construction of new buildings where an existing parking lot exists that would include construction of approximately 78,415 square feet of retail space in what are currently proposed to be four tenant spaces. Like the entertainment center and restaurant, the design of the proposed southwest quadrant buildings are described in greater detail in the Design Review section of this staff report.

Southeast quadrant and parking garage. Improvements to this area would include realignment of the road near Target to allow approximately 74,600 net new retail square feet, after the existing 15,000 square foot Daiso retail building is demolished (total 89,600 retail square feet). Generally concurrent with the construction of the southeast quadrant, staff anticipates that a new parking garage would be constructed between the west entrance of Macy's and the north entrance of the complex. The proposed parking garage would be up to 348,000 square feet in area and provide 880 new parking spaces (the parking structure would provide a total of 1,080 parking spaces, replacing approximately 200 parking spaces). Public access to the shopping center would be provided by a bridge spanning the second level of the parking garage to the second level of the Macy's store. Proposed renovations at the ground level between the parking garage and the center would include indoor and outdoor amenities to improve the aesthetics, as well as provide wind-protected areas for

future events such as farmers markets or food trucks, both of which are activities that currently take place at the center.

Additional restaurant outside of Macy's. The applicant has proposed additional restaurant space of up to 12,000 square feet adjacent to the east entrance of Macy's. The additional restaurant area would not result in changes to the adjacent parking lot to the east.

New cinema complex. The portion of the shopping center currently accommodating a 20,000 square foot fitness center would include the addition of a new 47,000 square foot cinema, and demolition of 2,955 square feet, for a total of 44,045 new square feet. The existing fitness center is expected to remain. The complex is expected to have a height of approximately 65 feet to 70 feet, with exterior architecture designed for consistency with the adjacent Dick's Sporting Goods.

Retail and potential hotel site. Proposed renovations would include redeveloping buildings that are located partly over the footprint of existing buildings (Firestone and Denny's) and portions of an existing parking lot on the north side of the property. The Planning Commission should note that this portion of development is unlikely to commence for at least five years due to existing tenant leases which will not expire until 2020. In the long term, the applicant proposes to construct a maximum of 72,000 new retail square feet, along with a 4- or 5-story 75,000-square-foot limited service hotel to the north and east of Macy's.

Medical Office Buildings. Two medical office buildings are proposed for the southwest corner of the property, upslope from shopping center at the intersection of Serramonte Boulevard and Callan Boulevard. The applicant anticipates this area as being suitable for a maximum of 65,000-square-foot medical office. A two-level parking facility would likely be located beneath the proposed medical office buildings with ramp access off Callan Boulevard. Therefore, no accessibility from the shopping center entry points would be required for this portion of the project.

Planned Development

The Planned Development procedure consists of three interrelated review steps: a Sketch Plan, a Preliminary Plan, and a Precise Plan. These are sequential review steps during which plans are prepared with progressively more detail as they move through the process. In the case of the Serramonte Shopping Center expansion, the Planning Commission reviewed the Sketch Plan for the expansion in December 2013. In March 2015, the Planning Commission and City Council reviewed the Preliminary Plan for the expansion. At that time, Commission and Council communicated that the project site plan was proceeding in an acceptable manner and that the applicant should proceed to the Precise Plan stage.

For the Precise Plan submittal, the applicant has provided a more-detailed development concept, particularly in the southwest quadrant of the site, which, as previously described, the applicant has now identified as the project's initial phase. Before any portion of the project can proceed to the grading and building permit stages, the City Council must take the following actions:

1. Certification of an Environmental Impact Report (EIR) in accordance with the requirements of the California Environmental Quality Act (CEQA);

2. Approval of a Planned Development (PD-69) Zoning District for the entire project site. The new PD-69 zoning district will replace the current C-1 Light Commercial and C-2 Heavy Commercial districts. Development standards and restrictions will be established through the approval of PD-69; and
3. Approval of Design Review for architectural character and site design for the project's initial phase.

Because the Planned Development zoning would essentially replace the existing C-1 Light Commercial and C-2 Heavy Commercial districts, it is necessary for the Planning Commission to review and provide a recommendation to the City Council for adoption of the specific zoning regulations that would instead govern land use and development regulations in the area encompassed by the Planned Development zone (see Attachment C – Draft Planned Development Standards). These regulations include such items as setbacks, coverage, and height; architecture/site design; parking provision; compliance with the Mitigation Monitoring and Reporting Program (MMRP) that has been prepared as part of the project Environmental Impact Report; and maintenance and security. The City Council should note that the regulation do not govern land use regulations for the closed gasoline station at the northeast corner of Serramonte Boulevard and Gellert Boulevard, which is not owned by the applicant and would not therefore be included in the new PD zone. It would remained zoned C-1 Light Commercial.

With specific regard to site and architectural design, the Planned Development regulations would permanently establish design concepts for all new construction, including minimum sidewalk dimensions at store entrances and adjacent to all buildings, the requirement for pedestrian amenities, such as benches, in front of stores and pedestrian-scale landscape and lighting. Within parking lots, the regulations would require that project parking lots be designed to maximize safe pedestrian travel from perimeter sidewalks and parking lots to all storefronts and between storefronts (e.g., raised sidewalks, pedestrian-oriented direction signs, and similar features).

City Council members are encouraged to review the Planned Development zoning regulations and provide input to staff and the project applicant about regulatory measures that may be worthwhile incorporating into the Planned Development zoning.

- ***Commissioner Sylvester asked if the police kiosk next to the existing SamTrans terminal would be lost. Mr. Brown indicted that there was no impact to the police facility at this time.***
- ***Commissioner Sylvester expressed concern about hotel location and where people eat in later hours. Mr. Brown indicted that the hotel would probably be limited-service with some food offerings.***
- ***Commissioner Edelman commented that the existing service station at the northeast corner of Gellert and Serramonte Boulevard need to be addressed.***

- ***Mr. Brown indicated that \$6- to \$8-million would be spent renovating the center's interior finishes to offer greater comfort and sense of place in its interior.***

Design Review (Architecture and Site Plan)

As discussed previously, the applicant has developed an architectural concept for the initial phase of the project and the design review approval will therefore only apply to this phase (see Attachment D – Initial Phase Project Architecture). The initial phase includes demolition of an approximately 24,600 square foot retail area to be replaced by a two-level 79,500 square foot retail and entertainment space, and construction of a 78,415 square foot retail pad at the southwest quadrant of the shopping center. Subsequent project phases will be subject to the Design Review Committee review.

As indicated in the initial phase project architecture, proposed buildings would incorporate designs that blend in with the existing shopping center elevations. The freestanding building would be designed to suit the requirements of specific tenants and the exterior of the building would consist of smooth and textured stucco in various colors, colored concrete panels, multi-colored brick veneers, stone, tile, and concrete masonry (CMU) block. The retail storefronts would primarily consist of aluminum framing, in-filled with tinted glass. Similarly, the proposed retail and entertainment building proposed adjacent to Target would introduce a more modern design façade to the shopping center, with abundant use of glass, metal paneling, and architectural stucco applications. First-story storefronts would also consist almost entirely of spandrel glass, with a cantilever horizontal partition providing visual distinction between the first and second floors.

With regard to the project architecture, the Planning Commission has found the design of both the freestanding building and retail and entertainment building acceptable, with the following Conditions of Approval:

1. The project architect shall supply the Planning Division with a push/pull diagram which identifies the following relief measures at the freestanding buildings: six inches for wainscot veneer with decorative cap, four inches for any horizontal stucco (including EFIS) band, 12 inches for vertical columns, 12 inches for non-cornice parapet moulding, and 18 inches for cornice parapet moulding;
2. Metal and/or fabric awnings shall extend outward not less than sixty inches;
3. Windows shown at the the freestanding building's Retail "B" and Retail "C" front elevations shall receive stucco or EFIS trim, with six-inch minimum width and two-inch minimum relief, and a pronounced stucco or EFIS sill;
4. The project east elevation shall receive architectural enhancements, including cornice trim, wainscot veneer, and wire or metal trellises for the purpose of provide visual interest;
5. All parapet walls shall return/extend five feet into the building roof. All returns shall incorporate the same paint color and architectural elements of the adjacent parapet wall;

6. All rooftop equipment determined to be visible from the project parking lots shall receive an equipment screen. All screens shall incorporate louvered panels. All screens at the freestanding building shall receive coved top trim to reflect the architectural style of this building;
7. All exterior wall conduit shall be painted the building color, even if installed post-painting, and all above-ground backflow prevention devices, emergency shut off devices, and related cages, shall be painted dark green or black;
8. The freestanding building shall be served by a trash enclosure of a size sufficient to Allied Waste. The enclosure shall be constructed from CMU or similar durable material, with powder-coated metal doors. The enclosure with doors shall be painted to reflect the paint color of the freestanding building. The applicant shall be aware that the City may require the enclosure to be covered, sprinklered, and/or drained to the City sewer, a determination which shall be made upon plan check;
9. An amendment to the shopping center sign program shall be prepared and submitted to the Planning Division for Administrative Design Review approval, pursuant to the requirements contained within the Planned Development zone. Each sign shall incorporate channel letters, which shall provide both halo- and face-lit illumination, be generally centered over the tenant space it serves, and be proportional to the service to which it is mounted. Tenants whose name is part of a logo shall be subject to the same requirements, except would not be subject to providing channel letters. Design interest is encouraged for all signs. Individual letters at the entertainment center and restaurant façade shall include the standing letter copy identified in the project renderings for this building. Raceways shall not be permitted for any sign; and
10. The Planning Division shall have the authority to refer any proposed sign for Design Review Committee (DRC) approval should it determine that the proposed sign warrants DRC comment and evaluation.

With regard to the project site design, the Planning Commission has found the design acceptable, with the following Conditions of Approval:

1. Head-on parking spaces adjacent to the retail store sidewalks shall be adjusted so as to provide a pedestrian landing at the end of each drive-aisle, not less than 15 feet in width dimension, unless the landing cannot be accommodated due accessibility requirements;
2. Pedestrian access from the relocated transit center shall be improved so as to provide a pedestrian refuge area at the southwest corner of the relocated center leading to a crosswalk aligned with the storefront sidewalk;
3. Pedestrian access from the parking field to the east of Retail “C” shall be improved through the installation of a north-south crosswalk leading from the northwest corner of this lot to the pedestrian refuge required in the previous Condition of Approval. Relocated transit center shall be improved so as to provide a pedestrian refuge area at the southwest corner of the relocated center leading to a crosswalk aligned with the storefront sidewalk;

4. All pedestrian refuge areas and landings shall receive pedestrian-scale lighting and pedestrian-protective bollards, of a design acceptable to the Planning Division;
5. The corner landscape area identified at the head-on parking space end shall instead be a hardscape area containing a site design focal point, e.g., dry landscape planter, public art, or other amenity of equal quality;
6. Sidewalks adjacent to Retail “A” and Building “J” expansion shall be 15 feet in width, unless identified on the project site plan as a bioretention planter. Sidewalks adjacent to Retail “A2”, Retail “B”, and Retail “C” shall be 12 feet width. All sidewalks shall receive pedestrian-scale lighting (wall packs are acceptable) street furniture, including benches, trash receptacles, and bicycle racks/lockers, each of complimentary design to the other;
7. The number of trees within the project parking lots shall be increased to one tree per each eight spaces. Parking lot trees shall be installed within a landscaped and irrigated curbed area, and shall be triple staked;
8. All parking spaces adjacent to landscaping, sidewalks, walkways, and retaining walls shall receive wheel stops;
9. The applicant shall submit a landscape plan for the entire project area, which shall be included in the plan check for any building permit sought for the project. The landscape plan shall comply with the City’s Water Efficiency Landscape Ordinance;
10. Any retaining walls required for the project implementation shall be reviewed and approved by the Planning Division. Walls shall be constructed from flat face block with decorative cap; and
11. The applicant shall submit a lighting and illumination plan for the parking lot which shall provide security lighting to all parking spaces. The plan shall be coordinated with the landscape plan to minimize conflicts between new trees and overhead illumination.

Parking and Vehicular Access

There are 4,434 marked on-site parking spaces presently located on the shopping center property. There is also space available to accommodate up to 343 additional parking spaces in areas that are currently not marked. Therefore, the maximum capacity under existing conditions if all parking spaces were marked is 4,777 spaces. The proposed demolition and new development will displace approximately 879 surface parking spaces. To address this reduction in parking and new demand from the proposed new land uses, the applicant has proposed the construction of a new parking structure west of Macy’s, which at buildout would include 1,080 parking spaces. This structure parking, together with remaining lots that would be repaved and restriped throughout the five phases of project development, would provide a total of 4,411 spaces.

Parking demand for the shopping center was estimated by taking the existing parking occupancy, adding the trips associated with the proposed new land uses and subtracting the trips associated with the displaced land uses. The applicant has therefore proposed a parking ratio of 3.5 spaces per 1,000 square feet of proposed development. Using this factor, the proposed center (excluding the medical/dental office use, which is located in separate area adjacent to the Callan/Serramonte intersection) would require 4,349 parking spaces. The site plan currently shows that the center, upon complete build out, will provide 4,411 parking spaces, resulting in a parking space overage of about 62 spaces.

The draft Planned Development zoning regulations require that the project continually maintain a minimum number of on-site parking spaces that equates to 3.5 stalls per 1,000 gross square feet for the retail and entertainment buildings, plus an additional stall for every six theater seats, one stall per hotel room, and one stall for each 300 square feet of hotel lobby. Parking for any office uses located at the property near the Serramonte and Callan intersection shall be one space per 300 square feet.

- *Bill Brown, the project applicant, discussed realignment of the driveway entrance into the shopping center and how improved directional signs will address disjointed wayfinding that currently exists in the center.*
- *Commissioner Satorre added that bicycle use to the shopping center should be encouraged and asked if the center provided any bicycle lanes or bicycle storage. Staff stated that it did not. Mr. Brown added that although the realigned shopping center driveway would not have bike lanes, it would have sidewalks on one side, and that the center would provide bike racks, but probably not bike storage.*
- *Commissioner Satorre expressed concern about security in the expansion areas, particularly related to the new parking garage. He said that people don't use the structure at Westlake Shopping Center because of a lack of cameras and that the new structure needed cameras as a crime deterrent.*
- *Mr. Brown indicated that the new structure would likely receive more usage than the Westlake structure on a per trip basis because access to it would be improved from Callan Boulevard. He also explained that there would be a bridge connecting the structure's second deck directly into Macy's, cameras would be installed at the garage elevator and stairs, and that the design of the structure would provide a structure more visible from the exterior.*
- *Commissioner Sylvester indicated that it appeared that the area between the parking garage and Macy's looked inadequate for fire trucks to turn around. Mr. Brown indicated that there would be 60 feet between the garage and Macy's, ample space for a turn-around.*

General Plan and Zoning Consistency

The General Plan designates Serramonte Shopping Center as Commercial Retail and Office (C-RO), while its current zoning is Light Commercial (C-1) and Heavy Commercial (C-2). If approved, the entire site would be rezoned to Planned Development (PD-69) and PD-69 zoning would dictate land use allowances and development regulations in lieu of the Zoning Ordinance. In developing the language for PD-69, staff has ensured that the the allowances and regulations contained within the Planned Development zone text language are consistent with the intent of the C-RO land use description identified in the General Plan.

The Circulation Element of the General Plan directs development to, “Accommodate the transit system by considering mechanisms which help public transit agencies reduce the headway times of their vehicles, which requires consideration of mechanisms to reduce transit vehicle headways (Policy CE-8). The Project serves as one of the key transit hubs in SamTrans’ transit network in San Mateo County with seven routes directly serving the shopping center. As part of the expansion project, the location and access to the on-site transit hub would be relocated approximately 250 feet to the south. The new location would reduce the distance buses have to travel to access the station. This in turn would reduce the time needed to enter and exit the transit hub, which is consistent with Policy CE-8.

- ***Commissioner Satorre asked if the project was in the City’s General Plan and if the project would be subject to the Green Building Code. Staff answered yes to both.***

Environmental Assessment

In accordance with the California Environmental Quality Act (CEQA), the City has prepared a Final Environmental Impact Report (FEIR) to assess the potential environmental consequences of implementing the proposed Serramonte Shopping Center Expansion project (see Attachment E – Final Environmental Impact Report). The FEIR incorporates the Draft EIR (DEIR), which the City made available for public review from March 20, 2015, through May 5, 2015. Copies of all written comments received on the DEIR are contained in the FEIR, as are responses to these comments. During the public review period, the City received comments from the California Department of Transportation, the Town of Colma Planning Department, and Zachary Moore (Daly City resident). These comments are contained within the FEIR Appendix H: Comments on the Draft EIR.

For easy reference, a comprehensive list of the project’s environmental impacts is provided in FEIR Appendix I: Mitigation Monitoring and Reporting Program (MMRP), which reflects an analysis of impacts and mitigation measures included in the FEIR. The Planned Development zoning incorporates the provisions of the MMRP by reference. As identified in the MMRP, the applicant will be required to implement a number of mitigation measures over the project build-out, mostly related to traffic, including the following:

1. Shifting the center median of Gellert Boulevard approximately 12 feet to the west between Serramonte Boulevard and the entrance driveway to the retail development on the southeast corner of Serramonte Boulevard and Gellert Boulevard;
2. For the intersection of Serramonte Boulevard and Serramonte Center South Driveway, increasing the queue storage of the eastbound left turn pocket by at least 100 feet (to have at least 285 feet of queue storage);
3. Optimizing the traffic signal timing at the intersection of Serramonte Boulevard and Junipero Serra Boulevard, and at the intersection of Serramonte Boulevard and El Camino Real;
4. Paying into a Mitigation Fee Program that establishes a fair-share payment for the construction of new traffic signals at the SR-1 Southbound Ramps at Clarinada Avenue, at the intersection of Callan and Serramonte Boulevard, and at the intersection of Callan Boulevard and Southgate Avenue.

As indicated in the DEIR, there are several project impacts for which there exists no feasible mitigation measure. The impacts, all traffic related, are identified in the DEIR as “significant and unavoidable,” for which the City Council would need to adopt a Statement of Overriding Considerations. These “significant and unavoidable” impacts related to the Interstate 280 southbound freeway segment between Highway 1 and Serramonte Boulevard, the Highway 1 southbound ramps where they intersect with Clarinada Avenue, and the intersection of Junipero Serra Boulevard and Serramonte Boulevard. In the case of the freeway segment and off-ramps, although the City’s General Plan identifies potential mitigation measures, these measures are located within the Caltrans’ jurisdiction and the implementation and timing of the measures are not under the City’s control. With specific regard to the Highway 1 southbound ramps, extending the left turn pocket at this location is not a feasible mitigation measure due to the roadway grade, curvature, and presence of street lighting within the median. With specific regard to the Junipero Serra Boulevard and Serramonte Boulevard intersection, extending the left turn pocket at this location is not a feasible mitigation measure due to the roadway width upstream of the intersection (it would not be possible to extend the turn pocket without acquiring additional right-of-way).

- ***Commissioner Tallerico indicated that, with regard to the unavoidable traffic impacts at the Junipero Serra/Serramonte Boulevard and other intersections, that the success of the mall would be impacted and asked about potential solutions to the traffic situation in the area. Staff explained that, because significant and unavoidable impacts were at Caltrans intersection, the answer to the mitigation question largely rested with that agency. Staff furthermore explained that, for the City to be able to require that the developer pay his fair-share contribution, there needed to be a specific improvement project planned and costs developed for that improvement, so that the City could establish a nexus on which to base the costs. However, with specific regard to the Junipero Serra/Serramonte Boulevard intersection, neither the Town of Colma nor Caltrans had developed such a project.***

- *Commissioner Edelman asked if there is something the city could do to better communicate with Caltrans and let the agency know that its lack of action was impacting the City. Staff explained that the City does participate in regional transportation planning activities and that it believed that Caltrans had in fact prepared an improvement plan for the Interstate 280/Highway 1 interchange for example, but that a project needed a funding source identified and that making the project a regional priority transportation project would also be required. Staff added that the project traffic study was scoped with Caltrans and that the agency has reviewed the study and provided comments to it.*
- *Michael Laughlin, Colma Town Planner, expressed the Town's support for the expansion project but that, although the Town staff had met with Daly City staff to discuss the Town's traffic concerns, the Town did not feel the responses included in the Final Environmental Impact Report had gone far enough in addressing the Town's concerns, which he outlined. The first concern relates to clarifying the methodology for calculating trip-reduction attributable to the expansion project for non-auto trips, linked trips, and pass-by trips, which together constituted a 30 percent trip reduction figure in the traffic study. He said the discounts included in the study did not appear to be in compliance with standards set for such reductions identified in the Institute for Traffic Studies (ITE) manual. The second issue related to the intersection at Junipero Serra Boulevard and Serramonte Boulevard. Mr. Laughlin explained that one-fifth of trips to the shopping center come through that intersection and that inadequate vehicle stacking distance in the cumulative condition would occur (with the center expansion construction complete) at the two northbound lefts coming onto west-bound Serramonte Boulevard from north-bound Junipero Serra. He indicated that there is sufficient right-of-way in the Town of Colma for an improvement to this condition and that the Town could design an improvement to accommodate additional traffic lanes there. He said that, although such an improvement was not in the Town of Colma Capital Improvement Plan at this time, the Town sought a better understanding of the project's future impact to the intersection. Mr. Laughlin said the Town was not asking for money. Lastly, Mr. Laughlin indicated that the Mitigation Monitoring and Reporting Plan (MMRP) was non-specific as to when actual construction of traffic improvement projects necessitated by the center expansion would occur. He said that that the MMRP allows for a lot of construction before anything happens, but that there was no understanding of when improvements will be made. Staff responded that for the City to be able to require that the developer pay a fair-share contribution toward any improvement at the Junipero Serra/Serramonte intersection, there needed to be a specific improvement project planned and costs developed for that improvement. Staff indicated that it could easily determine the project's future traffic contribution to the intersection as the Town had requested.*
- *Commissioner Satorre asked if it would be possible for the project to have one entry and one exit, especially during the holidays. Mr. Brown answered that the impact of a one-way-in and -out would have residual impact on area roadways, and would not be ideal.*

The Planning Commission has reviewed the FEIR and has advised the City Council to certify the document as a full disclosure of potential impacts, mitigation measures, and alternatives associated with the Serramonte Shopping Center Expansion project. Since the release of the FEIR on May 22, 2015, the Planning Division has received additional comment letters from the Town of Colma and the California Department of Transportation (Caltrans) (see Attachment F – Post-FEIR Comments by Town of Colma and Attachment G – Post-FEIR Comments by Caltrans). Although State law does not require that the City respond to these comment letters, the Planning Division has voluntarily prepared responses to them and is recommending that the City Council consider the comments prior to certifying the EIR (see Attachment F – Response to Post-FEIR Comments).

For the Council's consideration, staff has prepared a draft resolution certifying the EIR, which includes the Statement of Overriding Considerations as an attachment (see Attachment G – Draft Resolution Certifying the Project EIR).

Findings

The Planning Commission has found that the proposed Planned Development PD 10-13-7945, Design Review DR-10-13-7946, and Environmental Review CEQA-10-13-8022 are in accordance with Chapter 17 of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in the vicinity. The proposed project would not be injurious or detrimental to property and improvements in the neighborhood or result in substantial environmental damage or disturbance, given the mitigation measures outlined in the Mitigation Monitoring and Reporting Program. These findings are based in part on the following facts, which are included in the draft resolution certifying the EIR:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the City Council conducted a public hearing on June 22, 2015; notice of said hearing was by newspaper publication, and posting and first class mailing to property owners within 300 feet of the site, on June 12, 2015;
2. The site is physically suitable for the type of proposed development and rezoning the property in question from C-1 Light Commercial and C-2 Heavy Commercial to Planned Development zoning as a means to providing an opportunity for thorough environmental review and establishing known mitigation measures (e.g., off-site traffic improvements) that will occur through the expansion build-out is desirable;
3. Prior to construction, the applicant will pay fees that mitigate the potential impacts caused by the project related to public facilities and public utility connection fees;
4. As conditioned, the project complies with applicable provisions of Design Review Section 17.45 of the Zoning Ordinance;
5. Architectural considerations have been incorporated in order to ensure the general compatibility of this development with the character of other adjacent buildings. These considerations include, but are not limited to, the character, scale and quality of the design,

the architectural relationship with the site and other buildings, building materials, and colors;

6. The project will minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit;
7. In accordance with the California Environmental Quality Act (CEQA), the City issued a Notice of Completion for a Draft Environmental Impact Report (DEIR) prepared to evaluate the environmental impacts that could result from the General Plan's implementation. The DEIR was submitted to the State Clearinghouse for public dissemination on March 20, 2015.
8. The DEIR was circulated for comment for at least 45 days (from March 20, 2015 to May 5, 2015) in accordance with the requirements of CEQA, and the acceptance of written comments for the required statutory period.
9. The City has prepared a Final Environmental Impact Report, incorporating the comments and responses to comments and FEIR, in accordance with the requirements of CEQA. The entirety of the environmental documentation will heretofore be referred to as the FEIR.
10. According to CEQA Guidelines Section 15093(b), a lead agency may allow the occurrence of significant, unmitigated effects if the Lead Agency finds, in writing, reasons to support the action based on the information in the FEIR. CEQA guidelines further state that in the case of finding there are overriding considerations, the Lead Agency should consider the balance of the benefits of the proposed project against its environmental risks.
11. The City Council finds that the benefits of the project in terms of economic development, its contribution to the cultural and social fabric of the City as a whole outweigh the potential unmitigatable impacts cited in the FEIR. This finding is based, on the facts contained in the Statement of Facts Supporting Findings and Statement of Overriding Considerations for the Serramonte Shopping Center Expansion Project Environmental Impact Report.

Conditions of Approval

The Planning Commission recommends approval of Planned Development PD 10-13-7945, Design Review DR-10-13-7946, and Environmental Review CEQA-10-13-8022, based on the following conditions as specified by each Department and Division. The applicant shall comply with these conditions prior to or in conjunction with any building permit issuance for the proposed project.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The applicant shall file a declaration of acceptance of all conditions with the City Clerk within thirty (30) days of Council approval. Until said Declaration is filed, the permits shall not be valid for any purpose.
2. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval and minor changes to the plan, must be approved by the Planning Division. Major site or architectural modifications shall be treated as an amendment and shall be subject to review of the Planning Commission and City Council.
3. The design review approval granted herein shall be valid for the period of time specified in the Planned Development zoning. If building permits have not been issued within this timeframe, the applicant shall apply for a time extension.

Architectural Design

4. The project architect shall supply the Planning Division with a push/pull diagram which identifies the following relief measures at the freestanding buildings: six inches for wainscot veneer with decorative cap, four inches for any horizontal stucco (including EFIS) band, 12 inches for vertical columns, 12 inches for non-cornice parapet moulding, and 18 inches for cornice parapet moulding;
5. Metal and/or fabric awnings shall extend outward not less than sixty inches;
6. Windows shown at the the freestanding building's Retail "B" and Retail "C" front elevations shall receive stucco or EFIS trim, with six-inch minimum width and two-inch minimum relief, and a pronounced stucco or EFIS sill;
7. The project east elevation shall receive architectural enhancements, including cornice trim, wainscot veneer, and wire or metal trellises for the purpose of provide visual interest;
8. All parapet walls shall return/extend five feet into the building roof. All returns shall incorporate the same paint color and architectural elements of the adjacent parapet wall;
9. All rooftop equipment determined to be visible from the project parking lots shall be recieve a equipment screen. All screens shall incorporate louvered panels. All screens at the freestanding building shall receive coved top trim to reflect the architectural style of this building;

10. All exterior wall conduit shall be painted the building color, even if installed post-painting, and all above-ground backflow prevention devices, emergency shut off devices, and related cages, shall be painted dark green or black;
11. The freestanding building shall be served by a trash enclosure of a size sufficient to Allied Waste. The enclosure shall be constructed from CMU or similar durable material, with powder-coated metal doors. The enclosure with doors shall be painted to reflect the paint color of the freestanding building. The applicant shall be aware that the City may require the enclosure to be covered, sprinklered, and/or drained to the City sewer, a determination which shall be made upon plan check; and
12. An amendment to shopping center sign program shall be prepared and submitted to the Planning Division for Administrative Design Review approval, pursuant to the requirements contained within the Planned Development zone. Each sign shall incorporate channel letters, which shall provide both halo- and face-lit illumination, be generally centered over the tenant space it serves, and be proportional to the service to which it is mounted. Tenants whose name is part of a logo shall be subject to the same requirements, except would not be subject to providing channel letters. Design interest is encouraged for all signs. Individual letters at the entertainment center and restaurant façade shall include the standing letter copy identified in the project renderings for this building. Raceways shall not be permitted for any sign.
13. The Planning Division shall have the authority to refer any proposed sign for Design Review Committee (DRC) approval should it determine that the proposed sign warrants the DRC comment and evaluation.

Site Design

14. Head-on parking spaces adjacent to the retail store sidewalks shall be adjusted so as to provide a pedestrian landing at the end of each drive-aisle, not less than 15 feet in width dimension, unless the landing cannot be accommodated due to accessibility requirements.
15. Pedestrian access from the relocated transit center shall be improved so as to provide a pedestrian refuge area at the southwest corner of the relocated center leading to a crosswalk aligned with the storefront sidewalk.
16. Pedestrian access from the parking field to the east of Retail “C” shall be improved by through the installation of a north-south crosswalk leading from the northwest corner of this lot to the pedestrian refuge required in the previous Condition of Approval relocated transit center shall be improved so as to provide a pedestrian refuge area at the southwest corner of the relocated center leading to a crosswalk aligned with the storefront sidewalk.
17. All pedestrian refuge areas and landings shall receive pedestrian-scale lighting and pedestrian-protective bollards, of a design acceptable to the Planning Division.

18. The corner landscape area identified at the head-on parking space end shall instead be a hardscape area containing a site design focal point, e.g., dry landscape planter, public art, or other amenity of equal quality.
19. Sidewalks adjacent to Retail “A” and Building “J” expansion shall be 15 feet in width, unless identified on the project site plan as a bioretention planter. Sidewalks adjacent to Retail “A2”, Retail “B”, and Retail “C” shall be 12 feet width. All sidewalks shall receive pedestrian-scale lighting (wall packs are acceptable) street furniture, including benches, trash receptacles, and bicycle racks/lockers, each of complimentary design to the other.
20. The number of trees within the project parking lots shall be increased to one tree per each eight spaces. Parking lot trees shall be installed within a landscaped and irrigated curbed area, and shall be triple staked.
21. All parking spaces adjacent to landscaping, sidewalks, walkways, and retaining walls shall receive wheel stops.
22. The applicant shall submit a landscape plan for the entire project area, which shall be included in the plan check for any building permit sought for the project. The landscape plan shall comply with the City’s Water Efficiency Landscape Ordinance.
23. Any retaining walls required for the project implementation shall be reviewed and approved by the Planning Division. Walls shall be constructed from flat face block with decorative cap.
24. The applicant shall submit a lighting and illumination plan for the parking lot which shall provide security lighting to all parking spaces. The plan shall be coordinated with the landscape plan to minimize conflicts between new trees and overhead illumination.

Landscaping

25. The applicant shall submit a landscape plan for the entire project area, which shall be included in the plan check for any building permit sought for the project. The landscape plan shall comply with the City’s Water Efficiency Landscape Ordinance. All landscaping shall be installed, inspected and approved prior to the issuance of occupancy permits;
26. Annual inspection of the landscaping shall be conducted for the first five years following construction completion to ensure the landscaping, especially along retaining walls on the northern portion of the site, are adequately maturing in a healthy manner. Should plants be determined to be significantly deficient in growth or health, additional landscaping shall be required to compensate for the lack of vegetation.
27. The landscape plan shall identify an excavation plan for all trees which provide a sufficient trench allowing for root expansion, as determined by the City. Tree trenches shall be inspected by the City for size prior to tree installation.

28. The applicant shall provide establishment, and where necessary, long-term irrigation to all trees, shrubs, and groundcover.
29. The applicant shall triple-stake all trees and this staking shall be subject to initial inspection by the City. Trees shall remain triple-stake through the establishment period and tree staking shall be subject to the annual inspection identified above.

Stormwater Treatment

30. The applicant shall develop and submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2-2009-0074 NPDES Permit No. CAS612008. The project must comply with Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.
31. The applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit submittal. The applicant shall pay the entire cost of the third-party reviewer.
32. All stormwater treatment facilities shall be inspected during construction to ensure eventual compliance with the stormwater management plan. The applicant shall pay the entire cost of these inspections.
33. The applicant shall enter into a Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according to the approved Maintenance Plan.
34. The applicant shall arrange and pay for final inspection of installed treatment measure by municipality's Special Inspector within 45 days of installation or project construction completion, whichever comes first.

Mitigation Monitoring and Reporting Program

35. The requirements of the Mitigation Monitoring and Reporting Program (MMRP) are hereby incorporated by reference.

C. DEPARTMENT OF PUBLIC WORKS

36. The applicant shall install/fund sewer improvements identified by the sewer study currently under development, or pro rata portions thereof, as determined by the Director of Public Works. Any pro rata payment shall be made to the City prior to the issuance of Certificate of Occupancy.
37. The applicant shall provide public improvement drawings for any work in the public right-of-way that may be necessary to implement the project or as may be required by the adopted Mitigation Monitoring and Reporting Program (MMRP). Roadway improvements, traffic

signal timing, or any funding of such activities shall occur prior to the issuance of Certificate of Occupancy. Work shall occur within dates and time periods acceptable to the Director of Public Works.

38. With regard to the reconstruction and re-alignment of the Gellert Boulevard driveway, the applicant shall prepare detailed drawings for review and approval by the City Engineer prior to construction.

D. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

39. All water and sewer infrastructure construction shall follow Daly City specifications as if it were to be public infrastructure.
40. The existing sewer lift station design must have the capacity to handle the additional waste flow from the proposed expansion to the center. Calculations supporting its ability to handle the additional waste flow shall be provided.
41. Any of the new tenant spaces that will be a restaurant/ eating establishment, will require a separate grease waste line run outside of the building footprint, to a new properly sized grease interceptor.
42. All new water services whether domestic, fire or irrigation will require a reduced pressure principle backflow device.
43. Daly City supplies water to the center through two water connections. After the water passes through the meters there are a series of pressure reducers. These pressure reducers are the property of the center and have not functioned in the past. The pressure reducers shall be repaired or replaced as part of this project.
44. RP backflow devices will be required for both water service connections (main and emergency) to the center. The backflow devices shall be installed immediately after the city water meters and before the pressure reducer.
45. A water system analysis shall be performed by the City's consultant. All costs associated shall be borne by the applicant. Contact Daly City Engineering to start the process.
46. A sewer capacity study shall be performed by the City's consultant. The study shall be performed from the center's connection to the public sewer to the closest public sewer trunk line, 18 inches or larger. All costs associated shall be borne by the applicant.
47. All costs associated with any water or sewer infrastructure improvements required as a result of this project shall be borne by the applicant.

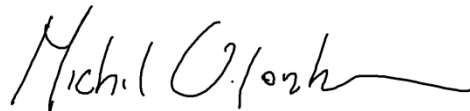
D. BUILDING DIVISION

48. The applicant shall provide an allowable building area modification calculation for the existing building (Type II-A Construction) to include building J which is based on a future group A-2 occupancy (CBC 503.1, Table 503, 506 and 507).
49. If building J will be other than Type II-A construction, a higher fire rating is required for the building and openings into the existing mall shall be of a higher rating. This method will be an alternate method of construction and must be approved prior to submittal of final construction documents.
50. The applicant shall provide allowable floor area calculation to include existing plus retail buildings A, A2, B and C based on the proposed type of construction (CBC 503.1, Table 503 and 507).

Planning Commission Recommendation

The Planning Commission recommends that the City Council approve the Precise Plan for Planned Development PD 10-13-7945 (PD-69) and Design Review DR-10-13-7946, and approve Environmental Review CEQA-10-13-8022, certifying the Environmental Impact Report for the Serramonte Shopping Center Expansion (State Clearinghouse Number: 2014052029).

Respectfully submitted,



Michael VanLonkhuysen
Interim Planning Manager



Tatum Mothershead
Interim Director of Economic and Community
Development

Attachments

- Attachment A – Location Map
- Attachment B – Land Use Concept
- Attachment C – Draft Planned Development Standards
- Attachment D – Initial Phase Project Architecture
- Attachment E – Final Environmental Impact Report
- Attachment F – Post-FEIR Comments by Town of Colma
- Attachment G – Post-FEIR Comments by Caltrans
- Attachment H – Response to Post-FEIR Comments
- Attachment I – Draft Resolution Certifying the Project EIR (with attachments)







PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-69
SERRAMONTE SHOPPING CENTER

(applicable to APNs 091-240-070, -090, -100, -110, -120, -130, -150, -160, -170,
-180, -190, -210, -220, -230, -250, -260, -270, -280, -300, -320, and -330)

The purpose and intent of these Planned Development Standards is to establish a Planned Development Zoning District for PD-69, which encompasses the entire project site.

I. GENERAL

- A. When these planned development standards conflict with other sections of the Zoning Ordinance, these standards prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance shall apply as to the most similar land use or standard.
- B. The Design Review approval granted for Design Review Dr-10-13-7946 shall be valid for five years.
- C. Any modifications to plans approved by the City Council shall require an amendment of the original PD approval and shall be subject to separate approval by the Planning Commission and City Council. Minor changes of the approved plans due to code requirements or Conditions of Approval may be approved by the Planning Division. Significant changes to project architecture, defined as changes to the project appearance or materials affecting more than 50 percent of any one elevation, shall be approved by the Design Review Committee. The Planning Division shall have the ability to forward any proposed architectural change to the Design Review Committee and the Design Review Committee shall have the ability to forward any change to the City Council.
- D. All structures, landscape areas, required facilities and amenities shall be maintained in a neat, safe, and healthful condition, subject to improvement and upgrading of plans as required by this Planned Development approval.
- E. The property owners of PD-69 shall seek to provide a balanced mix of uses with compatible peak hours and parking needs.
- F. There shall be no additional square footage allowed in PD-69 beyond what is permitted through approval of the precise plan. Minor additions or alterations to square footage for any given designated use (+/- five percent) may be approved by the Planning Division if such changes are to meet specific code requirements and do not affect the overall mass of the building.

II. PERMITTED USES

- A. The following uses are permitted as part of Planned Development Zone PD-69:

Animal grooming not involving overnight boarding;
Athletic clubs and health studios;
Business and trade schools;
Food sales on temporary basis, including farmers markets and food truck sales;
Hotels, including extended stay hotels;
Movie theaters and complexes;
Offices uses, including professional offices, medical and dental offices, and medical clinics;
Outdoor retail sales where merchandise display does not occupy required parking, landscaping, or stormwater treatment features, or impede pedestrian travel;
Personal service uses, including nail and hair salons, massage businesses where employees are licensed by the State of California;
Restaurants, except restaurants providing a drive-through window;
Retail uses not specified as requiring a use permit; and
Seasonal temporary uses (e.g., Christmas tree lots).

- B. The following uses will be permitted with a use permit as part of Planned Development Zone PD-69:

Animal hospitals and kennels;
Businesses where more than 50 percent of the annual gross receipts is from the sale of alcohol consumed on-site;
Businesses whose principal use is for the operation of amusement devices, i.e., arcades;
Emergency medical care;
Restaurants providing a drive-through window;
Retailers where more than 50 percent of the store stock retail value is alcoholic beverages;
Retailers where more than 50 percent of the store stock retail value is products containing tobacco, electronic cigarettes, personal vaporizers, or electronic nicotine delivery systems; and
Retailers where more the 50 percent of the store stock retail value is used merchandise.
Service stations, including operational and physical expansions thereto;
Urgent care clinics and hospitals;
Vehicle or equipment rental;
Vehicles sales, new or used.
Vehicle service and repair;
Vehicle storage; and
Wireless communication facilities, subject to Municipal Code section 17.30.

- C. The following uses shall not be permitted as part of Planned Development Zone PD-69:

Assembly uses, including churches, lodges, and meeting halls;

Manufacturing uses;

Private transportation services, including offices for taxi and limousine businesses; and

Residential uses, including nursing homes and congregate care facilities.

- D. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to or more objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use. Otherwise, the use shall be presumed to be not allowed.

III. DEVELOPMENT STANDARDS

- A. Setbacks/Coverage/Height

1. There shall no be coverage or setback requirements applicable to the shopping center, unless otherwise mandated by conformance with other parts of this Planned Development zone.
2. The maximum building height for the site shall be 85 feet, exclusive of rooftop mechanical equipment. Adjustments to building height may be secured through a use permit granted in conformity with the Daly City Municipal Code. The use permit shall be subject to review by the Airport Land Use Commission.

- B. Architecture/Site Design

1. Architectural design of all structures and facades (including parking structure), all materials and colors, and all landscaping shall comply with plans approved by a Design Review Committee.
 - a. Once approved, any major architectural modification shall be subject to approval by a Design Review Committee, except that minor changes may be approved administratively by the Planning Division.
 - b. All roof equipment shall be screened from view from the surrounding streets.

- c. The Planning Division shall approve the design and location of all trash or storage enclosures and other proposed fencing or walls.
 - d. All restaurants shall be provided with a state-of-the-art, low-noise, air-filtration system to remove odors from air emissions caused by cooking.
 - e. All ground- and roof-mounted appurtenances, such as transformers or air conditioning units shall be fully screened with decorative screening.
 - f. All mechanical equipment shall be continuously painted the color of the adjacent wall.
 - g. Parapet walls proposed at building corners shall return along the adjacent perpendicular wall at least 10 feet. All non-continuous parapet walls shall return at least 10 feet.
2. The project site design shall incorporate the following:
- a. All retail pads shall provide a 12-foot sidewalk/walkway at the elevation providing the main entrance to the store. This dimension may be averaged within any single elevation so as to provide a greater sidewalk/walkway dimension in some areas and a reduced dimension in others. All other elevations not adjacent to another building shall provide a five-foot sidewalk adjacent to the building, unless the applicant can sufficiently demonstrate that there exists no potential for pedestrian use of the sidewalk, e.g., if there are no parking areas adjacent to the elevation. The sidewalk/walkway at the elevation providing the main entrance to the store shall be occupied by pedestrian amenities, including benches, and pedestrian-scale landscape and lighting.
 - b. The project parking lots shall be designed to maximize safe pedestrian travel from perimeter sidewalks and parking lots to the storefront and between storefronts. Design measures shall include raised sidewalks, pedestrian-oriented direction signs, and similar features.
3. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare.

4. A flagpole with landscape planter area occupying no less than 100 square feet shall be installed prior to the issuance of the final building permit required for buildout of the southeast quadrant.

B. Parking

1. The property owner shall comply with and enforce a Parking Management Plan approved by the City. The Parking Management Plan shall be an appendix to and recorded as part of the Planned Development Standards for PD-69. The Parking Management Plan shall include the following:
 - a. No vehicle other than vehicles used for shopping center operations shall be stored at the site for more than 24 hours, unless specifically permitted by a valid use permit;
 - b. No vehicles or trailers shall be advertised for sale or rent on the site and no vehicle sales, leasing or rentals shall be conducted at the site;
 - c. The shopping center owner shall take measures to effectively manage the parking during the peak hours. The plan may include such measures as valet parking, incentives to carpooling and disincentives to parking in the residential areas near the development;
 - d. The precise plan shall show all required dimensions on back-up distance, fire access drives and parking stalls, including compact and handicap spaces. The plan shall indicate how the compact spaces shall be marked on the site;
 - e. The project shall continually maintain a minimum number of on-site parking spaces that equates to 3.5 stalls per 1,000 gross square feet for the retail and entertainment buildings, plus an additional stall for every six theater seats, one stall per hotel room, and one stall for each 300 square feet of hotel lobby. Parking for any office uses located at the property near the Serramonte and Callan intersection shall be one space per 300 square feet;
 - g. To accommodate the full development entitlement, the applicant shall construct a four-level above-grade parking structure. Completion of the parking structure shall be required so as to continually maintain an on-site parking provision of 3.5 stalls per 1,000 gross square feet;

- h. Secure bicycle parking and storage shall be continually provided as required by the California Green Buildings Standards Code. Bicycle parking and storage facilities required by the MMRP shall be continually maintained in working condition. Parking and storage facilities identified by the City as non-functional shall be repaired within ten days of the City providing the shopping center management of notice to do so.
- i. Parking spaces for clean air, vanpool, and electric vehicles shall be continually provided as required by the California Green Buildings Standards Code (CGBSC) and the Mitigation and Monitoring Reporting Program (MMRP) adopted by the City Council. Spaces required by the CGBSC and MMRP shall be mutually exclusive. The Parking Management Plan shall identify a means for ensuring that such spaces are occupied solely by qualified vehicles. The location of such spaces within any given parking field shall be approved by the Planning Division. Vehicle chargers required by the MMRP shall be continually maintained in working condition. Chargers identified by the City as non-functional shall be repaired within ten days of the City providing the shopping center management of notice to do so.

C. Landscaping

- 1. All landscaping improvements shall conform to the approved landscaping plan and with Section 17.41 (Water Conservation in Landscaping) of the Zoning Ordinance.
 - a. Landscaping shall be installed in accordance with approved plans and maintained in a neat, clean, and healthful condition.
 - b. In general, all shrubs or any vegetation at points of ingress or egress shall be maintained at a height of no greater than 30 inches. Trees must be trimmed in a manner to maintain a site clearance underneath the branches of five feet from grade.
 - c. Landscaping shall be planted at the base of any monument signs and shall be maintained in a healthy growing condition and be replaced as necessary. The plants shall include a variety of flowering evergreen shrubs and flowering ground cover.
 - d. The project shall provide two percent of the site area in landscaping, inclusive of parking lot trees, which shall be installed at a factor of three per each ten spaces. All trees shall be planted in

tree wells constructed at a specification acceptable to the Planning Division which shall include a raised curb and establishment irrigation. All parking spaces adjacent to tree wells shall receive wheel stops. All trees shall be triple-staked.

2. All landscaping and trees approved by the Design Review Committee shall be retained for the life of the project. Any landscape feature or tree identified by the Planning Division as dead or failing to thrive shall be replaced within ninety days of the City providing the shopping center management of notice to do so.

D. Signs

1. All signs proposed for construction and modification within the project area shall be consistent with the approved sign program for Serramonte Shopping Center. The Sign Program itself may be amended by Administrative Design Review approval, however the Planning Division shall have the authority to refer any proposed sign or Sign Program amendment to the Design Review Committee (DRC) for consideration, should it determine that the proposed sign warrants the DRC comment and evaluation.
2. Each sign shall incorporate channel letters, which shall provide both halo- and face-lit illumination, be generally centered over the tenant space it serves, and be proportional to the service to which it is mounted. Tenants whose name is part of a logo shall be subject to the same requirements, except would not be subject to providing channel letters. Design interest is encouraged for all signs. Individual letters at the entertainment center and restaurant façade shall include the standing letter copy identified in the project renderings for this building. Raceways shall not be permitted for any sign.
3. All interior tenant signs shall be approved by the shopping center management prior to submittal to the City for building permit review and approval.
4. The applicant shall develop a wayfinding sign system, which shall be reviewed and approved administratively by the Planning Division staff. The system shall be completely installed prior to issuance of the Certificate of Occupancy for the movie theater.

IV. Compliance with Mitigation Monitoring and Reporting Program (MMRP)

- A. The shopping center shall continually comply with the MMRP adopted by the City Council for the shopping center expansion on June 22, 2015. Where the installation of all traffic-related measures is identified in the program, the improvement shall be installed pursuant to the timing identified within the MMRP table E-1.

V. Maintenance/Security

A. Maintenance Plan

- 1. A maintenance plan for on-site litter control shall be submitted by the applicant and approved by the City. The litter control maintenance plan shall include provision for on-going maintenance required for the project use. The maintenance plan shall be recorded as part of the PD-69 planned development standards. The maintenance plan shall include the following standards:
 - b. The entire development area shall be maintained in a neat, safe, and healthful condition.
 - c. A garbage disposal plan approved by the Planning Division and the Streets Division shall specify that:
 - d. All trash shall be confined in approved receptacles and enclosures.
 - e. All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure areas. Any stacked or stored items shall not exceed the height of the enclosure.
 - f. All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- 2. The applicant shall prepare an agreement to implement a weekly litter cleanup plan for all open areas, planters and public sidewalks adjacent to the development. All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in the enclosure for disposal. No waste material shall be visible at anytime. All enclosures shall be designed to conceal the contents. All enclosures should be kept clean and free of odor at all times.
- 3. All exterior lighting shall be in accordance with precise plans and shall be adequately maintained according to approved standards.

B. Security Plan

1. A security plan shall be submitted by the applicant and approved by the City Manager. The plan shall identify site and building design measure and shall be amended from time to time, as necessary, to reflect new construction within the shopping center and to address security issues identified by the City.
2. The shopping center shall continually provide on-site security and the specifics of this provision shall be identified in the security plan.



DRAWING INDEX - PLANNING SUBMITTAL

SHEET #	SHEET NAME
A1	PLANNING SUBMITTAL - COVER PAGE
A2	SITE PLAN
A3	SITE PLAN - SW QUADRANT
A4	EXISTING DEMOLITION
A5	NEW GROUND FLOOR
A6	NEW UPPER FLOOR
A8	EXTERIOR VIEW OF BUILDING J - DAY
A9	EXTERIOR VIEW OF BUILDING J - EVENING
A10	BUILDING J ELEVATIONS
A11	SITE ELEVATIONS
A12	EXISTING CONDITIONS

PROJECT DESCRIPTION

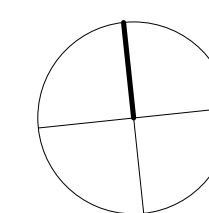
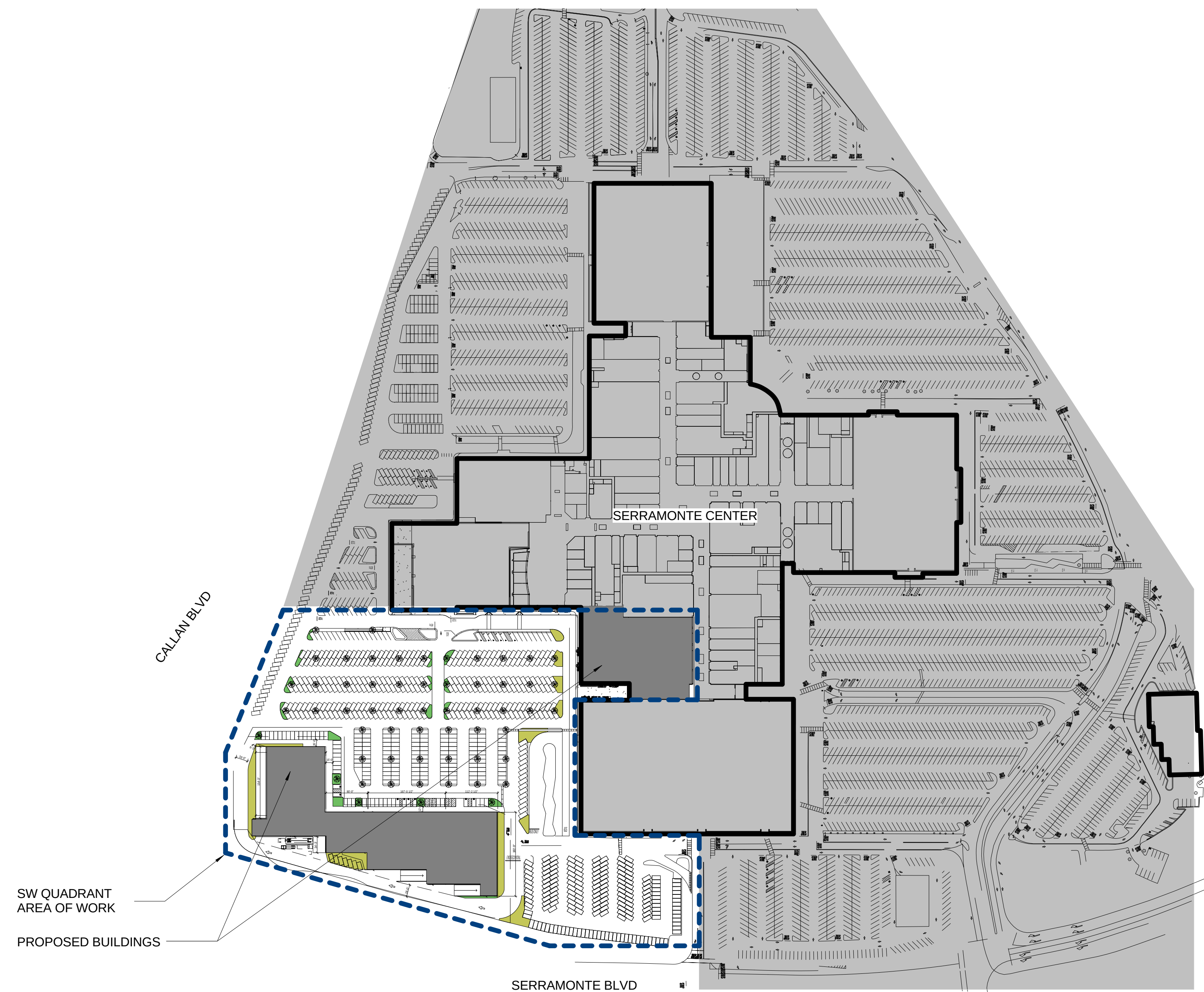
NEW CONSTRUCTION INCLUDING FREESTANDING SINGLE STORY RETAIL AND A TWO STORY ENTERTAINMENT BUILDING AS A PARTIAL REMODEL OF SERRAMONTE CENTER BUILDING J

PROJECT DATA

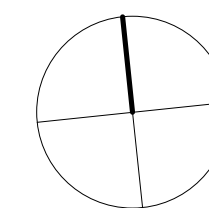
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PARKING:	EXISTING: 903 PROPOSED: 749

PROJECT TEAM

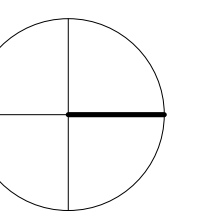
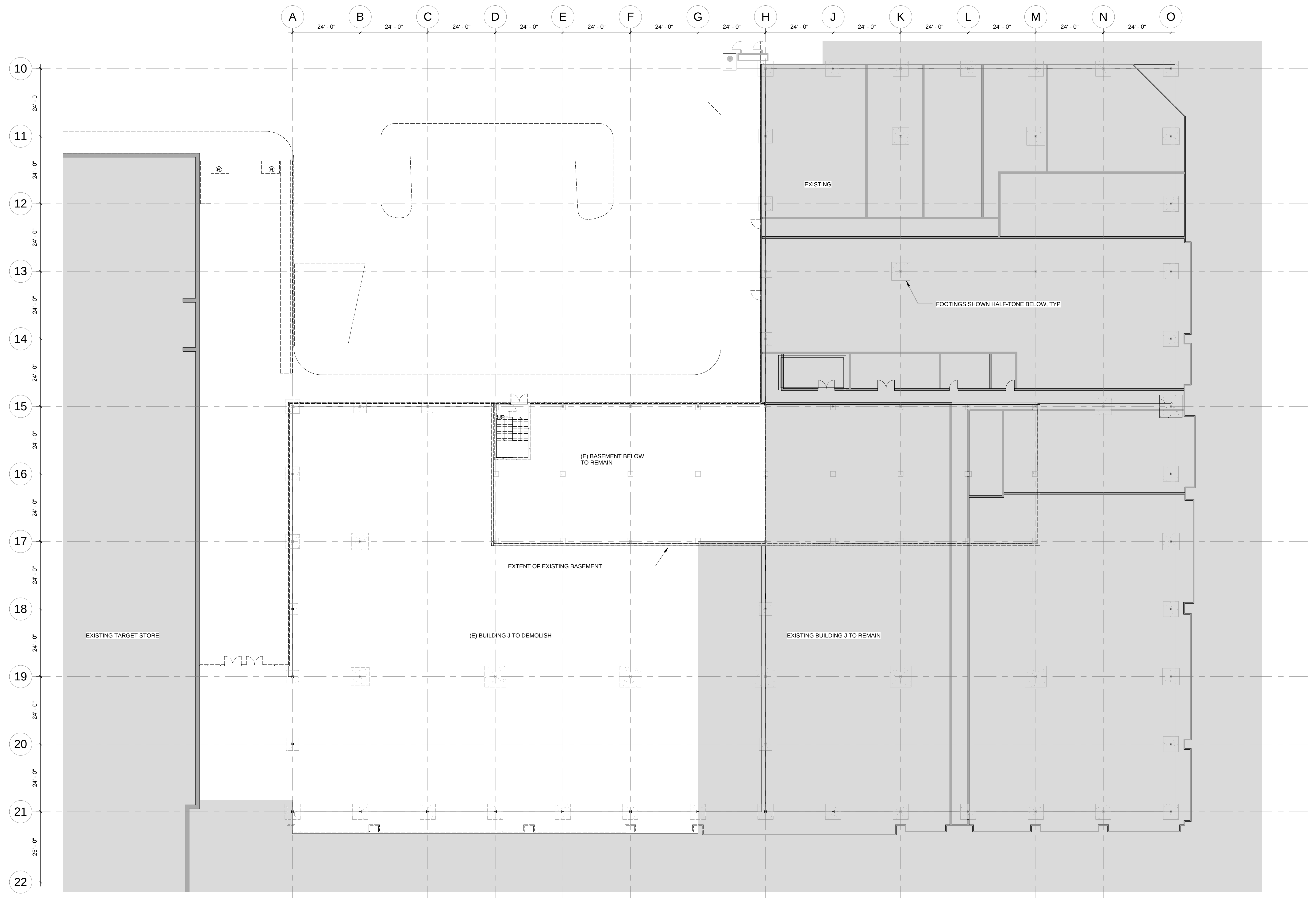
CLIENT:	DALY CITY SERRAMONTE LLC 3 SERRAMONTE CTR DALY CITY, CA 94015-2345 PHONE: 212.796.1758 CONTACT: RICARDO DEROJAS
ARCHITECT:	ASD 250 SUTTER STREET, SUITE 600 SAN FRANCISCO, CA 94108 415.288.8670 CONTACT: JOE REMLING
STRUCTURAL ENGINEER:	MBC STRUCTURAL ENGINEERS 85 SECOND ST, SUITE 501 SAN FRANCISCO, CA 94105 415.546.0431 DAVID MURPHY
MEP ENGINEER:	ESD GLOBAL 175 WEST JACKSON BLVD, SUITE 1400 CHICAGO, ILLINOIS 60604 312.835.9402 ROBBIE CHUNG



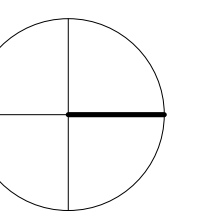
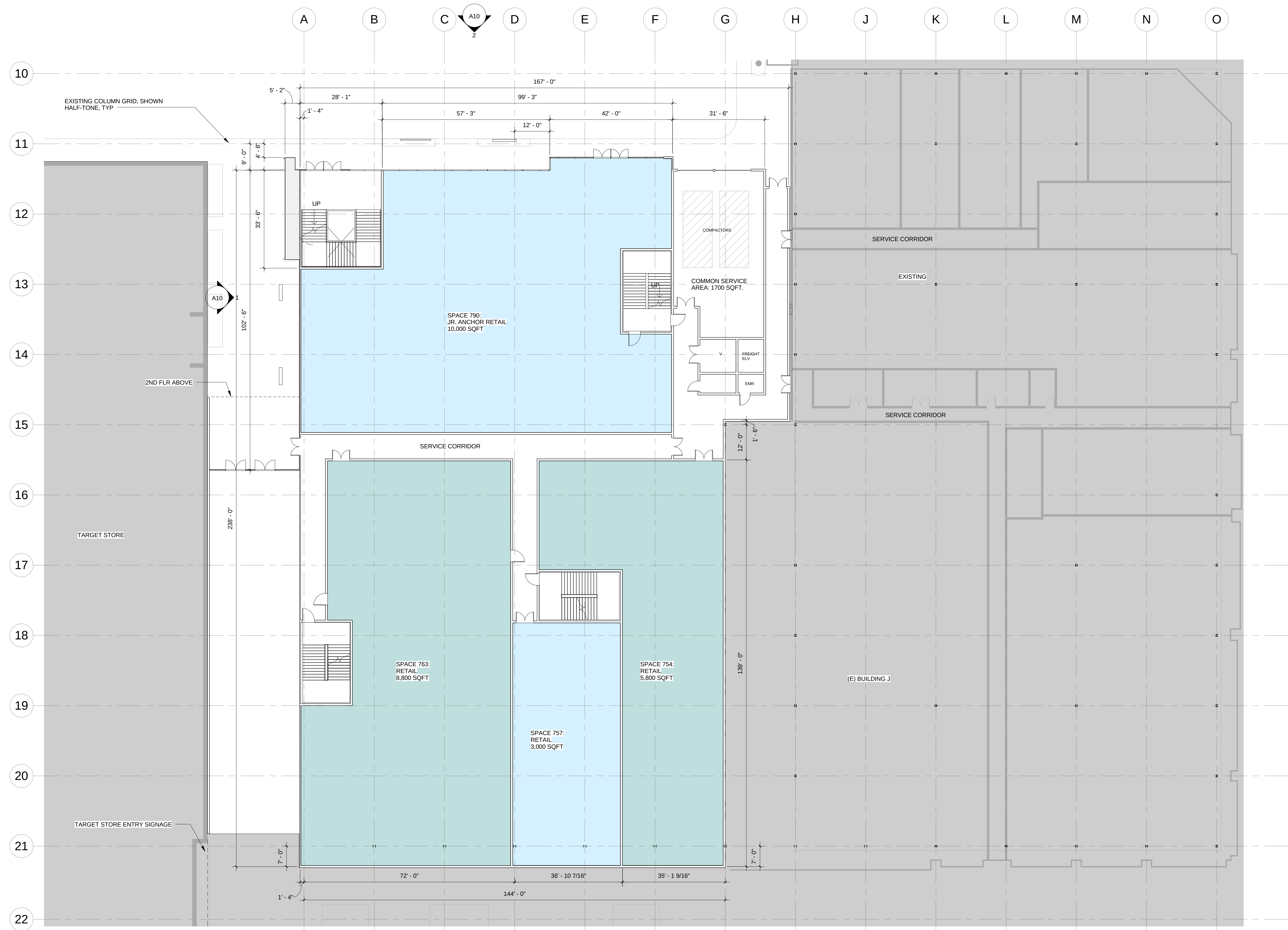
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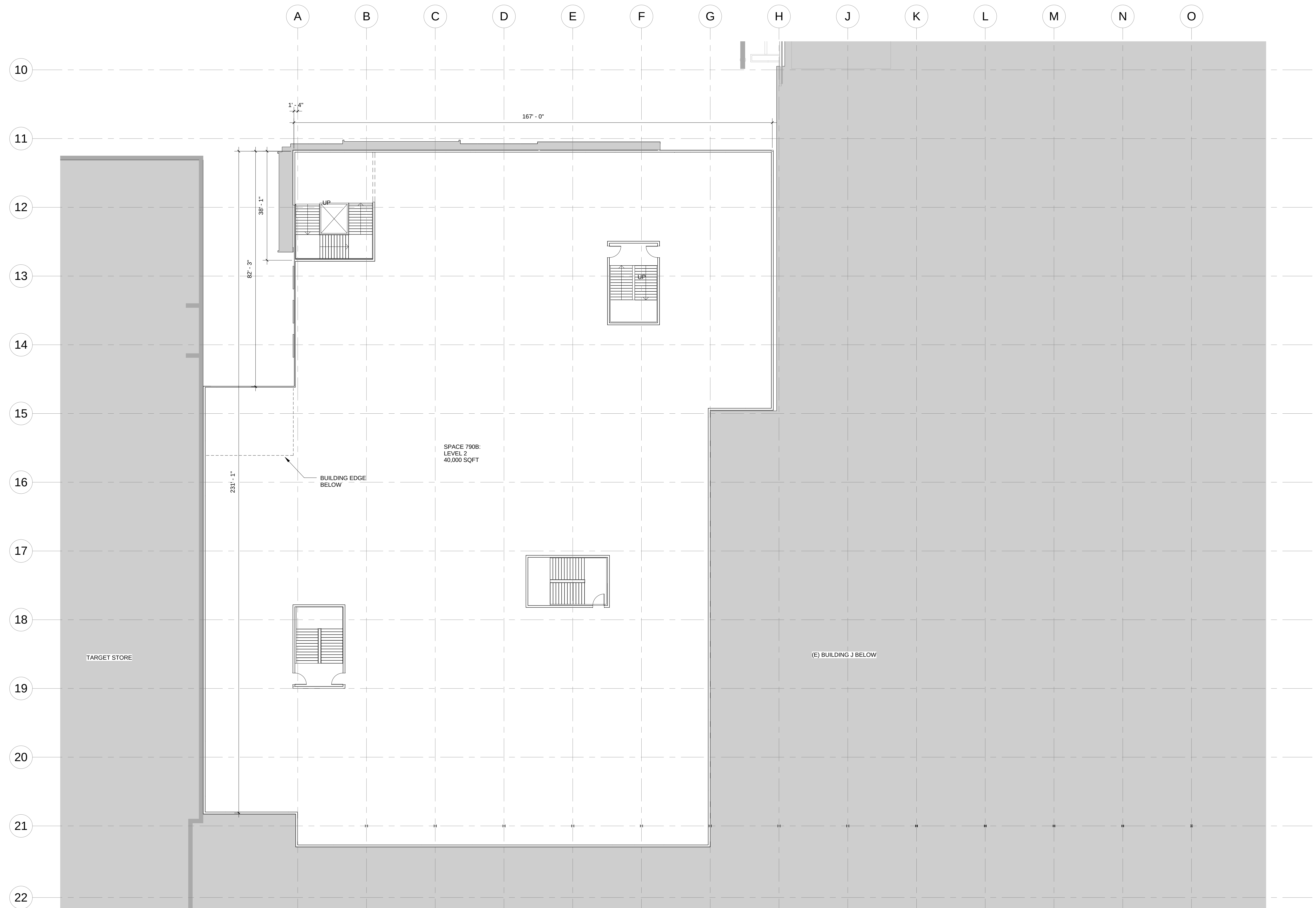
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SCALE: 1/16" = 1'-0"



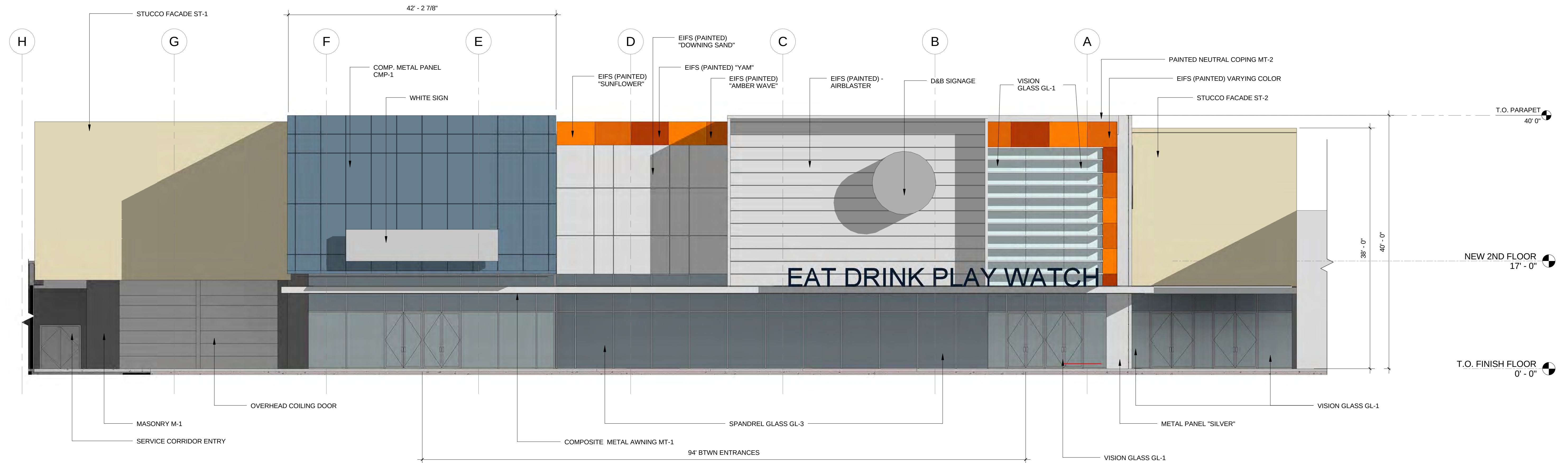


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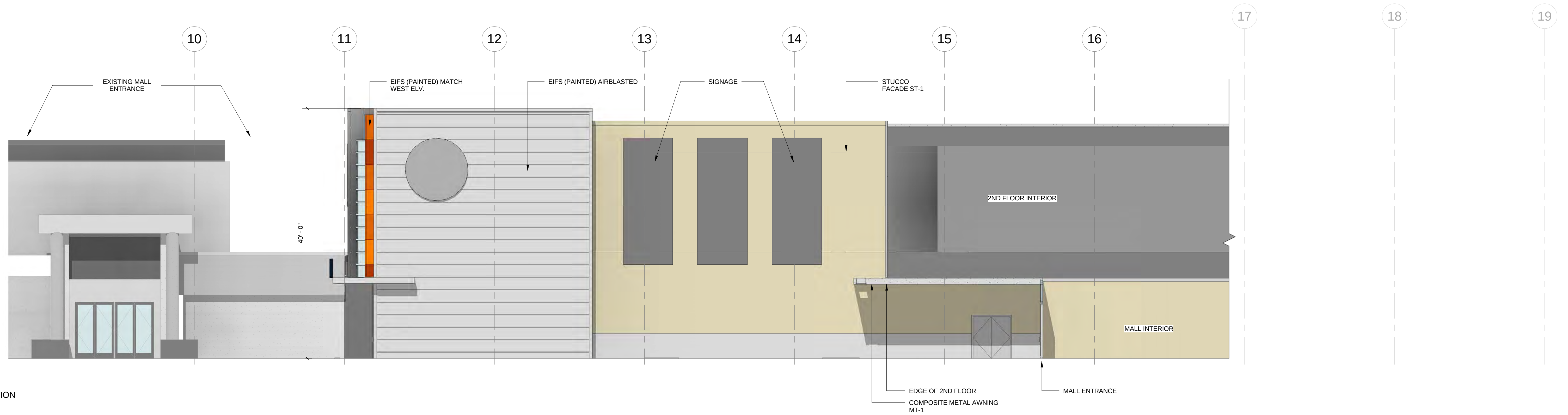
INTERIORS ARCHITECTURE GRAPHICS

SERRAMONTE CENTER
EXTERIOR VIEW OF BUILDING J - EVENING

A S D A9

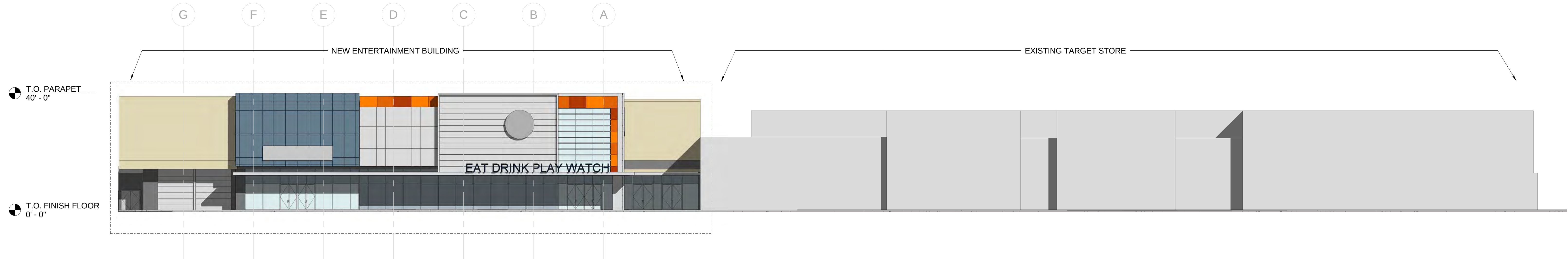


WEST ELEVATION



SOUTH ELEVATION

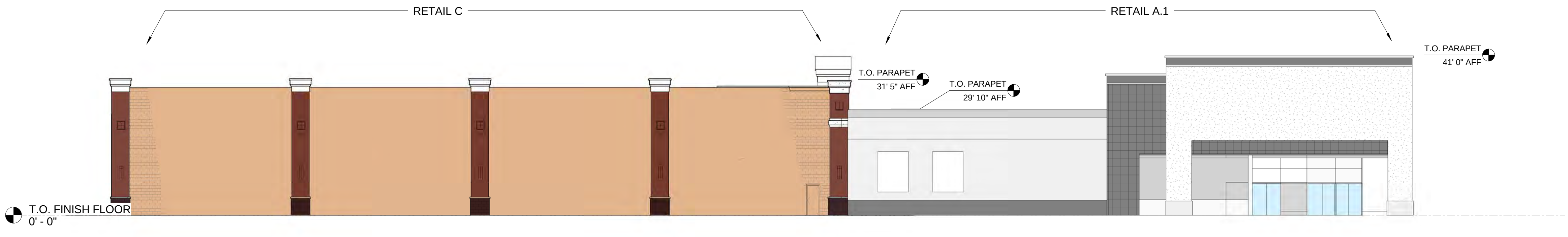
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BUILDING J WEST ELEVATION



SQ QUAD NORTH ELEVATION



SQ QUAD EAST ELEVATION

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



PHOTO 1: LOOKING EAST TOWARDS NEW ENTERTAINMENT BUILDING SITE

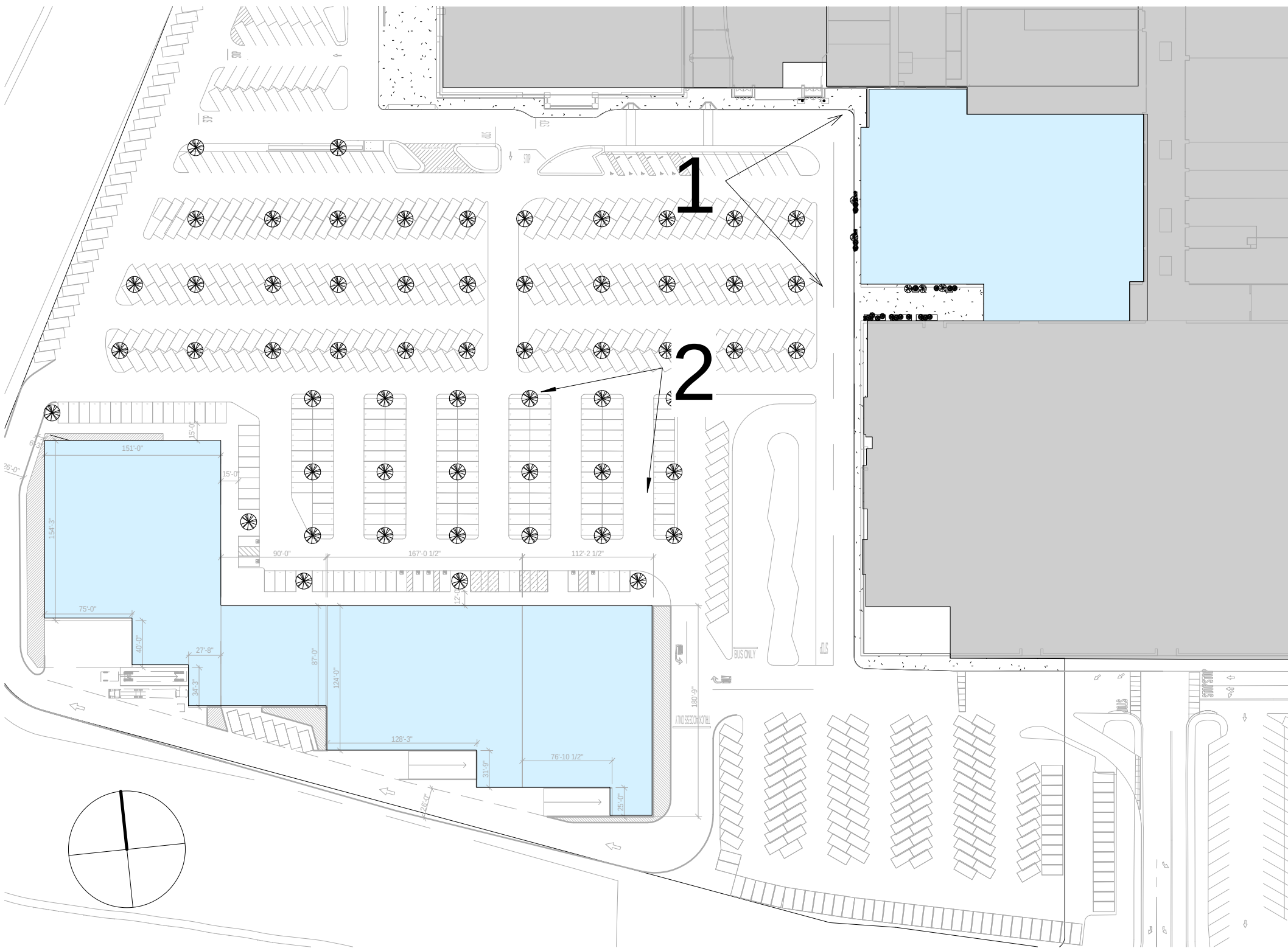


PHOTO 2: LOOKING WEST TOWARDS SW QUAD RETAIL BUILDING SITE



State Clearinghouse Number: 2014052029



Serramonte Shopping Center Expansion Project

Final EIR

for the City of Daly City

PlaceWorks

May 2015 | Public Review Draft



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Serramonte Shopping Center Expansion Project

Final EIR

for the City of Daly City

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1. Introduction

1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This document provides responses to comments received on the Draft Environmental Impact Report (Draft EIR) for the proposed Serramonte Shopping Center Expansion Project. The Draft EIR identified significant impacts associated with the proposed Project, and examined alternatives and recommended mitigation measures that could avoid or reduce potential impacts.

This document, together with the Draft EIR, will constitute the Final EIR if the Daly City City Council certifies it as complete and adequate under the California Environmental Quality Act (CEQA).

1.2 ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project, and to provide the general public with an opportunity to comment on the Draft EIR. This Final EIR has been prepared to respond to comments received on the Draft EIR. A Notice of Preparation of an EIR was issued by the City on May 9, 2014 for a required 30-day review period. The Draft EIR was made available for public review from Friday, March 20, 2015 through Tuesday, May 5, 2015. The Draft EIR was distributed to local, regional, and State agencies and the general public was advised of the availability of the Draft EIR. Copies of the Draft EIR were made available for review to interested parties at:

- City of Daly City – City Hall at 333 90th Street, Daly City, CA 94015
- Serramonte Main Library, 40 Wembley Drive, Daly City, CA 94015
- The City's website at <http://www.dalycity.org/sscdeir>.

The 45-day public comment period ended on May 5, 2015. Copies of all written comments received on the Draft EIR are contained in this document. These comments and responses to these comments are laid out in Chapter 5, Comments and Responses, of this Final EIR.

This Final EIR will be presented at a Planning Commission hearing at which the Commission will advise the City Council on certification of the EIR as a full disclosure of potential impacts, mitigation measures, and alternatives.

However, the Planning Commission will not take final action on the EIR or the proposed Project. Instead, the City Council will consider the Planning Commission's recommendations on the Final EIR and the proposed Project during a noticed public hearing, and will make the final action with regard to certification of the Final EIR. The City Council is currently scheduled to certify the Final EIR at a public hearing in June 2015.

INTRODUCTION

1.3 REPORT ORGANIZATION

This document is organized into the following chapters:

- **Chapter 1: Introduction.** This chapter discusses the use and organization of this Final EIR.
- **Chapter 2: Executive Summary.** This chapter is a summary of the findings of the Draft and the Final EIR. It has been reprinted from the Draft EIR.
- **Chapter 3: Revisions to the Draft EIR.** Additional corrections to the text and graphics of the Draft EIR are contained in this chapter. Double-underline text represents language that has been added to the EIR; text with ~~striketrough~~ has been deleted from the EIR.
- **Chapter 4: List of Commenters.** Names of agencies and individuals who commented on the Draft EIR are included in this chapter.
- **Chapter 5: Comments and Responses.** This chapter lists the comments received from agencies and the public on the Draft EIR, and provides responses to those comments.

2. Executive Summary

This chapter presents a summary of the findings of the Draft and Final EIRs. This chapter has been reprinted from the Draft EIR with necessary changes made in this Final EIR shown in double-underline and ~~striketrough~~.

This chapter presents an overview of the proposed Serramonte Shopping Center Expansion Project, herein referred to as the “Project.” This executive summary also provides a summary of the alternatives to the Project, identifies issues to be resolved, areas of controversy, and conclusions of the analysis contained in Chapter 4.0, Sections 4.1 through 4.14 of this Draft Environmental Impact Report (Draft EIR). For a complete description of the Project, see Chapter 3, Project Description, of this Draft EIR. For a discussion of alternatives to the Project, see Chapter 6, Alternatives to the Project, of this Draft EIR.

~~This~~ The Draft EIR addresses the environmental effects associated with implementation of the Project. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report is a public document designed to provide the public, local, and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making.

~~This~~ The Draft EIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Section 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.) in order to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. The City of Daly City, as the Lead Agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel and review of all technical subconsultant reports. Information for ~~this~~ the Draft EIR was obtained from on-site field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature in the public domain; and specialized environmental assessments (e.g., air quality, greenhouse gas emissions, noise, geotechnical and transportation and traffic).

2.1 INTRODUCTION

The Daly City Serramonte Center, LLC (“Applicant”) is proposing to expand the existing Shopping Center through five phases of construction over the course of approximately ten years. At buildout, the Shopping Center would result in the addition of 328,600 square feet of retail, entertainment and restaurant space, a 75,000 square foot hotel, and a 65,000 square foot medical building. Additionally, a 348,000 square foot above-ground parking garage with 1,080 parking spaces would be constructed on the northwestern side of the Shopping Center.

EXECUTIVE SUMMARY

The principle components of the Project include:

- **Demolition and Site Preparation.** The proposed renovations would require grading, demolition, and roadway realignments throughout most of the five phases. Phase one would include 22,000 square feet of demolition of the west wing. Phase three would include demolition of 15,545 square feet of retail space of the southeast quadrant. Phase four would include demolition of 12,500 square feet in the northwest quadrant.
- **Retail and Commercial Components.** The existing Shopping Center currently accommodates four anchor stores that are expected to remain in their existing locations. A 226,000 square-foot Macy's is located at the northern end of the Shopping Center, a 160,000 square-foot Target store to the south, a 83,000 square-foot Dick's Sporting Goods to the west, and a 75,000 square-foot JC Penney to the east. The Project proposes the following renovations, expansions, and demolition taking place over ten years:
 - **New Entertainment Building for Dave and Buster's** would include a 40,000 square-foot Dave & Busters, 30,500 square feet of ancillary retail and restaurant use, and demolition of 22,000 square feet, for a net new total of 48,500 gross leasable area (GLA).
 - **Cinema Complex** would include a 47,000 square-foot cinema, and 2,955 square feet of demolition, totaling 44,045 square feet of net new GLA.
 - **Restaurant (East Side)** would include 12,000 square feet of restaurant space outside of Macy's.
 - **Parking Garage** would include a 348,000 square-foot (1,080 spaces) parking garage between the west entrance of Macy's and the proposed Cinema Complex.
 - **Retail (Southeast Quadrant)** would include 89,600 square feet of retail space in the southeast quadrant of the Project site, and 15,545 square feet of demolition.
 - **Retail (Southwest Quadrant)** would include 78,000 square feet of retail space.
 - **5-Story Hotel** would include a 75,000 square-foot five-story hotel at the northern end of the Project site.
 - **Retail (Northwest Quadrant)** would include 84,500 square feet of retail, and 12,500 square feet of demolition, totaling 72,000 square feet of net new GLA.
 - **Medical Office Building** would include a 65,000 square-foot medical building at the southwest area of the Project site at the corners of Serramonte and Callan Boulevards.
- **Aesthetics.** The newly renovated Shopping Center would incorporate designs that blend in with adjacent elevations and with a new color scheme that would be applied to the entire Shopping Center. The freestanding buildings would be designed to suit the requirements of specific tenants; however, the exterior of the buildings would consist of smooth and textured stucco in various colors, colored concrete panels, multi-colored brick veneers, stone, tile, and concrete masonry (CMU) block. The retail storefronts would primarily consist of aluminum framing, in-filled with tinted glass.
- **Parking.** Existing surface lots would be repaved in some locations throughout the five phases. Phase one would also include construction of a new 348,000 square-foot parking garage west of Macy's, and at buildout would include 1,080 parking spaces.
- **Vehicle Circulation.** Existing vehicular access to the Project site would remain the same, with two entrances off Serramonte Boulevard, one off Callan Boulevard, and one at Southgate Avenue. Proposed improvements would include realignment of the main entrance at Gellert Boulevard and Serramonte Boulevard, as well as aesthetic improvements to Loop Road.

EXECUTIVE SUMMARY

- **Stormwater.** The Project would stay connected to the City of Daly City stormwater drain system.
- **Landscaping.** Proposed landscape improvements would include removal of several mature trees; however, any removal would be done in accordance with the City of Daly City's Municipal Code with regards to replacement trees. The Project also proposes improvements to landscape, hardscape, signage, and lighting along Loop Road to provide improved circulation.
- **Water Supply.** The existing water supply infrastructure would be preserved in place and extensions would be installed to supply water to the proposed free-standing building.
- **Sanitary Sewer Service.** The existing sanitary sewer infrastructure would be preserved in place and extensions would be installed to channel effluent from the proposed free-standing building.
- **Utilities.** The existing utility infrastructure would be preserved in place and extensions would be installed to provide electricity and natural gas to the proposed freestanding building.

2.2 ENVIRONMENTAL PROCEDURES

~~This~~ The Draft EIR has been prepared to assess the environmental effects associated with implementation of the proposed Project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons for agency approval of projects with significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in the CEQA statute and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

EXECUTIVE SUMMARY

2.2.1 EIR FORMAT

~~This~~ The Draft EIR is organized into the following chapters:

- **Chapter 1: Executive Summary.** Summarizes Project location, overview, and environmental consequences that would result from implementation of the Project, describes recommended mitigation measures, and indicates level of significance of environmental impacts before and after mitigation.
- **Chapter 2: Introduction.** Provides an overview of the Draft EIR document.
- **Chapter 3: Project Description.** Describes the Project in detail, including the Project site location and characteristics, Project objectives, and the structural and technical elements of the proposed action.
- **Chapter 4: Environmental Analysis.** Provides a description of the existing environmental setting, an analysis of the potential direct, indirect, and cumulative environmental impacts of the Project, and presents recommended mitigation measures intended to reduce their significance.
- **Chapter 5: Significant Unavoidable Adverse Impacts.** Describes the significant unavoidable adverse impacts of the Project.
- **Chapter 6: Alternatives to the Project.** Considers two Alternatives to the Project, including the CEQA-required “No Project Alternative.”
- **Chapter 7: CEQA Mandated Sections.** Discusses growth inducement, unavoidable significant effects, and significant irreversible changes as a result of the Project.
- **Chapter 8: Organizations and Persons Consulted.** Identifies the preparers of the Draft EIR.
- **Appendices:** The appendices for ~~this document~~ the Draft EIR contain the following supporting documents:
 - Appendix A: Initial Study
 - Appendix B: Notice of Preparation and Scoping Comment
 - Appendix C: Air Quality and Greenhouse Gas Background and Modeling Data
 - Appendix D: Health Risk Assessment
 - Appendix E: Noise Monitoring Data
 - Appendix F: Transportation Impact Analysis
 - Appendix G: Water Supply Assessment

2.2.2 TYPE AND PURPOSE OF ~~THIS~~ THE EIR

~~This~~ The Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) with the City of Daly City as the Lead Agency. ~~This~~ The Draft EIR assesses the potential environmental consequences of implementing the Project, and identifies Mitigation Measures and Alternatives to the Project that would avoid or reduce significant impacts. ~~This~~ The Draft EIR is intended to inform City decision-makers, other responsible agencies, and the general public as to the nature of the Project’s potential impacts.

EXECUTIVE SUMMARY

2.3 PROJECT LOCATION

The Project site is located in Daly City, California, approximately two miles south of San Francisco. Regional vehicular access to the Project site is provided by Interstate 280 (I-280) and State Route 1 (SR 1). The Project site is surrounded by roadways and does not directly abut any adjacent properties. The site is bounded by Southgate Avenue to the north, I-280 to the east, Serramonte Boulevard to the south, and Callan Avenue to the west.

2.4 PROJECT SUMMARY

The Project would include renovating and expanding the existing Shopping Center through five phases of construction over the course of approximately ten years. At buildout, the Shopping Center would result in the addition of 328,600 square feet of retail and restaurant space, including a new 47,000 square-foot (10-screen) cinema, a 75,000 square-foot hotel, and a 65,000 square-foot medical building. Additionally, a 348,000 square-foot aboveground parking garage with 1,080 parking spaces would be constructed on the northwestern side of the Shopping Center. A proposed site plan can be seen on Figure 3-3 in Chapter 3, Project Description, of this Draft EIR.

2.5 SUMMARY OF PROJECT ALTERNATIVES

~~This~~ The Draft EIR analyzes Alternatives to the Project that may feasibly attain most of the Project objectives. A total of three Alternatives are analyzed in detail, including the CEQA-required “No Project Alternative.” They are listed below, and each is described and analyzed in Chapter 6, Alternatives to the Project, of this Draft EIR.

2.5.1 NO-PROJECT ALTERNATIVE

Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, under the No Project Alternative, the Project site would remain in its existing condition. Since the commercial buildings could be leased in its current condition, without any further discretionary approval from the City, this Alternative assumes re-occupancy of the existing buildings in their current condition.

2.5.2 REDUCED INTENSITY ALTERNATIVE

Under the Reduced Intensity Alternative, the overall intensity of the Project components would be reduced by 25 percent over what is proposed under the Project. Table 6-1 shows the amount of development that could occur under this alternative.

EXECUTIVE SUMMARY

2.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Project, the major issues to be resolved include decisions by the City of Daly City, as Lead Agency, related to:

- Whether ~~this~~ the Draft EIR adequately describes the environmental impacts of the Project.
- Whether the proposed land use changes are compatible with the character of the existing area.
- Whether the identified Mitigation Measures should be adopted or modified.
- Whether there are other mitigation measures that should be applied to the Project besides those Mitigation Measures identified in the Draft EIR.
- Whether there are any alternatives to the Project that would substantially lessen any of the significant impacts of the Project and achieve most of the basic objectives.

2.7 AREAS OF CONTROVERSY

The City of Daly City issued a Notice of Preparation (NOP) for the EIR on May 9, 2014 and held a scoping meeting on May 21, 2014 to receive scoping comments. The scoping period for this EIR ran from May 9, 2014 through June 9, 2014, during which time responsible agencies and interested members of the public were invited to submit comments as to the scope and content of the EIR. The comments received focused primarily on transportation and traffic. Comments received during the public scoping period, including the May 21 scoping meeting, are included in Appendix B.

To the extent that these issues have environmental impacts and to the extent that analysis is required under CEQA, they are addressed in Sections four through seven of ~~this~~ the Draft EIR.

2.8 SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

The Project has the potential to generate significant environmental impacts in a number of areas. Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR and presents a summary of impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Chapters 4, Sections 4.1 through 4.14. The table is arranged in four columns: 1) environmental impacts, 2) significance prior to mitigation, 3) mitigation measures, and 4) significance after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Chapters 4.0, Sections 4.1 through 4.14.

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AESTHETICS			
AES-1: The Project would not have a substantial adverse effect on a scenic vista.	LTS	N/A	N/A
AES-2: The Project would not substantially damage scenic resources, including but not limited to, trees rock outcroppings, and historic buildings within a state scenic highway.	LTS	N/A	N/A
AES-3: The Project would not substantially degrade the existing visual character or quality of the site and its surroundings.	LTS	N/A	N/A
AES-4: The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	LTS	N/A	N/A
AES-5: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to aesthetics.	LTS	N/A	N/A
AIR QUALITY			
AIR-1: Construction and operation of the Project could conflict with or obstruct implementation of the applicable air quality plan.	S	AIR-1A: Electrical vehicle Level 2 charging stations shall be provided for the commercial, hotel, and medical office land uses in the Serramonte Shopping Center for the review and approval of the Daly City Planning Division. A minimum of one electric vehicle charging space shall be provided for every 25,000 square feet of non-residential building square footage. The location of the electrical vehicle charging stations shall be specified on site plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.	LTS
		AIR-1B: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) in the Serramonte Shopping Center shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District's Commuter Benefits Program (California Government Code Section 65081). The program shall offer one of the following commuter benefit options:	

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
		- Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to \$130 per month. - Employer provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to \$75 per month. - Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle or vanpool service. - Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips, as the options above. The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the Project Site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall provide bicycle end-trip facilities, including bike parking, showers, and lockers and consider the following additional incentives for commuters as part of the CTR program: - Preferential carpool parking. - Flexible work schedules for carpools. - Telecommute and/or flexible work hour programs. - Car-sharing program (e.g., Zipcar). The CTR program shall be prepared for the review and approval by the Planning Division prior to occupancy permits.	
		AIR-1C: Applicants for future projects within the Serramonte Shopping Center shall design individual habitable non-residential structures to be 15 percent more energy efficient than the current Building and Energy Efficiency Standards. The 15-percent reduction in building envelope energy use shall be based on the current Building and Energy Efficiency Standards (Title 24, Part 6, of the California Building Code) that is in place at the time building permits are submitted to the City. Architectural plans submitted to the Building Division shall identify the requirement to reduce building energy use by 15 percent to meet this requirement.	

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AIR-2: Construction activities would generate fugitive dust during ground-disturbing activities that has the potential to exceed BAAQMD significance thresholds unless BMPs are implemented.	S	AIR-2: The construction contractor(s) for the Serramonte Shopping Center shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}: - Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 mph. Reclaimed water should be used whenever possible. - Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. - Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). - Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads (e.g., Monarch Bay Drive and Fairway Drive), parking areas and staging areas at the construction site to control dust. - Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material. - Hydro-seed or apply non-toxic soil stabilizers to inactive construction areas. - Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) - Limit vehicle traffic speeds on unpaved roads to 15 mph. - Replant vegetation in disturbed areas as quickly as possible. - Install sandbags or other erosion control measures to prevent silt runoff from public roadways. - The Daly City Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.	LTS
AIR-3: Operation of the Project could violate air quality standards or contribute substantially to an existing or projected air quality violation.	S	AIR-3: Implementation of Mitigation Measures AIR-1A through AIR-1.3C would reduce operational air quality impacts.	LTS

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AIR-4: Construction and operation of the Project would cumulatively contribute to the non-attainment designations of the SFBAAB without implementation of construction BMPs.	S	AIR-4: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.	LTS
AIR-5: Construction of the Project would not expose sensitive receptors to substantial concentrations of air pollution.	LTS	N/A	N/A
AIR-6: Operation of the Project would not expose sensitive receptors to substantial concentrations of air pollution.	LTS	N/A	N/A
AIR-7: Implementation of the Project would not create or expose a substantial number of people to objectionable odors.	LTS	N/A	N/A
AIR-8: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to air quality emissions.	S	AIR-8: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.	LTS

BIOLOGICAL RESOURCES

BIO-1: Proposed development could result in inadvertent loss of bird nests in active use, which would conflict with the federal MBTA and California Fish and Game Code if adequate controls and preconstruction surveys are not implemented.	S	BIO-1: Ensure Avoidance of Bird Nests in Active Use. Tree removal and landscape grubbing shall be performed in compliance with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code to avoid loss of nests in active use. This shall be accomplished by scheduling tree removal and landscape grubbing outside of the bird nesting season (which occurs from February 1 to August 31) to avoid possible impacts on nesting birds if new nests are established in the future. Alternatively, if tree removal and landscape grubbing cannot be scheduled during the non-nesting season (September 1 to January 31), a pre-construction nesting survey shall be conducted. The pre-construction nesting survey shall include the following: ▪ A qualified biologist (Biologist) shall conduct a pre-construction nesting bird (both passerine and raptor) survey within seven calendar days prior to tree removal, landscape grubbing, and/or building demolition. ▪ If no nesting birds or active nests are observed, no further action is required and tree removal, landscape grubbing, and building demolition shall occur within	LTS
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EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
		seven calendar days of the survey. - Another nest survey shall be conducted if more than seven calendar days elapse between the initial nest search and the beginning of tree removal, landscape grubbing, and building demolition. - If any active nests are encountered, the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged. Buffer zones vary depending on the species (i.e., typically 75 to 100 feet for passerines and 300 feet for raptors) and other factors such as ongoing disturbance in the vicinity of the nest location. If necessary, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and Wildlife. - Orange construction fencing, flagging, or other marking system shall be installed to delineate the buffer zone around the nest location(s) within which no construction-related equipment or operations shall be permitted. Continued use of existing facilities such as surface parking and site maintenance may continue within this buffer zone. - No restrictions on grading or construction activities outside the prescribed buffer zone are required once the zone has been identified and delineated in the field and workers have been properly trained to avoid the buffer zone area. - Construction activities shall be restricted from the buffer zone until the Biologist has determined that young birds have fledged and the buffer zone is no longer needed. - A survey report of findings verifying that any young have fledged shall be submitted by the Biologist for review and approval by the City of San Leandro prior to initiation of any tree removal, landscape grubbing, building demolition, and other construction activities within the buffer zone. Following written approval by the City, tree removal, and construction within the nest-buffer zone may proceed.	
BIO-2: The Project would not 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 sites.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
BIO-3: The Project would not conflict with any local ordinances or policies protecting biological resources, such as tree preservation policy or ordinance.	LTS	N/A	N/A
BIO-4: The Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to biological resources.	LTS	N/A	N/A
CULTURAL RESOURCES			
CULT-1: During construction, the Project could result in the discovery or disturbance of an archaeological resource; therefore, resulting in a substantially adverse change in an archaeological resource.	S	CULT-1: Site clearing, grading, and other ground disturbing construction activities will be monitored by a qualified archaeologist. If historic/prehistoric artifacts or human remains are discovered during ground disturbing activities, the following measures will be implemented: ■ In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event human remains are encountered during grading and construction, all work within 50 feet of the find will stop and the San Mateo County Coroner's office will be notified. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission to identify the "Most Likely Descendant" (MLD). The City, in consultation with the MLD, would then prepare a plan for treatment, study and re-interment of the remains. ■ In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found during grading and construction, all work within 50 feet of the find will stop and a qualified archaeologist will examine the find. All significant artifacts and samples recovered during construction would be cataloged and curated by a qualified archaeologist and placed in an appropriate curation facility. The archaeologist must then submit a plan for evaluation of the resource to the City of Daly City Planning Division for approval. If the evaluation of the resource concludes that the found resource is eligible for the California Register of Historic Resources, a mitigation plan must be submitted to the City of Daly City Planning Division for approval. The mitigation plan must be completed before earthmoving or construction activities can recommence within the designated resource area.	LTS

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
CULT-2: The Project would not directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature.	LTS	N/A	N/A
CULT-3: During construction, the Project could result in the discovery or disturbance of human remains; therefore, resulting in a substantial adverse change in an archaeological resource.	S	CULT-3: Compliance with Mitigation Measure CULT-1.	LTS
CULT-4: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to cultural resources.	LTS	N/A	N/A
GEOLOGY, SOILS, AND SEISMICITY			
GEO-1: The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: surface rupture along a known active fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides.	LTS	N/A	N/A
GEO-2: The Project would not result in substantial soil erosion or the loss of topsoil.	LTS	N/A	N/A
GEO-3: The Project would not result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	LTS	N/A	N/A
GEO-4: The Project would not be located on expansive soil, creating substantial risks to life or property.	LTS	N/A	N/A
GEO-5: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to geology and soils.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
GREENHOUSE GAS EMISSIONS			
GHG-1: Implementation of the Project could directly or indirectly generate GHG emissions that may have a significant impact on the environment.	S	GHG-1: Implementation of Mitigation Measures AIR-1A through AIR-1C.	SU
GHG-2: Implementation of the Project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.	LTS	N/A	N/A
GHG-3: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to GHG emissions.	S	GHG-3: Implementation of Mitigation Measures AIR-1A through AIR-1C would reduce cumulative air quality impacts.	SU
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LTS	N/A	N/A
HAZ-2: The Project would not 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.	LTS	N/A	N/A
HAZ-3: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.	LTS	N/A	N/A
HAZ-4: The Project would not be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
HAZ-5: The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.	LTS	N/A	N/A
HAZ-6: The Project would not expose people or structures to a significant loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	LTS	N/A	N/A
HAZ-7: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to hazards and hazardous materials.	LTS	N/A	N/A
HYDROLOGY AND WATER QUALITY			
HYDRO-1: The Project would not violate any water quality standards or waste discharge requirements.	LTS	N/A	N/A
HYDRO-2: The Project would not 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.	LTS	N/A	N/A
HYDRO-3: The Project would not 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, siltation, or flooding on- or off-site.	LTS	N/A	N/A
HYDRO-4: The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
HYDRO-5: The Project would not provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.	LTS	N/A	N/A
HYDRO-6: The Project, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to hydrology and water quality.	LTS	N/A	N/A
LAND USE AND PLANNING			
LU-1: The Project would not physically divide an established community.	LTS	N/A	N/A
LU-2: The Project would not 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.	LTS	N/A	N/A
LU-3: The Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to land use and planning.	LTS	N/A	N/A
NOISE			
NOISE-1: Development of the hotel uses in proximity of Freeways may result in interior noise levels at hotel rooms in excess of 45 dBA CNEL, as required by Title 24.	S	NOISE-1: Perform a detailed analysis of the noise reduction requirements and the needed noise insulation features for the hotel. The analysis must show that the hotel will meet the 45 CNEL interior noise requirement of Title 24 of the California Building Code, and the applicant must implement the required construction features to the satisfaction of the Planning Department Director prior to obtaining building permits for the hotel. Interior noise reduction may be achieved with upgraded construction materials for windows, wall assemblies, and exterior doors.	LTS
NOISE-2: The Project would not expose people to or generate excessive groundborne vibration or groundborne noise levels.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-3: The Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project.	LTS	N/A	N/A
NOISE-4: The Project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project.	LTS	N/A	N/A
NOISE-5: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would not result in additional cumulatively considerable noise, or ground-borne noise and vibration impacts.	LTS	N/A	N/A
POPULATION AND HOUSING			
POP-1: The Project would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly or indirectly.	LTS	N/A	N/A
POP-2: The Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	LTS	N/A	N/A
POP-3: This Project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant impacts with respect to population and housing.	LTS	N/A	N/A
PUBLIC SERVICES AND RECREATION			
PS-1: The Project would not result in the provision of or need for new or physically altered fire protection facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
PS-2: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to fire protection service.	LTS	N/A	N/A
PS-3: The Project would not result in the provision of or need for new or physically altered police facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A
PS-4: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police protection service.	LTS	N/A	N/A
PS-5: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities in order to maintain the City's adopted ratio of parkland per thousand residents.	LTS	N/A	N/A
PS-6: The Project would not 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.	LTS	N/A	N/A
PS-7: The Project would not include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	LTS	N/A	N/A
PS-8: The Project, in combination with past, present, and reasonably foreseeable growth, would result in less than significant cumulative impacts with respect to parks and recreational facilities.	LTS	N/A	N/A
PS-9: The Project would not result in a need for new or physically altered school facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
PS-10: Project, in combination with past, present, and reasonably foreseeable growth, would result in less than significant cumulative impacts with respect to schools.	LTS	N/A	N/A
TRANSPORTATION AND TRAFFIC	LTS	N/A	N/A
TRANS-1A: The Project would cause the intersection level of service <u>at the intersection of Serramonte Boulevard and Gellert Boulevard</u> to degrade from LOS D to LOS E in the Saturday peak hour.	S	TRANS-1A: The following shall be implemented: ▪ Shift the center median of Gellert Boulevard approximately 12 feet to the west between Serramonte Boulevard and the entrance driveway to the retail development on the southeast corner of Serramonte Boulevard and Gellert Boulevard. ▪ Restripe the roadway of the northbound approach (within the existing right-of-way) with lane configurations to include: • Two exclusive left-turn lanes • One through lane • One through-right turn lane • One exclusive right-turn lane • Reduce number of southbound receiving lanes from three to two ▪ Restripe the roadway of the southbound approach (within the existing right-of-way) for the lane configurations to include: • Two exclusive left-turn lanes • One-through-right turn lane ▪ Remove split-phasing for the northbound and southbound approaches and implement lead-lag left turn phasing. Lead-lag left turn phasing will eliminate any geometric constraints by having northbound and southbound left turn movements go at different times.	LTS
TRANS-1B: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the weekday PM peak hour <u>at SR-1 Southbound Ramps at Clarinada Avenue</u> .	S	TRANS-1B: Install actuated-uncoordinated traffic signal <u>at SR-1 Southbound Ramps at Clarinada Avenue</u> .	LTS

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-1C: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in weekday AM, weekday PM, and Saturday peak hours <u>at the intersection of Callan Boulevard and Serramonte Boulevard</u> .	S	TRANS-1C: Install actuated-uncoordinated traffic signal <u>at the intersection of Callan Boulevard and Serramonte Boulevard</u> .	LTS
TRANS-1D: The addition of Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.	S	TRANS-1D: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.	SU
TRANS-2A: Under Baseline conditions, the Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.	S	TRANS-2A: Implementation of Mitigation Measure TRANS-1D.	SU
TRANS-2B: Under Cumulative conditions, the Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.	S	TRANS-2B: Implementation of Mitigation Measure TRANS-8F. (See subsection 4.13.4 of this chapter.)	SU
TRANS-3: The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-4A: The addition of Project traffic <u>at the intersection of SR-1 Southbound Ramps at Clarinada Avenue</u> would cause the westbound left turn pocket in the PM and Saturday peak hours under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.	S	TRANS-4A: For the intersection of State Route 1 Southbound Ramps & Clarinada Avenue no feasible mitigation measures are available.	SU
TRANS-4B: The addition of Project traffic <u>at the intersection of Callan Boulevard and Serramonte Boulevard</u> would cause the southbound left turn pocket in the AM peak hour to overflow the available storage by approximately one vehicle for the 95 th percentile queue.	S	TRANS-4B: For the intersection of Callan Boulevard & Serramonte Boulevard, implement Mitigation TRANS-1C.	LTS
TRANS-4C: The addition of Project traffic <u>at the intersection of Serramonte Boulevard and Serramonte Center South Driveway</u> would cause the eastbound left turn pocket in the Saturday peak hour under Baseline conditions to increase the queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Baseline No Project conditions. Additionally, the Project would cause the queue to exceed the available storage in the Cumulative Saturday peak hour.	S	TRANS-4C: For the intersection of Serramonte Boulevard & Serramonte Center South Driveway, implement the following: ▪ Increase the queue storage of the eastbound left turn pocket by at least 100 feet (to have at least 285 feet of queue storage) in order to accommodate the entire 95th percentile queue within the available storage. ▪ Modify the signal timing to increase the available green time for the eastbound left turn lane.	LTS
TRANS-4D: The addition of Project traffic <u>at the intersection of Gellert Boulevard and Serramonte Boulevard</u> would cause the northbound left turn lane to increase by three or more vehicles under Baseline conditions for a movement already exceeding the available queue storage. Additionally, the eastbound left turn pocket in the Saturday peak hour for Cumulative conditions would overflow the available storage by approximately one vehicle for the 95 th percentile queue.	S	TRANS-4D: For the intersection of Gellert Boulevard and Serramonte Boulevard, implement Mitigation TRANS-1A.	LTS

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-4E: The addition of Project traffic <u>at the intersection of Junipero Serra Boulevard and Serramonte Boulevard</u> would cause the northbound left turn pocket in the Saturday peak hour under Cumulative conditions to increase the 95 th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.	S	TRANS-4E: For the intersection of Junipero Serra Boulevard and Serramonte Boulevard, no feasible mitigation measures are available <u>modify traffic signal timing for the cumulative Saturday peak hour conditions.</u>	SU
TRANS-5: The Project would not result in inadequate emergency access.	LTS	N/A	N/A
TRANS-6A: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Serramonte Center West has the potential to increase pedestrian and motor vehicle interactions.	S	TRANS-6A: Install marked crosswalks and ADA compliant curb ramps <u>on the south and east legs</u> at the intersection of Callan Boulevard and Serramonte Center West. <u>It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.</u>	LTS
TRANS-6B: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Clarinada Avenue has the potential to increase pedestrian and motor vehicle interactions.	S	TRANS-6B: Install marked crosswalks and ADA compliant curb ramps <u>on all legs</u> at the intersection of Callan Boulevard and Clarinada Avenue. <u>It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.</u>	LTS
TRANS-7: The Project would not result in inadequate parking capacity.	LTS	N/A	N/A
TRANS-8A: The Project would cause <u>delay at the intersection of Serramonte Boulevard and Gellert Boulevard</u> delay for an intersection , already operating at LOS F _s to worsen during the Saturday peak hour.	S	TRANS-8A: Implementation of Mitigation Measure TRANS-1A.	LTS
TRANS-8B: The Project would cause <u>delay at the intersection of Serramonte Boulevard and Junipero Serra Boulevard</u> delay for an intersection , already operating at LOS F _s to worsen during the Saturday peak hour.	S	TRANS-8B: Optimize the traffic signal green time to better accommodate both Cumulative background and Project traffic volumes <u>at the intersection of Serramonte Boulevard and Junipero Serra Boulevard.</u>	SU
TRANS-8C: The Project would cause <u>delay at the intersection of Serramonte Boulevard and El Camino Real</u> delay for an intersection , already operating at LOS F _s to worsen during the Saturday peak hour.	S	TRANS-8C: Optimize the traffic signal timing <u>at the intersection of Serramonte Boulevard and El Camino Real.</u>	SU

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-8D: The Project would cause the level of service at this the intersection of <u>Gellert Boulevard and Hickey Boulevard</u> to degrade from LOS D to LOS E in the Saturday peak hour.	S	TRANS-8D: The following shall be implemented <u>at the intersection of Gellert Boulevard and Hickey Boulevard</u> : ▪ Install a right-turn overlap signal phase on the westbound approach ▪ Optimize the signal timing	LTS
TRANS-8E: The Project would cause the level of service at this the intersection of <u>Callan Boulevard and Southgate Avenue</u> to degrade from LOS D to LOS E in the weekday PM peak hour.	S	TRANS-8E: Install actuated uncoordinated traffic signal <u>at the intersection of Callan Boulevard and Southgate Avenue</u> .	LTS
TRANS-8F: The Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.	S	TRANS-8F: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.	SU
UTILITIES AND SERVICE SYSTEMS			
UTIL-1: The Project would not have insufficient water supplies available to serve the Project from existing entitlements and resources, or require new or expanded entitlements.	LTS	N/A	N/A
UTIL-2: The Project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	N/A	N/A
UTIL-3: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to water service.	LTS	N/A	N/A
UTIL-4: The Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB).	LTS	N/A	N/A
UTIL-5: The Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
UTIL-6: The Project would not result in the determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.	LTS	N/A	N/A
UTIL-7: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to sewer service.	LTS	N/A	N/A
UTIL-8: The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs.	LTS	N/A	N/A
UTIL-9: The Project would not be out of compliance with federal, State, and local statutes and regulations related to solid waste.	LTS	N/A	N/A
UTIL-10: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to solid waste.	LTS	N/A	N/A

3. Revisions to the Draft EIR

This chapter presents specific changes to the Draft EIR that were made in response to staff-directed changes including typographical corrections and clarifications. In each case, the revised page and location on the page is presented, followed by the textual, tabular, or graphical revision. Double Underline text represents language that has been added to the EIR; text with ~~striketrough~~ has been deleted from the EIR.

None of the revisions constitutes significant changes to the analysis contained in the Draft EIR. As such, the Draft EIR does not need to be recirculated.

All changes to Chapter 1 of the Draft EIR, including changes to Table 1-1, Summary of Impacts and Mitigation Measures, are included in Chapter 2, Executive Summary, of this Final EIR.

REVISIONS TO CHAPTER 1, EXECUTIVE SUMMARY

Page 1-5 of the Draft EIR, the paragraph under the heading Summary of Project Alternatives is hereby revised as follows (Comment A02-02):

This Draft EIR analyzes Alternatives to the Project that may feasibly attain most of the Project objectives. A total of ~~three~~two Alternatives are analyzed in detail, including the CEQA-required “No Project Alternative.” They are listed below, and each is described and analyzed in Chapter 6, Alternatives to the Project, of this Draft EIR.

REVISIONS TO CHAPTER 4.2, AIR QUALITY

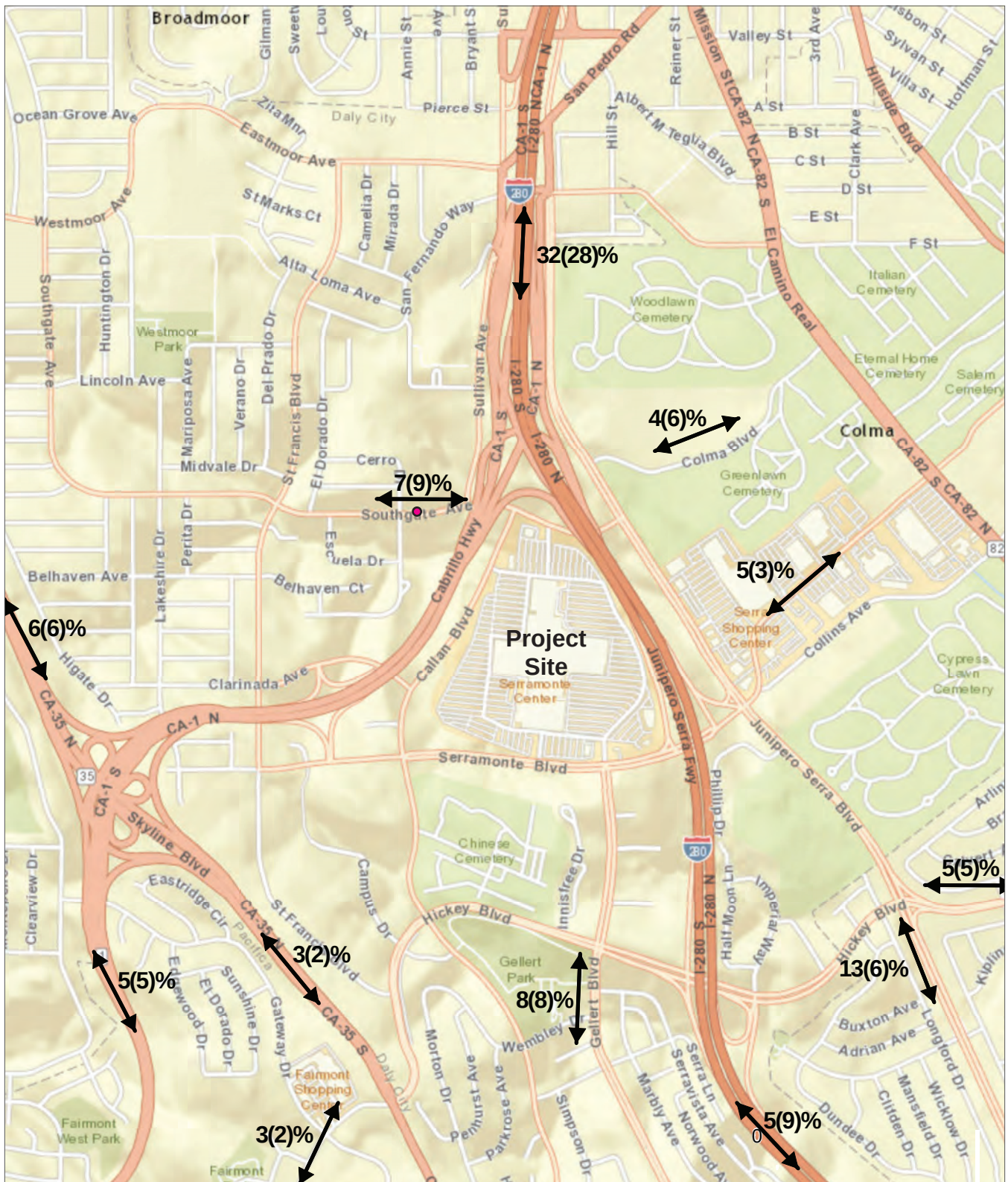
Mitigation Measure AIR-3, as shown on page 4.2-26 of the Draft EIR, is hereby revised as follows:

Mitigation Measures AIR-3: Implementation of Mitigation Measures AIR-1A through AIR-1.~~3~~C would reduce operational air quality impacts.

REVISIONS TO CHAPTER 4.13, TRANSPORTATION AND TRAFFIC

Figure 4.13-5, as shown on page 4.13-19 of the Draft EIR, has been revised to relocate the 5(3)% and arrow adjacent to Serramonte Boulevard, as shown on the following page (Comment A02-11).

TRANSPORTATION AND TRAFFIC



Source: Kittelson & Associates, Inc.

X(X)%
AM(PM)%
Trip Distribution

0 2,000
Scale (Feet)



Figure 4.13-5
Trip Distribution

REVISIONS TO THE DRAFT EIR

Impact Statement TRANS-1A, as shown on page 4.13-23 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-1A: The Project would cause the ~~intersection~~ level of service at the intersection of Serramonte Boulevard and Gellert Boulevard to degrade from LOS D to LOS E in the Saturday peak hour.

Impact Statement and Mitigation Measure TRANS-1B, as shown on page 4.13-23 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-1B: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the weekday PM peak hour at SR-1 Southbound Ramps at Clarinada Avenue.

Mitigation Measure TRANS-1B: Install actuated-uncoordinated traffic signal at SR-1 Southbound Ramps at Clarinada Avenue.

Impact Statement and Mitigation Measure TRANS-1C, as shown on page 4.13-24 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-1C: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in weekday AM, weekday PM, and Saturday peak hours at the intersection of Callan Boulevard and Serramonte Boulevard.

Mitigation Measure TRANS-1C: Install actuated-uncoordinated traffic signal at the intersection of Callan Boulevard and Serramonte Boulevard.

Impact Statement TRANS-4A, as shown on page 4.13-31 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS -4A: The addition of Project traffic at the intersection of SR-1 Southbound Ramps at Clarinada Avenue would cause the westbound left turn pocket in the PM and Saturday peak hours under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.

Impact Statement TRANS-4B, as shown on page 4.13-31 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-4B: The addition of Project traffic at the intersection of Callan Boulevard and Serramonte Boulevard would cause the southbound left turn pocket in the AM peak hour to overflow the available storage by approximately one vehicle for the 95th percentile queue.

Impact Statement TRANS-4C, as shown on page 4.13-31 of the Draft EIR, is hereby revised as follows (Comment A02-03):

REVISIONS TO THE DRAFT EIR

Impact TRANS-4C: The addition of Project traffic at the intersection of Serramonte Boulevard and Serramonte Center South Driveway would cause the eastbound left turn pocket in the Saturday peak hour under Baseline conditions to increase the queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Baseline No Project conditions. Additionally, the Project would cause the queue to exceed the available storage in the Cumulative Saturday peak hour.

Impact Statement TRANS-4D, as shown on page 4.13-32 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-4D: The addition of Project traffic at the intersection of Gellert Boulevard and Serramonte Boulevard would cause the northbound left turn lane to increase by three or more vehicles under Baseline conditions for a movement already exceeding the available queue storage. Additionally, the eastbound left turn pocket in the Saturday peak hour for Cumulative conditions would overflow the available storage by approximately one vehicle for the 95th percentile queue.

Impact Statement and Mitigation Measure TRANS-4E, as shown on page 4.13-32 of the Draft EIR, is hereby revised as follows (Comment A02-03 and Comment A02-12):

Impact TRANS-4E: The addition of Project traffic at the intersection of Junipero Serra Boulevard and Serramonte Boulevard would cause the northbound left turn pocket in the Saturday peak hour under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.

Mitigation Measure TRANS-4E: For the intersection of Junipero Serra Boulevard and Serramonte Boulevard, ~~no~~ feasible mitigation measures are available to modify traffic signal timing for the cumulative Saturday peak hour conditions.

Significance After Mitigation: Significant and unavoidable. Implementation of Mitigation Measure TRANS-4E would reduce the impact to less than significant. However, Extending the left turn pocket at this location is not a feasible mitigation measure due to the roadway width upstream of the intersection (it would not be possible to extend the turn pocket without acquiring additional right-of-way). Additionally, this intersection is under the control of Caltrans and the City of Daly City cannot guarantee the timing of the implementation of any mitigation measure. Therefore, the Project's impact at this location remains significant and unavoidable.

Mitigation Measure TRANS-6A, as shown on page 4.13-34 of the Draft EIR, is hereby revised as follows (Comment A01-04):

Mitigation Measure TRANS-6A: Install marked crosswalks and ADA compliant curb ramps on the south and east legs at the intersection of Callan Boulevard and Serramonte Center West. It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.

REVISIONS TO THE DRAFT EIR

Mitigation Measure TRANS-6B, as shown on page 4.13-34 of the Draft EIR, is hereby revised as follows (Comment A01-04):

Mitigation Measure TRANS-6B: Install marked crosswalks and ADA compliant curb ramps on all legs at the intersection of Callan Boulevard and Clarinada Avenue. It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.

Impact Statement TRANS-8A, as shown on page 4.13-42 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8A: The Project would cause delay at the intersection of Serramonte Boulevard and Gellert Boulevard ~~delay for an intersection~~, already operating at LOS F₊ to worsen during the Saturday peak hour.

Impact Statement and Mitigation Measure TRANS-8B, as shown on page 4.13-42 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8B: The Project would cause delay at the intersection of Serramonte Boulevard and Junipero Serra Boulevard ~~delay for an intersection~~, already operating at LOS F₊ to worsen during the Saturday peak hour.

Mitigation Measure TRANS-8B: Optimize the traffic signal green time to better accommodate both Cumulative background and Project traffic volumes at the intersection of Serramonte Boulevard and Junipero Serra Boulevard.

Impact Statement and Mitigation Measure TRANS-8C, as shown on page 4.13-42 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8C: The Project would cause delay at the intersection of Serramonte Boulevard and El Camino Real ~~delay for an intersection~~, already operating at LOS F₊ to worsen during the Saturday peak hour.

Mitigation Measure TRANS-8C: Optimize the traffic signal timing at the intersection of Serramonte Boulevard and El Camino Real.

Impact Statement and Mitigation Measure TRANS-8D, as shown on page 4.13-43 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8D: The Project would cause the level of service at ~~this the~~ intersection of Gellert Boulevard and Hickey Boulevard to degrade from LOS D to LOS E in the Saturday peak hour.

Mitigation Measure TRANS-8D: The following shall be implemented at the intersection of Gellert Boulevard and Hickey Boulevard:

- Install a right-turn overlap signal phase on the westbound approach
- Optimize the signal timing

Mitigation Measure TRANS-8E, as shown on page 4.13-43 of the Draft EIR, is hereby revised as follows (Comment A02-03):

REVISIONS TO THE DRAFT EIR

Impact TRANS-8E: The Project would cause the level of service at ~~this~~the intersection of Callan Boulevard and Southgate Avenue to degrade from LOS D to LOS E in the weekday PM peak hour.

Mitigation Measure TRANS-8E: Install actuated uncoordinated traffic signal at the intersection of Callan Boulevard and Southgate Avenue.

REVISIONS TO CHAPTER 6, ALTERNATIVES

Page 6-2 of the Draft EIR, Section 6.2, Alternatives Considered, is hereby revised as follows (Comment A02-16):

No Project Alternative. Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, under the No Project Alternative, the Project site would remain in its existing condition. Since the commercial buildings could be leased in its current condition, without any further discretionary approval from the City, this alternative assumes operation and re-tenanting of the existing buildings in their current condition, ~~given that Sears' lease expires by the end of 2014.~~ Additionally, under this alternative, improvements proposed by the Project, such as reconfiguration, remodeling, landscaping, and pedestrian circulation improvements would not occur.

REVISIONS TO APPENDIX F, TRANSPORTATION IMPACT ANALYSIS

Page 43 of Appendix F of the Draft EIR, the paragraph under the heading “Cumulative Conditions,” is hereby revised as follows (Comment A02-08):

The Cumulative Conditions analysis projects how the study area's transportation system would operate with the full build-out of the Project in combination with the growth and changes of the surrounding community by the year 2035. The growth and changes of the surrounding community by 2035 were derived from the latest version of the Daly City Travel Demand Model. This model includes all of the approved and reasonably foreseeable projects anticipated in Daly City by 2035.

Page 52 of Appendix F of the Draft EIR, the paragraph under the heading “Design and Incompatible Use Hazards,” is hereby revised as follows (Comment A01-02):

The conceptual master plan was reviewed to assess any potential hazards due to Project design and incompatible use. The proposed land uses are generally compatible with existing uses in the project area and would not result in undue hazards. Therefore, this assessment focuses on potential hazards due to design. The primary design issues considered were a review of the queue lengths and intersection design of key intersections identified by the City. A review of the internal circulation was also performed but because the conceptual plan lacks sufficient details, the internal design assessment is limited to a high level basis. A more thorough review should be performed during the entitlement process to ensure that all proposed designs comply with City standards or Caltrans standards, as appropriate.

4. *List of Commenters*

Comments on the Draft EIR were received from the following agencies and individuals. Letters are arranged by category and by the date received. Each comment letter has been assigned a number, as indicated below.

4.1 STATE AND LOCAL AGENCIES

A01 Patricia Maurice, Acting District Branch Chief, Local Development – Intergovernmental Review, California Department of Transportation, May 4, 2015

A02 Michael P. Laughlin, City Planner, Planning Department, Town of Colma, May 5, 2015

4.2 PRIVATE INDIVIDUALS

B01 Zachary Moore, March 28, 2015

LIST OF COMMENTERS

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5. Comments and Responses

This chapter includes a reproduction of, and responses to, each letter received during the public review period. Comments are presented in their original format in Appendix H, along with annotations that identify each comment number.

Responses to those individual comments are provided in this chapter alongside the text of each corresponding comment. Letters follow the same order as listed in Chapter 3 of this Final EIR and are categorized by:

- State and Local Agencies
- Private Individuals

Letters are arranged by category and by date received. Each comment is labeled with a reference number in the margin.

During the review period for the Draft EIR, a member of the public submitted several comments that related to the details of the proposed Project itself, convey the commenter's opinion of the proposed Project, or address the relative consequences or benefits of the proposed Project (referred to here as "merits of the proposed Project"), rather than the adequacy of the Draft EIR or the environmental issues, impacts, and mitigation measures addressed in the Draft EIR. It is important for a Lead Agency in its decision-making process to consider both the adequacy of the Draft EIR and the merits of the proposed Project. However, a Lead Agency is only required by CEQA to respond in its Final EIR to comments related to pertinent environmental issues and the adequacy of the Draft EIR.

Section 15204 of the CEQA Guidelines provides direction for parties reviewing and providing comment on a Draft EIR, as follows:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.

Section 15204 continues in relation to the role of the Lead Agency in responding to comments:

When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Although comments related to merits of the proposed Project do not require responses in the Final EIR, they do provide important input to the decision-making process. Therefore, merit- and opinion-based comment letters are included in the Final EIR to be available to the decision-makers when considering whether to adopt the proposed Project.

Responses to individual comments are presented in Table 5-1. Individual comments are reproduced from the original versions in Appendix H, along with the comment numbers shown in the appendix, followed by the response.

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
A. STATE AND LOCAL AGENCIES		
A01	Caltrans	
A01-01	Serramonte Shopping Center Expansion- Draft Environmental Impact Report. Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system; provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. The following comments are based on the Draft Environmental Impact Report.	This comment provides an introduction to the comment letter, and does not question the adequacy of the analysis included in the EIR. No response is required.
A01-02	Multi-Modal Facilities 1. Appendix F, page 52, Design and Compatible Use Hazards: Many streets and intersections are located within the Caltrans right-of-way (ROW). There are some new Class I bicycle paths, Class II bicycle lanes, and Class III bicycle roads, sidewalks, and curb ramps involved in this project. All new facilities such as those mentioned above located within the Caltrans ROW must follow the Caltrans standards. Please modify this paragraph to reflect the change.	Page 52 of Appendix F in the DEIR will be revised to reflect the use of Caltrans standards within Caltrans ROW, as shown in Chapter 3 of this Final EIR.
A01-03	2. The City of Daly City's (City) Bicycle and Pedestrian Master Plan includes a planned Class III bicycle route along Serramonte Boulevard between Gellert Boulevard and Junipero Serra Boulevard, we strongly encourage the City to provide a more separated facility for bicyclists given the vehicle volumes and speeds. We also recommend that the bike facility extend to the intersection directly to the .west of the Serramonte Boulevard/Gellert Boulevard intersection so that it connects to the existing bike lane.	This comment pertains to the City's Bicycle and Pedestrian Master Plan and is beyond the purview of the EIR and CEQA. However, the Project would not interfere with a change to the Bicycle and Pedestrian Master Plan if it were to be altered to have a Class II bicycle lane between Serramonte Center South access point and the intersection of Junipero Serra Boulevard and Serramonte Boulevard. No further response is required.
A01-04	3. Please confirm that the intersections of Callan Boulevard and Serramonte Center West and Callan Boulevard and Clarinada Avenue will have crosswalks and directional curb ramps on all four legs of the intersection. We recommend that you install stop bars ahead of the crosswalks to reduce a multiple threat situation where one vehicle blocks the view for another motorist of pedestrians crossing in the	Crosswalks are intended on all legs of the intersection of Callan Boulevard & Clarinada Avenue. However, the crosswalks at Callan Boulevard and Serramonte Center West are only intended for the south and east legs of the intersection. A crosswalk across the north leg (crossing Callan Boulevard) is not intended due to the southbound left turn lane which would not allow for a pedestrian refuge in the median. Directional curb ramps are not required by the ADA. However, text will be

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
	crosswalk.	modified to recommend both directional curb ramps and stop bars to reduce a multiple threat situation. The Draft EIR will be revised on pages 4.13-34, as shown in Chapter 3 of this Final EIR.
A01-05	4. To encourage use of the nearby SamTrans bus stops the proposed parking ratio should be lowered. A Transportation Demand Management program (Transportation Demand Management) should be established that builds off of the proposed employee trip commute reduction program (CTR) with goals to reduce all vehicle trips and a monitoring program. As in the CTR, future employees should be provided with transit subsidies as one of the amenities covered in the TDM program and bicycle parking facilities which can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking.	Based on table 4.13-14 in the Draft EIR, the planned parking ratio for only the retail portion of the project (1,154,000 square feet) is approximately 3.71 parking spaces per 1,000 square feet. This is substantially less than the average 5.5 parking spaces per 1,000 square feet that was observed in a study of 27 regional shopping centers as part of the Institute of Transportation Engineers Parking Generation Manual (4 th Edition). This low parking ratio compared to similar regional shopping centers will likely already result in increased transit ridership. A TDM plan was not considered because the Project was found to not cause significant transportation impacts that could not be mitigated when analyzing the full trip generation of the Project. Should a TDM plan be implemented by the applicant, it would only serve to lessen the impacts already identified in the Draft EIR. Therefore, the analysis included in this EIR can be considered conservative without the inclusion of a TDM plan.
A01-06	Transportation Permit Project work that requires movement of oversized or excessive load vehicles on state roadways, such as I-280 requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the following address: Transportation Permits Office, 1823 -14 th Street, Sacramento, CA 95811-7119. See the following website link for more information: http://www/hq/traffops/permits/ .	This comment provides a general description of Caltrans' Transportation Permit but does not question the adequacy of the analysis included in the EIR. No response is required.
A01-07	Transportation Management Plan If it is determined that traffic restrictions and detours are needed on or affecting the state highway system, a Transportation Management Plan (TMP) or construction TIS may be required and approved by Caltrans prior to construction. TMPs must be prepared in accordance with <i>California Manual on Uniform Traffic Control Devices</i> (CAMMUTCD). Further information is available for download at the following web address: http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camuted2012/Part6.pdf	This comment provides a general description of the requirements that must be met if Project traffic requires restrictions and detours that affect the state highway system, but does not question the adequacy of the analysis included in the EIR. No response is required.

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
	Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office Traffic Management Plans at (510) 286-4579.	
A01-08	<i>Encroachment Permit</i> Work that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Mr. David Sallady, Office of Permits, California Department of Transportation, District 4, P.O. 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information, http://www.dot.ca.gov/hq/traffops/developserv/permits .	This comment provides a general description of Caltrans' Encroachment Permit but does not question the adequacy of the analysis included in the EIR. No response is required.
A01-09	Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter. Sincerely, PATRICIA MAURICE Acting District Branch Chief Local Development - Intergovernmental Review	This comment provides a closing to the comment letter and does not question the adequacy of the analysis included in the EIR. No response is required.
A02	TOWN OF COLMA	
A02-01	Dear Michael: Thank you for meeting with us on Friday April 17, 2015 to discuss the Town of Colma's concerns with the traffic section of the Serramonte Mall EIR. As a follow up to this meeting, the Town requests the City of Daly City address or comment on in the following concerns in the Final EIR:	This comment provides an introduction to the comment letter, and does not question the adequacy of the analysis included in the EIR. No response is required.
A02-02	Executive Summary: <i>Pg. 1-5: Under section 1.5, the text notes that three alternatives were analyzed, but only two are listed.</i>	Page 1-5 of the Executive Summary has been modified to acknowledge that two alternatives were analyzed, as shown in Chapter 3 of this Final EIR.
A02-03	Traffic Comments: <i>General Comment:</i> Summary mitigation table in Executive Summary (Table 1-1) should be updated to include the name of the intersection related to the mitigation measure.	Mitigation Measures shown in Table 1-1 of the Executive Summary have been updated to include the intersection name in addition to the mitigation measure. Also the Mitigation Measures shown in Chapter 4.13 have updated accordingly.
A02-04	<i>General Comment:</i> EIR does not include any meaningful traffic diagrams which illustrate existing and post-mitigation conditions.	While a graphic may provide additional illustration of the proposed mitigation measure, the text description presented in the mitigation is sufficient for purposes of

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
		the EIR. No further response is required.
A02-05	<i>General Comment:</i> We discussed the need to include a full mitigation monitoring plan that will detail the required mitigation and the responsible parties. As indicated in the meeting, Colma will work with the applicant and the City of Daly City to mitigate intersection impacts in Colma. Since this information was not provided in the Draft EIR, the Town would like to review and comment on this document when it is completed. The Town wants to assure that there are mechanisms in place that will require the developer to meet its fair share obligation to contribute to traffic improvement solutions that can be implemented.	This comment pertains to Mitigation Monitoring and Reporting Program (MMRP) document that will be included as Appendix I to this Final EIR. The Town of Colma is welcome comment on the MMRP. No further response is required.
A02-06	<i>General Comment:</i> Portions of Colma and Daly City in the vicinity of the proposed project experience near gridlock conditions during the holiday shopping season in late November through December, particularly aggravating evening and weekend peak traffic. The EIR should include a discussion of this condition and how it may affect any of the intersections studied. While it may not be feasible or required to mitigate for this short-term condition, any practical and feasible adjustments that can be made as part of mitigation implementation should be considered.	As noted in the comment, mitigation for a short-term condition is not practical and would generally be infeasible due to the overwhelming demand experienced by a regional shopping center during the holiday season. Additionally, no data were available to quantify impacts such that mitigation measures could be identified.
A02-07	<i>General Comment:</i> The project is estimated to generate 991 new jobs, which is in addition to the significant number of employees who already work at the mall and in the vicinity of the mall. Discussion in the EIR should include the feasibility of a mall funded (or shared funded) employee shuttle to the Colma BART station and/or other Transportation Demand measures. An employee shuttle has the potential to significantly reduce vehicle trips. A shuttle could greatly benefit employees and patrons of the mall. In addition, mall management should take initiative in providing staff and resources to provide promotions and incentives to mall employees to utilize alternative transportation (in addition to required employer incentives).	Mitigation measure AIR-1B calls for the implementation of a commute reduction program (CTR) which could potentially include the suggested shuttle or other trip reduction measures. The traffic analysis in the EIR did not assume a trip reduction resulting from a TDM plan. Therefore, the analysis can be considered conservative and any CTR measure implemented would only serve to lessen the Project's impact. Additionally, the Project is already served by four SamTrans bus routes that also serve the Colma BART station (Routes 112, 120, 121, and 122).
A02-08	<i>General Comment:</i> The Traffic Impact Study relies on the Daly City traffic model to forecast future cumulative traffic. Discussion in the EIR should include a description of what is included in this forecast.	The most updated travel demand model for Daly City as of August 2014 was used to develop the growth and changes to the surrounding community by 2035. This includes all of the approved or reasonably foreseeable projects that were known in August of 2014. Page 43 of Appendix F, Transportation Impact Analysis, as shown in Chapter 3 of this Final EIR.
A02-09	<i>Tables 7 and 8, Traffic Appendix:</i> Table 8 of the Traffic Impact Study in the Appendix unilaterally reduces trip generation estimates for the project as a	The exact trip reductions for this Project were discussed, reviewed, and approved by the City of Daly City prior to the beginning of analysis work. The trip reductions

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
	whole by over 40% for the pm peak periods. This reduction is for linked and pass-by trips. The linked trips, as defined by the study, may be deducted. However, the pass-by trips should be distinguished from diverted trips. Trips diverted from El Camino, Junipero Serra Boulevard and from the State Highway will pass through and affect Colma intersections. It appears from Table 7 that approximately 30% of a reduction in overall traffic has been devoted to these pass-by trips. Table 7 presents the adjustment proposed for each of the uses of the project. However, there is no indication given as to how the overall adjustment factors have been derived. This could mean is that the new trips added to the three study intersections are low on the order of 30%. The Traffic Consultant should document these calculations and make appropriate adjustments to the traffic counts if necessary. The current approach to trip generation calculation does not appear to follow standard transportation engineering methodology. This has a moderate effect on the calculations for Colma intersections but has a more substantial effect on the intersection entrances to the project in Daly City.	generally include a 10% reduction to account for non-auto trips, up to a 30% reduction to account for linked trips which are trips within Serramonte Center (e.g. a retail shopper also eats at a Serramonte Center restaurant), and a reduction for pass-by trips of up to 30%. All reductions are applied specifically by land use and are taken one at a time rather than as a summation. For example, the supermarket in the southeast quadrant of the Project in the PM will generate 332 total trips according to trip generation estimates from the Institute of Transportation Engineers (ITE) Trip Generation Manual. After taking a 10% reduction for non-auto trips, then a 20% reduction for linked trips, and then a 30% pass-by reduction, the resulting actual trip generation in the PM peak hour was 167 trips or roughly 50% of the ITE estimate. It should also be noted that no diverted trips were assumed in the analysis, only pass-by trips which were all assumed to be passing by on Serramonte Boulevard.
A02-10	<i>Pg. 4-3: Table 4-1, Current and Future Developments in the City of Daly City:</i> We discussed the reason not to consider the development at the SamTrans Park and Ride lot by the BART station in the cumulative analysis. SamTrans issued an RFP for development of the site, and developers were selected. A Pre-application Review Application was submitted to the City of Daly City for a transit oriented development with 500 residential units and 15,000-20,000 square feet of retail. The Daly City City Council held a study session on this project on August 13, 2014 and voiced no objections to the proposal. Council members also suggested that the retail component of this project be on Junipero Serra Boulevard to attract more visibility and business. Even though a full application has not been submitted to the City of Daly City, CEQA requires consideration of other “reasonably foreseeable plans and projects causing related impacts.” Given the discussions of this project and the application submitted, development of the transit site with high density development is a strong possibility. Because of the close proximity of the Serramonte Mall and the transit site, a discussion in the EIR is required. It is our understanding that the Daly City traffic model only uses the current BART Specific Plan low intensity development as the site development option, which would significantly understate the potential trips generated by the proposed development.	The release of the NOP for Serramonte Center occurred in May 2014, which was three months prior to the City Council study session for the TOD project (August 2014). At the time of the Serramonte Center NOP, the project study area, including potentially impacted intersections, and the approach for analyzing the future conditions was defined in consultation with the Daly City staff. The Serramonte Center analysis includes reasonably foreseeable plans and projects, including growth in the area of the Colma BART station based on the BART specific plan, as described by the future growth assumptions in the Daly City traffic model. Without a full formal application describing the proposed TOD development, Daly City did not consider the TOD project to be a “reasonably foreseeable” project and it was therefore, not included in Table 4-1, nor considered as part of the impact analysis.
A02-11	<i>Figure 4.13-5:</i> This figure shows a 5(3)% trip distribution down Collins Avenue.	As noted in the comment, this is a graphical error and does not affect the analysis

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
	Project trips will come from Serramonte Boulevard, north of Collins Avenue (arrow and percentage should be moved north on the diagram adjacent to Serramonte Boulevard – support information in the EIR is correct).	which used the correct roadway. The graphic has been revised, as shown in Chapter 3 of this Final EIR, to move the arrow to the correct location.
A02-12	<i>Pg. 4.13-32 Impact Trans-4E:</i> This mitigation measure states that feasible mitigation is not available. While Caltrans controls the intersection, the right-of-way of Junipero Serra Boulevard is under the control and jurisdiction of the Town of Colma, and mitigation is feasible. As discussed at our meeting, a diagram was provided showing that ample right-of-way is available on Junipero Serra Boulevard south of Serramonte Boulevard. The project engineer should provide a diagram suggesting a possible design option to mitigate the impact and identify the steps to implement the improvement. The analysis should identify the mall expansion fair share percentage contribution to a future improvement by mall improvement phase.	In reviewing the analysis of this intersection during the Saturday Cumulative + Project conditions, it was determined that the impact could be eliminated through modifications to the signal timing. This would eliminate the increase in queue length for the northbound right approach. Therefore, Mitigation Measure TRANS-4E is revised, as shown in Chapter 3 of this Final EIR.
A02-13	<i>General Comment:</i> Consistent with Daly City General Plan Circulation Element Task CE-1.6, mitigation measures shall include construction of or financial contribution toward traffic improvements that can effectively mitigate the impact within a ten-year timeframe from the project approval date. The EIR should discuss how this guarantee will be secured by Daly City for off-site improvements required by the developer for this time frame.	The exact agreement between the applicant and the City of Daly City will be discussed in the conditions of approval document and, therefore, this comment is outside of the purview of the EIR and CEQA. No further response is required.
A02-14	<i>Pg. 4.13-42 Impact Trans-8B:</i> The Town of Colma supports the implementation of Mitigation Measure Trans-8B, the optimization of the traffic signal green time at the intersection of Serramonte Boulevard and Junipero Serra Boulevard. This improvement should be implemented by the project proponent, with coordination with CalTrans, Colma and the City of Daly City. The Town of Colma will assist the project proponent and City of Daly City in any way required to assure the Implementation of this mitigation measure during the first phase of the project. The proper functioning of this intersection is vital to the Daly City and Colma retail areas.	This comment express support for Mitigation Measure TRANS-8b, and does not question the adequacy of the analysis included in the EIR. No response is required.
A02-15	<i>Pg. 4.13-42 Impact Trans-8C:</i> The Town of Colma supports the optimization of signal timing at the Serramonte and El Camino Real intersection. Since the project contributes impacts under the cumulative analysis, the mall developer should be involved in mitigation. The Town of Colma will assist Caltrans, the City of Daly City and the developer in the implementation of this measure.	This comment express support for Mitigation Measure TRANS-8c, and does not question the adequacy of the analysis included in the EIR. No response is required.
A02-16	Alternatives: <i>Pg. 6-2, Section 6.2.</i> The discussion of the No Project Alternative mentions the expiration of a lease by Sears, who is not a tenant of this mall.	Page 6-2 of the Draft EIR has been modified to remove reference of lease expiration, as shown in Chapter 3, of this Final EIR.

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
A02-17	Thank you in advance for your consideration of these items. We look forward to working with you and the developer in implementing mitigation measures in the Town of Colma. Please contact me at (650) 757-8896 if you would like to discuss any items in this letter. Sincerely, Michael P. Laughlin AICP City Planner	This comment provides a closing to the comment letter and does not question the adequacy of the analysis included in the EIR. No response is required.
B. PRIVATE INDIVIDUALS		
B01	Zachary Moore	
B01-01	Dear Mr. Steve Flint, I am writing in response to the Draft Environmental Impact Report for the Serramonte Shopping Center Expansion Project. I live less than a mile from the Serramonte Shopping Center and I have many problems with this project.	This comment provides an introduction to the comment letter and does not question the adequacy of the analysis included in this EIR. No response is required.
B01-02	This project will lead to substantial increase in traffic not just in my neighborhood, but in the entire area surrounding the Serramonte Shopping Center. It used to take me five minutes to pass through the area surrounding the Serramonte Shopping Center, but now I fear it will take me fifteen to twenty minutes.	As discussed beginning on page 4.13-17, the Project would result in 11,916 vehicular trips and as a result, significant impacts would occur to the intersections of Serramonte Boulevard and Gellert Boulevard, State Route 1 Southbound ramps and Clarinada Avenue, and Callan Boulevard and Serramonte Boulevard. For each intersection, mitigation measures (Mitigation Measures TRANS-1A, TRANS-1B and TRANS-1C) are proposed to reduce the impacts to less-than-significant levels.
B01-03	If this project moves forward, there will need to be a traffic signal placed at the Intersection of Serramonte Blvd. and Callan Blvd., at the Intersection of Southgate Blvd. and Callan Blvd., and at the Intersection of Southgate Blvd. and Serramonte Center North.	Based on the traffic analysis included in the Draft EIR, and discussed on page 4.13-24, only the intersection of Serramonte Boulevard and Callan Boulevard would require the installation of a traffic signal. All other intersections are projected to operate within acceptable standards.
B01-04	I also have concerns with the Interstate 280 exit at Serramonte Blvd. If no improvements occur at this exit, there will be severe traffic backups, with people trying to enter Interstate 280 from State Highway 1, and people trying to exit Interstate 280 at Serramonte Blvd. Accidents will be a regular occurrence.	As discussed in the Draft EIR beginning on page 4.13-29, the traffic analysis included a queuing analysis that evaluated the I-280 southbound off-ramp at Serramonte Boulevard. However, based on the analysis, the Project was not found to result in hazardous conditions at the I-280 off-ramp at Serramonte Boulevard.
B01-05	I believe the key to good economics is an equal balance of land use and an equal variety of business establishments. I believe we have not been successful at this. The plan for a medical building along Callan Blvd. is not a good idea because we already have medical buildings at Seton Hospital, along Southgate Ave., and along Hickey Blvd. The plan for a movie theater is also not a good idea because we have a movie theater up at the Daly City B.A.R.T. Station, as well as down at the Tanforan Mall in the City of San Bruno. The	This comment questions the merits of the Project and states the opinion that the land uses proposed by the Project are ill-suited for the Project site. This comment does not question the adequacy of the analysis included in the EIR, and therefore no response is required.

COMMENTS AND RESPONSES

TABLE 5-1 **RESPONSE TO COMMENTS**

Number	Comment	Response
	plan to demolish Daiso and replace it with a Supermarket is also not a good idea because we already have enough Supermarkets in the surrounding area.	
B01-06	The plan to tear down Denny's is a horrible idea because we have a severe shortage of traditional full service American restaurants in this area. If they must close down Denny's, they should replace it with another traditional full service American restaurant such as Applebee's, Black Bear Diner, Claim Jumper, Home Town Buffet, Johnny Rockets, or Mountain Mike's, or they should bring back the Marie Callender's that they also closed down four years ago. If we lose Denny's, then that is another place that I can't have dinner with my family at.	This comment questions the merits of the Project and states the opinion that the land uses proposed by the Project are ill-suited for the Project site. This comment does not question the adequacy of the analysis included in the EIR, and therefore no response is required.
B01-07	Thank you for listening to my concerns about this project. Sincerely, A Concerned Daly City Resident	This comment provides a closing to the comment letter and does not question the adequacy of the analysis included in the EIR. No response is required.

COMMENTS AND RESPONSES

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APPENDIX H:
COMMENTS ON THE DRAFT EIR

May 04 2015 11:20AM HP LASERJET FAX

p. 1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

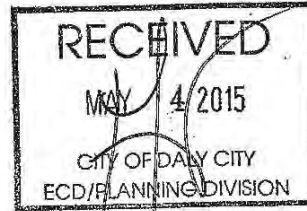
P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

<http://www.dot.ca.gov/dist4/>

*Serious Drought,
Help save water!*

May 4, 2015

SMVar023

SCH# 2014052029

Mr. Michael Van Lonkhuysen
Planning Division
City of Daly City
333 90th Street
Daly City, CA 94015

Dear Mr. Van Lonkhuysen:

Serramonte Shopping Center Expansion – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system; provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. The following comments are based on the Draft Environmental Impact Report.

Multi-Modal Facilities

1. Appendix F, page 52, Design and Compatible Use Hazards: Many streets and intersections are located within the Caltrans right-of-way (ROW). There are some new Class I bicycle paths, Class II bicycle lanes, and Class III bicycle roads, sidewalks, and curb ramps involved in this project. All new facilities, such as those mentioned above located within the Caltrans ROW must follow the Caltrans standards. Please modify this paragraph to reflect the change.
2. The City of Daly City's (City) Bicycle and Pedestrian Master Plan includes a planned Class III bicycle route along Serramonte Boulevard between Gellert Boulevard and Junipero Serra Boulevard, we strongly encourage the City to provide a more separated facility for bicyclists given the vehicle volumes and speeds. We also recommend that the bike facility extend to the intersection directly to the west of the Serramonte Boulevard/Gellert Boulevard intersection so that it connects to the existing bike lane.

A01-01

A01-02

A01-03

Mr. Van Lonkhuysen/City of Daly City

May 4, 2015

Page 2

3. Please confirm that the intersections of Callan Boulevard and Serramonte Center West and Callan Boulevard and Clarinada Avenue will have crosswalks and directional curb ramps on all four legs of the intersection. We recommend that you install stop bars ahead of the crosswalks to reduce a multiple threat situation where one vehicle blocks the view for another motorist of pedestrians crossing in the crosswalk.
4. To encourage use of the nearby SanTrans bus stops the proposed parking ratio should be lowered. A Transportation Demand Management program (Transportation Demand Management) should be established that builds off of the proposed employee trip commute reduction program (CTR) with goals to reduce all vehicle trips and a monitoring program. As in the CTR, future employees should be provided with transit subsidies as one of the amenities covered in the TDM program and bicycle parking facilities which can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking.

A01-04

A01-05

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on state roadways, such as I-280 requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the following address: Transportation Permits Office, 1823 – 14th Street, Sacramento, CA 95811-7119.

A01-06

See the following website link for more information: <http://www/hq/traffops/permits/>.

Transportation Management Plan

If it is determined that traffic restrictions and detours are needed on or affecting the state highway system, a Transportation Management Plan (TMP) or construction TIS may be required and approved by Caltrans prior to construction. TMPs must be prepared in accordance with *California Manual on Uniform Traffic Control Devices (CA-MUTCD)*.

Further information is available for download at the following web address:
<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf>.

A01-07

Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office Traffic Management Plans at (510) 286-4579.

Mr. Van Lonkhuysen/City of Daly City
May 4, 2015
Page 3

Encroachment Permit

Work that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Mr. David Sallady, Office of Permits, California Department of Transportation, District 4, P.O. 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



PATRICIA MAURICE
Acting District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

A01-08

A01-09

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TOWN OF COLMA
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

May 5, 2015

Mr. Michael VanLonkhuysen
City Hall - Daly City Planning Division
333 - 90th Street
Daly City, CA 94015

RE: Serramonte Mall Draft EIR Comments

Dear Michael:

Thank you for meeting with us on Friday April 17, 2015 to discuss the Town of Colma's concerns with the traffic section of the Serramonte Mall EIR. As a follow up to this meeting, the Town requests the City of Daly City address or comment on in the following concerns in the Final EIR:

Executive Summary:

Pg. 1-5: Under section 1.5, the text notes that three alternatives were analyzed, but only two are listed.

Traffic Comments:

General Comment: Summary mitigation table in Executive Summary (Table 1-1) should be updated to include the name of the intersection related to the mitigation measure.

General Comment: EIR does not include any meaningful traffic diagrams which illustrate existing and post-mitigation conditions.

General Comment: We discussed the need to include a full mitigation monitoring plan that will detail the required mitigation and the responsible parties. As indicated in the meeting, Colma will work with the applicant and the City of Daly City to mitigate intersection impacts in Colma. Since this information was not provided in the Draft EIR, the Town would like to review and comment on this document when it is completed. The Town wants to assure that there are mechanisms in place that will require the developer to meet its fair share obligation to contribute to traffic improvement solutions that can be implemented.

General Comment: Portions of Colma and Daly City in the vicinity of the proposed project experience near gridlock conditions during the holiday shopping season in late November through December, particularly aggravating evening and weekend peak traffic. The EIR should include a discussion of this condition and how it may affect any of the intersections studied. While it may not be feasible or required to mitigate for this short-term condition, any practical and feasible adjustments that can be made as part of mitigation implementation should be considered.

General Comment: The project is estimated to generate 991 new jobs, which is in addition to the significant number of employees who already work at the mall and in the vicinity of the mall. Discussion in the EIR should include the feasibility of a mall funded (or shared funded) employee shuttle to the Colma BART station and/or other Transportation Demand measures. An employee shuttle has the potential to significantly reduce vehicle trips. A shuttle could greatly benefit employees and patrons of

A02-01

A02-02

A02-03

A02-04

A02-05

A02-06

A02-07



the mall. In addition, mall management should take initiative in providing staff and resources to provide promotions and incentives to mall employees to utilize alternative transportation (in addition to required employer incentives).

**A02-07
cont.**

General Comment: The Traffic Impact Study relies on the Daly City traffic model to forecast future cumulative traffic. Discussion in the EIR should include a description of what is included in this forecast.

A02-08

Tables 7 and 8, Traffic Appendix: Table 8 of the Traffic Impact Study in the Appendix unilaterally reduces trip generation estimates for the project as a whole by over 40% for the pm peak periods. This reduction is for linked and pass-by trips. The linked trips, as defined by the study, may be deducted. However, the pass-by trips should be distinguished from diverted trips. Trips diverted from El Camino, Junipero Serra Boulevard and from the State Highway will pass through and affect Colma intersections. It appears from Table 7 that approximately 30% of a reduction in overall traffic has been devoted to these pass-by trips. Table 7 presents the adjustment proposed for each of the uses of the project. However, there is no indication given as to how the overall adjustment factors have been derived. This could mean is that the new trips added to the three study intersections are low on the order of 30%. The Traffic Consultant should document these calculations and make appropriate adjustments to the traffic counts if necessary. The current approach to trip generation calculation does not appear to follow standard transportation engineering methodology. This has a moderate effect on the calculations for Colma intersections but has a more substantial effect on the intersection entrances to the project in Daly City.

A02-09

Pg. 4-3: Table 4-1, Current and Future Developments in the City of Daly City: We discussed the reason not to consider the development at the SamTrans Park and Ride lot by the BART station in the cumulative analysis. SamTrans issued an RFP for development of the site, and developers were selected. A Pre-application Review Application was submitted to the City of Daly City for a transit oriented development with 500 residential units and 15,000-20,000 square feet of retail. The Daly City City Council held a study session on this project on August 13, 2014 and voiced no objections to the proposal. Council members also suggested that the retail component of this project be on Junipero Serra Boulevard to attract more visibility and business. Even though a full application has not been submitted to the City of Daly City, CEQA requires consideration of other "reasonably foreseeable plans and projects causing related impacts." Given the discussions of this project and the application submitted, development of the transit site with high density development is a strong possibility. Because of the close proximity of the Serramonte Mall and the transit site, a discussion in the EIR is required. It is our understanding that the Daly City traffic model only uses the current BART Specific Plan low intensity development as the site development option, which would significantly understate the potential trips generated by the proposed development.

A02-10

Figure 4.13-5: This figure shows a 5(3)% trip distribution down Collins Avenue. Project trips will come from Serramonte Boulevard, north of Collins Avenue (arrow and percentage should be moved north on the diagram adjacent to Serramonte Boulevard – support information in the EIR is correct).

A02-11

Pg. 4.13-32 Impact Trans-4E: This mitigation measure states that feasible mitigation is not available. While Caltrans controls the intersection, the right-of-way of Junipero Serra Boulevard is under the control and jurisdiction of the Town of Colma, and mitigation is feasible. As discussed at our meeting, a diagram was provided showing that ample right-of-way is available on Junipero Serra Boulevard south of Serramonte Boulevard. The project engineer should provide a diagram suggesting a possible design option to mitigate the impact and identify the steps to implement the improvement. The analysis should

A02-12



identify the mall expansion fair share percentage contribution to a future improvement by mall improvement phase.

**A02-12
cont.**

General Comment: Consistent with Daly City General Plan Circulation Element Task CE-1.6, mitigation measures shall include construction of or financial contribution toward traffic improvements that can effectively mitigate the impact within a ten-year timeframe from the project approval date. The EIR should discuss how this guarantee will be secured by Daly City for off-site improvements required by the developer for this time frame.

A02-13

Pg. 4.13-42 Impact Trans-8B: The Town of Colma supports the implementation of Mitigation Measure Trans-8B, the optimization of the traffic signal green time at the intersection of Serramonte Boulevard and Junipero Serra Boulevard. This improvement should be implemented by the project proponent, with coordination with CalTrans, Colma and the City of Daly City. The Town of Colma will assist the project proponent and City of Daly City in any way required to assure the implementation of this mitigation measure during the first phase of the project. The proper functioning of this intersection is vital to the Daly City and Colma retail areas.

A02-14

Pg. 4.13-42 Impact Trans-8C: The Town of Colma supports the optimization of signal timing at the Serramonte and El Camino Real intersection. Since the project contributes impacts under the cumulative analysis, the mall developer should be involved in mitigation. The Town of Colma will assist Caltrans, the City of Daly City and the developer in the implementation of this measure.

A02-15

Alternatives:

Pg. 6-2, Section 6.2. The discussion of the No Project Alternative mentions the expiration of a lease by Sears, who is not a tenant of this mall.

A02-16

Thank you in advance for your consideration of these items. We look forward to working with you and the developer in implementing mitigation measures in the Town of Colma. Please contact me at (650) 757-8896 if you would like to discuss any items in this letter.

Sincerely,


Michael P. Laughlin AICP
City Planner

A02-17

Cc: Town of Colma City Council
Sean Rabe', City Manager

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COMMENT LETTER # B01

-----Original Message-----

From: Zachary Moore [mailto:trains4ever14@gmail.com]

Sent: Saturday, March 28, 2015 4:41 PM

To: Steve Flint

Subject: Response To The Serramonte Shopping Center Expansion Draft Environmental Impact Report

Dear Mr. Steve Flint,

I am writing in response to the Draft Environmental Impact Report for the Serramonte Shopping Center Expansion Project. I live less than a mile from the Serramonte Shopping Center and I have many problems with this project.

B01-01

This project will lead to substantial increase in traffic not just in my neighborhood, but in the entire area surrounding the Serramonte Shopping Center. It used to take me five minutes to pass through the area surrounding the Serramonte Shopping Center, but now I fear it will take me fifteen to twenty minutes.

B01-02

If this project moves forward, there will need to be a traffic signal placed at the Intersection of Serramonte Blvd. and Callan Blvd., at the Intersection of Southgate Blvd. and Callan Blvd., and at the Intersection of Southgate Blvd. and Serramonte Center North.

B01-03

I also have concerns with the Interstate 280 exit at Serramonte Blvd.

If no improvements occur at this exit, there will be severe traffic backups, with people trying to enter Interstate 280 from State Highway 1, and people trying to exit Interstate 280 at Serramonte Blvd.

Accidents will be a regular occurrence.

B01-04

I believe the key to good economics is an equal balance of land use and an equal variety of business establishments. I believe we have not been successful at this. The plan for a medical building along Callan Blvd. is not a good idea because we already have medical buildings at Seton Hospital, along Southgate Ave., and along Hickey Blvd. The plan for a movie theater is also not a good idea because we have a movie theater up at the Daly City B.A.R.T. Station, as well as down at the Tanforan Mall in the City of San Bruno. The plan to demolish Daiso and replace it with a Supermarket is also not a good idea because we already have enough Supermarkets in the surrounding area.

B01-05

The plan to tear down Denny's is a horrible idea because we have a severe shortage of traditional full service American restaurants in this area. If they must close down Denny's, they should replace it with another traditional full service American restaurant such as Applebee's, Black Bear Diner, Claim Jumper, Home Town Buffet, Johnny Rockets, or Mountain Mike's, or they should bring back the Marie Callender's that they also closed down four years ago. If we lose Denny's, then that is another place that I can't have dinner with my family at.

B01-06

Thank you for listening to my concerns about this project.

Sincerely,

B01-07

A Concerned Daly City Resident

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APPENDIX I:
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) for the Serramonte Shopping Center Expansion Project reflects the analysis of impacts and mitigation measures included in the Environmental Impact Report (EIR).

The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the Project. The MMRP includes the following information:

- A list of impacts and their corresponding mitigation measures.
- The party responsible for implementing the mitigation measures.
- The timing and procedure for implementation of the mitigation measure.
- The agency responsible for monitoring the implementation.
- The timing or frequency of monitoring activities.

Public Resources Code sec. 21081.6(a) requires an agency to adopt a program for reporting or monitoring mitigation measures that were adopted or made conditions of Project approval. The City of Daly City would adopt this MMRP, or an equally effective program, if it approves the proposed Project with the mitigation measures included in the EIR.

MITIGATION MONITORING AND REPORTING PROGRAM

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SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY
APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I **MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
AIR QUALITY						
AIR-1A: Electrical vehicle Level 2 charging stations shall be provided for the commercial, hotel, and medical office land uses in the Serramonte Shopping Center for the review and approval of the Daly City Planning Division.						
A minimum of one electric vehicle charging space shall be provided for every 25,000 square feet of non-residential building square footage. The location of the electrical vehicle charging stations shall be specified on site plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.	Project developer	Prior to issuance of occupancy permits	City of Daly City Building Division	Review site plans	Once, prior to issuance of Certificate of Occupancy	Initials: _____ Date: _____
AIR-1B: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) in the Serramonte Shopping Center shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District's Commuter Benefits Program (California Government Code Section 65081). The program shall offer one of the following commuter benefit options:						
Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to \$130 per month.	Project developer	Prior to issuance of occupancy permits	City of Daly City Planning Division	Review employee trip commute reduction program (CTR) and retain for administrative record	Once, prior to issuance of Certificate of Occupancy	Initials: _____ Date: _____
Employer provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to \$75 per month.						
Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle or vanpool service.						
Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips, as						

**SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY**

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
the options above. The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the Project Site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall provide bicycle end-trip facilities, including bike parking, showers, and lockers and consider the following additional incentives for commuters as part of the CTR program: ▪ Preferential carpool parking. ▪ Flexible work schedules for carpools. ▪ Telecommute and/or flexible work hour programs. ▪ Car-sharing program (e.g., Zipcar). The CTR program shall be prepared for the review and approval by the Planning Division prior to occupancy permits.						
AIR-1C: Applicants for future projects within the Serramonte Shopping Center shall design individual habitable non-residential structures to be 15 percent more energy efficient than the current Building and Energy Efficiency Standards. The 15-percent reduction in building envelope energy use shall be based on the current Building and Energy Efficiency Standards (Title 24, Part 6, of the California Building Code) that is in place at the time building permits are submitted to the City. Architectural plans submitted to the Building Division shall identify the requirement to reduce building energy use by 15 percent to meet this	Project developer	During building plan review, prior to issuance of building permits	City of Daly City Building Division	Review architectural plans based on current Building Efficiency Standards at time building permits are issued to City	Once, prior to issuance of building permits	Initials: _____ Date: _____

**SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY**

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
requirement.						
AIR-2: The construction contractor(s) for the Serramonte Shopping Center shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM ₁₀ and PM _{2.5} :						
- Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 mph. Reclaimed water should be used whenever possible. - Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. - Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). - Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads (e.g., Monarch Bay Drive and Fairway Drive), parking areas and staging areas at the construction site to control dust. - Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material. - Hydro-seed or apply non-toxic soil stabilizers to inactive construction areas. - Enclose, cover, water twice daily, or apply non-	Project contractor	During building plan review, prior to issuance of any permits for on-site construction activity	City of Daly City Building Division	Review construction specifications and retain for administrative record	Once, prior to issuance of building permits, and during regularly scheduled site inspections	Initials: _____ Date: _____

**SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY**

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
toxic soil binders to exposed stockpiles (dirt, sand, etc.) ▪ Limit vehicle traffic speeds on unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Install sandbags or other erosion control measures to prevent silt runoff from public roadways. ▪ The Daly City Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.						
AIR-3: Implementation of Mitigation Measures AIR-1A through AIR-1C would reduce operational air quality impacts.	See Mitigation Measure AIR-1A through Mitigation Measure AIR-1C.					
AIR-4: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.	See Mitigation Measure AIR-1A through Mitigation Measure AIR-1C, and Mitigation Measure AIR-2.					
BIOLOGICAL RESOURCES						
BIO-1: Ensure Avoidance of Bird Nests in Active Use. Tree removal and landscape grubbing shall be performed in compliance with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code to avoid loss of nests in active use. This shall be accomplished by scheduling tree removal and landscape grubbing outside of the bird nesting season (which occurs from February 1 to August 31) to avoid possible impacts on nesting birds if new nests are established in the future. Alternatively, if tree removal and landscape grubbing cannot be scheduled during the non-nesting season (September 1 to January 31), a pre-construction nesting survey shall be conducted. The pre-construction nesting survey shall include the	Project developer, qualified Biologist	Prior to issuance of any permits for on-site construction activity	City of Daly City Planning Division	Review construction specifications materials and retain for administrative record	Once, prior to commencement of construction activities, and during regularly scheduled site inspections	Initials: _____ Date: _____

**SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY**

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
following: ▪ A qualified biologist (Biologist) shall conduct a pre-construction nesting bird (both passerine and raptor) survey within seven calendar days prior to tree removal, landscape grubbing, and/or building demolition. ▪ If no nesting birds or active nests are observed, no further action is required and tree removal, landscape grubbing, and building demolition shall occur within seven calendar days of the survey. ▪ Another nest survey shall be conducted if more than seven calendar days elapse between the initial nest search and the beginning of tree removal, landscape grubbing, and building demolition. ▪ If any active nests are encountered, the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged. Buffer zones vary depending on the species (i.e., typically 75 to 100 feet for passerines and 300 feet for raptors) and other factors such as ongoing disturbance in the vicinity of the nest location. If necessary, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and Wildlife. ▪ Orange construction fencing, flagging, or other marking system shall be installed to delineate the buffer zone around the nest location(s) within which no construction-related equipment or operations shall be permitted. Continued use of existing facilities such as surface parking and site maintenance may continue within this buffer zone. ▪ No restrictions on grading or construction activities outside the prescribed buffer zone are						

**SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY**

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
required once the zone has been identified and delineated in the field and workers have been properly trained to avoid the buffer zone area. - Construction activities shall be restricted from the buffer zone until the Biologist has determined that young birds have fledged and the buffer zone is no longer needed. - A survey report of findings verifying that any young have fledged shall be submitted by the Biologist for review and approval by the City of Daly City prior to initiation of any tree removal, landscape grubbing, building demolition, and other construction activities within the buffer zone. Following written approval by the City, tree removal, and construction within the nest-buffer zone may proceed.						
CULTURAL RESOURCES						
CUL-1: Site clearing, grading, and other ground disturbing construction activities will be monitored by a qualified archaeologist. If historic/prehistoric artifacts or human remains are discovered during ground disturbing activities, the following measures will be implemented:						
In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event human remains are encountered during grading and construction, all work within 50 feet of the find will stop and the San Mateo County Coroner's office will be notified. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission to identify the "Most Likely Descendant" (MLD). The City, in consultation with the MLD, would then prepare a plan for treatment, study and re-interment of the remains.	Project contractor, qualified professional archaeologist	During construction	City of Daly City Building Division	As determined in consultation with qualified archaeologist	Ongoing throughout construction	Initials: _____ Date: _____
In compliance with State law (section 7050.5 of						

**SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY**

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found during grading and construction, all work within 50 feet of the find will stop and a qualified archaeologist will examine the find. All significant artifacts and samples recovered during construction would be cataloged and curated by a qualified archaeologist and placed in an appropriate curation facility. The archaeologist must then submit a plan for evaluation of the resource to the City of Daly City Planning Division for approval. If the evaluation of the resource concludes that the found resource is eligible for the California Register of Historic Resources, a mitigation plan must be submitted to the City of Daly City Planning Division for approval. The mitigation plan must be completed before earthmoving or construction activities can recommence within the designated resource area.						
CULT-3: Compliance with Mitigation Measure CULT-1.	Project developer, qualified professional archaeologist	During construction	City of Daly City Planning Division	As determined in consultation with qualified archaeologist	Ongoing throughout construction	Initials: _____ Date: _____
GREENHOUSE GAS EMISSIONS						
GHG-1: Implementation of Mitigation Measures AIR-1A through AIR-1C.	Project developer	Prior to issuance of any permits for on-site construction activity	City of Daly City Planning Division	Review construction specifications materials and retain for administrative record	Once, prior to commencement of construction activities, and during regularly scheduled site inspections	Initials: _____ Date: _____
GHG-3: Implementation of Mitigation Measures AIR-1A through AIR-1C would reduce cumulative air quality impacts.	Project developer	Prior to issuance of any permits for on-site construction activity	City of Daly City Planning Division	Review construction specifications materials and retain for administrative record	Once, prior to commencement of construction activities, and during regularly scheduled site inspections	Initials: _____ Date: _____

**SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY**

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
NOISE						
NOISE-1: Perform a detailed analysis of the noise reduction requirements and the needed noise insulation features for the hotel. The analysis must show that the hotel will meet the 45 CNEL interior noise requirement of Title 24 of the California Building Code, and the applicant must implement the required construction features to the satisfaction of the Planning Department Director prior to obtaining building permits for the hotel. Interior noise reduction may be achieved with upgraded construction materials for windows, wall assemblies, and exterior doors.	Project developer	During building plan review, prior to issuance of building permits	City of Daly City Planning Division, Building Division	Consider measures to include in construction and site plans and retain for administrative record	Once prior to issuance of building permits for hotel.	Initials: _____ Date: _____
TRANSPORTATION AND TRAFFIC						
For Mitigation Measures TRANS-1B, TRANS-1C, TRANS-4B and TRANS-8E, the City of Daly City shall establish a Mitigation Fee Program based on studies funded by the Project developer. Fair share payment shall be paid to the program prior to issuance of building permits, and dispersed for construction of improvement and when improvement is constructed.						
TRANS-1A: The following shall be implemented:						
▪ Shift the center median of Gellert Boulevard approximately 12 feet to the west between Serramonte Boulevard and the entrance driveway to the retail development on the southeast corner of Serramonte Boulevard and Gellert Boulevard.	Project developer	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Plan review	Prior to issuance of certificate of occupancy	Initials: _____ Date: _____
▪ Restripe the roadway of the northbound approach (within the existing right-of-way) with lane configurations to include: • Two exclusive left-turn lanes • One through lane • One through-right turn lane • One exclusive right-turn lane • Reduce number of southbound receiving lanes from three to two						

**SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY**

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
- Restripe the roadway of the southbound approach (within the existing right-of-way) for the lane configurations to include: - Two exclusive left-turn lanes - One-through-right turn lane - Remove split-phasing for the northbound and southbound approaches and implement lead-lag left turn phasing. Lead-lag left turn phasing will eliminate any geometric constraints by having northbound and southbound left turn movements go at different times						
TRANS-1B: Install actuated-uncoordinated traffic signal <u>at SR-1 Southbound Ramps at Clarinada Avenue</u>	Project developer, City of Daly City Public Works Department	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Review and approval of Mitigation Fee Program	Once, prior to commencement of construction activities	Initials: _____ Date: _____
TRANS-1C: Install actuated-uncoordinated traffic signal <u>at the intersection of Callan Boulevard and Serramonte Boulevard</u>	Project developer, City of Daly City Public Works Department	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Review and approval of Mitigation Fee Program	Once, prior to commencement of construction activities	Initials: _____ Date: _____
TRANS-4B: For the intersection of Callan Boulevard & Serramonte Boulevard, implement Mitigation TRANS-1C.	See Mitigation Measure TRANS-1C.					
TRANS-4C: For the intersection of Serramonte Boulevard & Serramonte Center South Driveway, implement the following: - Increase the queue storage of the eastbound left turn pocket by at least 100 feet (to have at least 285 feet of queue storage) in order to accommodate the entire 95th percentile queue within the available storage. - Modify the signal timing to increase the available green time for the eastbound left turn lane.	Project developer,	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Approval of design elements	During construction	Initials: _____ Date: _____
TRANS-4D: For the intersection of Gellert Boulevard and Serramonte Boulevard, implement	See Mitigation Measure TRANS-1A.					

**SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY**

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I **MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)**

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
Mitigation TRANS-1A.						
TRANS-6A: Install marked crosswalks and ADA compliant curb ramps at the intersection of Callan Boulevard and Serramonte Center West.	Project developer,	Prior to construction of Parking Garage	City of Daly City Planning Division City of Daly City Public Works Department	Site plan review Site Inspection	Prior to commencement of construction activities, and during regularly scheduled site inspections	Initials: _____ Date: _____
TRANS-6B: Install marked crosswalks and ADA compliant curb ramps at the intersection of Callan Boulevard and Clarinada Avenue.	Project developer	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Planning Division City of Daly City Public Works Department	Site plan review Site Inspection	Prior to commencement of construction activities, and during regularly scheduled site inspections	Initials: _____ Date: _____
TRANS-8A: Implementation of Mitigation Measure TRANS-1A.	See Mitigation Measure TRANS-1A					
TRANS-8B: Optimize the traffic signal green time to better accommodate both Cumulative background and Project traffic volumes <u>at the intersection of Serramonte Boulevard and Junipero Serra Boulevard.</u>	Project developer	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Site Inspection	Prior to issuance of certificate of occupancy, and during regularly scheduled site inspections	Initials: _____ Date: _____
TRANS-8C: Optimize the traffic signal timing <u>at the intersection of Serramonte Boulevard and El Camino Real.</u>	Project developer	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Site Inspection	Prior to issuance of certificate of occupancy, and during regularly scheduled site inspections	Initials: _____ Date: _____
TRANS-8D: The following shall be implemented <u>at the intersection of Gellert Boulevard and Hickey Boulevard:</u> ▪ Install a right-turn overlap signal phase on the westbound approach	Project developer	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Site Inspection	Prior to issuance of certificate of occupancy, and during regularly scheduled site inspections	Initials: _____ Date: _____

SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY
APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I **MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)**

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
■ Optimize the signal timing						
TRANS-8E: Install actuated uncoordinated traffic signal <u>at the intersection of Callan Boulevard and Southgate Avenue.</u>	Project developer, City of Daly City	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Site Inspection	During regularly scheduled site inspections	Initials: _____ Date: _____

SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR
CITY OF DALY CITY
APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-I **MITIGATION MONITORING AND REPORTING PROGRAM** (CONTINUED)

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June 2, 2015

City of Daly City Planning Commission
c/o Mr. Michael VanLonkhuysen
City Hall - Daly City Planning Division
333 - 90th Street
Daly City, CA 94015

RE: Serramonte Mall Final EIR Comments

Honorable Chair and Members of the Planning Commission:

The Town of Colma has reviewed the response to comments presented in the Final EIR, and the Town finds that the responses to some of the issues are inadequate and require an additional response prior to certification of the document by the Daly City City Council, specifically:

Tables 7 and 8, Traffic Appendix: Neither the Traffic Consultant or the City of Daly City has provided an appropriate technical response to the question raised at our meeting with staff on April 17, 2015 and reiterated in our letter dated May 5, 2015. We request that the final EIR include a technical response to our original question:

"Table 8 of the Traffic Impact Study in the Appendix unilaterally reduces trip generation estimates for the project as a whole by over 40% for the pm peak periods. This reduction is for linked and pass-by trips. The linked trips, as defined by the study, may be deducted. However, the pass-by trips should be distinguished from diverted trips. Trips diverted from El Camino, Junipero Serra Boulevard and from the State Highway will pass through and affect Colma intersections. It appears from Table 7 that approximately 30% of a reduction in overall traffic has been devoted to these pass-by trips. Table 7 presents the adjustment proposed for each of the uses of the project. However, there is no indication given as to how the overall adjustment factors have been derived. This could mean that the new trips added to the three study intersections are low on the order of 30%. The Traffic Consultant should document these calculations and make appropriate adjustments to the traffic counts if necessary. The current approach to trip generation calculation does not appear to follow standard transportation engineering methodology. This has a moderate effect on the calculations for Colma intersections but has a more substantial effect on the intersection entrances to the project in Daly City."

The response to comment A02-09 does not respond to the real concern raised. The comment made by the Town of Colma does not question the assumptions agreed upon by the City of Daly City and the consultant but rather the way the reductions were included in the analysis. The EIR does not document the adjustment made for each of the land uses as is described in the sample provided by in the response. The primary comment made regarding the EIR traffic analysis is that it does not follow standard engineering practice as described in the "Trip Generation Handbook Second Edition, Chapter 5" which is an Institute of Transportation Engineer recommended practice and usually the minimum criteria used by jurisdictions in California to evaluate traffic. The concern is that the pass-by trips are not accounted for at the entrances to the development. This is a significant number that would affect the environmental analysis of those intersections, and should be of concern to Daly City staff, the Planning Commission and City Council.



Pg. 4.13-32 Impact Trans-4E: Our letter of May 5, 2015 states:

"This mitigation measure states that feasible mitigation is not available. While Caltrans controls the intersection, the right-of-way of Junipero Serra Boulevard is under the control and jurisdiction of the Town of Colma, and mitigation is feasible. As discussed at our meeting, a diagram was provided showing that ample right-of-way is available on Junipero Serra Boulevard south of Serramonte Boulevard (Note: the diagram provided at this meeting is attached as Exhibit A). The project engineer should provide a diagram suggesting a possible design option to mitigate the impact and identify the steps to implement the improvement. The analysis should identify the mall expansion fair share percentage contribution to a future improvement by mall improvement phase."

Response A02-12 does not respond to this concern. The response, without any technical basis or information, changed the mitigation measure to only require an adjustment to signal timing. We believe the response was intentionally offered to avoid the requirement to contribute to any off-site improvements not within the City of Daly City. Please provide a technical basis for this change. As stated in our letter, the Town of Colma will assist with implementation of mitigation measures.

Response A02-13 indicates that no further response is required to the following question:

"Consistent with Daly City General Plan Circulation Element Task CE-1.6, mitigation measures shall include construction of or financial contribution toward traffic improvements that can effectively mitigate the impact within a ten-year timeframe from the project approval date. The EIR should discuss how this guarantee will be secured by Daly City for off-site improvements required by the developer for this time frame."

No discussion is offered in the staff report which answers this question. A response in the Final EIR is germane to understand how the developer will be required to meet his obligation consistent with the Daly City General Plan.

Mitigation Monitoring and Reporting Program (MMRP)

The Town of Colma has reviewed the MMRP and the implementation triggers for the mitigation measures, specifically traffic mitigation measures. It is our understanding that the developer is required to pay fees into a Mitigation Fee Program based on studies funded by the project developer (assumed after project approvals are obtained since this is not included in the EIR or staff report). After the study is prepared, the developer will pay a fair share of the improvement prior to the issuance of building permits and dispersed for construction of improvements when the improvement is constructed (MMRP, Page 1-10). What is not clear is when the study will be completed and when the improvements will be operational to off-set project traffic. This information needs to be clearly defined in the MMRP for each of the traffic mitigation measures.

Mitigation measures TRANS -1A, 1B, 1C, 4B, 4C, 4D, 6B, 8A, 8B, 8C, 8D and 8E are triggered prior to occupancy of improvements scheduled in the Southwest Quadrant. The reporting action required prior to Mitigation Measures 1B and 1C indicate that the only reporting action is the review and approval of the Mitigation Fee Program. This could mean that the developer is permitted to build restaurants by Macy's, the Dave and Busters, the South East quadrant retail and build (but not occupy) the Southwest quadrant retail with only approval of the Mitigation Fee program. This could mean that actual



TOWN OF COLMA
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

improvements could be months or years away. The MMRP reporting action should state the timing of the installation of the actual improvement that will mitigate the impact. The MMRP and the conditions of approval are in direct conflict since the conditions require the payment of fees prior to issuance of a building permit, yet the MMRP allows for a large portion of the development to occur prior to the approval of the Mitigation Fee Program (fees for the building permit will not be known until the program is approved).

In order to allow flexibility for the developer based on economic conditions and to not have to revisit the environmental document, the language in the implementation trigger should be expanded to clarify when the trigger applies. In addition, the Town of Colma would like to see this language added to assure that mitigation occurs in a timely fashion regardless of the order of the development. For example, if a hotel developer is anxious to build before the Southwest quadrant is completed or started, the following additional language would address this issue for many of the mitigation measures:

Implementation Trigger/Timing: Prior to occupancy of the improvements scheduled in the Southwest Quadrant or prior to construction of the parking garage or any of the three long-term uses.

Thank you in advance for your consideration of these items and we look forward to a response prior to the Daly City City Council meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Laughlin".

Michael P. Laughlin AICP
City Planner

Cc: Town of Colma City Council
Sean Rabe', City Manager
Christopher Diaz, City Attorney

Exhibit A: Junipero Serra Boulevard and Serramonte Boulevard Right-Of-Way Diagram



Exhibit A: Junipero Serra Boulevard Right-of-Way Exhibit

(Right-of-Way shown in Red)



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

June 5, 2015

Michael VanLonkhuysen
Daly City
333 90th Street
Daly City, CA 94015



Subject: Serramonte Shopping Center Expansion Project
SCH#: 2014052029

Dear Michael VanLonkhuysen:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on May 4, 2015. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2014052029) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

LATE

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

5-4-15

DISTRICT 4

E

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

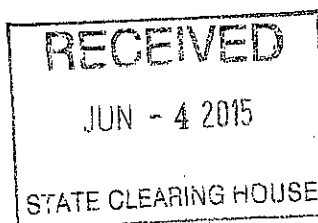
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June 4, 2015

SMVar023
SCH# 2014052029

Mr. Michael Van Lonkhuysen
Planning Division
City of Daly City
333 90th Street
Daly City, CA 94015

Dear Mr. Van Lonkhuysen:

**Serramonte Shopping Center Expansion – Draft Environmental Impact Report –
Additional Comments**

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review for the above project and for considering the additional comments noted below.

Traffic Impact Study

1. As indicated in Figure 6-Trip Distribution, the Traffic Impact Study (TIS) Intersections should include the following surrounding intersections that might be impacted by the traffic generated from the project site:

- a. El Camino Real (ECR)/San Pedro Road - E. Market Street,
- b. ECR/Colma Boulevard,
- c. Junipero Serra Boulevard/San Pedro Road,
- d. Junipero Serra Boulevard/Colma Boulevard,
- e. Junipero Serra Boulevard/Hickey Boulevard,
- f. Sullivan Avenue/San Pedro Road,
- g. Southgate Avenue/Westmoore Avenue,
- h. Southgate Avenue/St. Francis Boulevard,
- i. St. Francis Boulevard/Higate Drive, and
- j. Hickey Boulevard/Skyline Boulevard (Rte. 35).

Mr. Van Lonkhuysen/City of Daly City
June 4, 2015
Page 2

2. The Baseline Conditions should account for all project developments around San Francisco and San Mateo Counties since the Serramonte Shopping Center is a major mall in the West Bay Area that attracts trip destination. The TIS should be updated to consider the trips coming from the new Crestview Estate development located at Higate Drive/Serramonte Boulevard between Lakeshire Drive and St. Francis Boulevard, the newly constructed retail and commercial development at Serramonte Plaza, the proposed Serramonte Terraces condominiums located across and south of the project site between Callan Boulevard and Gellert Boulevard, and other developments in the area.
3. The Cumulative Conditions of the project should evaluate the impact of the proposed Serramonte Terrace driveway entrance.
4. Please analyze the northbound (NB) direction of Freeway Segment-B between Serramonte Boulevard and NB State Route (SR) 1/Eastmoor Avenue off-ramp, especially its weaving condition.
5. The Hickey Boulevard/NB I-280 I/S (Intersection #20) should be re-evaluated based on the traffic demand volume that was caught on the NB freeway segment congestion between SR 380 and south of the Hickey Boulevard off-ramp that operate at LOS F during PM peak hour.
6. Did the TIS use Traffic Infusion on Residential Environment (TIRE) index to determine the potential impacts of the project on residential neighborhood roadways and streets located west of the project site?
7. The project should consider utilizing Transportation Demand Management (TDM) programs such shuttle buses to nearby Bart stations, Serramonte Plaza, Colma Metro Center, Juniperro Serra Century Plaza, Westlake Shopping Center, St. Francis Square Plaza, Seton Hospital and others.
8. The TIS should include actual field observation reports on the existing conditions of the I-280 and SR-1 freeway mainline and ramps during AM and PM peak periods. We believe that congestion occurs at the SB I-280 freeway, SB Sullivan Avenue on-ramps and intermittently NB I-280 leading to 19th Avenue during AM peak periods.
9. The project should clearly state in the document its financial responsibility or fair-share contribution to all impacted roadways and intersections that need to be mitigated.

Mr. Van Lonkhuysen/City of Daly City
June 4, 2015
Page 3

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development – Intergovernmental Review

cc: State Clearinghouse

MEMORANDUM

DATE June 17, 2015

TO Michael VanLonkhuysen
City of Daly City, Planning Division

FROM Kyle Simpson, PlaceWorks

SUBJECT Serramonte Shopping Center Expansion Project EIR – Late Comments Received after the 45-Day Comment Period

This memorandum provides responses to comments on the Serramonte Shopping Center Expansion Project Draft EIR that were received by the City after the close of the 45-day public comment period. Table 1 provides our responses, and the comment letters are attached.

These comments do not contain “significant new information,” as defined in the California Environmental Quality Act Guidelines Section 15088.5, which includes new or substantially more severe environmental impacts, new mitigation measures or alternatives, or information indicating that the Draft EIR is fundamentally or basically inadequate. No revisions need to be made to the Draft EIR.

TABLE 1: LATE COMMENTS AND RESPONSES

Number	Comment	Response
LC01 Town of Colma		
LC01-01	Honorable Chair and Members of the Planning Commission: The Town of Colma has reviewed the response to comments presented in the Final EIR, and the Town finds that the responses to some of the issues are inadequate and require an additional response prior to certification of the document by the Daly City City Council, specifically:	This comment provides an introduction to the comment letter. No response is required.
LC01-02	<i>Tables 7 and 8, Traffic Appendix:</i> Neither the Traffic Consultant or the City of Daly City has provided an appropriate technical response to the question raised at our meeting with staff on April 17, 2015, and reiterated in our letter dated May 5, 2015. We request that the Final EIR include a technical response to our original question: <i>“Table 8 of the Traffic Impact Study in the Appendix unilaterally reduces trip generation estimates for the project as a whole by over 40% for the pm peak periods. This reduction is for linked and pass-by trips. The linked trips, as defined by the study, may be deducted. However, the pass-by trips should be distinguished from diverted trips. Trips diverted from El Camino, Junipero Serra Boulevard and from the State Highway will pass through and affect Colma intersections. It appears from Table 7 that approximately 30% of a reduction in overall traffic has been devoted to these pass-by trips. Table 7 presents the adjustment proposed for each of the uses of the project. However, there is no indication given as to how the overall adjustment factors have been derived. This could mean that the new trips added to the three study intersections are low on the order of 30%. The Traffic Consultant should document these calculations and make appropriate adjustments to the traffic counts if necessary. The current approach to trip generation calculation does not appear to follow standard transportation engineering methodology. This has a moderate effect on the calculations for Colma intersections but has a more substantial effect on the intersection entrances to the project in Daly City.”</i> The response to comment A02-09 does not respond to the real concern raised. The comment made by the Town of Colma does not question the	The Institute of Traffic Engineer’s (ITE) Trip Generation Manual (9th Edition) discusses the application of three adjustments to its standard trip generation rates: - Internal trips, which account for trips traveling between on-site uses (e.g., a person at the shopping center eating lunch at one of the restaurants); - Pass-by trips, which represent vehicles that are already on an adjacent roadway and simply turn into the project site (e.g., a driver heading home from I-280 via Serramonte Boulevard who stops at the grocery store to pick-up dinner); and, - Diverted (linked) trips, which are drivers who are already on the roadway network but take a different route to their destination to utilize the project uses (e.g., a driver leaving Home Depot deciding to stop by the shopping center while they are already out and thus rerouting from Junipero Serra Boulevard to Southgate Avenue prior to getting on the I-280 ramps). For the analysis of the Project, only the first two adjustments were made. For the calculation of both the internal trips and pass-by trips, estimates were conducted on a land use-by-land use basis to accurately reflect the travel patterns of Project visitors and employees. As noted in the earlier response, all adjustments were reviewed and approved by City staff. A detailed breakdown of the trips associated with the non-auto mode reduction, linked trip (internal capture), and pass-by reduction at shown in Attachment A. For the application of pass-by trips, a credit was only applied to vehicles already driving on Serramonte Boulevard (adjustments were not made for the other Project access points on Callan Boulevard or Southgate Avenue). At the Serramonte/Gellert and Serramonte/Serramonte Center South driveway locations, the pass-by trips were rerouted into and out of the project site (i.e., a westbound through trip at the intersection of Serramonte/Gellert was shifted to a westbound right-turn movement and then a corresponding southbound right-turn movement). As such, the pass-by

TABLE 1: LATE COMMENTS AND RESPONSES

Number	Comment	Response
LC01-02 (cont.)	assumptions agreed upon by the City of Daly City and the consultant but rather the way the reductions were included in the analysis. The EIR does not document the adjustment made for each of the land uses as is described in the sample provided by in the response. The primary comment made regarding the EIR traffic analysis is that it does not follow standard engineering practice as described in the "Trip Generation Handbook Second Edition, Chapter 5" which is an Institute of Transportation Engineer recommended practice and usually the minimum criteria used by jurisdictions in California to evaluate traffic. The concern is that the pass-by trips are not accounted for at the entrances to the development. This is a significant number that would affect the environmental analysis of those intersections, and should be of concern to Daly City staff, the Planning Commission and City Council.	trips were accounted for at the Project driveways, and thus the operations analysis at these locations correctly reflects the volumes of inbound and outbound vehicles. A detailed breakdown of the pass-by trips at the two project driveways that have pass-by trips are shown in Attachment B.
LC01-03	<i>Pg. 4.13-321</i> <i>Impact Trans-4E</i>: Our letter of May 5, 2015 states: <i>"This mitigation measure states that feasible mitigation is not available. While Caltrans controls the intersection, the right-of-way of Junipero Serra Boulevard is under the control and jurisdiction of the Town of Colma, and mitigation is feasible. As discussed at our meeting, a diagram was provided showing that ample right-of-way is available on Junipero Serra Boulevard south of Serramonte Boulevard (Note: the diagram provided at this meeting is attached as Exhibit A). The project engineer should provide a diagram suggesting a possible design option to mitigate the impact and identify the steps to implement the improvement. The analysis should identify the mall expansion fair share percentage contribution to a future improvement by mall improvement phase."</i> Response A02-12 does not respond to this concern. The response, without any technical basis or information, changed the mitigation measure to only require an adjustment to signal timing. We believe the response was intentionally offered to avoid the requirement to contribute to any off-site improvements not within the City of Daly City. Please provide a technical basis for this change. As stated in our letter, the Town of Colma will assist with implementation of mitigation measures.	The intersection of Serramonte/Junipero Serra is located in the Town of Colma (Town) and is under the jurisdiction of the California Department of Transportation (Caltrans). At the present time, neither the Town nor Caltrans have developed a feasible planned improvement or improvement costs related thereto which the City could use to allocate a pro rata contribution by the Project sponsor. The City of Daly City cannot therefore enforce a mitigation measure at this location. As a result, the impact determination must be classified as significant and unavoidable. In the DEIR, it was determined that there would be an issue associated with queuing at the intersection of Serramonte/Junipero Serra, with the queues at the northbound left-turn movement extended past the available storage length. The DEIR did not propose a mitigation measure at this location, since it would be outside the Project's and City's control. Following a subsequent meeting with the Town of Colma, it was decided that an investigation would be conducted to determine if there would be a feasible mitigation at this location (even though a mitigation measure was not required). Through this supplementary assessment, it was found that adjustments to the traffic signal timing could be made to increase the amount of green time provided to the northbound left-turn movement, which would allow the peak hour queues to be shortened to less than the no project condition. The Project developer would be responsible for paying

TABLE 1: LATE COMMENTS AND RESPONSES

Number	Comment	Response
		Caltrans to adjust the signal timing at the intersection. As such, additional mitigation measures, such as widening of the northbound approach, would not be needed. Therefore, conceptual designs of physical improvements at this location were not prepared. At the intersection of Serramonte/Junipero Serra, under 2040 Cumulative conditions, the Project was estimated to increase the total intersection volume during the three analysis peak hours by the following percentages: - Weekday AM peak hour: 2.2% - Weekday PM peak hour: 2.4% - Saturday midday peak hour: 2.6%
LC01-04	Response A02-13 indicates that no further response is required to the following question: <i>"Consistent with Daly City General Plan Circulation Element Task CE-1.6, mitigation measures shall include construction of or financial contribution toward traffic improvements that can effectively mitigate the impact within a ten-year timeframe from the project approval date. The EIR should discuss how this guarantee will be secured by Daly City for off-site improvements required by the developer for this time frame."</i> No discussion is offered in the staff report which answers this question. A response in the Final EIR is germane to understand how the developer will be required to meet his obligation consistent with the Daly City General Plan.	For those intersections in Daly City where the Project sponsor is required to pay a "fair share payment" to the Mitigation Fee Program (MFP), i.e., Callan/Serramonte, Callan/Southgate, and Clarinada/SR-1 southbound ramps, the General Plan Circulation Element Task CE-1.6 specifies that the improvement is to occur "within a ten-year timeframe from the project approval date," otherwise the impact is to be considered temporarily unmitigable and shall be included in those impacts subject to the Statement of Overriding Considerations. Based on the current projected build-out of the Serramonte Shopping Center Expansion project and other development projects in the area for which the City has received applications, it is plausible that the City will collect the necessary funds with the MFP to complete the specified mitigation measures (installation of actuated traffic signals) within the build-out timeline. Additionally, the Clarinada/SR-1 southbound ramps are within the jurisdiction of the California Department of Transportation and the actual timing of this signal improvement will be subject to available funding from that agency for the public contribution toward the planned intersection improvement. Notwithstanding the project timeline and/or Caltrans contributions to traffic signals under its jurisdiction, the Project sponsor is solely responsible for a pro rata contribution toward said design and construction costs, and actual construction of the facilities in question are beyond the MMRP purview.
LC01-05	Mitigation Monitoring and Reporting Program (MMRP) The Town of Colma has reviewed the MMRP and the implementation triggers for the mitigation measures, specifically traffic mitigation measures. It is our understanding that the developer is required to pay fees into a Mitigation Fee Program based on studies funded by the	Mitigation measures TRANS-1A, -1B, -1C, -4B, -4C, -4D, -6B, -8A, -8B, -8C, -8D, and -8E are all triggered prior to the occupancy of the project uses in the Southwest Quadrant of the site. Similar to the response to Comment Number LC01-05, it is plausible that the City will collect the necessary funds with the MFP to complete the specified mitigation measures, i.e., installation of actuated traffic signals, based on the current

TABLE 1: LATE COMMENTS AND RESPONSES

Number	Comment	Response
	project developer (assumed after project approvals are obtained since this is not included in the EIR or staff report). After the study is prepared, the developer will pay a fair share of the improvement prior to the issuance of building permits and dispersed for construction of improvements when the improvement is constructed (MMRP, Page 1-10). What is not clear is when the study will be completed and when the improvements will be operational to off-set project traffic. This information needs to be clearly defined in the MMRP for each of the traffic mitigation measures. Mitigation measures TRANS -1A, 18, 1C, 48, 4C, 4D, 68, 8A, 88, 8C, 8D and 8E are triggered prior to occupancy of improvements scheduled in the Southwest Quadrant. The reporting action required prior to Mitigation Measures 1 B and 1 C indicate that the only reporting action is the review and approval of the Mitigation Fee Program. This could mean that the developer is permitted to build restaurants by Macy's, the Dave and Busters, the South East quadrant retail and build (but not occupy) the Southwest quadrant retail with only approval of the Mitigation Fee program. This could mean that actual improvements could be months or years away. The MMRP reporting action should state the timing of the installation of the actual improvement that will mitigate the impact. The MMRP and the conditions of approval are in direct conflict since the conditions require the payment of fees prior to issuance of a building permit, yet the MMRP allows for a large portion of the development to occur prior to the approval of the Mitigation Fee Program (fees for the building permit will not be known until the program is approved). In order to allow flexibility for the developer based on economic conditions and to not have to revisit the environmental document, the language in the implementation trigger should be expanded to clarify when the trigger applies. In addition, the Town of Colma would like to see this language added to assure that mitigation occurs in a timely fashion regardless of the order of the development. For example, if a hotel developer is anxious to build before the Southwest quadrant is completed or started, the following additional language would address this issue for	projected build-out of the Serramonte Shopping Center Expansion project and other development projects in the area for which the City has received applications. Likewise, the Clarinada/Highway 1 southbound ramps are within the jurisdiction of the California Department of Transportation and the actual timing of this signal improvement will be subject to available funding from that agency for the public contribution toward the planned intersection improvement. Notwithstanding the project timeline and/or Caltrans contributions to traffic signals under its jurisdiction, the Project sponsor is solely responsible for a pro rata contribution toward said design and construction costs, and actual construction of the facilities in question are beyond the MMRP purview.

TABLE 1: LATE COMMENTS AND RESPONSES

Number	Comment	Response
	many of the mitigation measures:	
LC01-05 (cont.)	Implementation Trigger/Timing: Prior to occupancy of the improvements scheduled in the Southwest Quadrant <u>or prior to construction of the parking garage or any of the three long-term uses.</u>	
LC01-06	Thank you in advance for your consideration of these items and we look forward to a response prior to the Daly City City Council meeting. Sincerely, Michael P. Laughlin AICP City Planner	This comment provides a closing to the comment letter. No response is required.
LC02 Caltrans		
LC02-01	Dear Michael VanLonkhuysen: The enclosed comment (s) on yom- Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on May 4, 2015. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document. The California Environmental Quality-Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (201 4052029) when contacting this office. Sincerely, Scott Morgan Director, State Clearinghouse	This comment provides an introduction to a comment letter received by the State Clearinghouse after the close of the end of the state review period. This comment does not question the adequacy of the EIR and no response is required.

TABLE 1: LATE COMMENTS AND RESPONSES

Number	Comment	Response
LC02-02	Serramonte Shopping Center Expansion - Draft Environmental Impact Report- Additional Comments. Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review for the above project and for considering the additional comments noted below.	This comment provides an introduction to the comment letter provided by Caltrans. No response is required.
LC02-03	<i>Traffic Impact Study</i> 1. As indicated in Figure 6-Trip Distribution, the Traffic Impact Study (TIS) Intersections should include the following surrounding intersections that might be impacted by the traffic generated from the project site: a. El Camino Real (ECR)/San Pedro Road - E. Market Street, b. ECR/Colma Boulevard, c. Junipero Serra Boulevard/San Pedro Road, d. Junipero Serra Boulevard/Colma Boulevard, e. Junipero Serra Boulevard/Hickey Boulevard, f. Sullivan Avenue/San Pedro Road, g. Southgate Avenue/Westmoor Avenue, h. Southgate Avenue/St. Francis Boulevard, i. St. Francis Boulevard/Higate Drive, and J. Hickey Boulevard/Skyline Boulevard (Rte. 35).	The City of Daly City does not have thresholds for the inclusion of study intersections in the TIS (e.g., more than 50 vehicles during a peak hour). As such, there is no requirement that additional intersections be analyzed based on the Project's trip distribution percentages. The selection of the study intersections was based on the anticipated origin/destination patterns of the vehicle-trips generated by the Project and the corresponding assignment to the local and regional roadway network, based on output from the City of Daly City's travel demand model. Given that Serramonte Center is a regional shopping center, it was projected that the majority of the trips would be traveling to and from I-280 and SR-1 and not utilize local streets. Therefore, it is anticipated that the potential for impacts at the 10 listed intersections would be minimal, and thus they would not need to be added to the TIS. It should also be noted that the TIS study scope of work was reviewed and approved by Caltrans in 2014, prior to the commencement of the study.
LC02-04	2. The Baseline Conditions should account for all project developments around San Francisco and San Mateo Counties since the Serramonte Shopping Center is a major mall in the West Bay Area that attracts trip destination. The TIS should be updated to consider the trips coming from the new Crestview Estate development located at Higate Drive/Serramonte Boulevard between Lakeshire Drive and St. Francis Boulevard, the newly constructed retail and commercial development at Serramonte Plaza, the proposed Serramonte Terraces condominiums located across and south of the project site between Callan Boulevard and Gellert Boulevard, and other developments in the area.	For this TIS, a "Baseline" scenario was developed to account for the two parcels within the project site that were approved but not constructed at the time the existing intersection turning movement counts were conducted. The City of Daly City requires an evaluation of a project compared to existing conditions, not conditions of when the project opens. Therefore, it is not required to include other developments in San Francisco and San Mateo Counties as part of the Existing or Baseline conditions. The TIS also included an assessment of future Cumulative conditions. The future volumes were based on output from the City of Daly City's travel demand model, and account for the development of other projects throughout the area including those listed in the comment. As such, other growth in the vicinity was addressed as part of this scenario.

TABLE 1: LATE COMMENTS AND RESPONSES

Number	Comment	Response
LC02-05	3. The Cumulative Conditions of the project should evaluate the impact of the proposed Serramonte Terrace driveway entrance.	Although the Serramonte Terrance project has been proposed and submitted to the City for review, it is currently undergoing additional design and environmental review. At this time, the location of the driveway has not yet been finalized. However, according to information provided by City of Daly City staff, it is anticipated that the driveway would be located somewhere on Serramonte Boulevard, but its actual location and configuration has not been finalized. It should also be noted that the Serramonte Terrace project will be undergoing its own environmental review documentation. As such, additional analysis of this project as part of the TIS is not required.
LC02-06	4. Please analyze the northbound (NB) direction of Freeway Segment B between Serramonte Boulevard and NB State Route (SR) 1/Eastmoore Avenue off-ramp, especially its weaving condition.	As noted in the response to Comment 1, the TIS study scope of work was reviewed and approved by Caltrans in 2014, prior to the commencement of the study. During this review, Caltrans asked for the assessment of the weaving segment along southbound I-280 and the SR-1 merge; no similar request for a northbound weaving segment was made. As shown in Table 4-13.5, northbound freeway operations are generally acceptable during the weekday PM peak hour; as such, it is unlikely that the Project would result in impacts at this location.
LC02-07	5. The Hickey Boulevard/NB I-280 I/S (Intersection #20) should be re-evaluated based on the traffic demand volume that was caught on the NB freeway segment congestion between SR380 and south of the Hickey Boulevard off-ramp that operate at LOS F during PM peak hour.	The intersection operations analysis was based on intersection turning movement counts conducted in 2012 and 2013, and freeway mainline data were obtained from PeMS during the same time period. For transportation impact studies, the operations analysis represents actual conditions in the field, not theoretical conditions based on unserved demand. Therefore, the conditions presented in the TIS correctly illustrate the existing conditions in the vicinity of the project site.
LC02-08	6. Did the TIS use Traffic Infusion on Residential Environment (TIRE) index to determine the potential impacts of the project on residential neighborhood roadways and streets located west of the project site?	The City of Daly City does not require the evaluation of the Traffic Infusion on Residential Environment (TIRE) index as part of its transportation impact studies, and it is not an analysis requirement for CEQA. As such, it was not determined as part of the TIS. In general, it is anticipated that the Project would not substantially affect local streets, given that it is regional destination and the majority of the vehicles are destined to and from the freeway network.

TABLE 1: LATE COMMENTS AND RESPONSES

Number	Comment	Response
LC02-09	7. The project should consider utilizing Transportation Demand Management (TDM) programs such shuttle buses to nearby Bart stations, Serramonte Plaza, Colma Metro Center, Junipero Serra Century Plaza, Westlake Shopping Center, St. Francis Square Plaza, Seton Hospital and others.	The study area is already well-served by transit, with seven SamTrans bus routes that stop at project site. These include four routes that direct serve a BART station. As such, additional shuttle bus service is likely not needed. Note that under the Air Quality analysis (see FEIR Section 4.2.3 mitigation AIR-1B), additional mitigation measures are included that would help reduce the amount of vehicles-trips generated by the Project, such as employee trip commute reduction programs which would increase the incentive for transit, vanpool, pedestrian, and bicycle activities.
LC02-10	8. The TIS should include actual field observation reports on the existing conditions of the I-280 and SR-1 freeway mainline and ramps during AM and PM peak periods. We believe that congestion occurs at the SB I-280 freeway, SB Sullivan Avenue on-ramps and intermittently NB I-280 leading to 19th Avenue during AM peak periods.	As part of the data collection efforts for the TIS, field observations were conducted at all the analysis locations. All freeway data were obtained from the Caltrans PeMS database and thus reflect actual recorded freeway mainline volumes during the weekday AM and PM peak hours.
LC02-11	9. The project should clearly state in the document its financial responsibility or fair-share contribution to all impacted roadways and intersections that need to be mitigated.	The determination of the financial responsibility was identified in Appendix E: Mitigation Monitoring and Reporting Program (MMRP) of the DEIR under the implementing party column. It is not required to be included in the TIS or the transportation section of the EIR, as it is not part of the evaluation of transportation impacts associated with the Project.
LC02-12	Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter. Sincerely, PATRICIA MAURICE District Branch Chief Local Development -Intergovernmental Review	This comment provides a closing to the comment letter. No response is required.

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Attachment A

Detailed Trip Generation Calculations

Land Use	Size	Units	ITE Trips								
			Weekday AM			Weekday PM			Saturday		
			IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
Health/Fitness Club (492)	20.0	KSF	14	14	28	40	30	71	25	31	56
Dave & Busters (Observations)	40.0	KSF	0	0	0	50	22	72	59	19	77
Movie Theater (445)	11	# screens	0	0	0	68	83	150	158	62	220
Shopping Center (820)	200.0	KSF	119	73	192	356	386	742	494	421	915
Restaurant (932)	7.1	KSF	42	35	77	42	28	70	25	24	49
Convenience Pharmacy (881)	30.0	KSF	54	50	104	149	149	297	121	125	246
Supermarket (850)	30.0	KSF	63	39	102	145	139	284	163	157	320
All Suites Hotel (311)	150	Rooms	31	26	57	27	33	60	27	33	60
Medical/Dental Office (720)	65.0	KSF	123	33	155	65	167	232	73	55	127
Total:			446	268	715	941	1,037	1,978	1,144	925	2,069

Displaced Land Use	Size	Units	ITE Trips								
			Weekday AM			Weekday PM			Saturday		
			IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
Shopping Center (820)	23.5	KSF	14	9	23	42	45	87	58	49	108
Crunch Fitness Center	25.0	KSF	18	18	35	50	38	88	31	38	70
Tire Store (848)	7.2	KSF	13	8	21	13	17	30	12	12	25
Restaurant (932)	5.3	KSF	32	26	57	31	21	52	19	18	37
Total:			76	60	136	136	121	258	120	118	238

ITE Trips								
Weekday AM			Weekday PM			Saturday		
IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
370	209	579	805	916	1,721	1,024	807	1,831

Land Use	Size	Units	Reduction Due to Non-Auto (10%)								
			Weekday AM			Weekday PM			Saturday		
			IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
Health/Fitness Club (492)	20.0	KSF	1	1	3	4	3	7	3	3	6
Dave & Busters (Observations)	40.0	KSF	0	0	0	5	2	7	6	2	8
Movie Theater (445)	11	# screens	0	0	0	7	8	15	16	6	22
Shopping Center (820)	200.0	KSF	12	7	19	36	39	74	49	42	91
Restaurant (932)	7.1	KSF	4	3	8	4	3	7	2	2	5
Convenience Pharmacy (881)	30.0	KSF	5	5	10	15	15	30	12	13	25
Supermarket (850)	30.0	KSF	6	4	10	15	14	28	16	16	32
All Suites Hotel (311)	150	Rooms	3	3	6	3	3	6	3	3	6
Medical/Dental Office (720)	65.0	KSF	12	3	16	6	17	23	7	5	13
Total:			45	27	71	94	104	198	114	93	207

Displaced Land Use	Size	Units	Reduction Due to Non-Auto (10%)								
			Weekday AM			Weekday PM			Saturday		
			IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
Shopping Center (820)	23.5	KSF	1	1	2	4	5	9	6	5	11
Crunch Fitness Center	25.0	KSF	2	2	4	5	4	9	3	4	7
Tire Store (848)	7.2	KSF	1	1	2	1	2	3	1	1	2
Restaurant (932)	5.3	KSF	3	3	6	3	2	5	2	2	4
Total:			8	6	14	14	12	26	12	12	24

Reduction Due to Non-Auto (10%)								
Weekday AM			Weekday PM			Saturday		
IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
37	21	58	80	92	172	102	81	183

Land Use	Size	Units	Linked Trip Reduction (Internal Capture)								
			Weekday AM			Weekday PM			Saturday		
			IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
Health/Fitness Club (492)	20.0	KSF	0	0	0	0	0	0	0	0	0
Dave & Busters (Observations)	40.0	KSF	0	0	0	13	6	19	16	5	21
Movie Theater (445)	11	# screens	0	0	0	18	22	41	43	17	59
Shopping Center (820)	200.0	KSF	0	0	0	64	69	134	89	76	165
Restaurant (932)	7.1	KSF	0	0	0	11	8	19	7	6	13
Convenience Pharmacy (881)	30.0	KSF	10	9	19	27	27	54	22	23	44
Supermarket (850)	30.0	KSF	11	7	18	26	25	51	29	28	58
All Suites Hotel (311)	150	Rooms	0	0	0	0	0	0	0	0	0
Medical/Dental Office (720)	65.0	KSF	22	6	28	12	30	42	13	10	23
Total:			43	22	65	172	187	359	218	164	383

Displaced Land Use	Size	Units	Linked Trip Reduction (Internal Capture)								
			Weekday AM			Weekday PM			Saturday		
			IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
Shopping Center (820)	23.5	KSF	0	0	0	8	8	16	10	9	19
Crunch Fitness Center	25.0	KSF	0	0	0	0	0	0	0	0	0
Tire Store (848)	7.2	KSF	2	1	4	2	3	5	2	2	4
Restaurant (932)	5.3	KSF	0	0	0	8	6	14	5	5	10
Total:			2	1	4	18	17	35	18	16	34

Linked Trip Reduction (Internal Capture)								
Weekday AM			Weekday PM			Saturday		
IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
41	20	61	153	170	324	201	148	349

Land Use	Size	Units	Pass-By Reduction (All Pass-by are on Serramonte Blvd.)								
			Weekday AM			Weekday PM			Saturday		
			IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
Health/Fitness Club (492)	20.0	KSF	0	0	0	0	0	0	0	0	0
Dave & Busters (Observations)	40.0	KSF	0	0	0	0	0	0	0	0	0
Movie Theater (445)	11	# screens	0	0	0	9	10	19	20	8	28
Shopping Center (820)	200.0	KSF	0	0	0	77	83	160	93	79	171
Restaurant (932)	7.1	KSF	0	0	0	8	5	13	5	5	9
Convenience Pharmacy (881)	30.0	KSF	8	7	15	32	32	64	26	27	53
Supermarket (850)	30.0	KSF	9	6	15	31	30	61	35	34	69
All Suites Hotel (311)	150	Rooms	0	0	0	0	0	0	0	0	0
Medical/Dental Office (720)	65.0	KSF	0	0	0	0	0	0	0	0	0
Total:			17	13	30	157	161	318	178	152	330

Displaced Land Use	Size	Units	Pass-By Reduction (All Pass-by are on Serramonte Blvd.)								
			Weekday AM			Weekday PM			Saturday		
			IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
Shopping Center (820)	23.5	KSF	0	0	0	9	10	19	11	9	20
Crunch Fitness Center	25.0	KSF	0	0	0	0	0	0	0	0	0
Tire Store (848)	7.2	KSF	0	0	0	2	2	4	2	2	4
Restaurant (932)	5.3	KSF	0	0	0	6	4	10	4	3	7
Total:			0	0	0	17	16	33	16	14	31

Pass-By Reduction (All Pass-by are on Serramonte Blvd.)								
Weekday AM			Weekday PM			Saturday		
IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
17	13	30	140	145	285	162	138	300

Land Use	Size	Units	Final Adjusted Volumes								
			Weekday AM			Weekday PM			Saturday		
			IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
Health/Fitness Club (492)	20.0	KSF	13	13	25	36	27	64	23	28	50
Dave & Busters (Observations)	40.0	KSF	0	0	0	31	14	45	37	12	49
Movie Theater (445)	11	# screens	0	0	0	34	42	76	80	31	111
Shopping Center (820)	200.0	KSF	107	66	173	180	194	374	263	224	488
Restaurant (932)	7.1	KSF	38	31	69	19	12	31	11	11	22
Convenience Pharmacy (881)	30.0	KSF	31	29	60	75	75	150	61	63	124
Supermarket (850)	30.0	KSF	36	22	59	73	70	143	82	79	161
All Suites Hotel (311)	150	Rooms	28	23	51	24	30	54	24	30	54
Medical/Dental Office (720)	65.0	KSF	88	23	112	47	120	167	52	39	92
Total:			342	207	549	519	585	1,104	633	516	1,149

Displaced Land Use	Size	Units	Final Adjusted Volumes								
			Weekday AM			Weekday PM			Saturday		
			IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
Shopping Center (820)	23.5	KSF	13	8	20	21	23	44	31	26	57
Crunch Fitness Center	25.0	KSF	16	16	32	45	34	79	28	34	63
Tire Store (848)	7.2	KSF	9	6	14	7	10	17	7	7	14
Restaurant (932)	5.3	KSF	28	23	52	14	9	23	8	8	16
Total:			66	52	118	88	76	164	74	76	150

Final Adjusted Volumes								
Weekday AM			Weekday PM			Saturday		
IN	OUT	Total	IN	OUT	Total	IN	OUT	Total
276	155	431	431	509	940	559	440	999

Attachment B

Detailed Pass-By Trip Assignment

Pass-By Trips AM													
#	Location	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
11	Serramonte Boulevard & Serramonte Center Southwest	0	0	0	3	0	2	4	-4	0	0	-3	3
12	Serramonte Boulevard & Gellert Boulevard	-2	4	-2	3	5	0	1	-1	0	0	-5	5
AM Pass-By Trips: 17 Inbound, 13 Outbound, 30 Total													
Pass-By Trips PM													
#	Location	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
11	Serramonte Boulevard & Serramonte Center Southwest	0	0	0	27	0	28	21	-21	0	0	-46	46
12	Serramonte Boulevard & Gellert Boulevard	-9	26	-17	46	35	8	2	-2	0	0	-44	44
PM Pass-By Trips: 140 Inbound, 145 Outbound, 285 Total													
Pass-By Trips Saturday													
#	Location	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
11	Serramonte Boulevard & Serramonte Center Southwest	0	0	0	36	0	20	23	-23	0	0	-45	45
12	Serramonte Boulevard & Gellert Boulevard	-12	34	-22	47	30	4	8	-8	0	0	-52	52
Saturday Pass-By Trips: 162 Inbound, 138 Outbound, 300 Total													

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY
CERTIFYING THE SERRAMONTE SHOPPING CENTER EXPANSION PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE FINDINGS OF
FACT, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION
MONITORING AND REPORTING PROGRAM FOR THE
SERRAMONTE SHOPPING CENTER EXPANSION PROJECT**

A. Daly City Serramonte Center, LLC (“Project Applicant”) submitted an application for planning approvals to the City of Daly City to develop the Serramonte Shopping Center Expansion project (“Project”).

B. The Project would add a maximum of 328,600 square feet of retail, entertainment, and restaurant space; a 65,000-square-foot medical building; a 75,000-square-foot hotel; a maximum 348,000-square-foot aboveground parking garage.

C. An application for a planning approvals has been submitted to the City of Daly City Planning Commission for development of the Serramonte Shopping Center Expansion project, (“Project”); and

D. The City of Daly City (“City”) determined that the Project requires review pursuant to the California Environmental Quality Act (“CEQA”) (Pub. Resources Code, section 21000 *et seq.*) and an Environmental Impact Report (“EIR”) was prepared to evaluate the potential environmental effects of the Project; and

E. A Notice of Preparation was released for public and public agency review and comment on May 9, 2014, and a public scoping meeting to receive comments on topics and issues which should be evaluated in the Draft EIR was held by the City on May 21, 2014; and

F. The City distributed a Notice of Availability for the Draft EIR on March 20, 2015, 2015, which started a 45-day public review period, ending on May 5, 2015; and

G. The Draft EIR was also submitted to the State Clearinghouse for state agency review (State Clearinghouse No. 2014052029); and

H. The Final EIR was released for agency review on May 22, 2015; and

I. The Planning Commission held a public meeting on June 2, 2015, to decide on recommending certification of the EIR (consisting of the Draft EIR and Final EIR) to the City of Daly City City Council; and

J. The City Council held a public hearing on June 22, 2015, to review the EIR and take action on the Project; and

K. The City Council reviewed all evidence presented both orally and in writing and intends to make certain findings in compliance with CEQA, which are more fully set forth in this Resolution;

NOW, THEREFORE, BE IT RESOLVED by the City Council as follows:

Findings

The City Council hereby makes the following findings of fact:

1. In accordance with the California Environmental Quality Act (CEQA), the City issued a Notice of Completion for a Draft Environmental Impact Report (DEIR) prepared to evaluate the environmental impacts that could result from the General Plan's implementation. The DEIR was submitted to the State Clearinghouse for public dissemination on March 20, 2015.
2. The DEIR was circulated for comment for at least 45 days (from March 20, 2015 to May 5, 2015) in accordance with the requirements of CEQA, and the acceptance of written comments for the required statutory period.
3. The City has prepared a Final Environmental Impact Report, incorporating the comments and responses to comments and FEIR, in accordance with the requirements of CEQA. The entirety of the environmental documentation will heretofore be referred to as the FEIR.
4. According to CEQA Guidelines Section 15093(b), a lead agency may allow the occurrence of significant, unmitigated effects if the Lead Agency finds, in writing, reasons to support the action based on the information in the FEIR. CEQA guidelines further state that in the case of finding there are overriding considerations, the Lead Agency should consider the balance of the benefits of the proposed project against its environmental risks.
5. The City Council finds that the benefits of the project in terms of economic development, its contribution to the cultural and social fabric of the City as a whole outweigh the potential unmitigatable impacts cited in the FEIR. This finding is based, on the facts contained in the Statement of Facts Supporting Findings and Statement of Overriding Considerations for the Serramonte Shopping Center Expansion Project Environmental Impact Report as stated in Exhibit A to this Resolution, and hereby incorporated by reference.

NOW, THEREFORE, BE IT RESOLVED by the City Council that it certify the Final EIR and adopt the MMRP, based on the findings set forth in this Resolution.

City Council resolves as follows, based on substantial evidence in the administrative record:

1. Certification:

- a. The Final EIR has been completed in compliance with the requirements of CEQA and the CEQA Guidelines, as set forth in attached Exhibits A, B, and C. (CEQA Guidelines §15090(a)(1))
- b. The Final EIR was presented to the City Council, which reviewed and considered the information contained in the administrative record of proceedings, including in the Final EIR, prior to making its recommendation on the Project. (CEQA Guidelines §15090(a)(2))
- c. The Final EIR reflects the independent judgment and analysis of the City. (CEQA Guidelines §15090(a)(3))
- d. Therefore, the City Council finds that the Final EIR has been completed in compliance with the requirements of CEQA and the CEQA Guidelines. (CEQA Guidelines §15090(a)(1))

2. Significant Impacts:

- a. The Final EIR identifies potentially significant environmental impacts of the proposed Project that can be mitigated to a less-than-significant level. The City Council makes the findings with respect to these significant impacts as set forth in Exhibit A. (CEQA Guidelines §15191)
- b. The Final EIR identifies potentially significant environmental impacts of the proposed Project that cannot be mitigated to a less-than-significant level and are thus considered significant and unavoidable. The City Council makes the findings with respect to these significant impacts as set forth in attached Exhibit A. (CEQA Guidelines §15191)
- c. All other potential impacts identified in the Final EIR would be less than significant without mitigation. Therefore, further findings are not required for those impacts.

3. Alternatives:

The Final EIR includes two project alternatives, including the mandatory No Project Alternative. These alternatives are found to be infeasible based on the findings set forth in attached Exhibit A. (CEQA Guidelines §15091)

4. Statement of Overriding Considerations:

The adoption of all feasible mitigation measures will not avoid or reduce to a less-than-significant level all potentially significant adverse environmental effects caused by the proposed Project. However, the City Council finds that the proposed Project's benefits override and outweigh its unavoidable impacts

on the environment, and adopt a Statement of Overriding Considerations, as set forth in attached Exhibit B. (CEQA Guidelines §15049 and 15093)

5. Mitigation Monitoring and Reporting Program:

The City Council adopts the Mitigation Monitoring and Reporting Program set forth in attached Exhibit C. (CEQA Guidelines §15097)

6. Other Findings and Information:

The documents and other materials which constitute the administrative record of proceedings upon which the City Council bases its recommendations with respect to the Project are located at City Hall, 333 90th Street, Daly City, CA. The custodians of these documents are the City Clerk and Director of Economic and Community Development. (CEQA Guidelines §15091(e))

I hereby certify the foregoing to be a true copy of a Resolution adopted by the City Council of Daly City, California, at a regular meeting thereof held on the 22nd day of June, 2015 by the following vote of the members thereof:

**STATEMENT OF FACTS SUPPORTING FINDINGS FOR
SERRAMONTE SHOPPING CENTER EXPANSION PROJECT
ENVIRONMENTAL IMPACT REPORT**

City Project Numbers: CEQA-10-13-8022 State Clearinghouse Number: 2014052029

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Sections 15091 and 15093, no public agency shall approve a project for which a certified EIR identifies one or more significant environmental effects unless the agency makes findings regarding each effect. These findings can show that significant environmental effects can be avoided or substantially lessened by changes required in or incorporated into the project or by changes that are within the responsibility or jurisdiction of another public agency and that can or should be adopted.

Findings can be made of specific economic, legal, social, technological or other considerations, including provision of employment opportunities that make the mitigation measures or project alternatives infeasible. In addition, findings are required if specific economic, legal, social, technological or other benefits of a proposed project outweigh the unavoidable adverse environmental effects. In such a situation, the adverse environmental effects may be considered “acceptable” and the project approved.

A. Findings Regarding Significant and Unavoidable Impacts from the Project

The significant and unavoidable impacts of the projects as determined by the City are listed below. Also, the findings and facts supporting the findings in connection therewith are listed.

Greenhouse Gas Emissions

a. Impact GHG-1. Renovating and expanding the Serramonte Shopping Center would result in increase in operations and vehicle trips, which would result in a substantial increase in GHG emissions.

Mitigation Measures

Mitigation Measure GHG-1: Implementation of Mitigation Measures AIR-1A through AIR-1C.

Findings

The City Council finds that the measures listed under Mitigation Measures AIR-1A through AIR-1C would address this impact; however, the majority of emissions are generated from patrons of the Serramonte Shopping Center and there are no additional measures not previously listed that could mitigate the increase in GHG emissions generated by vehicles traveling to the Project site. Consequently, Impact GHG-1 would remain significant and unavoidable. Nevertheless, this impact is overridden by the public benefits as set forth in the Statement of Overriding Considerations (Exhibit B).

b. Impact GHG-3. Renovating and expanding the Serramonte Shopping Center in combination with other past, present, and reasonably foreseeable projects would result in an increase in vehicle trips and would result in a substantial increase in GHG emissions.

Mitigation Measures

Implementation of Mitigation Measures AIR-1A through AIR-1C would reduce cumulative air quality impacts.

Findings

The City Council finds that the measures listed under Mitigation Measures AIR-1A through AIR-1C would address this impact; however, the majority of emissions are generated from patrons of the Serramonte Shopping Center and there are no additional measures not previously listed that could mitigate the increase in GHG emissions generated by vehicles traveling to the Project site. Consequently, Impact GHG-3 would remain significant and unavoidable. Nevertheless, this impact is overridden by the public benefits as set forth in the Statement of Overriding Considerations (Exhibit B).

Traffic and Circulation

a. Impact TRANS-1D. The addition of Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.

Mitigation Measures

Mitigation Measure TRANS-1D: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.

Findings

The Project would result in additional traffic that would cause I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate to an unacceptable level of service in the weekday AM peak hour and cause the volume-to-capacity (V/C) ratio for this segment to increase by more than 0.01 during the Saturday peak hour. Mitigation Measure TRANS-1D would address this impact; however, because the freeway segment is under Caltrans' jurisdiction, the implementation and timing of the mitigation are not under the City's control. Consequently, Impact TRANS-1D would remain significant and unavoidable. Nevertheless, this impact is overridden by the public benefits as set forth in the Statement of Overriding Considerations (Exhibit B).

b. Impact TRANS-2A. Under Baseline conditions, the Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the

V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.

Mitigation Measures

Mitigation Measure TRANS-2A: Implementation of Mitigation Measure TRANS-1D.

Findings

Implementation of Mitigation Measure TRANS-1D would address this impact; however, because the intersection is under Caltrans' jurisdiction, the implementation and timing of the mitigation are not under the City's control. Consequently, Impact TRANS-2A would remain significant and unavoidable. Nevertheless, this impact is overridden by the public benefits as set forth in the Statement of Overriding Considerations (Exhibit B).

c. Impact TRANS-2B. Under Cumulative conditions, the Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.

Mitigation Measures

Mitigation Measure TRANS-2B: Implementation of Mitigation Measure TRANS-8F.

Findings

Implementation of Mitigation Measure TRANS-8F would address this impact; however, because the intersection is under Caltrans' jurisdiction, the implementation and timing of the mitigation are not under the City's control. Consequently, Impact TRANS-2B would remain significant and unavoidable. Nevertheless, this impact is overridden by the public benefits as set forth in the Statement of Overriding Considerations (Exhibit B).

d. Impact TRANS-4A. The addition of Project traffic at the intersection of SR-1 Southbound Ramps at Clarinada Avenue would cause the westbound left turn pocket in the PM and Saturday peak hours under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.

Mitigation Measures

For the intersection of State Route 1 Southbound Ramps & Clarinada Avenue no feasible mitigation measures are available.

Findings

At SR-1 Southbound Ramps at Clarinada Avenue, the addition of Project traffic would cause the westbound left turn pocket in the PM and Saturday peak hours under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions. There are no feasible mitigation measures to address this impact given that extending the left turn pocket at this location is not feasible due to the roadway grade, curvature, and presence of street lighting within the median. Additionally, this intersection is under the control of Caltrans and the City of Daly City cannot guarantee the timing of the implementation of any mitigation measure. Consequently, Impact TRANS-4A would remain significant and unavoidable. Nevertheless, this impact is overridden by the public benefits as set forth in the Statement of Overriding Considerations (Exhibit B).

e. Impact TRANS-4E. The addition of Project traffic at the intersection of Junipero Serra Boulevard and Serramonte Boulevard would cause the northbound left turn pocket in the Saturday peak hour under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.

Mitigation Measures

No feasible mitigation measures are available modify traffic signal timing for the cumulative Saturday peak hour conditions.

Findings

At Junipero Serra Boulevard and Serramonte Boulevard, the addition of Project traffic would cause the northbound left turn pocket in the Saturday peak hour under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions. There are no feasible mitigation measures to address this impact given that extending the left turn pocket at this location is not feasible due to the roadway width upstream of the intersection (it would not be possible to extend the turn pocket without acquiring additional right-of-way). Additionally, this intersection is under the control of Caltrans and the City of Daly City cannot guarantee the timing of the implementation of any mitigation measure. Consequently, Impact TRANS-4E would remain significant and unavoidable. Nevertheless, this impact is overridden by the public benefits as set forth in the Statement of Overriding Considerations (Exhibit B).

f. Impact TRANS-8B. The Project would cause delay at the intersection of Serramonte Boulevard and Junipero Serra Boulevard, already operating at LOS F, to worsen during the Saturday peak hour.

Mitigation Measures

Mitigation Measure TRANS-8B: Optimize the traffic signal green time to better accommodate both Cumulative background and Project traffic volumes at the intersection of Serramonte Boulevard and Junipero Serra Boulevard.

Findings

Although implementation of Mitigation Measure TRANS-8B would address this impact, however, the intersection is under the Town of Colma's jurisdiction and implementation and timing of this Mitigation Measure are not under the City's control. Consequently, Impact TRANS-8B would remain significant and unavoidable. Nevertheless, this impact is overridden by the public benefits as set forth in the Statement of Overriding Considerations (Exhibit B).

g. Impact TRANS-8C. The Project would cause delay at the intersection of Serramonte Boulevard and El Camino Real, already operating at LOS F, to worsen during the Saturday peak hour

Mitigation Measures

Mitigation Measure TRANS-8C: Optimize the traffic signal timing at the intersection of Serramonte Boulevard and El Camino Real.

Findings

Although implementation of Mitigation Measure TRANS-8C would address this impact, the intersection is under Caltrans' jurisdiction and the implementation and timing of this Mitigation Measure are not under the City's control. Consequently, Impact TRANS-8C would remain significant and unavoidable. Nevertheless, this impact is overridden by the public benefits as set forth in the Statement of Overriding Considerations (Exhibit B).

h. Impact TRANS-8F. The Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.

Mitigation Measures

Mitigation Measure TRANS-8F: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.

Findings

Although Mitigation Measure TRANS-8F would address this impact, this segment is under Caltrans' jurisdiction and implementation and timing are not under the City's control.

Consequently, Impact TRANS-8F would remain significant and unavoidable. Nevertheless, this impact is overridden by the public benefits as set forth in the Statement of Overriding Considerations (Exhibit B).

B. Findings Regarding Impacts Reduced to a Less Than Significant Level

As authorized by California Public Resources Code Section 21081 and Sections 15091, 15092 and 15093 of Title 14 of the California Code of Regulations, the City finds that changes or alterations have been required in, or incorporated into, the Project, which mitigate or avoid certain significant environmental impacts.

The City finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the project are not significant or are less than significant. The Initial Study included as Appendix A of the DEIR provides a detailed analysis of the less-than-significant impacts of the proposed project. In addition, Chapter 2 of the Draft EIR provides a summary of these less-than-significant impacts.

Air Quality

Impact AIR-1: Construction and operation of the Project could conflict with or obstruct implementation of the applicable air quality plan.

Mitigation Measure AIR-1A: Electrical vehicle Level 2 charging stations shall be provided for the commercial, hotel, and medical office land uses in the Serramonte Shopping Center for the review and approval of the Daly City Planning Division. A minimum of one electric vehicle charging space shall be provided for every 25,000 square feet of non-residential building square footage. The location of the electrical vehicle charging stations shall be specified on site plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.

Mitigation Measure AIR-1B: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) in the Serramonte Shopping Center shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District's Commuter Benefits Program (California Government Code Section 65081). The program shall offer one of the following commuter benefit options:

- Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to \$130 per month.
- Employer provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to \$75 per month.
- Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle or vanpool service.

- Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips, as the options above.

The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the Project Site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall provide bicycle end-trip facilities, including bike parking, showers, and lockers and consider the following additional incentives for commuters as part of the CTR program:

- Preferential carpool parking.
- Flexible work schedules for carpools.
- Telecommute and/or flexible work hour programs.
- Car-sharing program (e.g., Zipcar).

The CTR program shall be prepared for the review and approval by the Planning Division prior to occupancy permits.

Mitigation Measure AIR-1C: Applicants for future projects within the Serramonte Shopping Center shall design individual habitable non-residential structures to be 15 percent more energy efficient than the current Building and Energy Efficiency Standards. The 15-percent reduction in building envelope energy use shall be based on the current Building and Energy Efficiency Standards (Title 24, Part 6, of the California Building Code) that is in place at the time building permits are submitted to the City. Architectural plans submitted to the Building Division shall identify the requirement to reduce building energy use by 15 percent to meet this requirement.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measures AIR-1A, AIR-1B, and AIR-1C, which establishes protocols for reducing emissions related to construction and operation of the project will ensure that the project's adverse effects to air quality are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with air quality will be reduced to a less-than-significant level.

Impact AIR-2: Construction activities would generate fugitive dust during ground-disturbing activities that has the potential to exceed BAAQMD significance thresholds unless BMPs are implemented.

Mitigation Measure AIR-2: The construction contractor(s) for the Serramonte Shopping Center shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:

- Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 mph. Reclaimed water should be used whenever possible.
- Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads (e.g., Monarch Bay Drive and Fairway Drive), parking areas and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material.
- Hydro-seed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.)
- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.
- The Daly City Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure AIR-2, which establishes protocols for reducing construction-related emissions, will ensure that the project's adverse effects to air quality are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with air quality will be reduced to a less-than-significant level.

Impact AIR-3: Operation of the Project could violate air quality standards or contribute substantially to an existing or projected air quality violation.

Mitigation Measure AIR-3: Implementation of Mitigation Measures AIR-1A through AIR-1C would reduce operational air quality impacts.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measures AIR-1A, AIR-1B, and AIR-1C, which establishes protocols for reducing emissions related to construction and operation of the project will ensure that the project's adverse effects to air quality are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with air quality will be reduced to a less-than-significant level.

Impact AIR-4: Construction and operation of the Project would cumulatively contribute to the non-attainment designations of the SFBAAB without implementation of construction BMPs.

Mitigation Measure AIR-4: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measures AIR-1A, AIR-1B, AIR-1C, and AIR-2 which establishes protocols for reducing emissions related to construction and operation of the project will ensure that the project's adverse effects to air quality are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with air quality will be reduced to a less-than-significant level.

Impact AIR-8: Construction and operation of the Project would cumulatively contribute to the non-attainment designations of the SFBAAB without implementation of construction BMPs.

Mitigation Measure AIR-8: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measures AIR-1A, AIR-1B, AIR-1C, and AIR-2 which establishes protocols for reducing emissions related to construction and operation of the project will ensure that the project's adverse effects to air quality are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with air quality will be reduced to a less-than-significant level.

Biological Resources

Impact BIO-1: Proposed development could result in inadvertent loss of bird nests in active use, which would conflict with the federal MBTA and California Fish and Game Code if adequate controls and preconstruction surveys are not implemented.

Mitigation Measure BIO-1: Ensure Avoidance of Bird Nests in Active Use. Tree removal and landscape grubbing shall be performed in compliance with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code to avoid loss of nests in active use. This shall be accomplished by scheduling tree removal and landscape grubbing outside of the bird nesting season (which occurs from February 1 to August 31) to avoid possible impacts on nesting birds if new nests are established in the future. Alternatively, if tree removal and landscape grubbing cannot be scheduled during the non-nesting season (September 1 to January 31), a pre-construction nesting survey shall be conducted. The pre-construction nesting survey shall include the following.

- A qualified biologist (Biologist) shall conduct a pre-construction nesting bird (both passerine and raptor) survey within seven calendar days prior to tree removal, landscape grubbing, and/or building demolition.
- If no nesting birds or active nests are observed, no further action is required and tree removal, landscape grubbing, and building demolition shall occur within seven calendar days of the survey.
- Another nest survey shall be conducted if more than seven calendar days elapse between the initial nest search and the beginning of tree removal, landscape grubbing, and building demolition.
- If any active nests are encountered, the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged. Buffer zones vary depending on the species (i.e., typically 75 to 100 feet for passerines and 300 feet for raptors) and other factors such as ongoing disturbance in the vicinity of the nest location. If necessary, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and Wildlife.
- Orange construction fencing, flagging, or other marking system shall be installed to delineate the buffer zone around the nest location(s) within which no construction-

related equipment or operations shall be permitted. Continued use of existing facilities such as surface parking and site maintenance may continue within this buffer zone.

- No restrictions on grading or construction activities outside the prescribed buffer zone are required once the zone has been identified and delineated in the field and workers have been properly trained to avoid the buffer zone area.
- Construction activities shall be restricted from the buffer zone until the Biologist has determined that young birds have fledged and the buffer zone is no longer needed.
- A survey report of findings verifying that any young have fledged shall be submitted by the Biologist for review and approval by the City of San Leandro prior to initiation of any tree removal, landscape grubbing, building demolition, and other construction activities within the buffer zone. Following written approval by the City, tree removal, and construction within the nest-buffer zone may proceed.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure BIO-1, which establishes protocols for avoiding bird nests during construction activities, will ensure that the project's adverse effects to biological resources are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with biological resources will be reduced to a less-than-significant level.

Cultural Resources

Impact CULT-1: During construction, the Project could result in the discovery or disturbance of an archaeological resource; therefore, resulting in a substantially adverse change in an archaeological resource.

Mitigation Measure CULT-1: Site clearing, grading, and other ground disturbing construction activities will be monitored by a qualified archaeologist. If historic/prehistoric artifacts or human remains are discovered during ground disturbing activities, the following measures will be implemented:

- In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event human remains are encountered during grading and construction, all work within 50 feet of the find will stop and the San Mateo County Coroner's office will be notified. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission to identify the "Most Likely Descendant" (MLD). The City, in

consultation with the MLD, would then prepare a plan for treatment, study and re-interment of the remains.

- In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found during grading and construction, all work within 50 feet of the find will stop and a qualified archaeologist will examine the find. All significant artifacts and samples recovered during construction would be cataloged and curated by a qualified archaeologist and placed in an appropriate curation facility. The archaeologist must then submit a plan for evaluation of the resource to the City of Daly City Planning Division for approval. If the evaluation of the resource concludes that the found resource is eligible for the California Register of Historic Resources, a mitigation plan must be submitted to the City of Daly City Planning Division for approval. The mitigation plan must be completed before earthmoving or construction activities can recommence within the designated resource area.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure CULT-1, which sets the protocol for identification and protection of previously unidentified prehistoric or historic archaeological materials during the construction period, will ensure that the project's adverse effects to archaeological resources are avoided. Requiring the assessment and reporting of any finds by a qualified archaeologist will ensure that adequate measures are taken to protect any resources that may be encountered on the site. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with archaeological resources will be reduced to a less-than-significant level.

Impact CULT-3: During construction, the Project could result in the discovery or disturbance of human remains; therefore, resulting in a substantial adverse change in an archaeological resource.

Mitigation Measure CULT-3: Compliance with Mitigation Measure CULT-1.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure CULT-1, which sets the protocol for identification and protection of previously unidentified human during the construction period, will ensure that the project's adverse effects to archaeological

resources are avoided. Requiring the assessment and reporting of any finds by a qualified archaeologist will ensure that adequate measures are taken to protect any resources that may be encountered on the site. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with archaeological resources will be reduced to a less-than-significant level.

Noise

Impact NOISE-1: Development of the hotel uses in proximity of Freeways may result in interior noise levels at hotel rooms in excess of 45 dBA CNEL, as required by Title 24.

Mitigation Measure NOISE-1: Perform a detailed analysis of the noise reduction requirements and the needed noise insulation features for the hotel. The analysis must show that the hotel will meet the 45 CNEL interior noise requirement of Title 24 of the California Building Code, and the applicant must implement the required construction features to the satisfaction of the Planning Department Director prior to obtaining building permits for the hotel. Interior noise reduction may be achieved with upgraded construction materials for windows, wall assemblies, and exterior doors.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure NOISE-1, which requires a detailed noise analysis for the hotel would ensure compliance with local regulations. Therefore, implementation of the foregoing mitigation measure will ensure that potential impacts associated with the noise-related impact will be reduced to a less-than-significant level.

Transportation and Traffic

Impact TRANS-1A: The Project would cause the level of service at the intersection of Serramonte Boulevard and Gellert Boulevard to degrade from LOS D to LOS E in the Saturday peak hour.

Mitigation Measure TRANS-1A: The following shall be implemented:

- Shift the center median of Gellert Boulevard approximately 12 feet to the west between Serramonte Boulevard and the entrance driveway to the retail development on the southeast corner of Serramonte Boulevard and Gellert Boulevard.

- Restripe the roadway of the northbound approach (within the existing right-of-way) with lane configurations to include:
 - Two exclusive left-turn lanes
 - One through lane
 - One through-right turn lane
 - One exclusive right-turn lane
 - Reduce number of southbound receiving lanes from three to two
- Restripe the roadway of the southbound approach (within the existing right-of-way) for the lane configurations to include:
 - Two exclusive left-turn lanes
 - One-through-right turn lane
- Remove split-phasing for the northbound and southbound approaches and implement lead-lag left turn phasing. Lead-lag left turn phasing will eliminate any geometric constraints by having northbound and southbound left turn movements go at different times.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-1A, which identifies improvements to the intersection of Serramonte Boulevard and Gellert Boulevard will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

Impact TRANS-1B: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the weekday PM peak hour at SR-1 Southbound Ramps at Clarinada Avenue.

Mitigation Measure TRANS-1B: Install actuated-uncoordinated traffic signal at SR-1 Southbound Ramps at Clarinada Avenue.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-1B, which identifies an improvement to the intersection of SR-1 Southbound Ramps at Clarinada

Avenue, will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

Impact TRANS-1C: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in weekday AM, weekday PM, and Saturday peak hours at the intersection of Callan Boulevard and Serramonte Boulevard.

Mitigation Measure TRANS-1C: Install actuated-uncoordinated traffic signal at the intersection of Callan Boulevard and Serramonte Boulevard.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-1C, which identifies an improvement to the intersection of Callan Boulevard and Serramonte Boulevard, will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

Impact TRANS-4B: The addition of Project traffic at the intersection of Callan Boulevard and Serramonte Boulevard would cause the southbound left turn pocket in the AM peak hour to overflow the available storage by approximately one vehicle for the 95th percentile queue.

Mitigation Measure TRANS-4B: For the intersection of Callan Boulevard & Serramonte Boulevard, implement Mitigation TRANS-1C.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-1C, which identifies an improvement to the intersection of Callan Boulevard and Serramonte Boulevard, will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

Impact TRANS-4C: The addition of Project traffic at the intersection of Serramonte Boulevard and Serramonte Center South Driveway would cause the eastbound left turn pocket in the Saturday peak hour under Baseline conditions to increase the queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Baseline No Project

conditions. Additionally, the Project would cause the queue to exceed the available storage in the Cumulative Saturday peak hour.

Mitigation Measure TRANS-4C: TRANS-4C: For the intersection of Serramonte Boulevard & Serramonte Center South Driveway, implement the following:

- Increase the queue storage of the eastbound left turn pocket by at least 100 feet (to have at least 285 feet of queue storage) in order to accommodate the entire 95th percentile queue within the available storage.
- Modify the signal timing to increase the available green time for the eastbound left turn lane.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-4C, which identifies improvements to the intersection of intersection of Serramonte Boulevard and Serramonte Center South Driveway, will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

Impact TRANS-4D: The addition of Project traffic at the intersection of Gellert Boulevard and Serramonte Boulevard would cause the northbound left turn lane to increase by three or more vehicles under Baseline conditions for a movement already exceeding the available queue storage. Additionally, the eastbound left turn pocket in the Saturday peak hour for Cumulative conditions would overflow the available storage by approximately one vehicle for the 95th percentile queue.

Mitigation Measure TRANS-4D: For the intersection of Gellert Boulevard and Serramonte Boulevard, implement Mitigation TRANS-1A.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-1A, which identifies improvements to the intersection of Serramonte Boulevard and Gellert Boulevard will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

Impact TRANS-6A: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Serramonte Center West has the potential to increase pedestrian and motor vehicle interactions.

Mitigation Measure TRANS-6A: Install marked crosswalks and ADA compliant curb ramps on the south and east legs at the intersection of Callan Boulevard and Serramonte Center West. It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-6A, which identifies improvements to pedestrian facilities at the intersection of Callan Boulevard and Serramonte Center West will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

Impact TRANS-6B: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Clarinada Avenue has the potential to increase pedestrian and motor vehicle interactions.

Mitigation Measure TRANS-6B: Install marked crosswalks and ADA compliant curb ramps on all legs at the intersection of Callan Boulevard and Clarinada Avenue. It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-6B, which identifies improvements to pedestrian facilities at the intersection of Callan Boulevard and Clarinada Avenue will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

Impact TRANS-8A: The Project would cause delay at the intersection of Serremonte Boulevard and Gellert Boulevard, already operating at LOS F, to worsen during the Saturday peak hour.

Mitigation Measure TRANS-8A: Implementation of Mitigation Measure TRANS-1A.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-1A, which identifies improvements to the intersection of Serramonte Boulevard and Gellert Boulevard will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

Impact TRANS-8D: The Project would cause the level of service at the intersection of Gellert Boulevard and Hickey Boulevard to degrade from LOS D to LOS E in the Saturday peak hour.

Mitigation Measure TRANS-8D: The following shall be implemented at the intersection of Gellert Boulevard and Hickey Boulevard:

- Install a right-turn overlap signal phase on the westbound approach
- Optimize the signal timing.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-8D, which identifies improvements to the intersection of Gellert Boulevard and Hickey Boulevard will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

Impact TRANS-8E: The Project would cause the level of service at the intersection of Callan Boulevard and Southgate Avenue to degrade from LOS D to LOS E in the weekday PM peak hour.

Mitigation Measure TRANS-8D: Install actuated uncoordinated traffic signal at the intersection of Callan Boulevard and Southgate Avenue.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-8E, which identifies an improvement to the intersection of Callan Boulevard and Southgate Avenue will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level.

C. Findings Regarding Impacts Determined to be Less Than Significant or Not Significant

Agricultural and Forestry Resources (Initial Study)

The project site and vicinity are located within an urban area in the City of Daly City. The project site is designated by the City of Daly City General Plan for Commercial Retail and Office (C-RO) use, and is zoned Heavy Commercial (C-2). The Project site is not within a Williamson Act contract, and is classified as Urban and Built-Up Land by the Department of Conservation's Farmland Mapping and Monitoring Program. As such, the City finds that the proposed project will have no impact on agricultural or forestry resources.

Mineral Resources (Initial Study)

The project site is located within an urban area on a developed site. Additionally, the Daly City General Plan does not identify known mineral resources or mineral recovery sites within or adjacent to the project site. Therefore, the proposed project will not result in the loss of availability of a known mineral resource of value to the region or residents of the State or the loss of availability of a locally-important mineral resource recovery site. Therefore, the City finds that the proposed project will not result in an impact to mineral resources.

Aesthetics (EIR)

Due to the Project site's topography, new buildings would not be expected to affect views from adjacent roadways, new buildings would have the potential to affect views of San Bruno Mountain. New structures would be similar in scale and design thereby not substantially altering the character of the site. The project site is not located adjacent to a scenic highway, and any new light sources would be required to comply with Daly City Municipal Code. Therefore, the City finds that the proposed project will not result in an impact to aesthetics.

Geology, Soils, and Seismicity (EIR)

The project site is not located within a designated Alquist-Priolo Earthquake Fault Hazard Zone and will not be subject to fault rupture. In addition the project will not be subject to adverse effects associated with strong seismic ground shaking, liquefaction of soils and landslides. The Project would not result in substantial soil erosion or the loss of topsoil. The project site is not located on an unstable geologic unit or soil, nor is it located on expansive soil. The Project would not require the use of a septic tank or alternative wastewater disposal systems. Therefore, the City finds that the proposed project will not result in significant impacts related to geology, soils, and seismicity.

Hazards and Hazardous Materials (EIR)

A review of regulatory databases, including listed hazardous materials release sites compiled pursuant to Government Code 65962.5, did not identify any hazardous materials releases at or adjacent to the project site. Therefore, the project will not impact the public or the environment with respect to a reported release or disposal of hazardous materials related to a listed site. Development of the project site will not involve the routine transport, use, or disposal of significant quantities of hazardous materials. The site is not located within the vicinity of any public use airports or private airstrips. It is also not expected that the proposed project will substantially impair an emergency evacuation route. Finally, the project site is not within or adjacent to a wildland fire hazard area. Therefore, the City finds that the proposed project will not result in significant impacts related to hazards.

Hydrology and Water Quality (EIR)

During the construction phase, the proposed project would incorporate BMPs recommended by the San Francisco Bay RWQCB, which would minimize potential water quality impacts during the demolition and construction phase. The proposed project will not alter the course of a stream or a river because the project site is in an urban area and redevelopment of the site would result in only minor alterations to the drainage pattern. The proposed project will connect to the City of Daly City water system and will not use ground-water at the site. The project will not place housing or other structures within a 100-year flood hazard zone; will not pose a significant risk to people or structures as a result of levee or dam failure; and will not be subject to inundation by a seiche, tsunami, or mudflows. Therefore, the City finds that the proposed project will not result in significant impacts related to hydrology and water quality.

Land Use and Planning (EIR)

Redevelopment of the site will represent a general continuation and increased intensity of existing uses on the site. The proposed project will not result in the physical division of an established community or adversely affect the continuity of land uses in the vicinity. The proposed project will be generally consistent with the overall vision and intent as well as the goals and policies of the General Plan. Therefore, the City finds that the proposed project will result in a less-than-significant impact to land use and planning.

Population and Housing (EIR)

The proposed project does not include a residential component, does not include does not contain residential units, and will not displace housing units or people. Therefore, the City finds that the proposed project will have a less-than-significant impact on population, employment, and housing.

Public Services and Recreation (EIR)

The Project does not include any residential development, and users of the Project site would be temporary visitors and employees. Therefore, the Project would not directly increase population requiring physical alteration of existing facilities or deterioration existing public facilities. Therefore, the City finds that the proposed project will not result in an impact to parks and recreation.

Utilities and Service Systems (EIR)

The proposed project is located in an urban area already served by existing utility systems. The proposed project will need to install and/or upgrade the following utility connections to the satisfaction of the applicable utility providers: water, waste-water, stormwater drainage, power, and telecommunications services. The proposed project will increase water demand and a Water Supply Assessment has been prepared for the project and adopted by the City Council. The proposed project will increase wastewater generated, and solid waste; however, these increases could be met by existing service providers. Therefore, the City finds that the proposed project will have a less-than-significant impact on utilities and service providers.

D. Findings Regarding Significant and Irreversible Changes

CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely” (CEQA Guidelines Section 15126.2(c)). “Nonrenewable resource” refers to the physical features of the natural environment, for example land and waterways. Irretrievable commitments of non-renewable resources associated with the proposed Serramonte Shopping Center Expansion Project include:

Changes in Land Use that Commit Future Generations

The Project involves the redevelopment of a previously developed site. The Project site is currently occupied by department stores, restaurants, retail buildings, and adjoining surface parking lots. The Project would redevelop the site by constructing new buildings that would adjoin existing buildings as well as free-standing retail use buildings in the southeast, southwest, and northern corners of the Projects site. The Project would also include construction of a free-standing parking garage in the northwest boundary of the Project site. Additionally, new medical office buildings are proposed along the western boundary of the Project site as well as a hotel in the northeast corner. Because the Project site is already developed and is located in an urban area, the Project is not expected to result in any land use changes that would commit future generations to uses that are not already prevalent in the Project site vicinity.

Irreversible Damage from Environmental Accidents

Potential environmental accidents of concern include those that would have adverse effects on the environment or public health due to the nature or quantity of material released during an accident and the receptors exposed to that release. Demolition and construction activities associated with development of the Project would involve some risk for environmental accidents. However, these activities would be monitored by the City of Daly City, State, and federal agencies, and would follow professional industry standards for safety and construction. The land uses by the Project would not include any uses or activities that are likely to contribute to the cause of significant environmental accident. As a result, the Project would not pose a substantial risk of environmental accidents.

Large Commitment of Nonrenewable Resources

Consumption of nonrenewable resources includes issues related to increased energy consumption, conservation of agricultural lands, and lost access to mining reserves. The Project would require water, electric, and gas service, and resources for construction. The ongoing operation of the Project would involve the use of nonrenewable resources. Construction and ongoing maintenance of the Project would irreversibly commit some materials and nonrenewable energy resources. Materials and resources used would include, but are not limited to, nonrenewable and limited resources such as oil, gasoline, sand and gravel, asphalt, and steel. These materials and energy resources would be used for infrastructure development, transportation of people and goods, and utilities. During the operational phase of the Project (post-construction), energy sources including oil and gasoline would be used for lighting, heating, and cooling of businesses, and transportation of people to and from the Project site.

However, the Project would include several features that would offset or reduce the need for nonrenewable resources. The Project would be required to comply with all applicable building and design requirements, including those set forth by Title 24 relating to energy conservation. In compliance with CALGreen, the State's Green Building Standards Code, the Project would be required to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials. Additionally, the Project would include transit-supportive measures and design features which include bike facilities and pedestrian improvements.

The Project site does not contain any agricultural land or a mining reserve, so it would not affect those natural resources.

E. Findings Regarding Growth Inducing Impacts

The EIR must examine the potential growth-inducing impacts of the proposed Serramonte Shopping Center Expansion Project. More specifically, CEQA Guidelines require that the EIR "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly" (CEQA Guidelines Section 15126.2(d)). This analysis must also consider the removal of obstacles to population growth, such as improvements in the regional transportation system.

Projected Growth in Population

The Project is not expected to directly induce growth because it is not building any housing, and it is expected that the Project will utilize the existing employment pool.

Projected Growth in Housing

The Project does not propose the building any housing and it is expected that employees will utilized the existing housing stock.

Projected Growth in Employment

Development of the Project would involve demolition and construction activities that could generate some temporary employment opportunities; however, it is unlikely that construction workers would permanently relocate to the City of Daly City as a result of the Project. Jobs created during the operational period are likely to be of a similar type to those that currently exist at the Project site and thereby are unlikely to result in substantial changes to land use patterns or property value trends which could create the potential for unplanned growth.

F. Findings Regarding Cumulative Impacts

CEQA requires that the EIR examine cumulative impacts. As discussed in CEQA Guidelines § 15130(a)(1), a cumulative impact “consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.” The analysis of cumulative impacts need not provide the level of detail required of the analysis of impacts from the project itself, but shall “reflect the severity of the impacts and their likelihood of occurrence” (CEQA Guidelines §15130(b)).

The cumulative impact analysis in the DEIR for the Serramonte Shopping Center Expansion Project relies on a projections-based approach supplemented by an understanding of past, present, and reasonably foreseeable future projects in the vicinity of the Project site that, when considered with the effects of the Project, may result in cumulative effects.

Traffic and Circulation

By its nature, the transportation analysis represents a cumulative analysis of transportation conditions through 2030. As a result of increasing the amount of development through the proposed General Plan, the travel demand and level of service operations produced by the proposed project is the cumulative condition for CEQA purposes. As discussed above in Section A., Impacts TRANS-8B, TRANS-8C and TRANS-8F have been identified as cumulatively considerable impacts that would result in significant unavoidable impacts. These impacts are identified as significant and unavoidable and are discussed in greater detail in Chapter 5 of the DEIR.

Air Quality and Greenhouse Gases

By their nature, the air quality, energy and greenhouse gas (GHG) analysis presented in Chapters 4.2 and 4.6 of the DEIR represent a cumulative analysis of air quality conditions, energy usage, and GHG emissions. As a result of increasing the amount of development through the proposed project, the associated air quality, energy usage, and GHG emissions produced by the proposed project is the cumulative condition for CEQA purposes. Impacts GHG-1 and GHG-3 have been identified as cumulative considerable impact that would result in significant unavoidable impacts. In addition Impact AIR-8 has been identified as a potentially significant impact,

however, as described in Section B., Implementation of Mitigation Measures AIR-1A through AIR-1C would reduce the cumulative air quality impact to a less-than-significant level.

All Other Impact Areas

As discussed in the DEIR, impacts on aesthetics, biological resources, cultural resources, geology, soils, and seismicity, hazards and hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, and utilities and service systems will be mitigated by existing regulations. Therefore these effects are not considered significant.

F. Findings Regarding Alternatives to the Project

The California Environmental Quality Act (CEQA) mandates consideration and analysis of alternatives to the proposed project. According to CEQA Guidelines, the range of alternatives “shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts” (Section 15126(d)(2)). The alternatives may result in new impacts that do not result from the proposed project.

Project Alternatives

a. No Project Alternative. The No Project Alternative assumes that the existing uses and building layout would remain unchanged. As such, the existing 883,000 square feet of gross leasable area (GLA) would remain the same and would not include additional 468,600¹ square feet of net new GLA as proposed under the Project. Further, under this alternative, a five-story hotel would not be constructed, nor would medical offices be constructed at the corner of Serramonte and Callan Boulevard, and would not result in the construction of a new parking garage at the west entrance of Macy’s and the north entrance of the proposed Entertainment Building. The No Project Alternative would not include additional entertainment space such as the Dave & Buster’s and Cinema Complex, or the additional restaurant space adjacent to the east entrance of Macy’s. This alternative does not meet any of the project objectives and is not considered feasible.

b. Reduced Density/Intensity Alternative. The Reduced Density/Intensity Alternative was considered in order to reduce potential impacts to GHG emissions and traffic. Under this alternative, development would occur as described in Chapter 3, Project Description, of the DEIR; however, the new entertainment and cinema complex building, retail and restaurant space, hotel, medical office buildings, and parking garage would be reduced by 25 percent. The reduction of 25 percent was chosen in order to provide a meaningful reduction to the development in order to reduce significant unavoidable impacts. Although this alternative would

¹ Project proposes 521,600 square feet of GLA, however, demolition of -53,000 square feet results in 468,600 square feet of net new GLA.

result in less severe impacts, this alternative would not result in a level of development that would allow the alternative to be financially feasible.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives. While the No Project alternative would be environmentally superior in the technical sense that contribution to the afore-mentioned impacts would not occur, the No Project alternative would also fail to achieve any of the project's objectives.

The Reduced Intensity alternative would reduce significant unavoidable project impacts to greenhouse gas emissions and traffic by resulting in less overall development than the proposed project. Therefore, the Reduced Intensity alternative is considered to be the environmentally superior alternative.

Findings

The City finds that the Reduced Intensity alternative is environmentally superior to the project. However, the City finds that, although the Reduced Intensity alternative would meet the project objectives, because the financial incentives are not as substantial as the proposed project, the reduction in development would not be financially feasible. Therefore, the City rejects the Reduced Intensity alternative.

**STATEMENT OF OVERRIDING CONSIDERATIONS FOR
SERRAMONTE SHOPPING CENTER EXPANSION PROJECT
ENVIRONMENTAL IMPACT REPORT**

City Project Numbers: CEQA-10-13-8022- State Clearinghouse Number: 2014052029

Under the California Environmental Quality Act (CEQA), decision-makers must balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. Where the decision of a public agency, whether acting as a lead agency or a responsible agency under CEQA Guidelines, allows the occurrence of significant effects which are identified in the Final Environmental Impact Report (EIR) but are not fully mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information on the record and adopt a Statement of Overriding Considerations.

The Draft Environmental Impact Report (DEIR) prepared for the Serramonte Shopping Center Expansion Project has identified certain areas of potentially significant impacts that are not fully reduced to less-than-significant levels by mitigation measures proposed in the DEIR. The City of Daly City has sought to systematically identify both significant effects and the feasible alternatives or feasible mitigation measures, which avoid or substantially reduce potential impacts. Disclosure of the impacts are identified in the DEIR and the Findings adopted by the City Council as unavoidable significant adverse impacts which have not been eliminated or mitigated to a level of insignificance. Notwithstanding the disclosure of these impacts, the City Council determines in this document that the benefits of approving the Serramonte Shopping Center Expansion Project outweigh the unmitigated adverse environmental impacts pursuant to Section 15093(b) of the CEQA Guidelines. The City Council further finds that there are specific economic and social considerations, which support approval of the Serramonte Shopping Center Expansion Project.

Significant and Unavoidable Greenhouse Gas Emissions Impacts

In adopting the Statement of Overriding Considerations, the City Council accepts the premise outlined in the DEIR that there are certain operational impacts which, due to economic, environmental, and legal factors that would be associated with mitigation, cannot be improved to lessen the GHG emissions generated by vehicles traveling to the project site.

These impacts are discussed in more detail on DEIR pages 4.6-18 through and 4.6-24.

In deliberating the Statement of Overriding Considerations, the City Council hereby makes the following findings of fact:

1. Renovating and expanding the Serramonte Shopping Center would result in increase in operations and vehicle trips, and would combine with other past, present, and reasonable foreseeable projects to result in a substantial increase in GHG emissions.
2. There are no additional mitigation measures not identified in the DEIR that could mitigate the increase in GHG emissions generated by vehicles traveling to the Project site.

Based on the rationale provided above, the greenhouse gas emissions impacts that could be associated with the Serramonte Shopping Center Expansion Project are hereby determined to be “significant and unavoidable”.

Significant and Unavoidable Traffic Impacts

In adopting the Statement of Overriding Considerations, the City Council accepts the premise outlined in the DEIR that there are certain traffic intersections and a freeway segment in Daly City which, due to economic, environmental, and legal factors that would be associated with mitigation, cannot be improved to maintain acceptable levels of service. These impacts are discussed in more detail on DEIR pages 4.13-17 and 4.13-47.

In deliberating the Statement of Overriding Considerations, the City Council hereby makes the following findings of fact:

1. All freeway segments are under Caltrans’ jurisdiction and the implementation and timing of the proposed mitigation are not under the control of the City of Daly City.
2. The intersection of Serramonte Boulevard and Junipero Serra Boulevard is under the Town of Colma’s jurisdiction and implementation and timing of mitigation are not under the control of the City of Daly City.

Based on the rationale provided above, impacts to the I-280 segment between SR-1 and Serramonte Boulevard and to the following intersections are hereby determined to be “significant and unavoidable”:

1. SR-1 Southbound Ramps at Clarinada Avenue
2. Junipero Serra Boulevard and Serramonte Boulevard
3. Serramonte Boulevard and El Camino Real



City Council Meeting Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Adoption of Appropriations Limitation

Recommended Action

Adopt a resolution establishing Appropriations Limitation for Fiscal Year (FY) 2015-2016.

Discussion

As required by Article XIII B of the State Constitution, the City must adopt an appropriations limit for the following fiscal year. By resolution of May 11, 2015, Council established its intent to adopt the appropriations limitation for FY 2015-2016.

The attached calculations establishing the proceeds of taxes and appropriations limit for FY 2015-2016 have been on file in the Department of Finance since Friday, June 12, 2015, for public inspection and appropriate notice has been posted by the City Clerk.

Summary/Conclusion

Staff recommends that the Council adopt a Resolution establishing the City's Appropriations Limitation for FY 2015-2016.

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

Respectfully submitted,

Lawrence Chiu
Director of Finance and Administrative Services

Attachment: Summary of Calculations

Cc: City Manager
City Attorney
City Clerk

CITY OF DALY CITY

SUMMARY OF CALCULATIONS

GANN APPROPRIATION LIMIT FOR FISCAL YEAR 2015-2016

Change in California per Capita Personal Income	1.0382
Change in Population	1.0100
Change Factor = (1.0382 x 1.0100)	1.0486
1978-79 Base Year Appropriation Limit	\$16,955,771
Multiplied by Cumulative Change Factor (5.7269 x 1.0486)	<u>6.0051</u>
2015-2016 Appropriation Limit	<u>\$101,821,384</u>

**APPLICATION OF GANN APPROPRIATION LIMIT
TO FISCAL YEAR 2015-2016**

Total Gann Appropriation Limit	\$101,821,384
Estimated Proceeds of Taxes	<u>58,330,296</u>
Estimated Proceeds of Taxes Under Limit by	<u>\$43,491,088</u>



City Council Meeting Agenda Report

Item # _____

Meeting Date: June 22, 2015

**Subject: Use Permit UPR-1-15-10267 and Design Review DR-1-15-10268 —
Allow Reconstruction of Automobile Service Station at 398 Gellert Boulevard**

Recommended Action

Approve the Use Permit and Design Review subject to the Findings and Conditions as outlined herein.

Planning Commission Discussion

On May 5, 2015, the Planning Commission voted 4-0 to recommend that the City Council approve Use Permit UPR-1-15-10267 and Design Review DR-1-15-10268. Ms. Carol Conroy, Mr. Fernando Gallegos, and Mr. Edward Graham, all residents from the Cypress Point residential complex located west of the Shell station spoke against the proposal, citing excessive noise emanating from the car wash that has been operating for 24 hours instead of the approved hours. Commissioner Satorre stated that the noise analysis for the service station was done by a consultant and was determined to be in compliance with the City Ordinance. Vice Chair Crump responded by stating that he is the president for a condominium complex located three blocks from Cyprus Point where another Shell Station is located approximately 12 ½ feet away from the condominium complex. He went on to explain that Shell station recently installed new car wash equipment which has made the residents much happier since there is no more noise emanating from the car wash and praised the new car wash equipment as very advanced with very little noise if any at all. Vice Chair Crump also asked why the Gellert Boulevard Shell station was much larger in size than the Hickey Boulevard Shell station. Mr. Muthana Ibrahim, the applicant, explained that the Hickey Shell station had two stories to allow room for storage space which the Gellert Boulevard did not have, and that's why the proposed floor area is much larger than the Hickey Shell station. Commissioner Edelman asked what the height of the project's new retaining wall would be in reference to the new building. Mr. Ibrahim responded that the car wash building parapet will be 18 ½ feet high and that the proposed wall will be 18 inches lower than the car wash building. Mr. Ibrahim also explained that the proposed car wash building will be constructed out of concrete, which will help to reduce the noise factor. He also stressed the fact that the new car wash equipment is designed not to make as much noise as the older equipment.

Project Description

The applicant, Muthana Ibrahim of MI Architect's Inc., is proposing the demolition and reconstruction of a Shell service station with accessory uses at 398 Gellert Boulevard (Attachment A – Location Map).

The project site is presently occupied by a Shell service station with fuel dispenser canopy, pay kiosk, and drive-through car wash, which has operated at the site since 1970. The new station would consist of a new 3,471 square foot convenience store, a drive-through car wash with queuing

lane, new fuel dispenser canopy, and new landscaping (see Attachment B – Project Plans). The number of fueling positions would remain at eight under the proposal. No auto repair or smog check is proposed. The applicant is also considering selling beer and wine at the convenience store when it reopens. An appropriate beer and wine license application shall be filed with the California Department of Alcoholic Beverage Control (ABC) in the near future. If Public Convenience and Necessity (PCN) is deemed necessary by ABC the applicant will apply for the PCN to the City and the City Council will determine whether the issuance of the license will serve the public convenience or necessity.

Use Permit

The existing Shell station is subject to Use Permit UP87-1, granted by the City Council in 1988, which permitted the addition of a convenience store and car wash equipment to the existing service station. The proposed station reconstruction is of a sufficient scale to warrant a new use permit, which is required of the C-1 zoning district. The purpose of the use permit is to ensure that the proposed use will not have an adverse effect on surrounding properties.

To assist with the analysis of the potential effects, the applicant has identified the following station operations (see Attachment C – Project Description Letter):

1. The convenience store will provide snacks, drinks, automotive convenience items and miscellaneous items. There will be no cooking or preparing of food or beverages.
2. The hours of operation for the convenience store are 24 hours per day, 365 days per year.
3. The car wash is proposed to operate from 7 A.M. until 10 P.M. for 365 days per year.
4. The car wash equipment to be installed at 398 Gellert Boulevard will have the same noise abatement measures as the Shell Station across at 390 Hickey Boulevard.
5. There will be four full-time employees per shift with three shifts per day.
6. Fuel deliveries will occur five times per week.

The proposed hours of operation for the convenience store are the same as the current hours that the pay kiosk is operable, i.e., 24 hours per day, seven days per week. The car wash hours are proposed to operate between 7 A.M. to 10 P.M. daily, where the current hours of operation are 8 A.M. until 8 P.M.

In review of the proposed project, staff has required that the applicant provide a noise study to determine the noise impacts associated with the station reconstruction on the adjacent neighborhood. The General Plan classifies noise levels into normally acceptable, conditionally acceptable, normally unacceptable and clearly unacceptable categories. According to the noise study, the noise levels without the project are currently in the conditionally acceptable category. The project itself will operate at a noise level of 63.7 dBs, which is 6 dBs less than the existing environment at the nearest residential receptor. Further, the cumulative result of the project plus the

existing environment is an increase of only one (1) dBs, which represents a nearly imperceptible increase in noise. This increase occurred without any mitigation, and is merely the result of the project as designed.

As will be discussed under the Landscaping section of this staff report, staff is recommending a Condition of Approval to move the proposed retaining wall from the west property line, where it is currently proposed, to the car wash driveway edge. Although not required for the purpose of noise attenuation, this improvement should have the added benefit of deflecting car wash associated noise away from residential uses to the west of the project site.

Given the proximity of the project to residential receptors and the fact the existing use permit limits the car wash's operation to between 8 A.M. to 8 P.M., staff is recommending a Condition of Approval that the hours of operation for the car wash be amended to 8 A.M. to 8 P.M. Further, staff has included a Condition of Approval that the applicant submits verification that sound attenuation equipment is utilized in the car wash facility. These conditions will alleviate any potential noise impact from the car wash operation to nearby residences.

With the findings of the noise study, staff feels that the proposed service station with accessory uses is largely consistent with the existing use of the site and, as conditioned, compatible with surrounding uses. Furthermore, the proposed use conforms to the goals, objectives, and policies adopted in the Commercial Service land use designation by providing a service station which is more service and heavy commercial oriented. Specifically, the Commercial Service land use designation lists gas and service stations as intended uses.

Site Design

The proposed building incorporates a modern architectural design with features unique to the Shell branding scheme, generally reflecting the architecture approved for service station reconstructions at 950 Hillside Boulevard and 390 Hickey Boulevard. Included in the design are plaster/stucco exterior wall surfaces, ribbed metal panels at the upper elevation, aluminum awnings above the front elevation storefront, and concrete tile wainscoting. The tile wainscoting and ribbed metal are present at the canopy elevation as well.

Staff had initially expressed some concern that this station did not appear to have the architectural upgrades that were incorporated into the two aforementioned station reconstructions. In response, the applicant indicated that the station's more modest appearance was purposeful, incorporating a clean and more reserved appearance, while the other two stations' design were appropriate to their settings in at the entrance to the Hillside neighborhood and at a freeway on-/off-ramp, respectively. Overall, the architectural concept is acceptable and staff feels the design will be a significant aesthetic benefit to the site.

The proposed lighting is designed to provide decorative enhancements to the architectural theme and provide for site safety. All lighting is required to be fixtures that minimize off-site light pollution and glare on nearby residences and as well meet minimum safety requirements for the site. To demonstrate that new lighting will not impact adjacent residents, the applicant has submitted an illumination plan that models what the lighting intensity would be after the project has been constructed. According the plan, the lighting intensity emanating from the project would be zero foot-candles at all adjacent residential structures northwest of the site. The impact from light

and glare is reduced at the subject site due to an abundance of mature tree growth which surrounds the site.

Parking and Circulation

The proposed service station with convenience store and car wash requires a minimum of 19 parking spaces in compliance with Zoning Ordinance Section 17.34.020 - Schedule of Parking Requirements. This is based on the requirement of two parking spaces for the gas station, 12 parking spaces for the convenience store, and five spaces for the car wash. Because, as stipulated under Section 17.34.020, the number of vehicles accommodated by the car wash queuing lanes (five spaces) and up to fifty percent of the fuel dispensary parking spaces (four spaces) may be considered for inclusion in the required parking, the proposed project requires ten actual parking spaces. Nine spaces are proposed adjacent to the new convenience store and one space is provided near the Gellert/Hickey intersection, so the project therefore complies with the City's parking requirement.

With regard to circulation, the site is currently accessed by two regular (ingress and egress) driveways, one each from Hickey Boulevard and Gellert Boulevard, while a third egress-only driveway provides access to Gellert Boulevard from the existing car wash exit. Access to the regular driveways is limited to right-in and right-out movements given the existing median in both Hickey and Gellert Boulevards, while the car wash exit is right-out only. The existing car wash exit driveway sits at a lower elevation than the convenience store, created a grade separation on the site.

The proposed circulation plan differs from existing site circulation in that the car wash exit would occur internal to the site, eliminating the need for a second driveway curb-cut on Gellert Boulevard. While this is a beneficial to traffic circulation, allowing for a greater distance between the service station Gellert Boulevard driveway entrance and the Gellert/Hickey intersection, the modification creates the need for a new retaining wall at the site's western property line because more of the site must be graded flat. The implication of this site modification will be discussed in the Landscaping section below.

Architectural Design

The proposed building incorporates a modern architectural design with features unique to the Shell branding scheme, generally reflecting the architecture approved for service station reconstructions at 950 Hillside Boulevard and 390 Hickey Boulevard. Included in the design are plaster/stucco exterior wall surfaces, ribbed metal panels at the upper elevation, aluminum awnings above the front elevation storefront, and concrete tile wainscoting. The tile wainscoting and ribbed metal are present at the canopy elevation as well.

Staff had initially expressed some concern that this station did not appear to have the architectural upgrades that were incorporated into the two aforementioned station reconstructions. In response, the applicant indicated that the station's more modest appearance was purposeful, incorporating a clean and more reserved appearance, while the other two stations' design were appropriate to their settings in at the entrance to the Hillside neighborhood and at a freeway on-/off-ramp, respectively. Overall, the architectural concept is acceptable and staff feels the design will be a significant aesthetic benefit to the site.

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Signs

Any proposed signs to the service station or upgrades to the existing pylon at the corner of Gellert Boulevard and Hickey Boulevard shall be submitted to the Planning and Building Divisions for review and approval. A condition of approval has been added to that effect.

Fiscal Analysis

The proposed project consists of a new commercial building and site improvements. Prior to project completion, the applicant will be required to pay building permit, plan check and AB1600 fees to the City. Additionally, the value of the new commercial uses will be added to the current assessed value of the subject property, which will result in additional property tax collection by the County, a portion of which would be distributed to the City. Ongoing retail sales tax may also result in additional tax revenue distributions to the City.

Staff supports the proposed monument sign at the corner of Market Street and Third Avenue. Due to its unique branding, the Steak 'N Shake site will be easily visible to both pedestrian and vehicle traffic. In recognition that signs could have an adverse impact to adjacent residents, staff has added a Conditions of Approval to the project that illuminated wall and monument signs facing parcels with residential uses shall be halo-illuminated only.

Landscaping

The project proposes approximately 5,037 square feet of existing and new landscaping that includes a variety of plants, shrubs, and shade trees on-site. 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. The landscaping plan will be required to meet all applicable requirements including water efficient irrigation.

As discussed previously, the proposed site plan requires that more of the site must be graded flat, creating the need for a new retaining wall at the site's western property line. This has resulted in the proposed removal of existing mature trees which presently provide a visual and noise buffer to the adjacent Cypress Point neighborhood to the west (more specifically, the neighborhood tennis court). Staff has discussed the concern about removing this existing natural buffer with the applicant and he is in agreement that the trees should be retained, if possible. Staff is therefore recommending a Condition of Approval that the retaining wall presently proposed at the west property line be moved to the car wash driveway edge, effectively ten feet inward on the site.

Although not required for the purpose of noise attenuation, this improvement should have the added benefit of deflecting car wash associated noise away from residential uses to the west of the project site.

Fiscal Analysis

The proposed project consists of a new commercial building and site improvements. Prior to project completion, the applicant will be required to pay building permit, plan check and AB1600 fees to the City. Additionally, the value of the new commercial uses will be added to the current assessed value of the subject property, which will result in additional property tax collection by the County, a portion of which would be distributed to the City. Ongoing retail sales tax will also result in additional tax revenue distributions to the City.

Stormwater Requirements

The proposed project must meet storm water management requirements. The applicant has submitted required NPDES Project Application Checklist, C.3 and C.6 Development Review Checklist forms for the project and has included some preliminary designs and treatments for storm water management. Additional information and updated forms may be required during the building permit review stage when more construction details are known.

Environmental Assessment

The Planning Commission has reviewed the proposal under the requirement of the California Environmental Quality Act (CEQA) and has determined that the project is exempt as a new structure of less than 10,000 square feet in an urban area.

Findings

The Planning Commission finds that, as conditioned, the proposed use permit is in compliance 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. Approval of the proposed Use Permit UPR-1-15-10267 and Design Review DR-1-15-10268, as conditioned herein, is in the best interest of the public health, safety, and general welfare of the community, and that the general site, architecture, and landscape considerations have been incorporated to ensure compatibility with adjacent buildings and to provide an attractive environment. These findings are based 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 City Council will conduct a public hearing on June 22, 2015; notice of said hearing was by newspaper publication on June 12, 2015, and first class mailing to property owners within 300 feet;
2. The Planning Commission has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project is

Categorically Exempt per Section 15303(c) New Construction or Conversion of Small Structures;

3. The project will minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.
4. The subject property is zoned C-1 (Light Commercial) which requires a Use Permit for the service station with accessory uses;
5. The subject use is consistent with the General Plan and the C-1 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;
6. The project complies with applicable provisions of Design Review Section 17.45 of the Zoning Ordinance;
7. General architectural considerations including consistent building materials have been incorporated into the design and façade treatments will be applied, to ensure the compatibility of the development with its design concept and of the surrounding buildings.
8. The project, as conditioned, will incorporate noise reduction measures to ensure noise generated is no greater than 65 dBs and compliant with the Daly City General Plan, maintaining ambient noise comparable to the existing neighborhood.
9. The proposed project parking layout is consistent with the DCMC 17.34.020 (O) of the Zoning ordinance in that a total of ten parking spaces are required for the service station and convenience store uses and ten are provided. The applicant proposes to use the under canopy spaces at a ratio of .5 spaces per dispenser to meet this requirement. The five spaces for the car wash will be provided in the queuing lane.

CONDITIONS OF APPROVAL:

The Planning Commission recommends approval of Use Permit UPR-1-15-10267 and Design Review DR-1-15-10268, based on the following conditions as specified by each Department and Division. These conditions need to be complied with prior to, or as part of, any building permit for the proposed improvements.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. 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 and design review approval shall be valid for a period of one year from the date of City Council approval. The approvals shall terminate if a building permit has not been obtained and construction commenced within one-year of City Council approval of the project or if the applicant fails to obtain a valid business license.
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 stored in the trash enclosure, which must be pulled out along queening lane drive aisle for servicing, cannot be placed or stored in such a way as to block the on-site drive aisles or create a circulation hazard.
4. The use permit and design review shall be valid only in conjunction with plans submitted and approved by the City Council. Any significant modifications and changes to the plans shall be treated as an amendment and shall be subject to review by a Council Committee appointed by the Mayor.
5. All buildings, any applicable retaining walls, fences and trash enclosure materials and colors must match those as approved. High quality materials shall be utilized and final finishes shall be approved by the Director of Economic and Community Development.
6. Noise reduction shall be required to reduce the noise at the nearest residential receptor to the south and west of the project site. Building permit plan submittals shall include documentation from a qualified noise specialist that demonstrates the plans and equipment utilize noise attenuation equipment employed in other nearby projects.

Building and Site Design

7. The proposed trash enclosure shall be constructed from concrete (CMU is acceptable) and shall receive design elements similar to those of the convenience store, including color, materials, and roof design. The enclosure's doors shall receive a powder-coated metal door painted to match the enclosure's wall color. The capacity, design, and location of the structure shall be approved by both the Planning Division and Allied Waste Services prior to incorporation in the project plans that are submitted to the Building Division for permit issuance.
8. The applicant shall supply a manufacturer cut-sheet of the wainscot veneer material proposed for the building prior to building permit application.
9. The applicant shall supply a manufacturer cut-sheet of all proposed lighting fixtures, including wall fixtures, to the Planning Division prior to building permit application. The fixtures shall match or closely reflect those fixtures identified in the illumination model submitted with the use permit application.
10. Any new rooftop mechanical equipment shall be completely screened from view in a manner acceptable to the Planning Division.

11. The applicant shall stripe the project parking lot in conformance with the approved parking lot layout. All parking spaces shall conform to the Daly City Zoning Ordinance parking dimensions. All parking spaces shall receive wheel stops.
12. The design of all new retaining walls shall be subject to review by the Planning Division. The wall designs shall incorporate slump stone, split-face block, or another acceptable material.
13. The applicant shall consider the placement of photovoltaic equipment of the canopy roof, the design of which may be approved administratively by the Planning Division. The equipment shall be reviewed so as not to cause light and glare on adjacent residents.

Landscaping

14. 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 Area 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.
15. The retaining wall proposed for construction at the west property line shall be moved to the car wash driveway edge. Care shall be taken to protect the root system of existing trees at the western property boundary. The building permit plans for the gasoline station shall identify the excavation area for the wall footing and backfill areas, and such excavation shall be specified for hand-trenching where mechanical means cannot avoid root disturbance. The applicant shall notify the Planning Division within 72 hours of excavation activity for the wall.
16. All trees approved as a part of this project shall be retained in perpetuity and all diseased and/or dying trees shall be replaced immediately or upon notification by the Planning Division to do so.
17. The applicant shall provide establishment, and where necessary, long-term irrigation to all trees, shrubs, and groundcover.
18. The applicant shall triple-stake all trees and this staking shall be subject to initial inspection by the City. Trees shall remain triple-stake through the establishment period.
19. The planted trees shall be 24-inch box.

Operational Requirements and Restrictions

20. Truck and trailer rental operations shall be prohibited at the site. Rental vehicle drop-off shall be prohibited.

21. The use of exterior lighting shall not result in adverse glare to adjacent residential neighbors. Should the Planning Division determine that exterior lighting is causing adverse glare, the applicant may be required to make adjustments to lighting, provide additional shielding to lights, or reduce or eliminate the use of certain lights to comply with this Condition.
22. The service station shall continually provide water and air pump dispensers to customers. These dispensers shall be relocated so as to provide easy access to at least one parking space on the site.
23. The service station shall continually provide functioning bathroom facilities to customers.
24. The automated car wash hours of operation shall only be allowed from 8 A.M. to 8 P.M.
25. Fuel deliveries to the project shall occur between the hours of 9 A.M. and 4 P.M., Monday through Friday.

Stormwater Treatment

26. The applicant shall develop and submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2-2009-0074 NPDES Permit No. CAS612008. The project must comply with Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.
27. 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.
28. The applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit submittal. The applicant shall pay the entire cost of the third-party reviewer.
29. All stormwater treatment facilities shall be inspected during construction to ensure eventual compliance with the stormwater management plan. The applicant shall pay the entire cost of these inspections.
30. The applicant shall enter into a Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according the approved Maintenance Plan.
31. The applicant shall arrange and pay for final inspection of installed treatment measure by municipality's Special Inspector within 45 days of installation or project construction completion, whichever comes first.

Signs

32. All signs at the subject property shall receive sign permits and shall remain in conformance with the Daly City Municipal Code. Banners, streamers, balloons, and any other device intended to attract visual attention shall be prohibited. Box signs shall be prohibited, except where allowed on the monument and pole sign.
33. All signs shall be architecturally integrated to match the building on the site. For example, the monument sign at the Gellert/Hickey Boulevard intersection shall receive a solid base, with veneer and decorative trim and cap to complement the design of the new convenience store.
34. Illuminated wall signs shall incorporate halo-illumination.

Site Maintenance

35. The site shall be maintained in a safe, sanitary and litter free condition at all times.
36. No outside storage shall be allowed, except in the approved trash enclosure area.
37. Doors to the trash enclosure area shall be kept closed except when necessary to dispose of trash or to store material to be recycled.
38. The buildings and appurtenances shall be painted as often as necessary to maintain a weatherproof coating.
39. A maintenance plan for on-site litter control acceptable to the Public Works Streets Supervisor shall be submitted by the applicant and will include:

Sidewalks, walkways, driveways, parking lot facilities, weeds, and easements within and adjacent to the property.
40. All outdoor storage areas shall be screened from public view.
41. Garbage storage areas are to be kept sanitary and free of litter and debris.
42. During construction, litter and construction debris shall be put into closed containers at the end of each day. Subsequent to construction activity, all recyclable material shall be stored exclusively inside the recycling material enclosure area.
43. The accumulation of trash in the garbage dumpster or located anywhere on the premises shall be removed and disposed of in a proper manner. Motor oil that has accumulated in parking stalls and driveway areas shall be cleaned as soon as possible to prevent oil from entering the storm drain system.

44. The applicant shall submit a site maintenance program that includes maintaining the sidewalk area in front of the business prior to the issuance of any building permits.

B. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

45. The applicant shall separate domestic, irrigation and fire services water supplies. All services shall have a RP type backflow device immediately after the meter/ property line.
46. The applicant shall install grease interceptor for food service area, sand/ oil interceptor shall also be required for car wash. The plans shall show calculations and shall include water conservation devices indoor.
47. Per Daly City Municipal code 15.66, any property that is remodeled after January 1, 2014 shall be required to replace all non-compliant plumbing fixtures with water-conserving plumbing fixtures. To view the Daly City Municipal Code, please visit: DCMC 15.66.
48. All domestic fixtures shall be low flow with toilets being High Efficiency “HE” toilets 1.28 gpf or less and “HE” urinals 0.5 gpf or less are required. Rebates are available for prequalified “HE” toilets. Showers shall be 2.0 gpm, kitchen sinks 2.2 gpm and lavatory sinks 1.5 gpm.
49. Water meters shall be located in landscaped areas only. No water meters shall be located in sidewalks or driveways.
50. A certified Distribution System Operator shall be present for all hydrostatic testing, chlorination, flushing, bacteria testing and connections to the existing system, per California Department of Public Health, Operator Certification Regulations, Section 63770. The City of Daly City Engineer shall receive the request for the certified Operator to be present for these operations in writing no less than six (6) working days prior to the anticipated date of work. All the stated information shall be included in plan notes. A fire flow shall be required, and all costs associated with the fire flow shall be borne by the applicant.
51. All water services shall be abandoned at the main prior to demolition, and all abandonments shall be shown on plans and the location of sewer clean out shall be verified.
52. Applicant shall verify location of sewer clean out. If not provided, applicant shall install code compliant clean out 18 to 24 inches from the building foundation to meet requirements of the Uniform Building Code, Sanitation District Code, and Daly City Standard Specifications and Drawings.
53. Existing sewer shall be abandoned prior to demolition and plans shall be shown to that effect.
54. The applicant shall verify the intent to abandon or reuse the existing sewer lateral.

- 55. If the intent is to reuse, applicant shall video inspect and perform a watertight test that is subject to review by DWR. A DWR representative shall be on site during the testing and televising. If the lateral is not to be used the lateral shall be abandoned per Section 02720, 3.08 of the City of Daly City Standard Specifications and Drawings.
- 56. The abandonment shall be completed prior to any demolition of the previous building or construction of the new building. All costs associated with the testing, video inspection and abandonment shall be borne by the applicant.

C. ENGINEERING DIVISION

- 57. The applicant shall submit utility plans for City review and approval.
- 58. Gellert Boulevard is under street resurfacing moratorium; the street shall be resurfaced per the current City Standard and City Engineer's directive.
- 59. The existing driveway along Hickey Boulevard closer to Gellert Boulevard shall be included in the new driveway construction and converted to sidewalk curb and gutter.
- 60. The new swale at the back of sidewalk along Gellert Boulevard shall allow flow into a drain inlet that is connected to a curb drain.
- 61. All existing damaged sidewalk, curb and gutter adjacent to the property along Gellert Boulevard and Hickey Boulevard shall be replaced per the current City Standards and specifications.
- 62. All driveways shall be constructed and/or retrofit to meet current standards to provide the required ADA accessible pathway along the sidewalk behind the approach apron.
- 63. AC deep lifts adjacent to new street gutters shall be 9" deep per the current City Standards.
- 64. Sediment control plan submittal shall be required in the next submittal for review.
- 65. Grading plan shall indicate that dust control is implemented at all times including non-working times and days.

D. BUILDING DIVISION

- 66. The Building Division shall review plans to determine if accessibility requirements for the second floor office are applicable at the time of building permit application.
- 67. The applicant shall provide site accessibility from point on entrance of the site leading to point of entry of the retail store.

Recommendations

The Planning Commission has recommended that the City Council approve Use Permit UPR-1-15-10267 and Design Review DR-1-15-10268. Staff recommends that the City Council do the following:

1. Adopt the Findings as outlined herein;
2. Affirm the project as Categorical Exempt per Section 15303 of the California Environmental Quality Act; and
3. Approve Use Permit UPR-1-15-10267 and Design Review DR-1-15-10268, subject to the Findings and Conditions outlined herein.

Respectfully submitted,



Tendai Mtunga
Associate Planner



Tatum Mothershead
Interim Director of Economic and Community
Development

Attachments

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





ARCHITECTURE

DESIGN
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SDI	SITE PLAN
SDI-L	SITE LIGHTING PHOTOMETRIC
I OF I	ALTA LAND TITLE SURVEY
C1	PRELIMINARY GRADING PLAN
C2	PRELIMINARY STORM WATER
LAI	LANDSCAPE PLAN
A1J	CONVENIENCE STORE / CARW
A2.1	CONVENIENCE STORE / CARW
A2.2	CONVENIENCE STORE / CARW
CA1	FUELING CANOPY ELEVATION

APN# 091-542-020-2
JURISDICTION: CITY OF DALY CITY, CA
CURRENT ZONING: C-1 COMMERCIAL

LOT AREA: 27,399 S.F.

<u>FOOD MART</u> - 1 SPACE PER 300 S.F.	
3,471 S.F. / 300 =	11.57
	12 SPACES
PARKING REQUIRED:	12 SPACES
PARKING PROVIDED:	19 SPACES
STANDARD PARKING SPACES:	8 SPACES
VAN ACCESSIBLE PARKING SPACE:	1 SPACE
PARALLEL PARKING SPACE:	1 SPACE
50% OF SPACES BELOW CANOPY:	4 SPACES
CARWASH STACKING:	5 VEHICLES

 LANDSCAPING

 NEW CONCRETE PAVING

 4 FT. WIDE (MIN.) ACCESSIBLE ROUTE OF TRAVEL, SHALL NOT EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE

 EXISTING TO REMAIN

ARCHITECT	DEVELOPER
M I ARCHITECTS, INC.	A U ENERGY, LLC
221 OLYMPIC BLVD, SUITE 100	41805 ALBRAE ST., 2ND FLR.
WALNUT CREEK, CA 94545	FREMONT, CA 94538
TEL: (425) 287-1174	TEL: (650) 868-7454
FAX: (425) 443-1561	FAX: -
CELL: (425) 878-4875	MR. NICK GOYAL
MR. MUTHANA IBRAHIM, ARCHITECT	

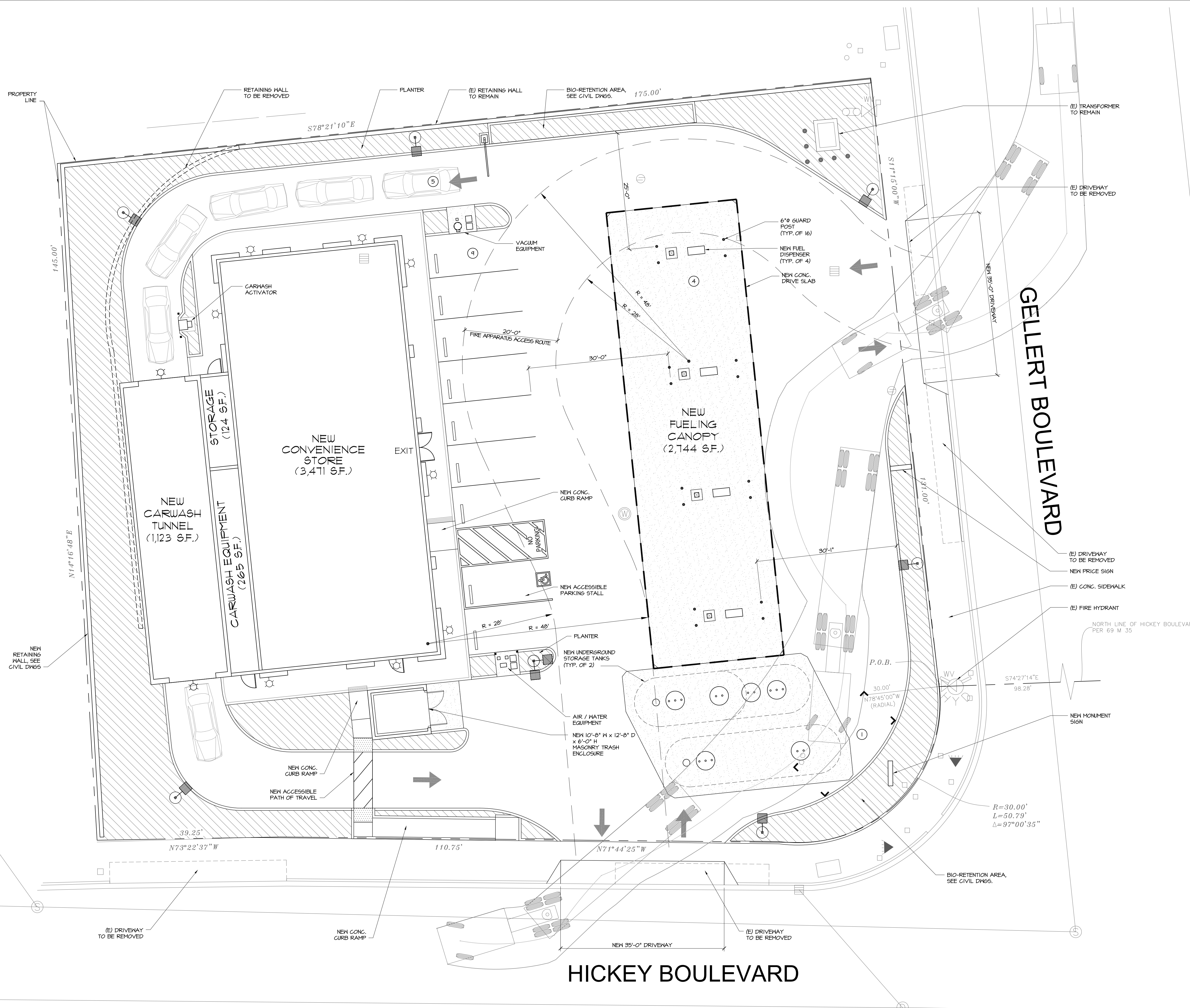
**SHELL GAS STATION
CONVENIENCE STORE & CARWASH
398 GELLERT BLVD
DALY CITY, CA 94015**

NO.	DATE	DESCRIPTION
		ISSUED FOR CONSTRUCTION
		ISSUED FOR PLAN CHECK
		ISSUED FOR PLANNING
01-14		ISSUED FOR PRELIMINARY REVIEW

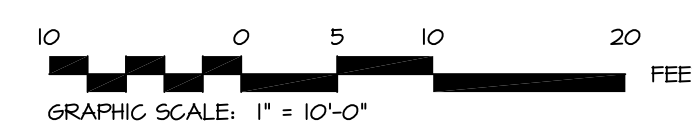
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DRAWN: BB CHECKED: M
SCALE: AS NOTED DATE: 08-15-11

SD1

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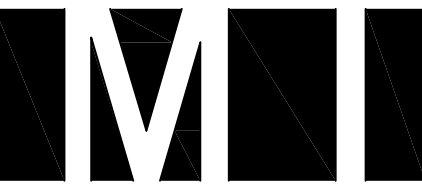
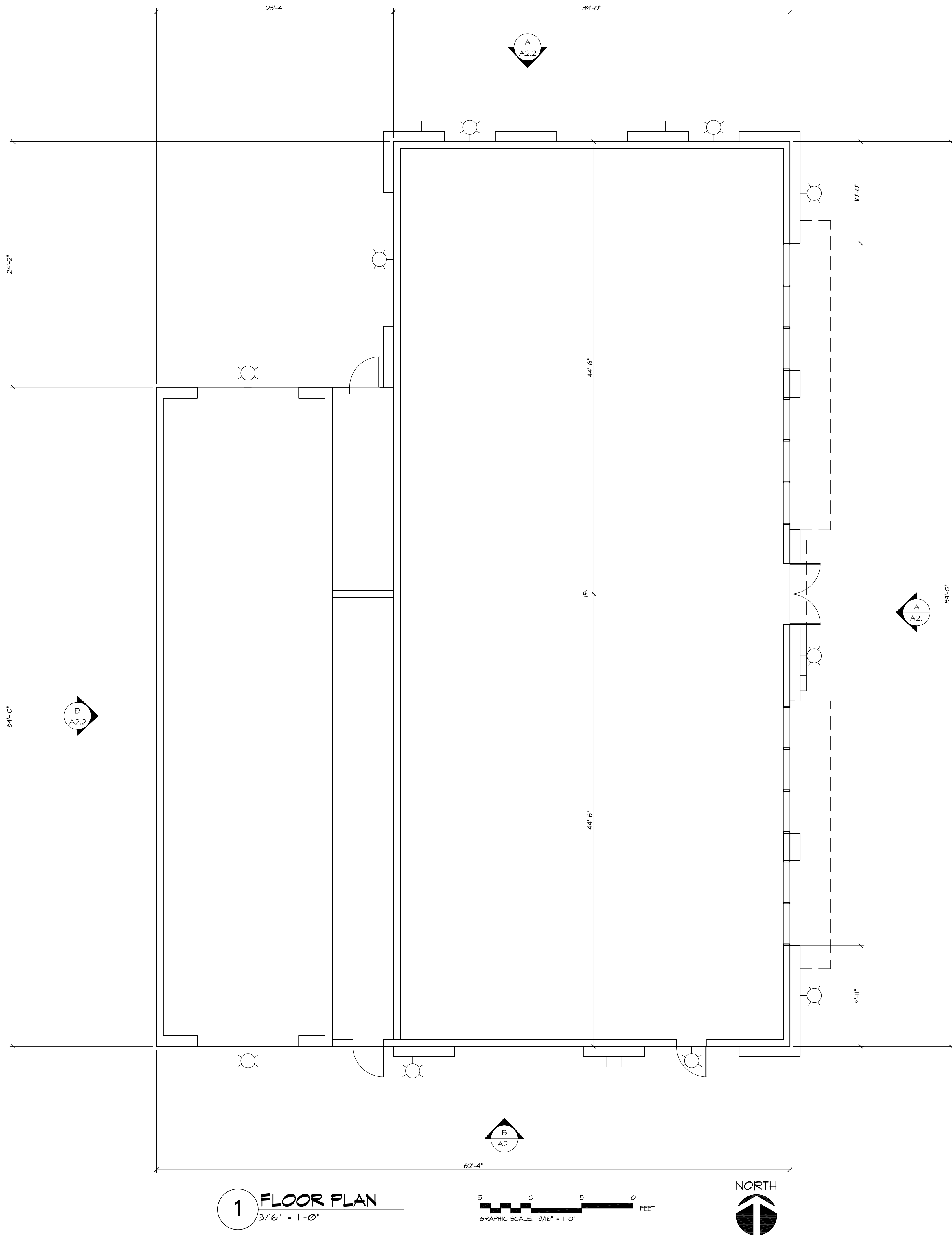


1 SITE PLAN





S:\1-Projects\14-5059 398 Gellert Blvd Daly City\DWG's\Planning\14-5059-A1.1.dwg modified by User1 at Jan 12, 2015 - 3:52pm



Architects

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CONVENIENCE STORE / CARWASH
FLOOR PLAN

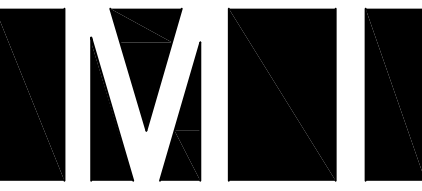
PROJECT #: 14-5059

DRAWN: BB CHECKED: MI

SCALE: AS NOTED DATE: 06-19-14

A1.1

SHEET OF



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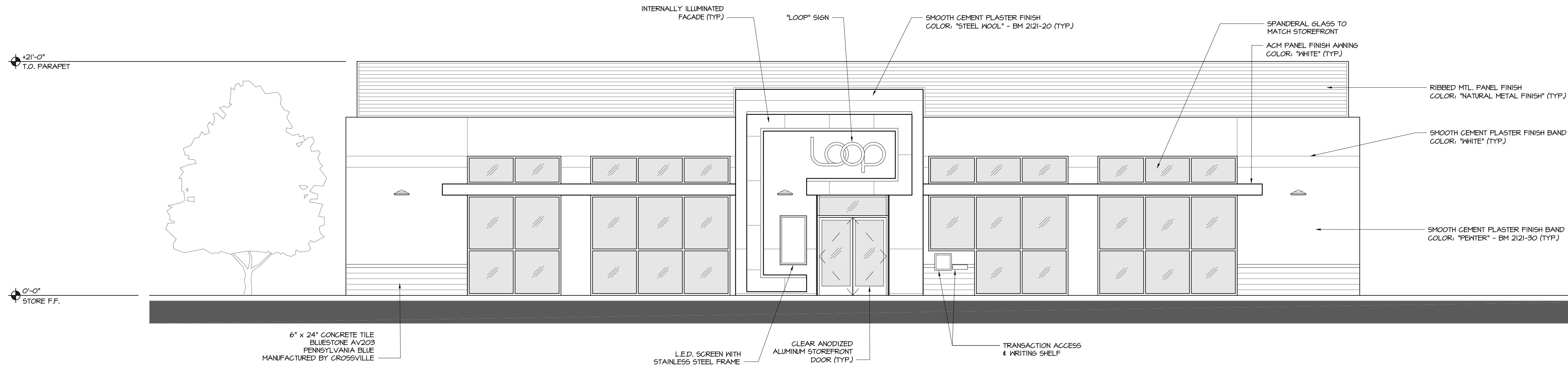
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CONVENIENCE STORE &
CARNASH BUILDING ELEVATIONS

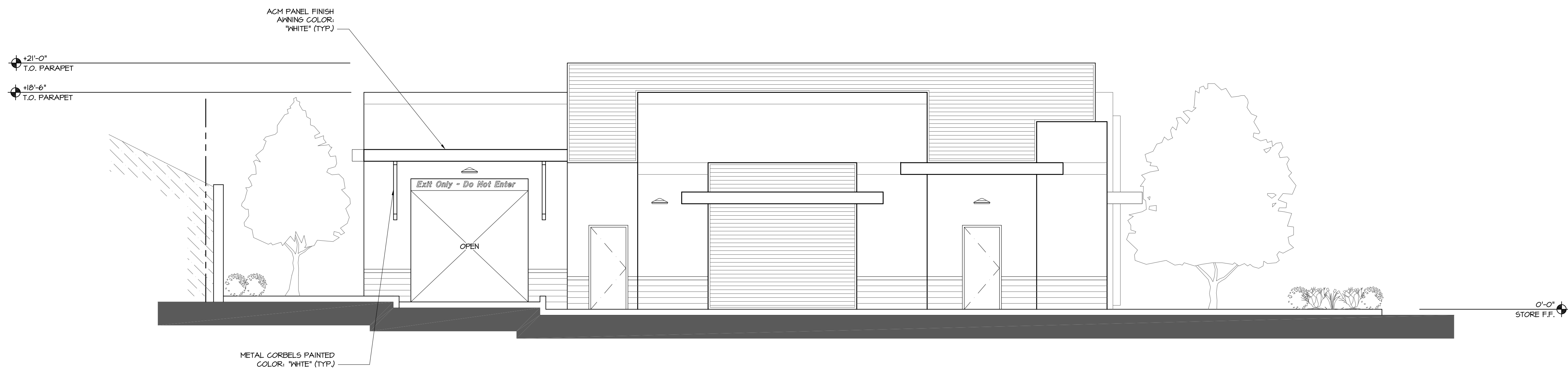
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SCALE: AS NOTED DATE: 12-02-14

A2.1

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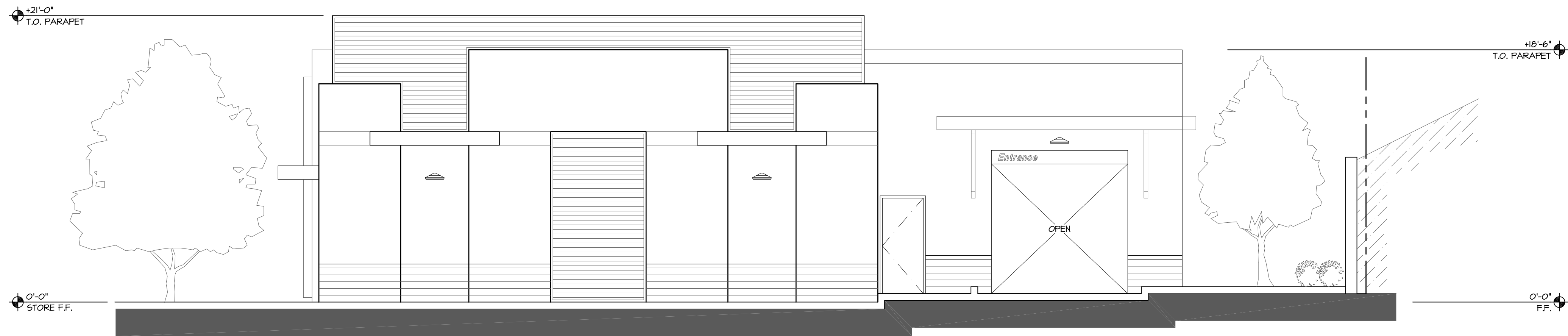
A EAST BUILDING ELEVATION
3/16" = 1'-0"



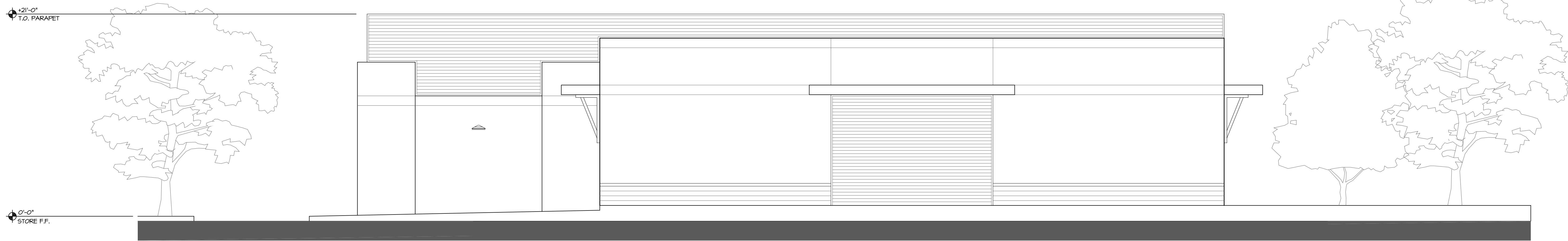
B SOUTH BUILDING ELEVATION
3/16" = 1'-0"

5 0 5 10 FEET
GRAPHIC SCALE: 3/16" = 1'-0"

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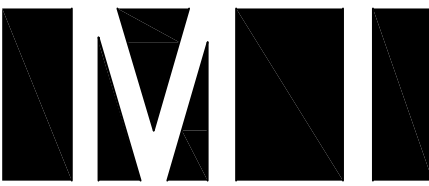


A NORTH BUILDING ELEVATION
3/16" = 1'-0"



B WEST BUILDING ELEVATION
3/16" = 1'-0"

5 0 5 10 FEET
GRAPHIC SCALE: 3/16" = 1'-0"



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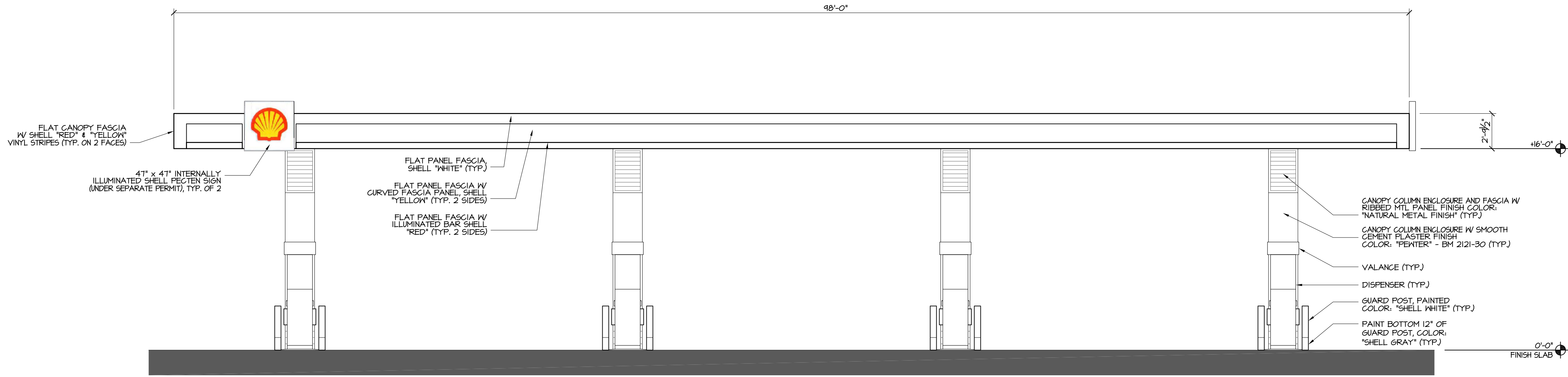
CONVENIENCE STORE &
CARWASH BUILDING ELEVATIONS

PROJECT #: 14-5059
DRAWN: BB CHECKED: MII
SCALE: AS NOTED DATE: 12-02-14

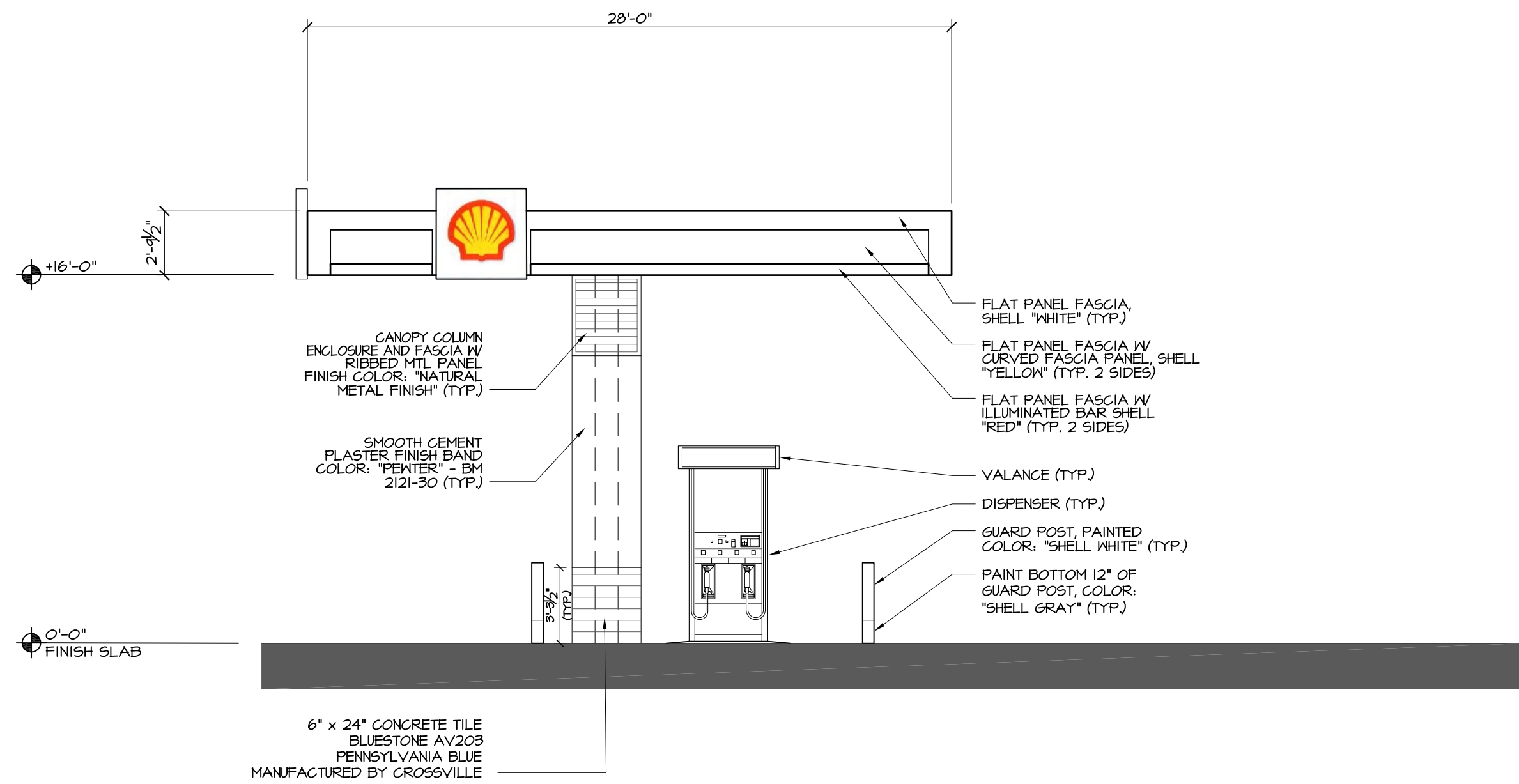
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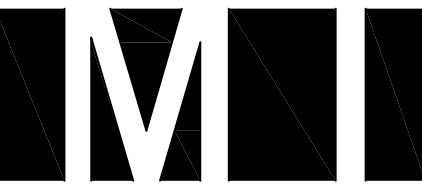
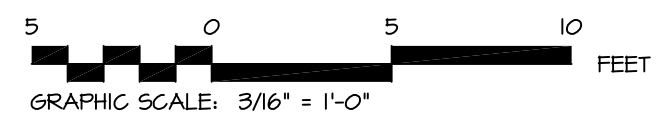
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A EAST CANOPY ELEVATION
3/16" = 1'-0"



B SOUTH CANOPY ELEVATION
3/16" = 1'-0"



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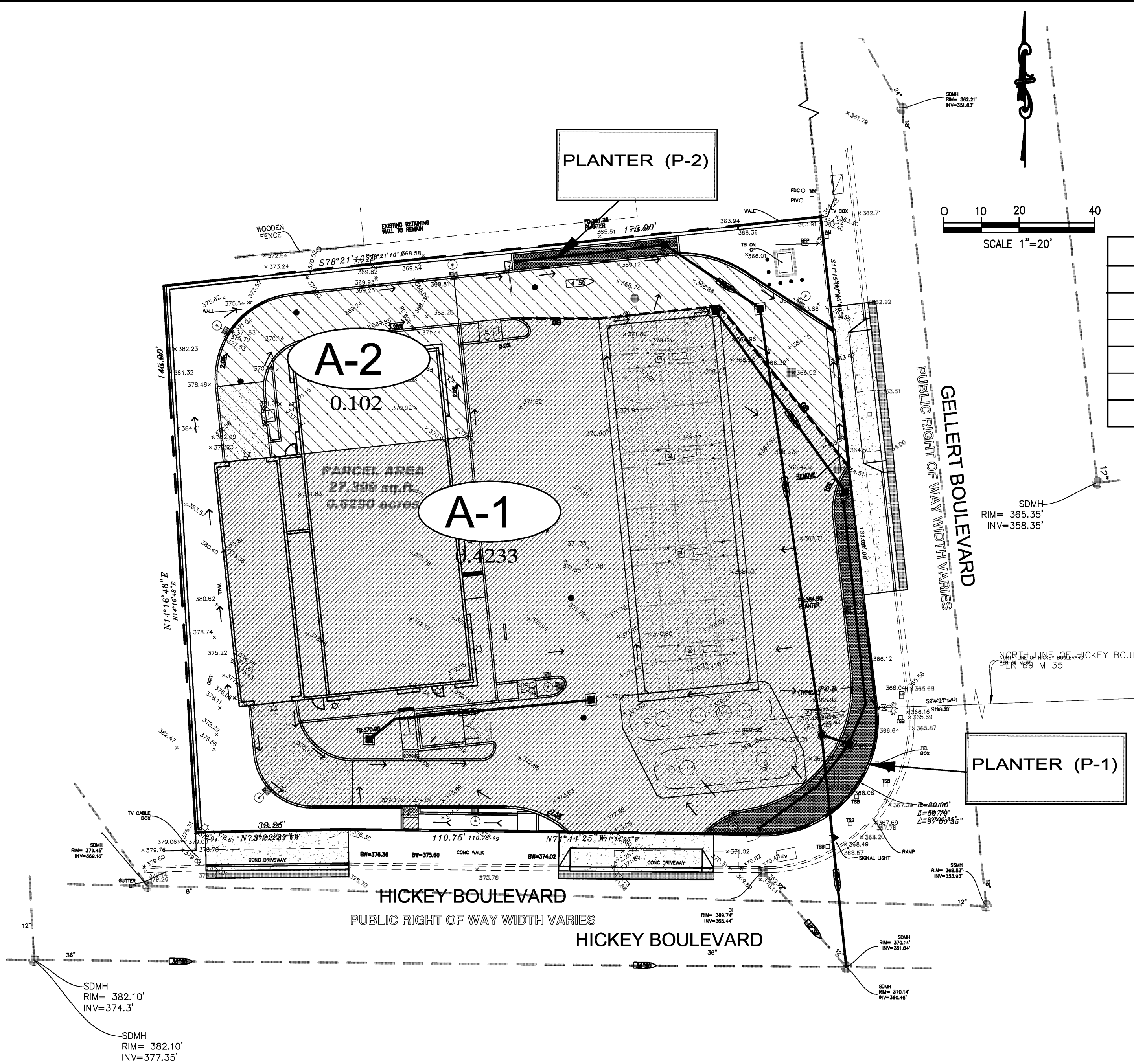
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FUELING CANOPY
ELEVATIONS

PROJECT #: 14-5059
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SCALE: AS NOTED DATE: 10-15-14

CA1

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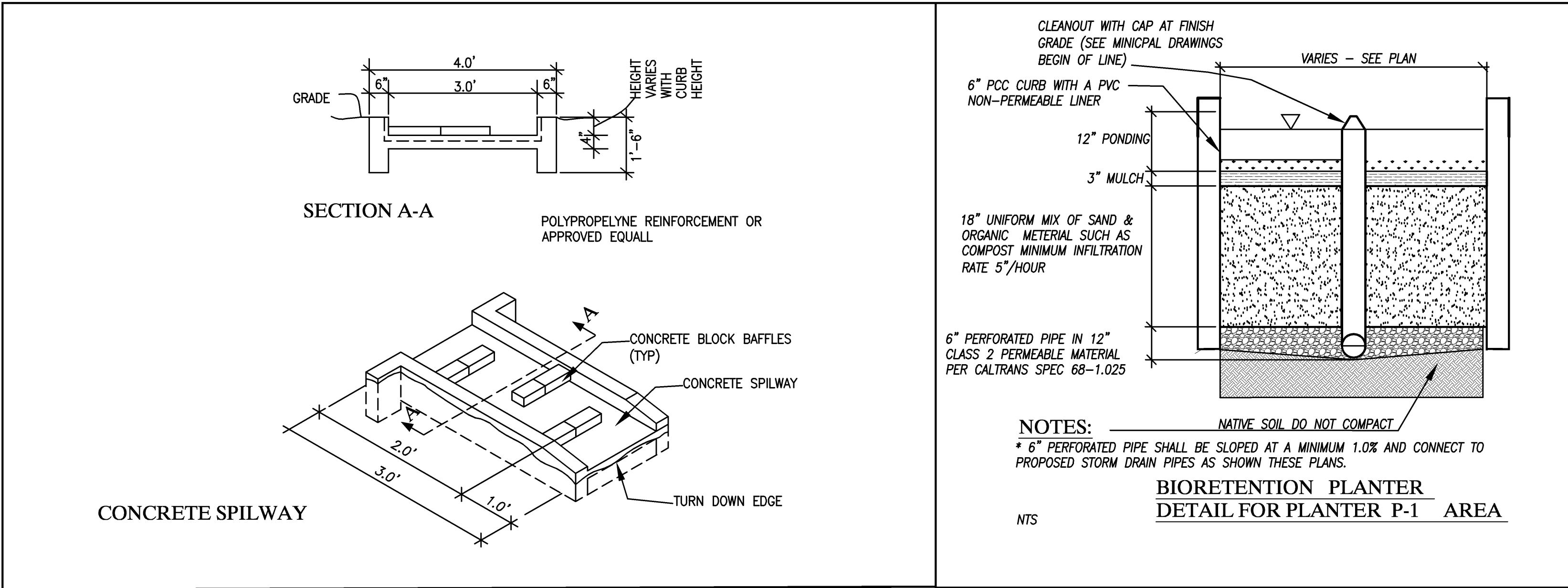


2 YEAR STORM			
DRAINAGE AREA	AREA (ac)	Q ₂ (cfs)	Q _{2s} (cfs)
A-1	0.423 (ac)	0.068	0.102
A-2	0.102 (ac)	0.016	0.025

Biofiltration Planters Sizing											
FLOW CALCULATIONS						BIOFILTRATION PLANTER SIZING					
		Runoff		Effective	Rainfall	Design	SOIL			Area	Planter
Water shed		Coefficient ²	Impervious Area ³	Intensity ⁴	Flow	Rate ⁶	Infiltration	Required ⁷	Width	Length	Number
	Area ¹ (acres)		A SF	iwq (in/hr)	Qwq (cft/hr)	Vbf (in/hr)	Abf (in/hr)	Abf (SF)	(ft)	(ft)	Area Provided (SF)
A-1	0.42	0.8	18,440	0.2	243.83	5		737			P-1 791
A-2	0.10	0.8	4,426	0.2	58.53	5		177			P-2 177

- 1- Areas correlate to watershed areas defined in Conceptual Hydrology Study
- 2- Composite runoff coefficient correlates to Appendix A1 for watershed
- 3- Effective Impervious Area = A * C/0.80 (c-value for pervious surface)
- 4- Water Quality rainfall intensity calculated per Santa Mateo C.3 Stormwater Handbook and California Stormwater BMP Handbook (refer section 3.2)
- 5- Qwq = C x lwq x A (Sample Calculation = 0.14x0.8x0.2x60x60=79.48 c/ft)
- 6- Infiltration Rate assumed for typical biofiltration soil media
- 7- Abf = Q / Vbf (Abf must be at least 4 % of drainage area according to C.3 Stormwater Handbook prepared for Santa Clara Valley Urban Runoff Pollution Prevention Program)

bft = biofiltration



SIZING OF CURB OPENING FOR 2 YEAR

Q= AV = 1.486/N X R^{2/3} X S^{1/2} X A

- A= CROSS SECTIONAL AREA (CFS)
- V= FLOW VELOCITY (F/S)
- R= HYDRAULIC RADIUS
- S= SLOPE PER FT
- N= MANNING COEFFICIENT

A = 0.28 AC)

Q = 0.0448 CFS

S = 0.01

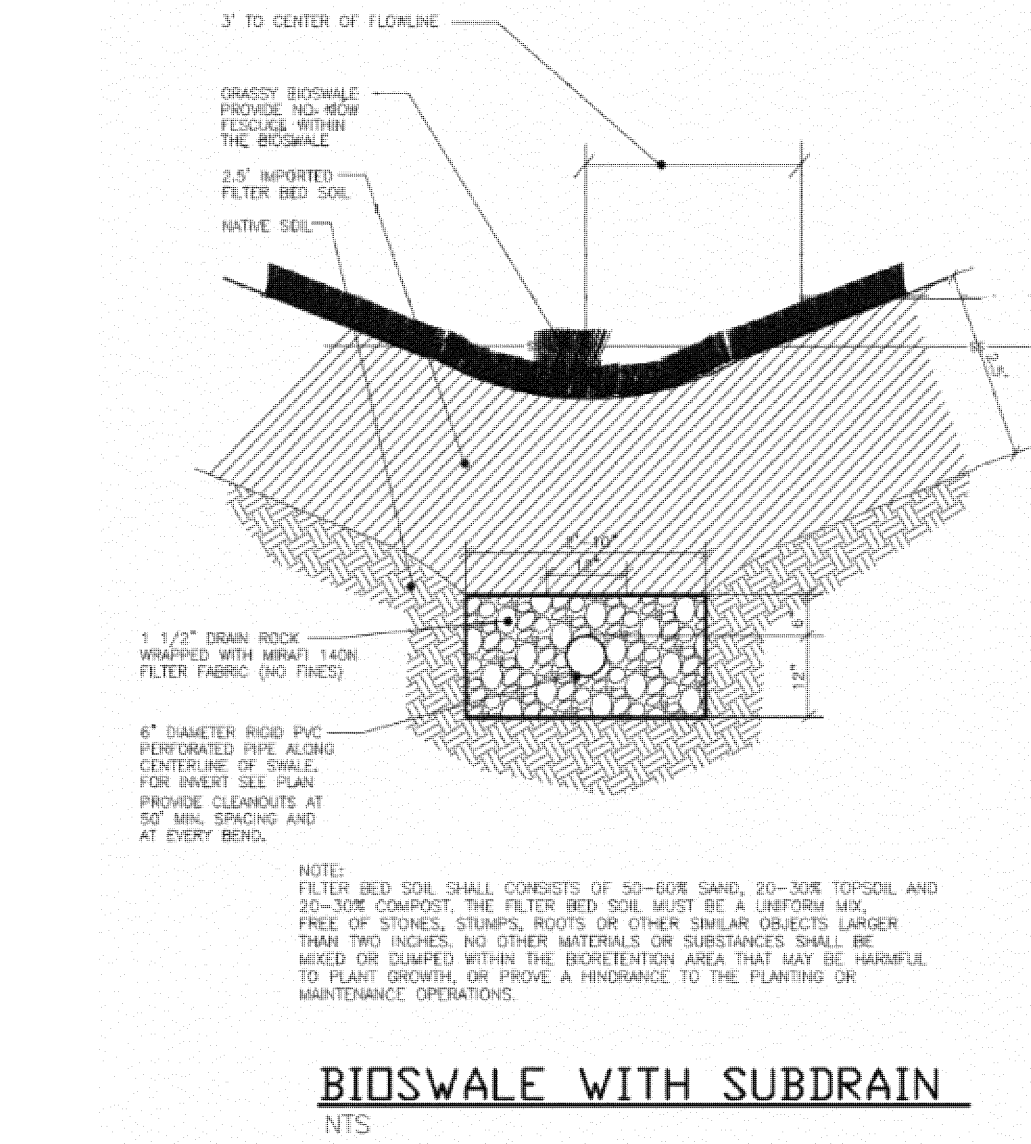
R= a/p = 1.5 / 4 = 0.375ft

n = 0.13

Q= AV = 1.486/N X R^{2/3} X S^{1/2} X A

Q= 1.486/0.015 X (0.375)^{2/3} X (0.1)^{1/2} X 0.28

Q= 4.56 CFS



MINIMUM TCMS AND BMPS FOR LAND USE OF CONCERN:

GAS STATION OR EQUIPMENT FUELING FACILITIES:

ALL NEW FUELING STATIONS OR EXPANSION OF SUCH USES SHOULD INCLUDE THE FOLLOWING BMPS:

1. INSTALL AND MAINTAIN A TREATMENT CONTROL MEASURE
2. PAVE THE FUELING AREA FLOORS WITH AN IMPERMEABLE SURFACE (I.E., PORTLAND CEMENT CONCRETE OR EQUIVALENT SMOOTH IMPERVIOUS SURFACE).
3. COVER THE FUELING AREAS WITH A CANOPY OR COVER THAT EXTENDS A MINIMUM OF TEN FEET IN EACH DIRECTION FROM EACH PUMP. ALTERNATIVELY, COVER THE FUELING AREAS WITH A CANOPY OR COVER THAT HAS MINIMUM DIMENSIONS EQUAL TO OR GREATER THAN THE AREA WITH THE GRADE BREAK OR FUEL DISPENSING AREA. (THE FUEL DISPENSING AREA IS DEFINED AS THE AREA EXTENDING A MINIMUM OR 6.5 FEET FROM THE CORNER OF EACH FUEL DISPENSER OR THE LENGTH AT WHICH THE HOSE AND NOZZLE ASSEMBLY MAY BE OPERATED PLUS A MINIMUM OF ONE FOOT, WHICHEVER IS GREATER. IN NO CASE SHOULD THE CANOPY OR COVER DRAIN ONTO THE FUELING AREA.)
4. GRADE THE FUEL AREA TO PREVENT WATER DRAINING TOWARD THE FUELING AREA.
5. GRADE THE FUEL AREA WITH THE MINIMUM SLOPE NECESSARY TO PREVENT PONDING.
6. SEPARATE THE FUELING AREA FROM THE REST OF THE SITE BY A GRADE BREAK THAT PREVENTS RUN-ON OF STORM WATER TO THE MAXIMUM EXTENT PRACTICABLE.
7. DRY SWEEP THE FUELING AREA ROUTINELY.
8. STENCIL ALL ON-SITE STORM DRAINS IN CONFORMANCE WITH THE CITY'S REQUIREMENTS.
9. PREPARE A SPILL CLEANUP PLAN IN CONFORMANCE WITH THE CITY OF SAN JOSE FIRE CODE.

STORMWATER CONTROL MEASURES USED		
SITE DESIGN	STORMWATER TREATMENT	SOURCE CONTROLS
1. DISCONNECT DOWNSPOUTS, 2. MINIMIZE CHANGE IN RUNOFF HYDROGRAPH	BIOSWALE1 STORMWATER BIORETENTION FILTRATION PLANTER	1. BENEFICIAL LANDSCAPING (MINIMIZES IRRIGATION RUNOFF) PESTICIDES & FERTILIZERS PROMOTES TREATMENT) 2. KIOSKAR UPLO MANHOLE 2. MAINTENANCE (STREET SWEEPING CATCH BASIN CLEANING 3. STORM DRAIN SWAGE.

PRELIMINARY STORMWATER CONTROL PLAN

398 GELLERT BLVD
SHELL GAS STATION
AND CARWASH

APN: 091-542-020

CITY OF DALY CITY, SAN MATEO COUNTY

JOB NO. 2014-031

DESIGNED: JTS

CHECKED: JTS

DATE: 12-30-14

STUKAM CONSULTING ENGINEERS, INC.

8999 GREENBACK LANE 2nd Floor
ORANGEVALE CA 95662-4650
(916) 835-5791
(916) 988-6316 FAX

A.U. ENERGY LLC.

NICK GOYAL
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(510) 270-3410

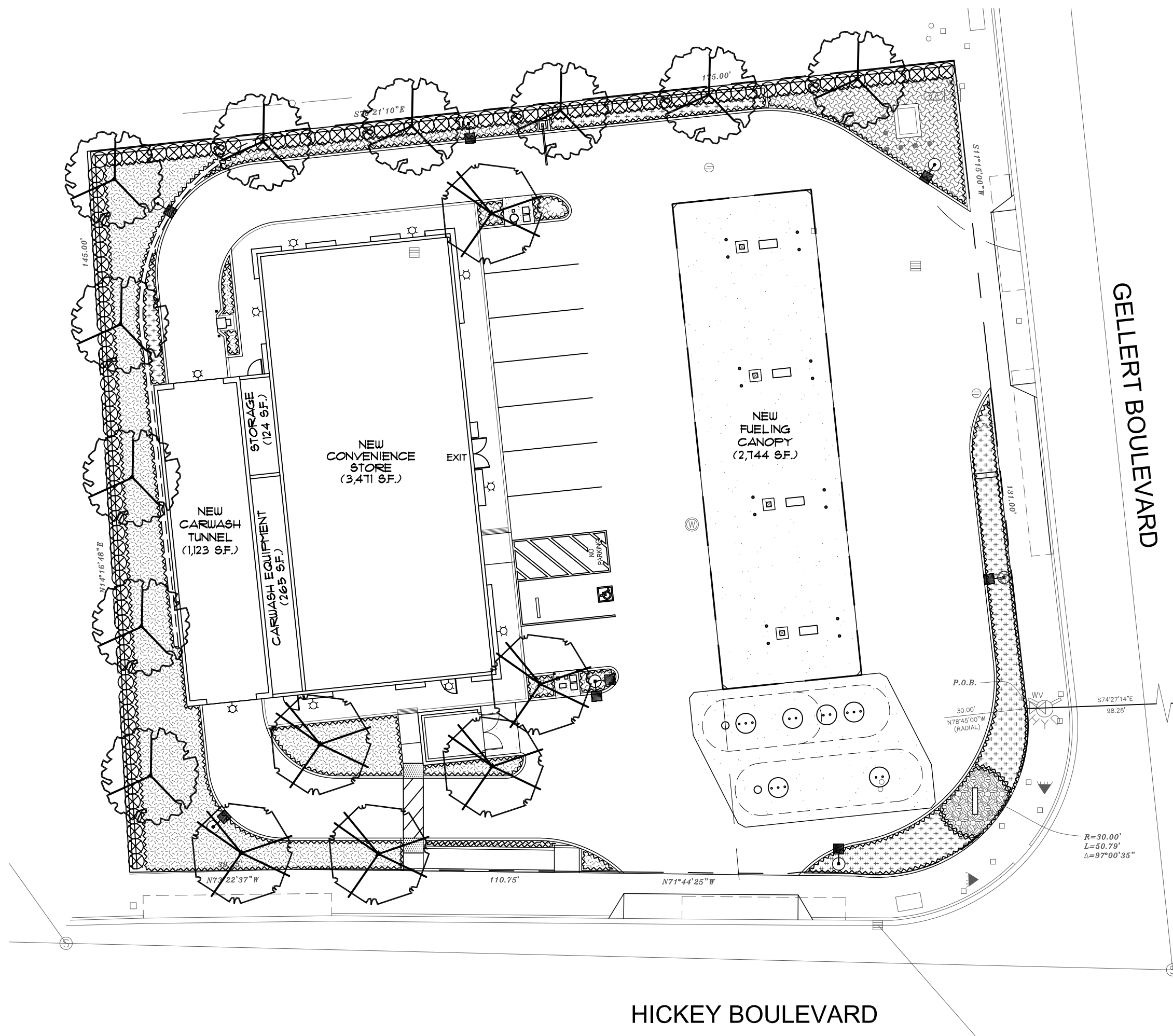
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Of 2 SHEETS

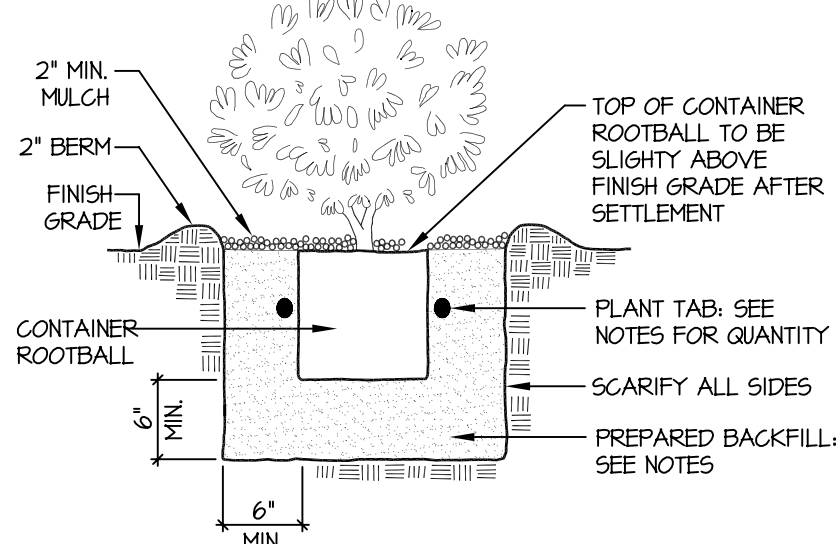
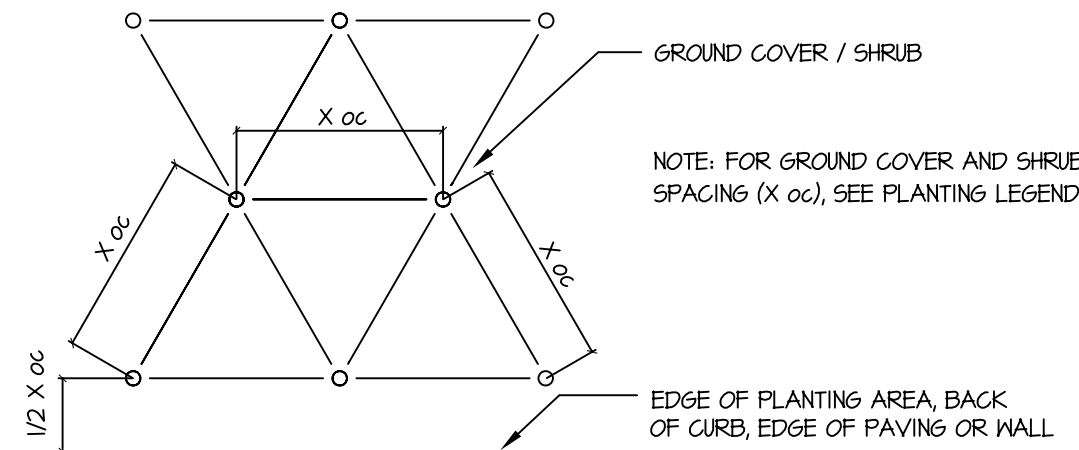
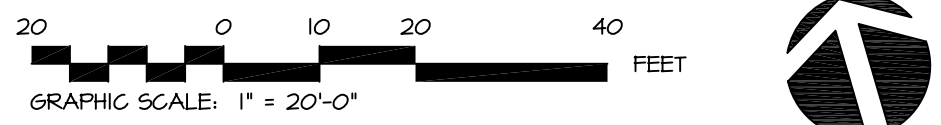
JOB NUMBER:
2014-031

REVISIONS

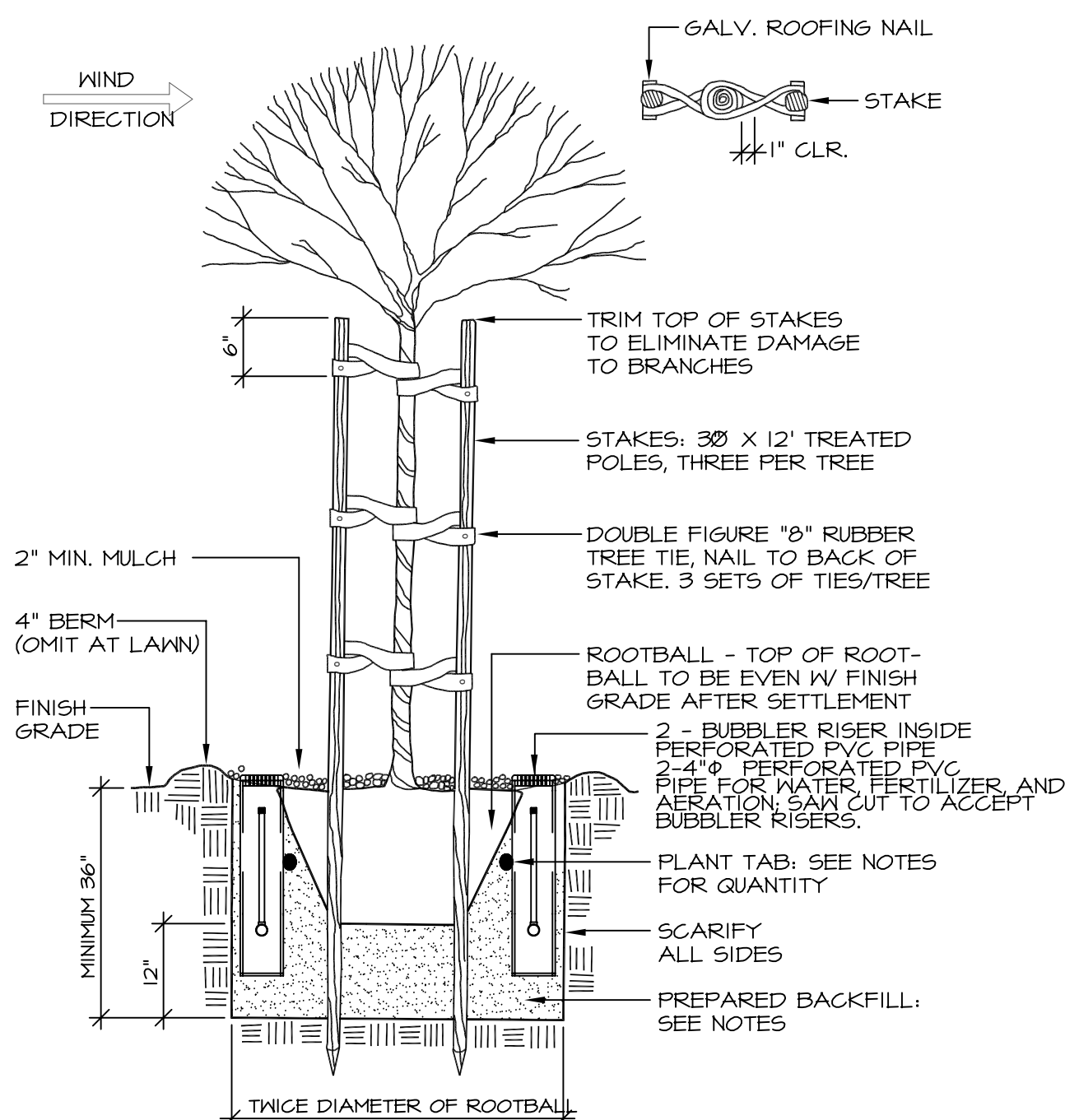


1 LANDSCAPE PLAN

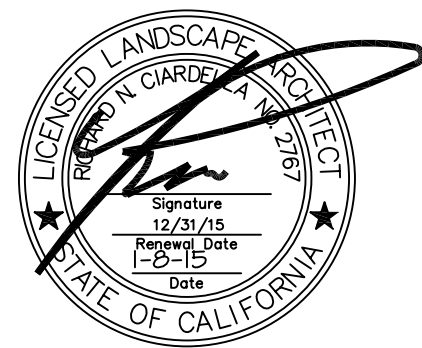
1" = 20'-0"



PLANING INSTALLATION AND LAYOUT



TREE PLANTING AND STAKING



Ciardella associates
Landscape Architecture
Urban Design
640 Menlo Ave, Suite 10
Menlo Park, CA 94025
Tel 650 326 6100
F 650 453-2400
ca@ciardella-assoc.com

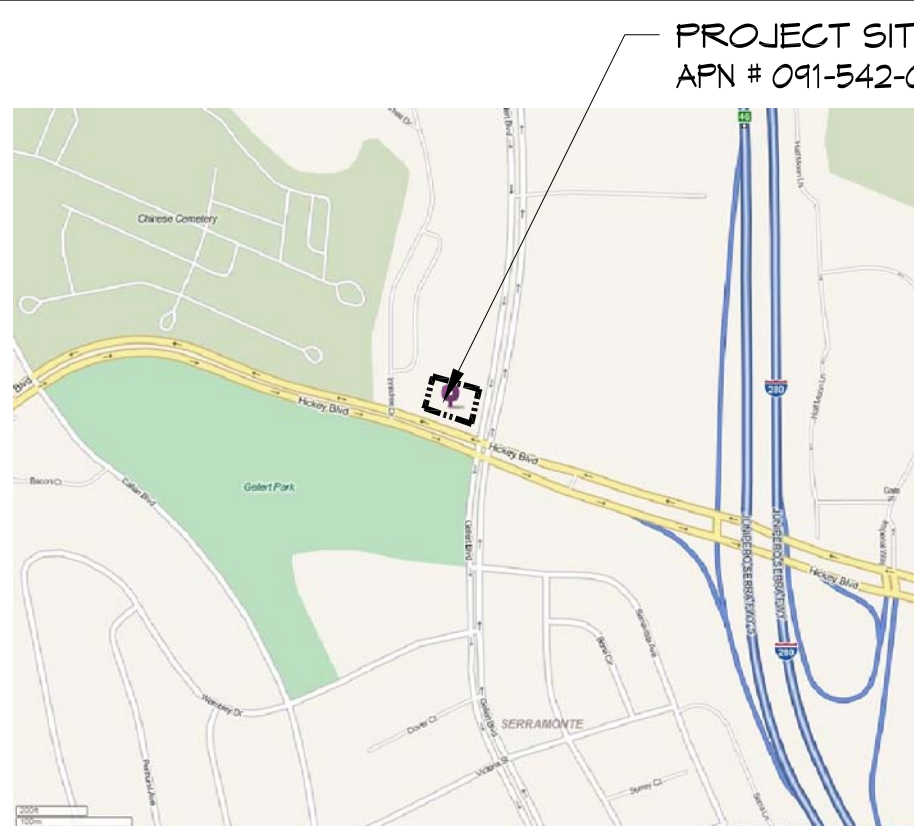
PLANING LEGEND

Symbol	BOTANICAL NAME	COMMON NAME	H2O	SIZE
	<u>Tree</u>			
	Pyrus calleryana 'Red Spire'	Red Spire Pear	M	24" Box
	Arbutus undedo 'Marina'	Strawberry Tree	L	24" Box
	<u>Shrubs and Vines</u>			
	Myrica californica	Pacific Naz Myrtle	L	5 Gallon
	<u>Ground Cover</u>			
	ROS Rosmarinus officinalis 'Huntingt Carpet'	Rosemary	L	1 Gallon @ 30"
	CAR Carex plantosa	Calif. Meadow Sedge	L	1 Gallon @ 30" - Alternate
	TRA Festuca glauca 'Elijah Blue'	Blue Fescue	L	1 Gallon @ 30"
	FLR Trachelospermum jasminoides	Star Jasmine	M	1 Gallon @ 30"
	FLR Hemerocallis x 'Rosy Returns'	Hemerocallis	L	4" Pot @ 14" oc

PLANTING NOTES

- All trees are to be staked as shown in the staking diagram per city requirement.
- Plant locations are to be adjusted as necessary to screen utilities but not block windows or impede access.
- All ground cover and shrub areas shall be top-dressed with a 3" layer of bark mulch.
- All ground cover planting will be placed no farther than 6" from edge of pavement, edge of header or back of curb. Spacing shall ensure full coverage in one year.
- There shall be no staking of material or equipment, permitting of any burning or operating or parking of equipment under branches of any existing plants to remain. If existing plants to remain are damaged during construction, the plants shall be replaced with the same species as size as those damaged.
- All plant material shall be nursery grown stock. All plant materials shall be tagged at the nursery at least 1 month prior to planting for the Landscape Architects review.
- Review layout of all landscape elements with the Landscape Architect prior to installation. Field modifications may be necessary. Final layout to be reviewed by the Landscape Architect.
- Written dimensions supersede scaled dimension. Measurements are from the wall face, back of curb, edge of walk, building wall, property line or center line as graphically indicated.
- All layout corners are at 90 degrees right angles unless otherwise indicated. All curves shown are segments of circles with noted radii or diameter if noted. Circles can be scaled and be connected by freeform curves.
- HERBICIDE APPLICATION: Herbicide shall not be used until all plant material has been planted a minimum of 20-days. All planting areas shall be kept weed-free by non-herbicide methods during this time period. Herbicide shall not be applied to any areas which are or have been seeded. Contractor must be licensed by the State and County for fertilizer application, and must have current registration on file with the County.
- Landscaping shall be maintained in a manner to prevent landscaping from growing above 3' in height in the areas indicated in the plans as being located within a safety visibility triangle area.
- CERTIFICATION: Prior to occupancy, the Landscape Architect shall certify in writing in a manner acceptable to the Building Inspection Division, that the landscaping has been installed in accordance with all aspects of the approved landscape plans.
- A minimum of 8" of non-mechanically compacted soil shall be available for water absorption and root growth in planted areas.
- Incorporate compost or natural fertilizer into the soil to a minimum depth of 8" at a minimum rate of 6 cubic yards per 1000 square feet.
- All Plantings shall be automatically irrigated utilizing state of the art system, components and installation techniques.
- All planting and irrigation shall comply with the city of Daly City Water Efficient Landscape Requirements and shall comply with Section 17.41.060, 17.41.070 and 17.41.080.
- All details shall comply with city standard details.
- Trees between Carwash and east property line are placed to mitigate tree removals.
- All planting shall be irrigated utilizing automatic state of the art irrigation system.
- Irrigation system shall comply with Outdoor Water Use Efficiency Checklist. Irrigation plan shall be submitted at time of for permit application.
- All trees shall receive triple-staking and shall be inspected by the Planning Division prior to installation, as required by the Condition of Approval.
- All plantings shall be irrigated to comply with Water use ordinance and be automatically irrigated using state of the art irrigation system.

VICINITY MAP



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ISSUED FOR PLANNING

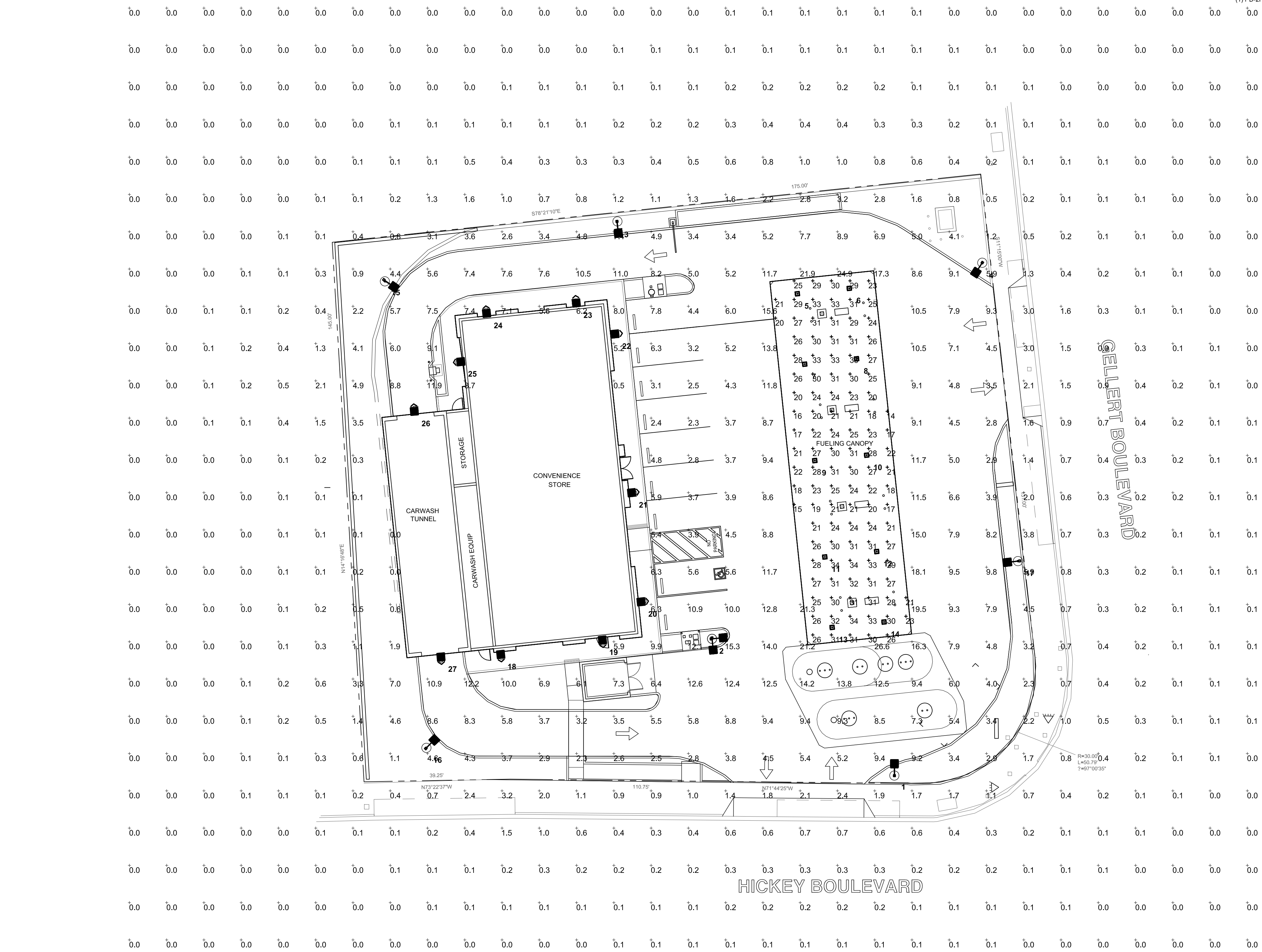
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PROJECT #: 14-5059
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SCALE: AS NOTED DATE: 12-10-14

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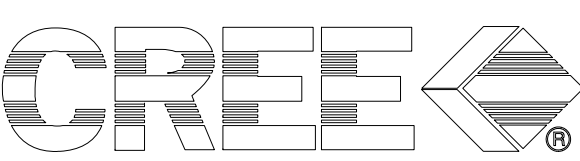
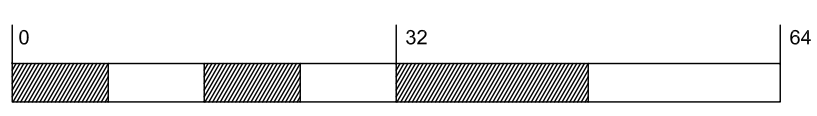
Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Lumens/Lamp	LLF	Total Watts
1	10	CPY	SINGLE	13000	0.970	1220
2	1	LWY-3ME-3	2 @ 90 DEGREES	13477	0.900	272
4	4	LWY-3MEB-1	SINGLE	10055	0.900	544
2	2	LWY-4MEB-1	SINGLE	8972	0.900	272
8	8	SEC-3M-20	SINGLE	3599	0.900	400
2	2	SEC-3M-40	SINGLE	7198	0.900	196

Pole Schedule
(7) PS&S17CTXX (17' X 4' X .125" STEEL SQUARE POLE)
Proposed poles meet 140 MPH sustained winds.

ADDITIONAL EQUIPMENT:
(6) PD-1H4
(1) PD-2H(90)

Footcandles calculated using predicted lumen values after 50K hours of operation					
Label	Avg	Max	Min	Avg/Min	Max/Min
CANOPY	26.12	34	14	1.87	2.43
OVERALL	2.27	26.6	0.0	N/A	N/A
PAVED AREA	8.12	26.6	2.3	3.53	11.57

Luminaire Location Summary		
LumNo	Label	Z
1	LWY-3MEB-1	19
2	LWY-3ME-3	19
3	LWY-3MEB-1	19
4	LWY-3MEB-1	19
5	CPY	16
6	CPY	16
7	CPY	16
8	CPY	16
9	CPY	16
10	CPY	16
11	CPY	16
12	CPY	16
13	CPY	16
14	CPY	16
15	LWY-4MEB-1	19
16	LWY-4MEB-1	19
17	LWY-3MEB-1	19
18	SEC-3M-20	9
19	SEC-3M-20	9
20	SEC-3M-20	9
21	SEC-3M-20	9
22	SEC-3M-20	9
23	SEC-3M-20	9
24	SEC-3M-20	9
25	SEC-3M-20	9
26	SEC-3M-40	11
27	SEC-3M-40	11



SD1-L

1200 82nd Street - Burlingame, WI 53177
www.cree.com - (800) 224-6600

Project Name: 388 Gellert Blvd, Daly City, CA	Customer No: 09676
Date: 1/12/2015	Scale: 1"=16'
Filename: V:\CommonAppEng\BETA PETITM141210DCCACB1.AGI	Footcandles calculated at grade
	Layout by: CHRIS BOSANEC

Illumination results shown on this lighting design are based on project parameters provided to Cree, Inc. used in conjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting, or energy code.

AC	ASPHALT	PIV	POST INDICATOR VALVE
APN	ASSESSOR PARCEL NUMBER	PLTR	PLANTER
BFP	BACK FLOW PREVENTOR	PM	PARKING METER
	BOLLARD	PP	POWER POLE
BLDG	BUILDING	PL	PROPERTY LINE
RSL	BUILDING SETBACK LINE	PUE	PUBLIC UTILITY EASEMENT
CB	CATCH BASIN	50. FT.	SQUARE FEET
	CENTERLINE	SL	STREET LIGHT
CONC	CONCRETE	SLB	STREET LIGHT BOX
CP	CONCRETE PAD	SD	STORM DRAIN MANHOLE
DCV	DOUBLE CHECK VALVE	SSCO	SANITARY SEWER CLEANOUT
DWY	DRIVEWAY	SSWH	SANITARY SEWER MANHOLE
EB	ELECTRICAL BOX	TEL	TELEPHONE
EC	ELECTRICAL CABINET	TRANS	TRANSFORMER
EV	ELECTRICAL VAULT	TSB	TRAFFIC SIGNAL BOX
FC	FACE OF CURB	VT	VAULT
FDC	FIRE DEPARTMENT CONNECTION	WM	WATER METER
	FIRE HYDRANT	WV	WATER VALVE
GM	GAS METER	YL	YARD LIGHT
GV	GAS VALVE	AL	DENOTES ENCROACHMENTS
MH	MANHOLE	①	CORRESPONDS TO SCHEDULE B
MW	MONITORING WELL		

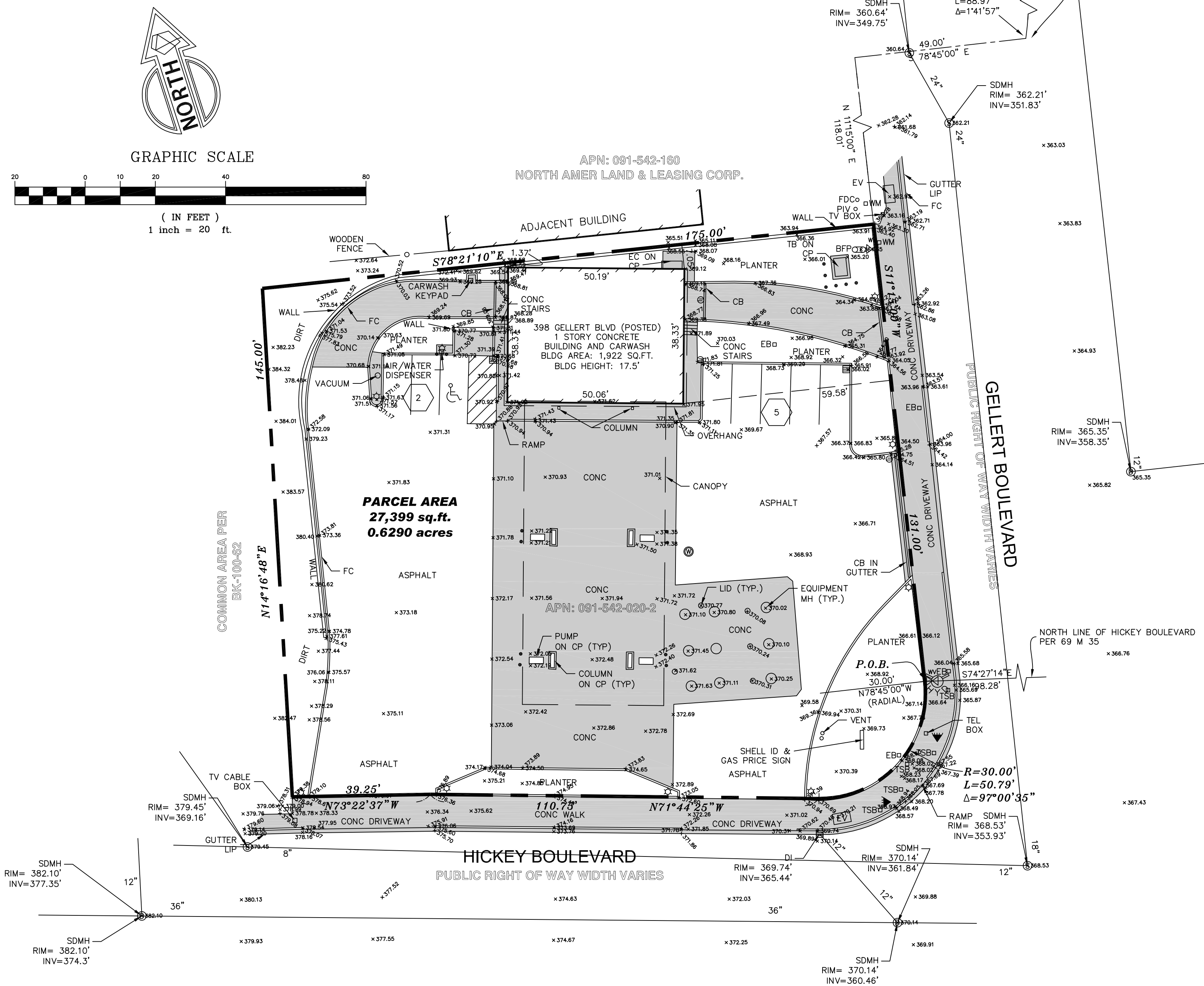
THE ZONING INFORMATION WAS PROVIDED
BY THE CITY OF DALY
THE DEPARTMENT OF ECONOMIC AND COMMUNITY
DEVELOPMENT
333 90TH STREET, DALY CITY, CA 94015
TEL: (650) 991-8033
HTTP://WWW.CI.DALY-CITY.CA.US/

ZONE C-1; COMMERCIAL
SETBACKS
FRONT NONE UNLESS ADJACENT TO A
RESIDENTIAL ZONE THEN THE AVERAGE
OF THE BLOCK OR 15 FEET
SIDE NOT SPECIFICALLY ADDRESSED
REAR NONE
HEIGHT 36'
LOT COVERAGE NOT SPECIFICALLY ADDRESSED
PARKING 5 SPACES OR IN SERVICE STATION
WITH ACCESSORY USES, 2 SPACES
PLUS 1 PER 250 SQ.FT. GFA; IF
CARWASH THEN 7 SPACES

*ZONING AND RESTRICTIONS SHOWN HEREON WERE OBTAINED BY A GENERAL REQUEST AT THE PUBLIC COUNTER OF THE ABOVE NAMED DEPARTMENT. NO REPRESENTATION IS MADE FOR THE ACCURACY OR COMPLETENESS OF SAID THIRD PARTY INFORMATION. THIS FIRM IS NOT AN EXPERT IN THE INTERPRETATION OF COMPLEX ZONING ORDINANCES, COMPLIANCE IS BEYOND THE SCOPE OF THIS SURVEY. ANY USER OF SAID INFORMATION IS URGED TO CONTACT THE LOCAL AGENCY DIRECTLY.

* THIS IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS PROPERTY LINES.
STATEMENT OF OWNERSHIP OR POSSESSION IS NOT THE INTENT OF THIS LISTING.
NO ENCROACHMENTS OBSERVED

NO SURVEY MATTERS



0 10 20 30 40

SCALE: 1"=20'

THE BEARING, NORTH 5'15' 00" WEST, THE MONUMENT LINE ALONG GELLERT AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON MARCH 19, 1974 IN BOOK VOLUME 24 OF PARCEL MAP, PAGE 8, RECORDS OF SAN MATEO COUNTY WAS USED AS THE BASIS OF BEARINGS.

1. OBSERVED NO DISCREMINABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS

2. OBSERVED NO DISCREMINABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION

3. OBSERVED NO DISCREMINABLE EVIDENCE OF SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

4. THE EXISTENCE AND LOCATION OF ALL UTILITIES, PIPES, POLES, CABLES AND STRUCTURES ON THIS SURVEY WERE OBTAINED BY OBSERVED EVIDENCE ONLY. THE POINT OF ENTRY ON SAID UTILITIES CANNOT BE DETERMINED

5. ALL FIELD MEASUREMENTS MATCHED RECORD DIMENSIONS WITHIN THE TOLERATION REQUIREMENTS OF ALTA/CASO SPECIFICATIONS UNLESS OTHERWISE SHOWN.

6. THIS SURVEY HAS BEEN PREPARED FOR TITLE INSURANCE PURPOSES ONLY. THIS SURVEY MAY NOT CONTAIN SUFFICIENT DETAIL FOR DESIGN OR CONSTRUCTION PURPOSES.

7. THE INFORMATION HEREON HAVE BEEN DEVELOPED FROM THE REFERENCED TITLE REPORT

7. UNLESS THIS PLAN HAS THE SEAL AND SIGNATURE OF THE SURVEYOR AND/OR ENGINEER RESPONSIBLE FOR ITS PREPARATION, THIS DOES NOT AN AUTHENTIC COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.

8. THE FEE PARCEL PHYSICALLY ABUTS AND HAS DIRECT ACCESS TO THE E. BOLLARD AVE AND HICKEY BOULEVARD, PUBLICLY DEDICATED RIGHT OF WAY.

7 STALLS
1 HANDICAP STALLS
8 TOTAL STALLS

27,399 SQ. FT.
0.6290 ACRES

1 STORY
HEIGHT: 17.5'

AREA: 1,922 SQ. FT.

OBSERVED NO DISCERNIBLE EVIDENCE OF SITE
BEING USED AS A CEMETERY OR BURIAL GROUNDS.

FLOOD NOTE:
DALY CITY DOES NOT PARTICIPATE IN THE NATIONAL FLOOD INSURANCE PROGRAM SO THE SUBJECT PROPERTY IS UNMAPPED.

A vicinity map showing the intersection of Gellert Blvd, Hickey Blvd, and Daly City Blvd. The map includes a north arrow in the top right corner, labeled 'NORTH'. A 'SITE' label with an arrow points to a specific location on Gellert Blvd. A road sign for '280' is shown at the intersection. The map is titled 'VICINITY MAP' and 'NOT TO SCALE'.

THE PROPERTY HEREIN BELOW DESCRIBED IS THE SAME PROPERTY GRANTED FROM SHELL OIL COMPANY TO EQUILON ENTERPRISES LLC IN CORPORATE GRANT DEED, RECORDED JULY 15, 1998 AS DOC. NO. 98-111727

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF DALY CITY, COUNTY OF SAN MATEO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

BEGINNING ON THE NORTH LINE OF HICKEY BOULEVARD AS DESIGNATED ON THE MAP OF SERRAMONTE, UNIT NO. 10-A, FILED MAY 22, 1969, BOOK 69 OF MAPS, PAGE 35, SAN MATEO COUNTY RECORDS, AT THE WEST EXTREMITY OF THE LINE AS SHOWN ON SAID MAP, THENCE EAST 81° 15' 00" NORTH, 115.00 FEET TO A POINT OF BEGINNING, ALONG THE NORTHERLY COURSE OF THE SAID BOULEVARD, SOUTHERLY AND WESTERLY ON A CURVE TO THE RIGHT, THE CENTER OF WHICH BEARS NORTH 78° 45' 00" WEST, 30.00 FEET FROM SAID POINT OF BEGINNING, THROUGH A POINT OF CURVATURE BEARING NORTH 78° 45' 00" WEST, 110.75 FEET; THENCE ALONG SAID NORTH LINE NORTH 71° 44' 25" WEST, 110.75 FEET; THENCE NORTH 73° 22' 37" WEST, 39.25 FEET; THENCE LEAVING SAID NORTH LINE NORTH 14° 16' 48" EAST, 145.00 FEET; THENCE SOUTH 78° 21' 10" EAST, 175.00 FEET TO A POINT ON THE WEST LINE OF GELLERT BOULEVARD; THENCE ALONG SAID WEST LINE NORTH 11° 50' 00" WEST, 131.00 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM, ALL OIL, GAS AND MINERAL INTERESTS
RESERVED IN DEED BY SHELL OIL COMPANY, A DELAWARE
CORPORATION RECORDED JULY 15, 1998 AS INSTRUMENT NO.
1998-111727 OF OFFICIAL RECORDS.

APN: 091-542-020-2
JPN: 091-054-542-02A

THE PROPERTY HEREON DESCRIBED IS THE SAME AS THE PROPERTY AS DESCRIBED IN THE PRELIMINARY TITLE REPORT ISSUED BY FIRST AMERICAN TITLE COMPANY, ORDER NO. 336407-021, DATED JANUARY 29, 2010 AT 7:30 AM.; FEBRUARY 16, 2010 UPDATE.

TO EQUILON ENTERPRISES LLC AND ITS COUNSEL; FIRST AMERICAN TITLE INSURANCE CO.; BANK OF AMERICA, N.A., AS ADMINISTRATIVE AGENT, ITS SUCCESSORS AND/OR ASSIGNS, AND AU ENERGY, LLC:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 2, 3, 4, 6, 7(A), 7(B), 7(C), 8, 9, 10, 11(A), 13 AND 14 OF TABLE THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, I, THE UNDERSIGNED, FURTHER CERTIFIES THAT MY PROFESSIONAL OPINION, AS LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

DIRK C. SLOOTEN
REGISTERED LAND SURVEYOR
REGISTRATION NO. LS 5342
DATE OF SURVEY: 09/17/2009
DATE OF LAST REVISION: 02-24-2010

SLOOTEN CONSULTING INC.
SURVEYING & ENGINEERING

ALTA/ACSM LAND TITLE SURVEY

SHEET **1**
OF **1** SHEETS
JOB No. **8227-02**

THIS IS AN ORIGINAL UNPUBLISHED WORK
AND MAY NOT BE DUPLICATED, PUBLISHED
OR OTHERWISE USED WITHOUT WRITTEN CONSENT
OF BLOOMING COMPLETING, INC.



M I Architects, Inc. A California Corporation

ARCHITECTURE . PLANNING . MANAGEMENT . DESIGN

2221 OLYMPIC BLVD, SUITE 100, WALNUT CREEK, CALIFORNIA 94595

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Architect
President

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(925) 287-1174

Facsimile:
(925) 943-1581

Cell:
(925) 878-9875

Email:
muthana@miarchitect.com

Website:
www.miarchitect.com

Written Project Description for:

Shell Gas Station
398 Gellert Blvd
Daly City, CA 94015

On behalf of our Client AU Energy, LLC, we are submitting this written description for the CUP and Design Review of the development of the Shell gas station at above referenced site. The project scope of the work consists of installing a new 3,471 sq. ft. Convenience store. A 1,123 sq. ft. self-service drive-through carwash tunnel w/ attached 265 sq. ft. equipment room, and a 124 sq. ft. storage. The gas station include a fuel canopy with (4) multi product fuel dispensers and (2) 20K gallon underground storage tanks. The site improvements include: parking stalls, accessible path of travel to the right-of-way, masonry trash enclosure, site lighting, landscaping & self-service air/water & vacuum units. The following are items to be considered in this project:

- **ITEMS TO BE SOLD AT THIS FACILITY:** The gas station will sell gasoline, the Food Mart will sell pre-packaged food items, sundry items, some automobile accessories (i.e.- air fresheners, cell phone accessories, anti-freeze, motor oil, etc.) self-service beverages, fresh and/or pre-packaged pastries & can and/or bottles of soda, water & sports/energy drinks. There will be NO cooking or preparing of food or beverages. The carwash will provide self-service, drive-through carwashes. There will be NO carwash employees on duty.
- **EMPLOYEE:** There will be (4) full time employees per shift, (1) manager and (1) assistant manager. There will be (3) shifts per day. Total employee is (14) full time employees five days a week and (12) part-time employees two days a week.
- **HOURS OF OPERATION:** The current hours of operation of the gas station and snack shop are: 24 hrs. / day, 7days a week, 365 days per year and will remain the same. The carwash hours of operation will be: 7 am 10 pm, 7 days a week, 365 days per year
- **FUEL DELIVERY:** The fuel delivery truck will make deliveries 5 times / week.
- **RECYCLED CARWASH WATER:** Prior to discharge to the public sewer system, the used carwash water runs through (2) types of treatment tanks the first tank is the sand/oil separator. This tank includes (2) compartments. The sand oil separator intercepts the sand in the first compartment and the oil in the second compartment. The access water then leaves the sand /oil separator tank to the clarifier tank. The clarifier tank consists of (3) compartments to clear the water for the reuse by the carwash equipment. The percentage of the recycled water to be re-used in the carwash will be controlled by the reclaim system.
- **SITE LIGHTING:** The exterior lighting levels will be enough to ensure the safety of the facility, but to not provide glare or excessive light spillage onto adjacent properties or the public right-of-way.

If you have any questions please don't hesitate to give me a call. I can be reached at (925) 287-1174 x1.

Sincerely,
Muthana Ibrahim

Architect, President
M I Architects, Inc.



City Council Meeting Agenda Report

Item # _____

Meeting Date: June 22, 2015

**Subject: Minor Subdivision SUB-3-15-10618 —
Four-Lot Subdivision at 128 Werner Avenue**

Recommended Action

Approve the Minor Subdivision, subject to the Findings and Conditions as outlined herein.

Planning Commission Discussion

On June 2, 2015, the Planning Commission voted 5-0 to recommend that the City Council approve Minor Subdivision SUB-3-15-10618. Although supportive of the project, the Commissioners asked questions related to three letters submitted by residents adjacent to the proposed subdivision (attached). The questions pertained to parking and the size of the lots relative to the existing lots in the same neighborhood. Staff clarified that the lots are similar in size to the existing lots in the neighborhood and that the homes constructed on them would provide two-car garages as required by the Zoning Ordinance. There was no public comment on the project.

Project Description

The applicant, Henry Jiang, is requesting approval to subdivide two existing parcels totaling 14,595 square feet into four parcels for the purpose of constructing three single-family homes. The existing parcels are situated on the west side of Werner Avenue, south of Vale Street (see Attachment A – Location Map). An existing residential duplex (addressed as 128 Werner Avenue) is situated on the southerly existing parcel, which is currently 12,159 square feet in area. The existing northerly parcel is vacant and, at 2,426 square feet, is non-conforming to the minimum parcel size required by the Zoning Ordinance. Both existing parcels would be replaced by three new parcels with 2,610 square feet in area each and a fourth parcel that would be 6,765 square feet in area. The fourth parcel would retain the existing two-story residential duplex (see Attachment B – Tentative Parcel Map).

Each new parcel would provide a 30-foot frontage, as is characteristic for parcels in the Residential Low Density General Plan designation. As a result, the aforementioned non-conforming northerly parcel would be wider and capable of providing a three- to five-foot side-yard between it and the existing single-family home at 102 Werner Avenue.

The City Council should be aware that no development is actually proposed at this time. However, future construction of single-family homes would be subject to building permit approval, with staff performing design review in conformance with the City's Small Residential Design Guidelines.

Discussion

As proposed, all four proposed parcels would provide direct frontage to the Werner Avenue right-of-way. The three parcels proposed for new home construction would measure 30 feet in width by 87 feet in depth, with the remaining parcel where the duplex would remain generally measuring 55 feet in

width and 120 feet in depth. Each new parcel would provide at least 2,610 square feet in area, with the larger parcel measuring 6,765 square feet. The R-1 Single Family Residential District specifies minimum lot sizes as 2,500 to 3,000 sq. ft. and all four parcels would conform to the size and dimensional requirements of the district. An existing driveway leading from Werner Avenue to the covered parking structure at the duplex rear would not be impacted by the parcel map approval, nor would the ability for vehicles to maneuver into and out of the parking structure.

The proposed parcel map was routed to all affected and potentially affected agencies. The site is surrounded by developed parcels and is adjacent to existing infrastructure that can adequately serve the parcels with all required utilities and services. Conditions of Approval are proposed for adoption which requires the property owner(s) to determine specific water requirements (fire and domestic demand) at the time homes are proposed. Upon completion of required water and sewer studies, there may be upgrades required to these utilities.

The Public Works Department has included multiple conditions, compliance with which will be required upon development of the subject properties. These include, but are not limited to, the following:

- Submitting grading, drainage, and erosion control plans, if applicable, prepared by licensed professionals;
- Showing all easements on the map;
- Undergrounding utilities service to each parcel, with each service in separate trenches: one trench for each parcel. The services and trenches cannot cross property lines between lots. They must serve each parcel from the street.
- Replacing street pavements, curb, gutter, sidewalk and street trees, if any, fronting their development.

General Plan Consistency

The General Plan land use designation for the site is Residential Low Density, allowing between two and 14.5 dwelling units per acre. In an effort to better describe future residential development and more equitably allocate density among numerous properties within a neighborhood, the General Plan requires that for subdivisions proposed on parcels that are over 5,000 square feet in size – such as the subject parcel – that residential densities be calculated on a parcel-specific basis. In the case of the subject property, the General Plan prescribes a net density for the parcel to be five dwelling units given the subject parcel size and maximum 14.5 dwelling units per acre net density allowed on the 14,595 square foot parcel.

Aside from the development standards specified by the Municipal Code, the General Plan encourages the development of infill housing development in existing neighborhoods on sites that are underutilized, where residential development represents the highest and best use, and where public infrastructure exists to support the intensity of the proposed development. The subject site is situated adjacent to single family attached and detached homes, as well as medium and high density residential

development. Residential development is the highest and best use for the subject property given its size and shape, and adjacent uses.

Subdivision Requirements

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

1. The proposed subdivision and or design or improvement must be consistent with applicable general and specific plans.
 - The General Plan land use designation for the site is Residential Low Density, which is governed by the development standards as specified in the Municipal Code. As the proposed parcel map reflects the development within the maximum permissible density of 14.5 units per acre. Further, the existing land use conforms to Objective 6 in the General Plan Land Use Element, which states that, a pattern of variety in residential densities; types and tenure should be maintained in order to provide housing opportunities.
2. The site must be physically suitable for the type and density of the proposed subdivision.
 - Within the subject area, there are single-family residential dwellings. While no development is proposed at this time, the future properties would be suitable for the type of development in the area given their relatively level elevations, access from the street, and similar parcel size to other properties in the same vicinity. The parcels are in a fully urbanized area with all public services capable of being extended to the new lots.
3. The design of the proposed subdivision or improvements must not cause substantial environmental damage or injure fish or wildlife or their habitat.
 - Staff has determined that the proposed minor subdivisions will not cause significant environmental damage or injure fish, wildlife, or their habitat. The proposed project would be constructed in a fully urbanized area. A Categorical Exemption per CEQA will be prepared.
4. The design of the proposed minor subdivision must not cause serious public health problems.
 - While no development is proposed at this time, potential construction in the future must meet Building Code requirements, which set minimum safety standards for new construction. Other City and State regulations will assure that public health is not at risk.

5. The design of the proposed minor subdivision or improvements must not conflict with any easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
- As mentioned earlier, access to the proposed new lots and utilities for the lots would be available from Werner Avenue or Vale Street. No structures of any kind will be built over the property lines. Where necessary, permits for utility connections for the newly created lots would be obtained from the City of Daly City.

Utility Providers

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

<i>Utility</i>	<i>Provider</i>
Water, Sanitary Sewers, Storm Drains	City of Daly City
Gas & Electric	PG&E
Telephone	Pacific Bell
Cable Television	ATT/RCN* Cablevision * = RCN future provider
Fire/Police Protection	Daly City

Environmental Assessment

The subject project qualifies for a Categorical Exemption pursuant to Section 15315 of the California Environmental Quality Act – Minor Land Divisions. Staff has determined, based on the Findings specified herein, that the proposed project would have no significant detrimental effect on the environment.

Findings

The Planning Commission finds that the proposed Minor Subdivision SUB-3-15-10618 is in accordance with Chapter 16 of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in the vicinity. The proposed subdivisions would not be injurious or detrimental to property and improvements in the neighborhood or result in substantial environmental damage or disturbance. These findings are based in part on the following facts:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the City Council will conduct a public hearing on June 22, 2015; notice of said hearing was by newspaper publication, and posting and first class mailing to property owners within 300 feet of the site, on June 12, 2015;
2. The Planning Commission has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA), and has determined that it is Categorical Exempt, per Section 15315: Minor Land Divisions. Staff has furthermore determined that the proposed parcel map would have no significant detrimental effect on the environment. The proposed parcel map will not cause significant environmental damage or injure fish, wildlife, or their habitat, as it would be constructed in a fully urbanized area.
3. The project will minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.
4. The General Plan prescribes a net density for the parcel to be five dwelling units given the subject parcel size and maximum 14.5 dwelling units per acre net density allowed on the 14,595 square foot parcel. Further, the existing land use conforms to Objective 6 in the General Plan Land Use Element, which states that, a pattern of variety in residential densities; types and tenure should be maintained in order to provide housing opportunities.
5. The site is physically suitable for the type and density of the proposed minor subdivision. Within the subject area, there are predominantly single-family residential dwellings. The parcels are in a fully urbanized area with all public services capable of being extended to the new lots.
6. The design of the proposed minor subdivisions will not cause serious public health problems. The construction of homes on this site must meet Building Code requirements, which set minimum safety standards for new construction. Other City and State regulations will assure that public health is not at risk.
7. The design of the proposed minor subdivision or improvements will not conflict with any easements, acquired by the public at large, for access through or use of, property within the proposed minor subdivision. Access to the proposed new lots would be achieved from Werner Avenue.
8. The newly created lots are physically suitable for both the type and density of the proposed development.
9. The design of any proposed structures would be required to meet all health and safety requirements of the Uniform Building Code and will not cause serious public health problems.

10. Utilities to serve the project are in place within the Warner Avenue or Vale Street public right-of-ways and have the capacity to accommodate additional units. These include electrical, water, sewer, and the availability of telephone service and access to public streets.

CONDITIONS OF APPROVAL:

The Planning Commission recommends approval of Minor Subdivision SUB-3-15-10618, subject to the following conditions and Daly City General Conditions of Approval for Minor Subdivisions.

A. ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

General

1. The applicant shall file a Declaration of Acceptance of the above conditions with the City Clerk within thirty (30) days of City Council approval. Until said declaration is filed, the minor subdivision shall not be valid for any purpose.
2. The minor subdivision shall be valid only in conjunction with detailed plans submitted and approved by the City Council. Any modifications required due to the Conditions of Approval and changes to the plans shall be treated as an amendment and shall be subject to review by a Council Committee appointed by the Mayor.
3. All technical corrections or modifications required by the City Engineer shall be incorporated into the recorded maps, and all applicable fees paid prior to approval for recordation.
4. The subdivision shall conform to the City Standards Conditions for Minor Subdivisions.
5. The parcel map approval granted herein shall be valid for a period of two years. If the parcel map has not been recorded within this timeframe, the applicant shall apply for a time extension.
6. The applicant will be required to pay park-in-lieu fees, in compliance with DCMC Chapter 16.30 Parkland Dedications. Per DCMC Section 16.30.040.A, the required dedication in the specific case is 0.029 acres. Per DCMC Section 16.30.060, the in-lieu fee shall be based upon said dedication requirement. Per DCMC Section 16.30.090, in-lieu fees are required to be paid to the City of Daly City, prior to map recordation. The project is subject to full compliance with DCMC Chapter 16.30 Parkland Dedications.

Building and Site Design

7. The applicant shall complete maintenance work to the existing carport behind the existing residential duplex, to allow two cars to be parked inside and two cars along the driveway prior to map recordation.

8. The existing driveway leading from Werner Avenue to the existing duplex garage shall be unaffected by the new home construction.
9. The applicant shall reconstruct the existing northerly fence post at the northeast corner of Lot Four and re-use the existing iron fence material at this location.
10. To the extent practical, the applicant shall retain the existing boxwood hedge within the southeast corner of Lot Three.

B. ENGINEERING DIVISION

11. This segment of Werner Avenue has an existing Pavement Condition Index of 53 (last rated in 2013). Due to the multiple utility street trench cuts it will be necessary to provide a 2.5" overlay pavement section from the limits of ten in front of the first trench cut to ten feet beyond the last trench cut across the development frontage. The continuous AC overlay shall be from the lip of gutter to the street centerline for the sewer lateral connections. Joint trench facilities may be directional drilled with an AC patch or provide a full width 2.5" overlay per the above stated limits.
12. The applicant shall underground all electric/communication services, including services to the adjacent residence(s) to the south as may be necessary to ensure that overhead power and communication services do not traverse the newly created parcels.
13. Each lot shall have separate utilities. Utility lines shall not cross property lines between private properties, except within private easements.
14. The applicant shall prepare a water study verifying adequacy of water supply to the proposed lots. The water study shall verify the adequacy of existing water main and recommend improvements required to meet the development demand.
15. The applicant shall provide additional documents showing existing lot improvements information related to existing and proposed improvements impacting public right of way in conformance with city standards.
16. Prior to final map, the applicant shall show existing and proposed easements on the map and provide supporting legal documents.
17. The applicant shall submit plans showing existing utility and other improvements proposed on-site utility improvements and all off-site improvements for City review and approval prior to Final Map
18. The applicant shall pay applicable City fee for map review and deposit for a copy of the recorded map required to be submitted to the City.

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

C. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

20. A water system analysis may be required to determine the requirements necessary to adequately supply the projects domestic and fire needs. The analysis, if required, shall be performed by the city's consultant. All costs associated with the analysis shall be borne by the applicant.
21. A sewer capacity study may be required to determine the capacity of the existing system and determine any necessary improvements that may be required as a result of this project. The study shall be performed by the city's consultant. All costs associated with the capacity study shall be borne by the applicant.
22. All costs associated with any sewer system improvements required by the City, shall be borne by the applicant.
23. An existing two-inch galvanized water main, under the sidewalk traversing the parcel, will be required to be upsized and extended to a service point of connection that will supply adequate volume and pressure for the residential fire sprinkler system requirements. All costs associated with the required improvements will be paid for by the applicant.

D. NORTH COUNTY FIRE AUTHORITY (FIRE DEPARTMENT)

24. The project shall comply with 2013 CFC Chapter 5, Section 505.1 and 2 as amended by DCMC 15.32.070.
25. The project shall comply with hydrant location and spacing per 2013 CFC Appendix C hydrant to be within 250 feet.
26. Project shall comply with fire flows per 2013 CFC Appendix B for buildings with fire sprinklers.
27. Fire Sprinklers are required per Municipal Code, and 2013 CFC Chapter 9 Section 903.
28. The project shall comply with Fire Apparatus Access per 2013 CFC Chapter 5 Fire Service Features, 501.4 for Fire Apparatus Access Roads and Water supply

Recommendations

The Planning Commission recommends that the City Council take the following actions:

1. Adopt the Findings as outlined herein;
2. Affirm the Environmental Assessment;
3. Approve Subdivision SUB-3-15-10618.

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

Respectfully submitted,



Tendai Mtunga
Associate Planner



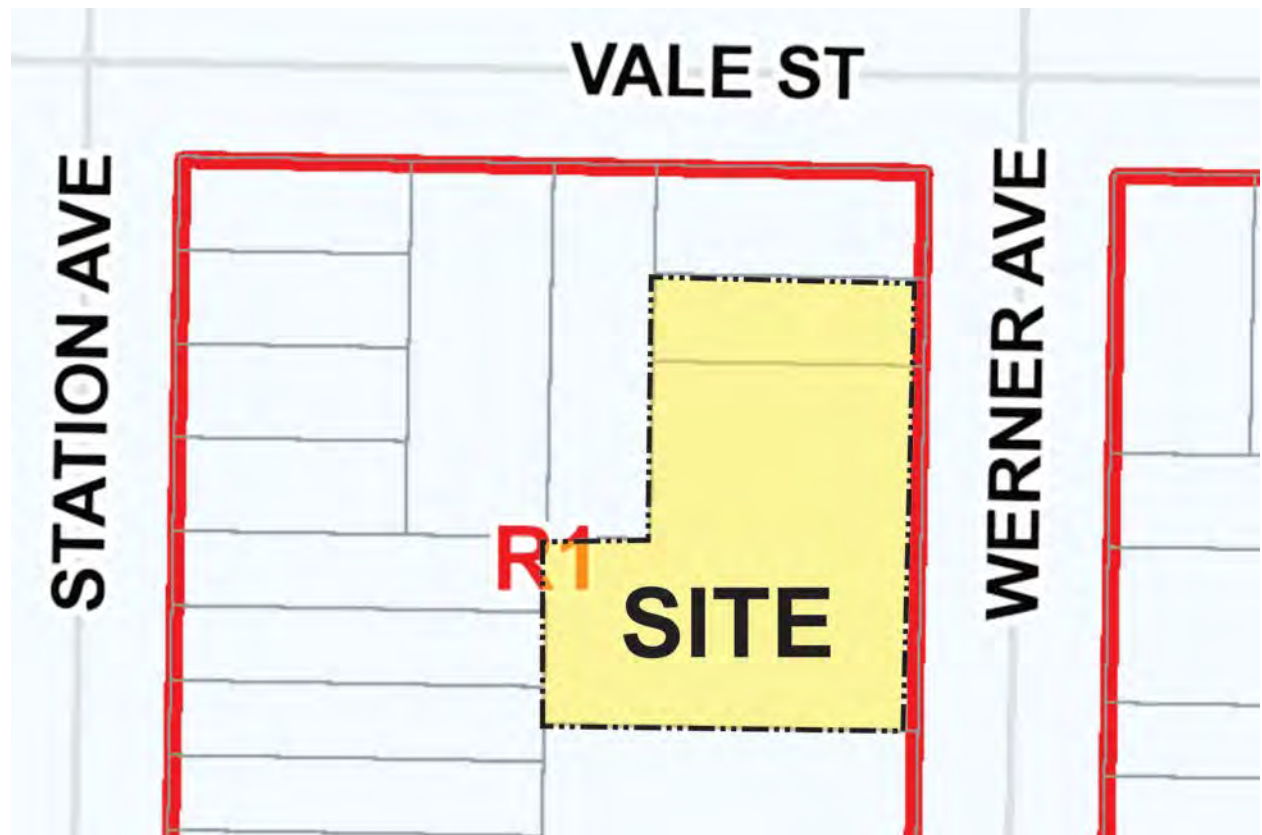
Tatum Mothershead
Interim Director of Economic and Community
Development

Attachments

Attachment A – Location Map

Attachment B – Tentative Parcel Map

Attachment C – Letters from Alvina Wegscheider, Vince Lew, and Gina Garibaldi



MAP NOTES

OWNER/SUBDIVIDER:

HENRY JIANG
129 PALM AVENUE
MILLBRAE, CA 94030
PHONE: (415) 203-0898

ENGINEER:

ANDY TAN, P.E.
1053 CRESTVIEW DRIVE
MILLBRAE, CA 94030
PHONE: (415) 819-2366
EMAIL: jtanconsulting@yahoo.com

PROPERTY ADDRESS:

128 WERNER AVENUE

ASSESSOR'S PARCEL #:

006-242-050 & 006-242-060

TOTAL AREA:

14,595 SQUARE FEET

PROPOSED LOTS:

THREE 2,610 SF LOTS AND ONE 6,765 SF LOT

EXISTING USE:

SINGLE FAMILY WITH 2ND UNIT AND VACANT LOT

PROPOSED USE:

SINGLE FAMILY RESIDENTIAL

ZONING:

RESIDENTIAL R1

UTILITY INFORMATION

SANITARY SEWER:

NORTH COUNTY SANITATION DISTRICT
153 LAKE MERCED BOULEVARD
DALY CITY, CA 94015

WATER SERVICES:

CITY OF DALY CITY
DEPT OF WATER & WASTEWATER RESOURCE
153 LAKE MERCED BOULEVARD
DALY CITY, CA 94015

GAS AND ELECTRICITY:

PACIFIC GAS AND ELECTRIC
275 INDUSTRIAL ROAD
SAN CARLOS, CA 94070
650-738-4660

TELEPHONE SERVICES:

AT&T
(866) 348-1168

FIRE PROTECTION:

NORTH COUNTY FIRE AUTHORITY
10 WEMBLEY DRIVE
DALY CITY, CA 94015

SOURCE OF ELEVATION

THE ELEVATION OF THE MONUMENT, A BRONZE DISK
STAMPED "C.A.D.O.T. X 193", SET IN THE CURB ON THE
SCHOOL STREET OVERPASS IS 191.685 WAS TAKEN AS THE
SOURCE OF ELEVATION.

BASE OF BEARINGS

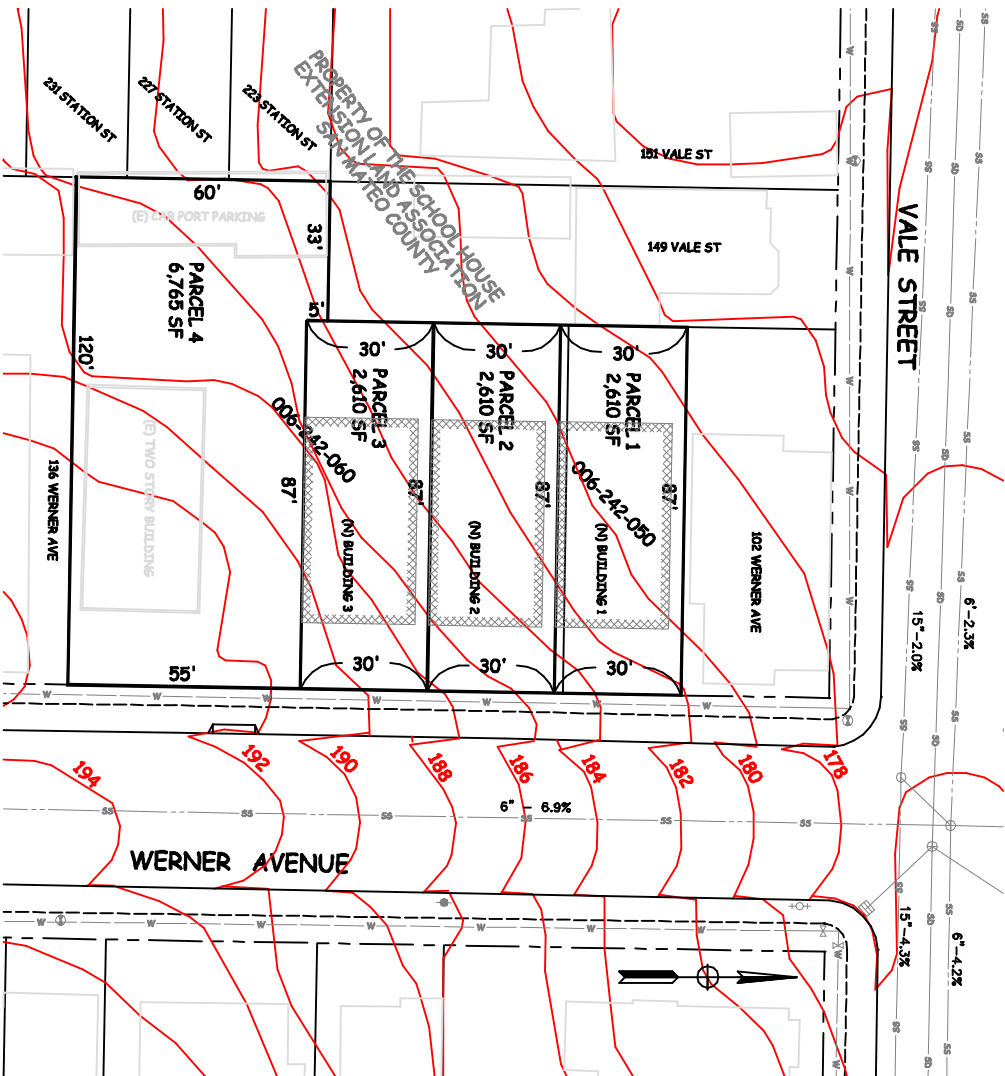
THE BEARING NORTH OF THE CENTERLINE OF WERNER
AVENUES SHOWN UPON THE PARCEL MAP FILED FOR RECORD
IN VOLUME 58 OF PARCEL MAPS AT PAGE 32.

UTILITY SYMBOL LEGEND

- TELEPHONE MANHOLE
- SEWER MANHOLE
- STORM MANHOLE
- CATCH BASIN
- ELECTRIC MANHOLE
- POWER POLE
- NATURAL GAS VALVE
- WATER VALVE
- FIRE HYDRANT
- ELECTROLIER
- TELEVISION MANHOLE

UTILITY LINE LEGEND

- 6" GAS LINE
- 6" ELECTRICAL LINE
- W- WATER MAIN
- SD- STORM DRAIN
- SS- SANITARY SEWER



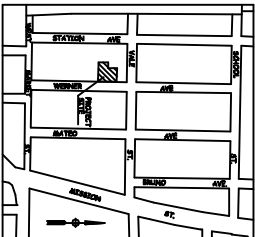
TENTATIVE MAP

CITY OF DALY CITY
SAN MATEO COUNTY, CALIFORNIA

SCALE: 1" = 20'

MARCH, 2015

SHEET 1 OF 1



TENTATIVE PARCEL MAP

BEING THE SUBDIVISION OF PORTION OF LOT 67 AND 68 IN BLOCK 7
MAP OF "PROPERTY OF SCHOOL HOUSE EXTENSION ASSOCIATION SAN MATEO COUNTY"
FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN MATEO COUNTY
ON JANUARY 12, 1872 IN BOOK "E" OF MAPS AT PAGE 34 AND COPIED INTO BOOK 1 OF MAPS AT PAGE 15

DATE	3/1/2015
REVISION	
SHEET	1 OF 1
DATE	MARCH 2015
BY	
CHECKED	A. TAN
DESIGNED	A. TAN
CREATED	A. TAN
SCALE	1"=20'

APPROVED BY:	
DATE:	
APPROVED BY:	
DATE:	
APPROVED BY:	
DATE:	
APPROVED BY:	
DATE:	

May 27, 2015

Daly City Planning Commission
333 60th St. Second Floor
Daly City, CA 94015

Re: Construction of Multiple Houses on
Kerner Avenue

Dear Planning Commission,

In yesterday's mail received your notice regarding building multiple homes at 128 Kerner Avenue. I do not think this would be a good addition to the neighborhood. Building four homes in a small space would further congest the neighborhood. If the residents of Kerner Avenue are already parking on Station Avenue, how much worse will it get with multiple homes?

It would be appreciated if you would give all of these matters your consideration.

Sincerely,

Alvina Kephau

May 28, 2015

City of Daly City
Attn: Planning Division Department
333 90th Street, 2nd Floor
Daly City, CA 94015

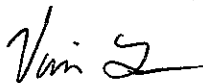
Planning Division Department:

I noticed the "proposed" planning of 4 single-family residences on Werner Street at Vale Street. With the water situation we are currently in, is this the feasible for the moment? I understand this will add revenue for the City of Daly City with permits, etc.

My other concern is the parking situation. There isn't enough parking to go around and I had to call the non-emergency number last week because a vehicle was blocking my driveway and over the red zone. I'm grateful that the vehicle was ticketed within 8 minutes after my call. Building 4 more single-family residences in a tiny lot will make the parking situation worse. I would estimate this would add an additional 8 vehicles on the neighborhood street.

Please think about my above concerns before approving 4 single-family residences on a tiny lot.

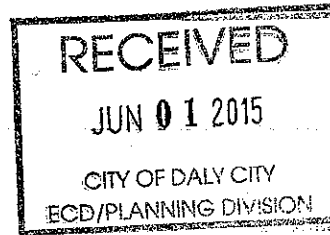
Sincerely,

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

Vince Lew
242 Station Avenue
Daly City, CA 94014-2510

May 27th 2015

City of Daly City Planning Commission
333 9th Street
Daly City, CA 94014



RE: 128 Werner Avenue Proposal

To Whom it May Concern,

I would like to advise you of my serious concerns for the proposal regarding 128 Werner Avenue. Allowing Mr. Jiang to build multiple single-family residences in this area would be a huge mistake and would cause more problems than this neighborhood can handle.

Anyone that lives in the Bay Area knows that most single-family residences are rarely occupied by just a single family, they are occupied by the homeowners as well as numerous relatives, friends and/or renters to help pay for the cost of the mortgage and living expenses. When you have this many people living in a single-family home, it causes major problems with the parking in a neighborhood. Many of the homeowners use their garages for a living space for themselves, family members or to rent out, so their cars are forced to be parked on the street. Many of the homeowners in this neighborhood use their garages for living spaces.

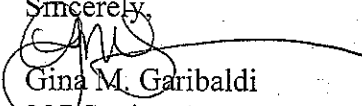
I have lived my entire life of fifty-one years (51) on Station Avenue and the current vacant lot at 128 Werner Avenue has been vacant my entire life. Currently, approximately five (5) to six (6) cars are parking on the street in front of this vacant lot daily. If four (4) single-family residential homes are allowed to be built here, then at least eight (8) to twelve (12) spaces would be needed for the residents of these homes. And, an additional minimum of eight (8) spaces would be needed for visitors and or guests of these residences.

If you drive around my neighborhood, you will see that currently the residents are using whatever means necessary to find a place to park, including parking on sidewalks on front lawns, blocking handicap accessible ramps on the sidewalks, etc.

I have no objection to Mr. Jiang building a home or homes on his lot, however, with removing five (5) to six (6) parking spaces that have been used for the past fifty (50) years, adding eight (8) to twelve (12) new parking spaces for the residents and additional spaces for visitors and guests I feel that it would cause a major burden to the neighborhood.

I feel that any project being considered for approval for this vacant lot should be drastically downsized and it provide sufficient parking for the homeowners and their guests.

Sincerely,


Gina M. Garibaldi
207 Station Avenue
Daly City, CA 94014



City Council Agenda Report

Item # _____

Meeting Date: June 22, 2015

Subject: Award of Construction Contract and Budget Transfer for the 2015 Traffic Signal Painting Project

Recommended Action

Staff recommends that the City Council accept all bids, waive minor irregularities, and award a construction contract to E. Rozakis Restoration of Folsom, California, in the amount of \$89,670 for the subject project and authorize the City Manager to execute the contract on behalf of the City. Staff further recommends that the City Council affirm the CEQA determination of Categorical Exemption and approve the attached budget transfer of \$40,000 from the Traffic Signal Upgrades Project for use in funding the traffic signal painting.

Background

In 1998, the City instituted a traffic signal painting program to extend the life of the traffic signal equipment and to improve its aesthetic appearance. The program aims to paint each signalized intersection once every five years. The traffic signal housings, their mounting hardware, back-plates and visors have thin metallic components and deteriorate quickly in salt-air environment if not protected by paint. Regular repainting reduces rust in the foggy salt air environment of Daly City and reduces more costly maintenance repairs. The project includes repainting of existing traffic signal heads and fittings in lusterless black color at 13 intersections. Due to the economic downturn and budget constraints, it has been more than 10 years since some of these traffic signals were last painted. Traffic signal painting was last advertised for bid in 2013 and the city received no bids for that solicitation. Some of the subject traffic signals have been equipped with new signal heads and supporting hardware during this period of no painting.

The construction bid documents included a Base Bid and five Add Alternate Bids to allow flexibility in the City's contract award to suit funding availability. The Base Bid for the project includes painting of the traffic signal heads and fittings at eight intersections (#1 through #8). Each of the Add Alternates includes one intersection, for a total of 13 intersections.

Discussion

Four (4) bids were received on June 2, 2015 with total bids ranging from a low of approximately \$90,000 to a high of approximately \$158,000. The lowest three bids and the Engineer's Estimate are summarized as follows:

Bidder	Base Bid	Total Bid (Base Bid plus Add Alternates 1 through 5)	Comments
1. E. Rozakis Restoration	\$57,175	\$89,670	Responsive Bid
2. Everlast Builders, Inc.	\$80,000	\$129,000	Responsive Bid
3. St. Francis Electric, LLC	\$92,000	\$148,000	Responsive Bid
Engineer's Estimate	\$65,000	\$104,000	

**Award of Construction Contract and Budget Transfer
for the 2015 Traffic Signal Painting Project
Meeting Date: June 22, 2015
Page 2 of 2**

E. Rozakis Restoration of Folsom, California has been in business since 1998. This bidder holds the required Class C-33 contractor's license, which is current and in good standing. The contractor's references for work performed for other public agencies are acceptable including the City of Sacramento, Davis Unified School District and Western Placer Unified School District.

In order to take advantage of the favorable bid results, the contract will include the base bid and all five add alternates. It has been over six years since the City last painted any traffic signals. Without regular repainting, many of the pipe conduits that attach the signal heads to the signal supporting poles decay due to rust and oxidation. In one case, a pedestrian traffic signal head fell from its pole and was left dangling from the electrical wires when its supporting pipe conduit became so rusted it could no longer support the weight of the signal head. If the project is awarded as recommended, painting activity is anticipated to commence in July 2015 and be completed in November 2015.

Fiscal Impact

The total estimated cost for this project is \$106,700, including the contract award of \$89,670, a ten percent (10%) contingency (\$8,967) and a nine percent (9%) construction inspection and contract administration cost (\$8,070). The full cost of this project with contingency and administration costs is approximately \$40,000 above the available funds in the project account, which can be covered by transferring unused funds from the Traffic Signal Upgrades project. The budget for this project will be comprised of funds previously allocated or approved for transfer with this Council action, as explained in the attached Budget Transfer request form.

Summary/Conclusion

Staff recommends the City Council accept all bids, waive minor irregularities, and award a construction contract to E. Rozakis Restoration of Folsom, California in the amount of \$89,670, for the subject project and authorize the City Manager to execute the contract on behalf of the City. Staff further recommends that the City Council affirm the CEQA determination of Categorical Exemption and approve the attached budget transfer request of \$40,000 from the Traffic Signal Upgrades Project.

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: Location Map
Budget Transfer Form

City of Daly City
Budget Transfer/Adjustment

FY 2015-16

Department/Division: Public Works/Engineering Date: 6/22/15

Month/Fiscal year: June 2015-16

Explanation/Justification:

Transfer funds from Traffic Signal Upgrades project (17-312-604) to fund the 2015 Traffic Signal Painting project (17-312-607) to cover the amount of \$89,670 and 10% contingency of \$8,967.00.

Within CIP account for 2015 Traffic Signal Painting, transfer \$58,637 from -4220 (Other Contractual Services) to -4509 (Streets Construction) to cover contract amount and 10% contingency.

Approvals:

Venus Young, Office Assistant III

Shirley Chan, Traffic Engineer

Ramon M. Towne, P.E., Interim City Engineer

John L. Fuller, Director of Public Works

Lawrence Chiu, Director of Finance and
Administrative Services

City Manager/City Council

City of Daly City Budget Transfer/Adjustment

Finance Only:

				Budget Balance	
<u>Account Number</u>	<u>Account Name</u>	<u>Program/ Project Name</u>	<u>Amount</u>	<u>Before</u>	<u>After</u>
Use of Funds					
17 - 312 - 607 - 4509	Streets Construction	Traffic Signal Painting	\$ 89,670.00	\$	\$
17 - 312 - 607 - 4509	Streets Construction (for Contingency)	Traffic Signal Painting	8,967.00		
- - - -					
		Total Use of Funds	\$ 98,637.00	\$	\$
Source of Funds:					
Reduced Expenditures					
17 - 312 - 604 - 4220	Other Contractual Services	Traffic Signal Upgrades	\$ 25,000.00	\$	\$
17 - 312 - 604 - 4516	In-House Services/Charges	Traffic Signal Upgrades	15,000.00		
17 - 312 - 607 - 4220	Other Contractual Services	Traffic Signal Painting	58,637.00		
New Revenues/Fund Balance					
- - - -			\$	\$	\$
- - - -					
- - - -					
- - - -					
- - - -					
		Total Source of Funds	\$ 98,637.00	\$	\$

For Capital Projects Only - Transfer of Funding Between Projects

<u>From Account Number</u>	<u>Name/Type Code</u>	<u>Amount</u>	<u>To Account Number</u>	<u>Name/Type Code</u>	\$	<u>Amount</u>
- - - -	/	\$ _____	- - - -	/		_____
- - - -	/	\$ _____	- - - -	/		_____
- - - -	/	\$ _____	- - - -	/		_____
- - - -	/	\$ _____	- - - -	/		_____
	Total	\$ _____		Total	\$	_____

Finance Only:

Verified By/Date _____ Entered By/Date _____ Audited By/Date _____ Document No. _____

EXHIBIT B

2015 TRAFFIC SIGNAL PAINTING

CITY OF DALY CITY

PROJECT LOCATION MAP



INTERSECTIONS TO BE PAINTED

- ① Carter Street/Martin Street
- ② Gellert Boulevard/Hickey Boulevard
- ③ Serramonte Boulevard/Shopping Center West Entrance
- ④ Geneva Avenue/Santos Street
- ⑤ Geneva Avenue/Bayshore Boulevard
- ⑥ John Daly Boulevard/Lake Merced Boulevard
- ⑦ John Daly Boulevard/Shopping Center
- ⑧ John Daly Boulevard/Park Plaza Drive
- Ⓐ1 John Daly Boulevard/DeLong Street
- Ⓐ2 St. Francis Boulevard/Southgate Avenue
- Ⓐ3 John Daly Boulevard/Dorchester Drive
- Ⓐ4 Southgate Avenue/Sullivan Avenue
- Ⓐ5 San Pedro Road/Hill Street



City Council Meeting Agenda Report

Item # _____

Meeting Date: June 22, 2015

To: Honorable City Council
From: Anna Mostella, City Manager's Office
Date: June 16, 2015
Subject: Council Committee Meetings, June 8 – 21, 2015

Date of Meeting:

Meeting:

In Attendance:

June 8, 2015 Sullivan Corridor Committee

Judith Christensen
Michael P. Guingona
Patricia E. Martel
Tatum Mothershead

June 16, 2015 North County Fire Authority Board Meeting

Judith A. Christensen
Michael P. Guingona
Patricia E. Martel
Ron Myers

/am

Attachments

DALY CITY INTER-OFFICE MEMORANDUM

COMMITTEE MEETING

Date: June 8, 2015

TO: Sullivan Corridor Committee

Michael P. Guingona, Council Member
Judith Christensen, Council Member

FROM: Tendai Mtunga, Associate Planner

VIA: Tatum Mothershead, Interim Economic and Community Development Director

SUBJECT: Sullivan Corridor Committee Review SCR-5-15-10832
27- Unit Apartment Building at 1590 Bryant Street (APN 006-345-070)

PROPOSAL

Dan Tealdi, applicant and owner of the property, is proposing to construct a 27-unit apartment building on a vacant 0.35-acre parcel located at the northwest corner of Washington Street and Bryant Street (see Attachment A – Site Location). The project would be comprised of a four-story structure, consisting of two-bedroom rental units, 3,955 square feet of street-level retail or office space, and a basement garage for 53 parking spaces. While the layout of the proposed apartment units is preliminary, the project architect has provided building elevations and the site plan so that the Committee can better understand the proposed distribution and integration of the apartment units throughout the building (see Attachment B – Project Conceptual Plans).

At his option, the applicant has requested Sullivan Corridor Council Committee review before he proceeds with the entitlement process.

BACKGROUND

The proposed apartment building is located in the Sullivan Corridor Specific Plan Area. The Specific Plan was adopted in October 1998 as a means to plan for the expansion of the Daly City Civic Center and to revitalize the commercial areas with the plan's geographic area. As such, the plan articulated development parameters, including land uses and development intensities, for the plan area. The Specific Plan designated the subject parcel Residential Retail Commercial (C-R/R), calling for mixed-uses within the same building, with the intention of creating a pedestrian-oriented neighborhood that could take advantage of the area's close proximity to the Colma BART station.

From a regulatory framework, the plan allows for new development both low- and medium-low density residential uses, allowing up to 20 dwelling units per acre, and set a maximum floor-to-area ratio (FAR) for the property at 1.0, meaning that the number of square feet in any new construction could not exceed the site area on which the building was situated.

DISCUSSION

Land Use Compatibility

Applying the 0.35-acre site size to the maximum density presently allowed, i.e., 20 dwelling units per acre, results in a maximum allowance of seven dwelling units. The applicant has proposed 27 dwelling units and therefore an amendment to the Sullivan Corridor Specific Plan to redesignate the property from Residential Retail Commercial (C-R/R), its current designation, to Retail and Office Commercial (C-R/O) would be required, because the C-R/O designation allows any residential use (and density) subject to use permit approval. Also, the C-R/O designation increases the maximum FAR to 5.0, meaning that the total building area on the subject parcel would be approximately 75,575 square feet, not including the basement parking (the proposed square feet is approximately 51,351 square feet, which would be within the maximum permissible allowance stipulated by the C-R/O).

With regard to the mixed-use requirement, the current proposal does provide a mix of uses (it is not solely residential). If ultimately approved, the proposed project would create a transition between the more-intensive commercial uses envisioned by the Specific Plan east of Edgeworth Avenue and the lower-density Broadmoor neighborhood west of Annie Street.

As indicated on the Site Location map, the parcel is immediately adjacent to the area designated C-R/O by the Specific Plan, which generally includes all parcels in between Sullivan Avenue and Bryant Street. While staff feels the expansion of the designation to parcels along the Washington Street corridor is logical from a building mass and traffic perspective, staff has indicated to the applicant that the building architecture will need to provide a strong transition to smaller existing buildings in the adjacent neighborhood. According to the Specific Plan, sensitivity to the scale and character of development will be essential in order to allow a wide mix of uses to co-exist together successfully.

Architectural Design

In terms of the architectural design, the project architect has worked closely with staff to develop a building design and massing scheme that addresses staff's design requirements for the building. Among these were the requirements that the building entrance orient to the Bryant/Washington intersection, that the building corner at above this entrance be visually pronounced, and that the north building elevation provide the strong transitional elements mentioned in the previous section.

As an outcome, the proposed building is of contemporary design, providing a distinct horizontal base from the street view to help differentiate the residential units from the commercial first floor. The building massing increases at the Washington Street and Bryant Street intersection, where the fourth-floor corner residential unit is two-story, thereby adding a fifth floor only at this location where visual distinction at the intersection requires slightly greater building height. The pitched roof of the corner unit further enhances the building architecture at the corner.

The exterior wall surface of the residential floors is enhanced with vertical elements that project from the wall surface of the main building mass. These elements extend up above the general parapet line and are capped with a strong overhang roof. This was done to break up the massing

of the building and to give some articulation of the roof line of the building. Additionally, all the stairways to the residential units are concealed within the building, not exposed to the public view.

The ground level commercial window and door systems are a dark colored aluminum store front material. The door openings to the commercial will be located along the raised retail walkway when the tenant configuration is confirmed. Access doors to electrical and gas rooms will be louvered steel doors, exit-only stair doors and doors leading to building maintenance areas will be solid steel flush panel doors in a steel frame. The garage door for the parking structure will be recessed back from the street.

Overall, the proposed project architecture is very good and addresses many of staff's initial concerns about introducing a building that is significantly more massive than existing adjacent buildings.

Parking and Circulation

The proposed project includes 53 parking space proposed in a basement garage. According to the parking calculation performed by staff however, 55 parking spaces are required. This calculation is based on 54 spaces required for 27 two-bedroom apartments and 14 spaces required for the proposed retail area, totaling 68 spaces. Applying the 20 percent mixed-use reduction, 54.4 spaces are required. The Zoning Ordinance stipulates that, with regard to parking, calculated fractions are to be rounded up. The project will therefore need to be modified to address this two-space deficiency (e.g., converting some units to one-bedroom).

With regard to circulation, vehicular ingress and egress would be provided from Bryant Street only and pedestrians would access the building from both Bryant and Washington Streets. No individual garages or driveways would encroach onto the public street frontages. Although the internal circulation appears to comply with the mandated travel lane and parking space dimensions required in the Zoning Ordinance, staff will continue to work with the applicant to ensure that this remains the case for subsequent submittals.

Open Space

All residential units have private open space in the form of balconies on all four exterior walls. Common open space is located in the center courtyard surrounded by open circulation system that provides access to the units and emergency exit system. Although the provided open space appears to comply with the mandated open space required in the Zoning Ordinance, staff will continue to work with the applicant to ensure that this remains the case for subsequent submittals.

STAFF RECOMMENDATION

The Committee should review the proposed project and be prepared to offer any design or operational recommendations to the applicant, and also provide the applicant input as to whether the project, including amendments to the Sullivan Corridor Specific Plan, is one that the Sullivan Corridor Committee could support moving forward. Staff is also requesting that the Committee direct the applicant to adjust the project parking to comply with the Zoning Ordinance.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mtunga", with a stylized flourish at the end.

Tendai Mtunga
Associate Planner

Attachments

Attachment A – Location Map

Attachment B – Preliminary Site Plan

WASHINGTON STREET

SITE DEVELOPMENT DRAFT PLAN

DEVELOPMENT SUMMARY:

<u>SITE:</u>	+/- 0.347 ACRES
2-BEDROOM APARTMENT UNITS:	27 UNITS
COMMERCIAL LEASE SPACE:	3955 SF
TOTAL UNITS:	27 UNITS
DENSITY:	77.8 UNITS/ACRE
<u>ONSITE PARKING ANALYSIS</u>	
27 TWO BEDROOM APARTMENTS AT 2 STALLS PER APARTMENT=	54 SPACES
3955 SF COMMERCIAL SPACE AT 1 STALL PER 300 SF=	13 SPACES
TOTAL PARKING REQUIRED =	67 SPACES
TOTAL PARKING REQUIRED WITH A 20% REDUCTION FOR MIXED USE=	53.6 SPACES
ONSITE PARKING PROVIDED =	53 SPACES
<u>BUILDING HEIGHT:</u>	4 STORIES ABOVE GRADE WITH BASEMENT PARKING

PROJECT TEAM INFO:

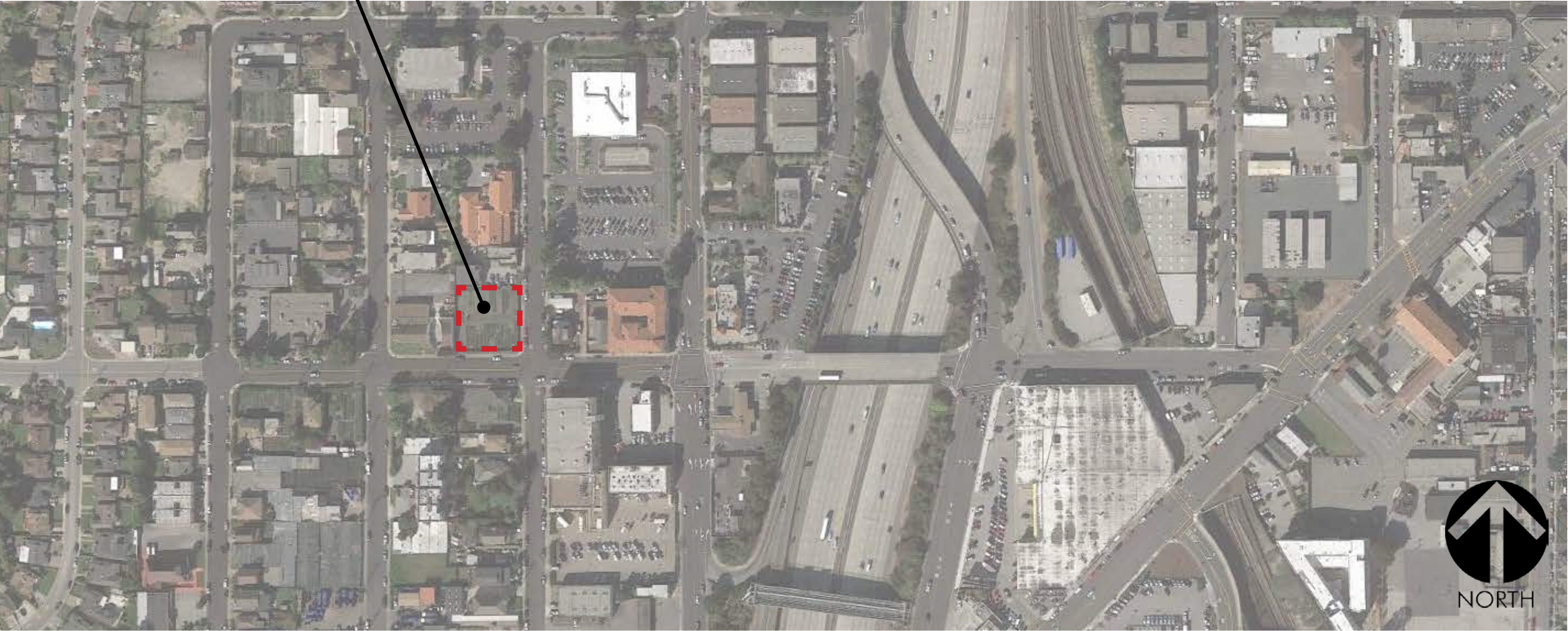
Owner:
Tealdi Development Group
Contact: Dan Tealdi
Email: dtealdi@ymail.com

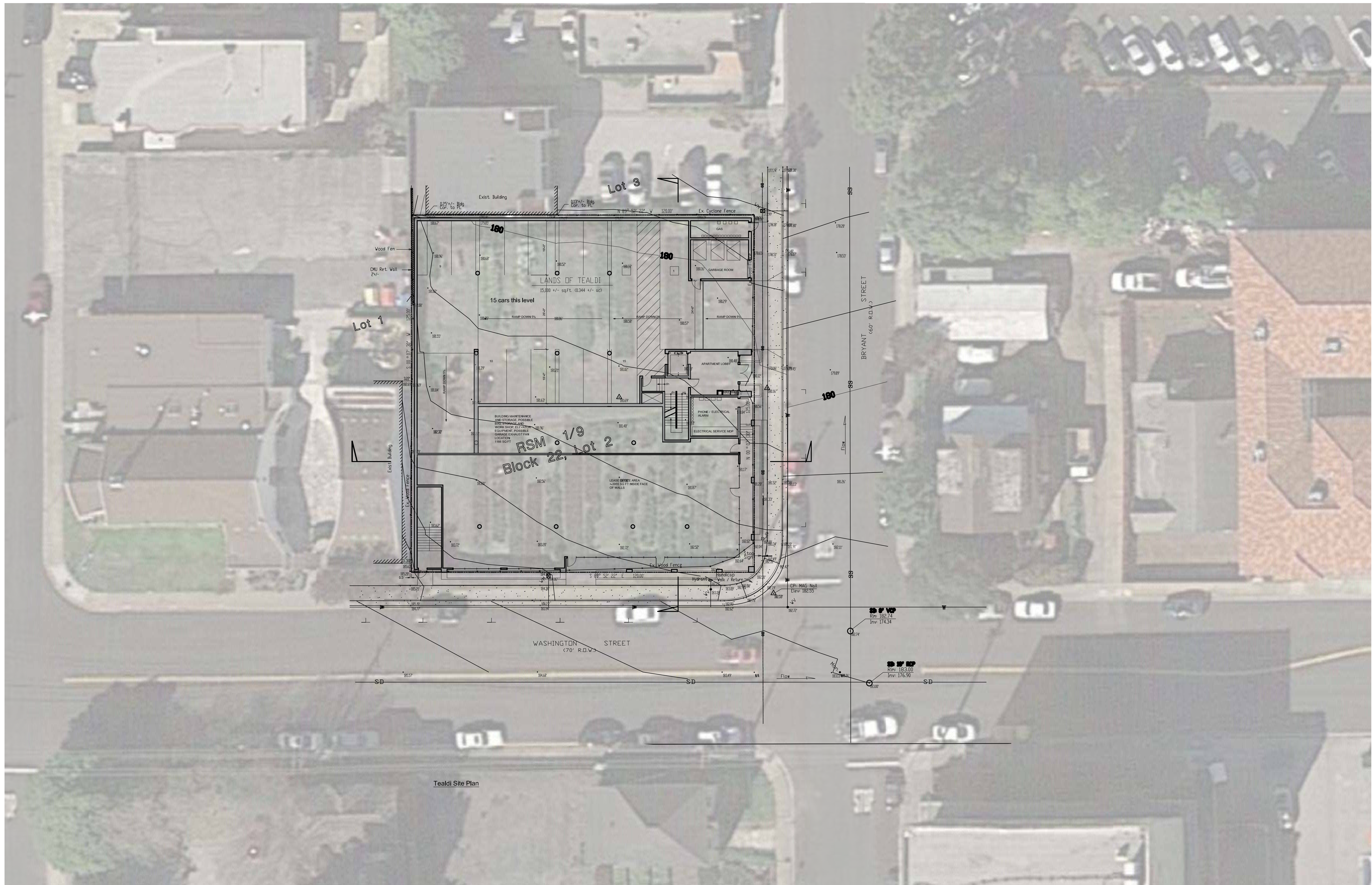
Land Planner/Architect
Dahlin Group
5865 Owens Drive,
Pleasanton, CA 94588
Tel: (925) 251-7200
Contact: Kurt Fehlberg
Email: kurt.fehlberg@dahlingroup.com

TABLE OF CONTENTS:

T-1	TITLE SHEET
A-1	GROUND FLOOR PLAN WITH SITE CONTEXT
A-2	FLOOR PLAN OVERVIEW
A-3	COMMERCIAL LEASE AREA AND PARKING LEVEL ONE
A-4	PARKING LEVEL TWO
A-5	RESIDENTIAL LEVEL ONE
A-6	RESIDENTIAL LEVELS TWO AND THREE
A-7	EAST/WEST SECTION
A-8	NORTH/SOUTH SECTION

SITE LOCATION MAP:





Tealdi Site Plan



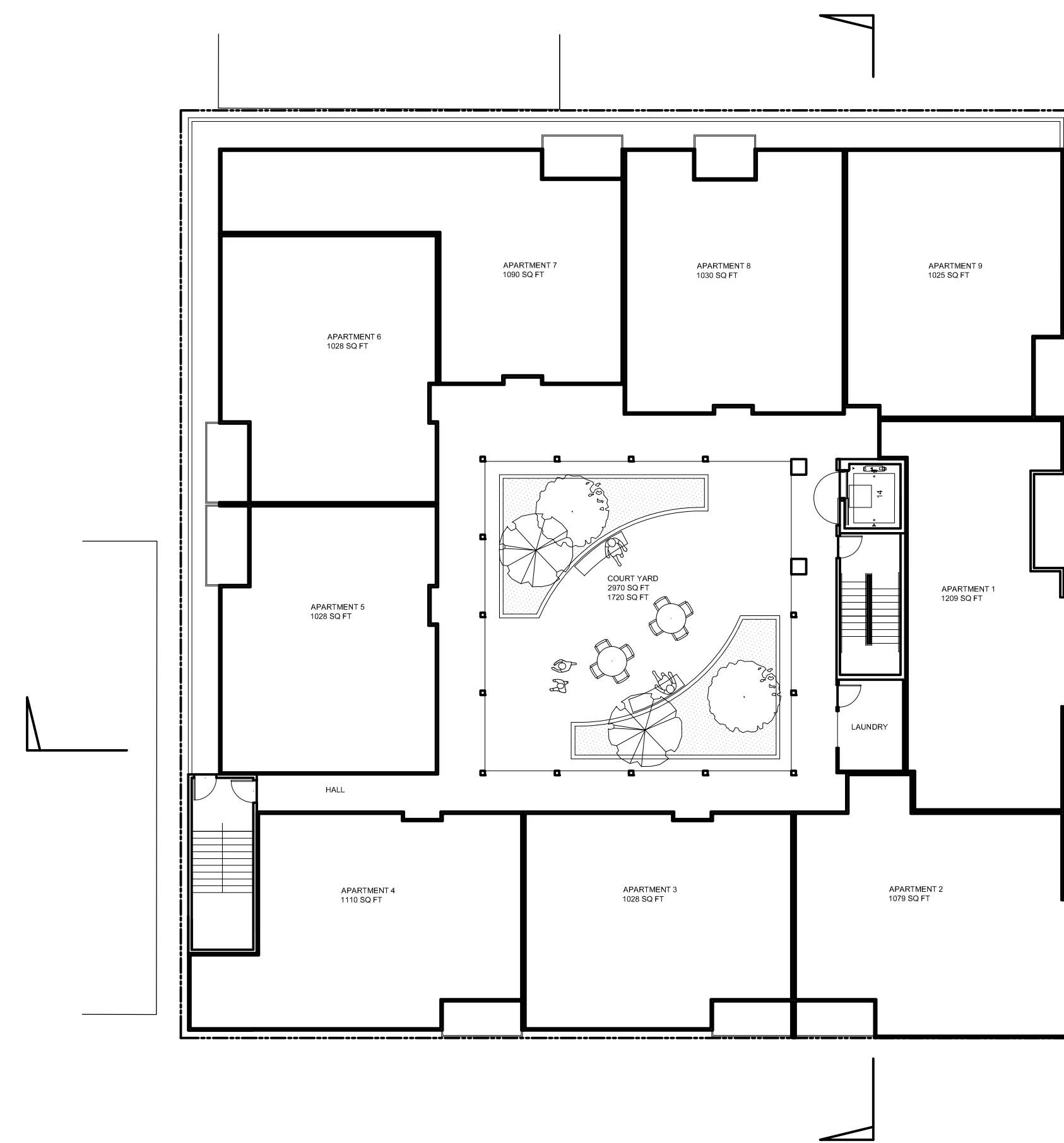
GROUND FLOOR WITH SITE CONTEXT

WASHINGTON STREET
DALY CITY, CALIFORNIA

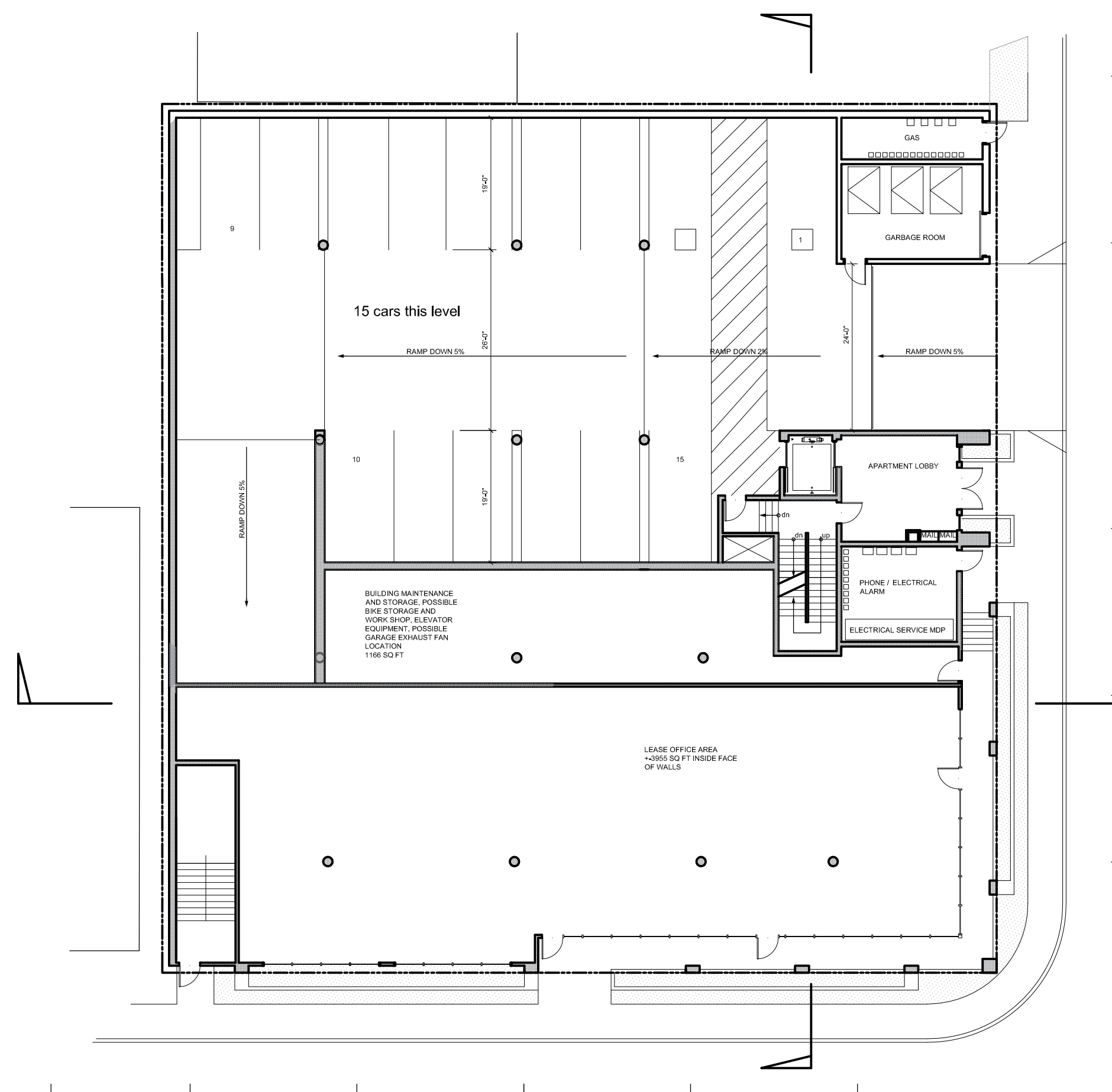


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A-1

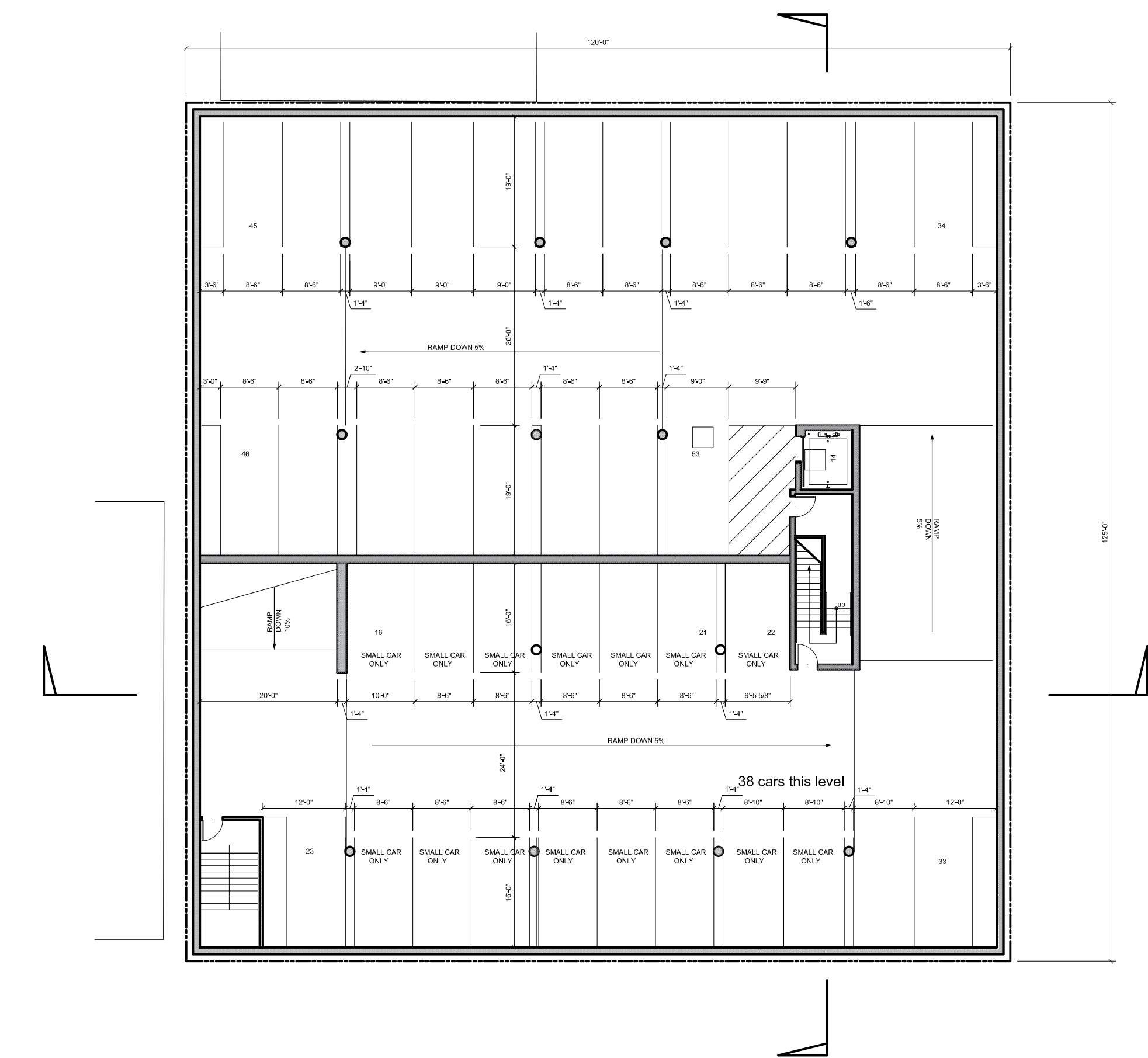


RESIDENTIAL LEVEL 1



PARKING LEVEL ONE

53 stalls inside
15 are compact (28%)
REQUIRES 3
ACCESSIBLE STALLS



PARKING LEVEL TWO



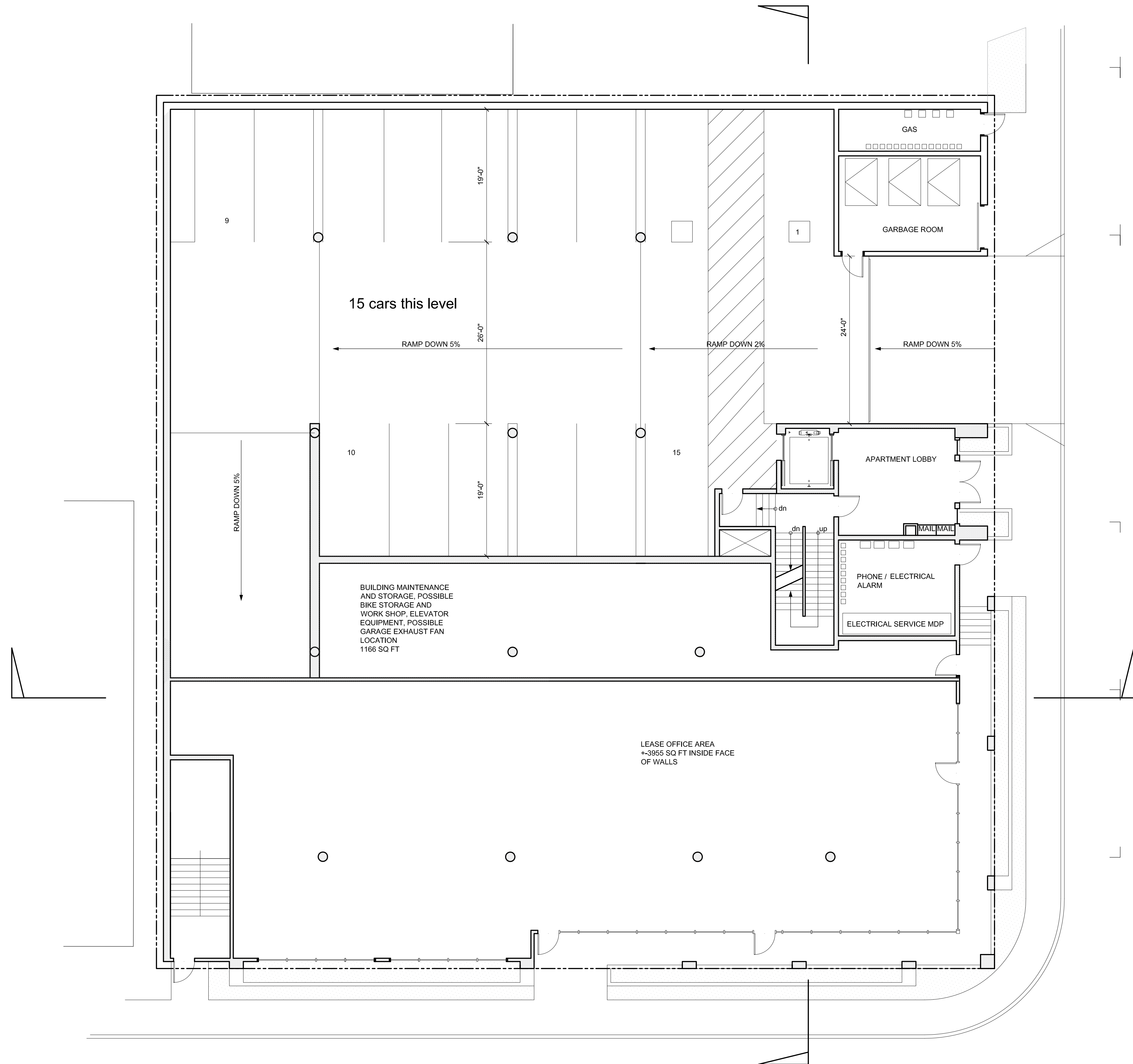
FLOOR PLAN OVERVIEW

WASHINGTON STREET
DALY CITY, CALIFORNIA

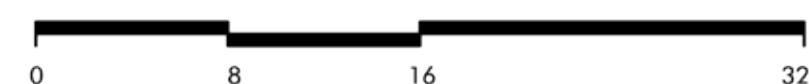


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A-2



NORTH



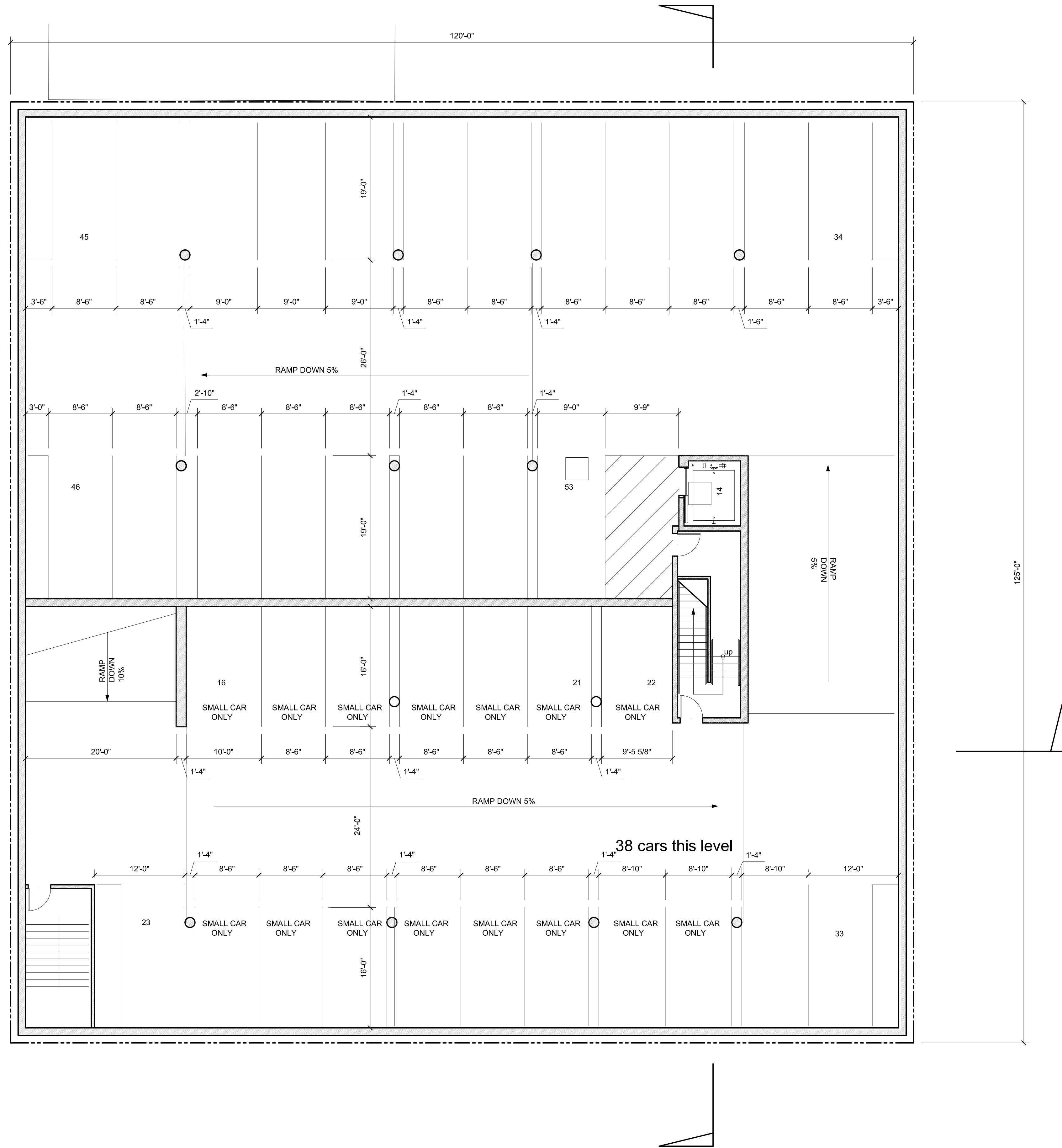
COMMERCIAL LEASE AREA AND PARKING LEVEL ONE

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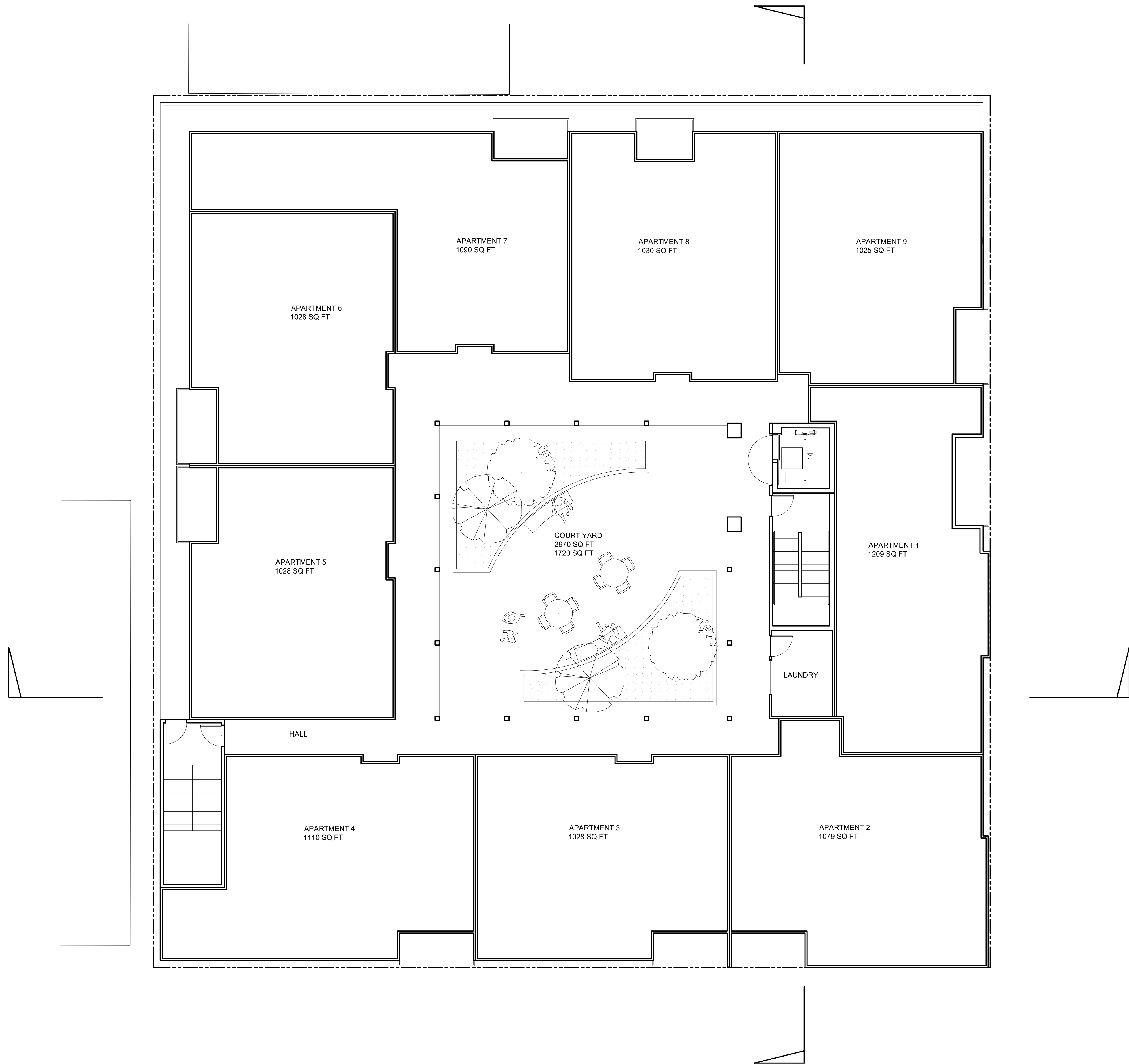
A-3



PARKING LEVEL TWO

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A-4



NORTH

0 8 16 32

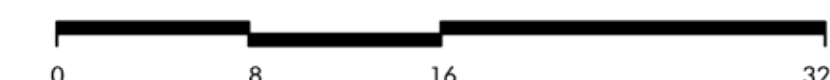
RESIDENTIAL LEVEL ONE

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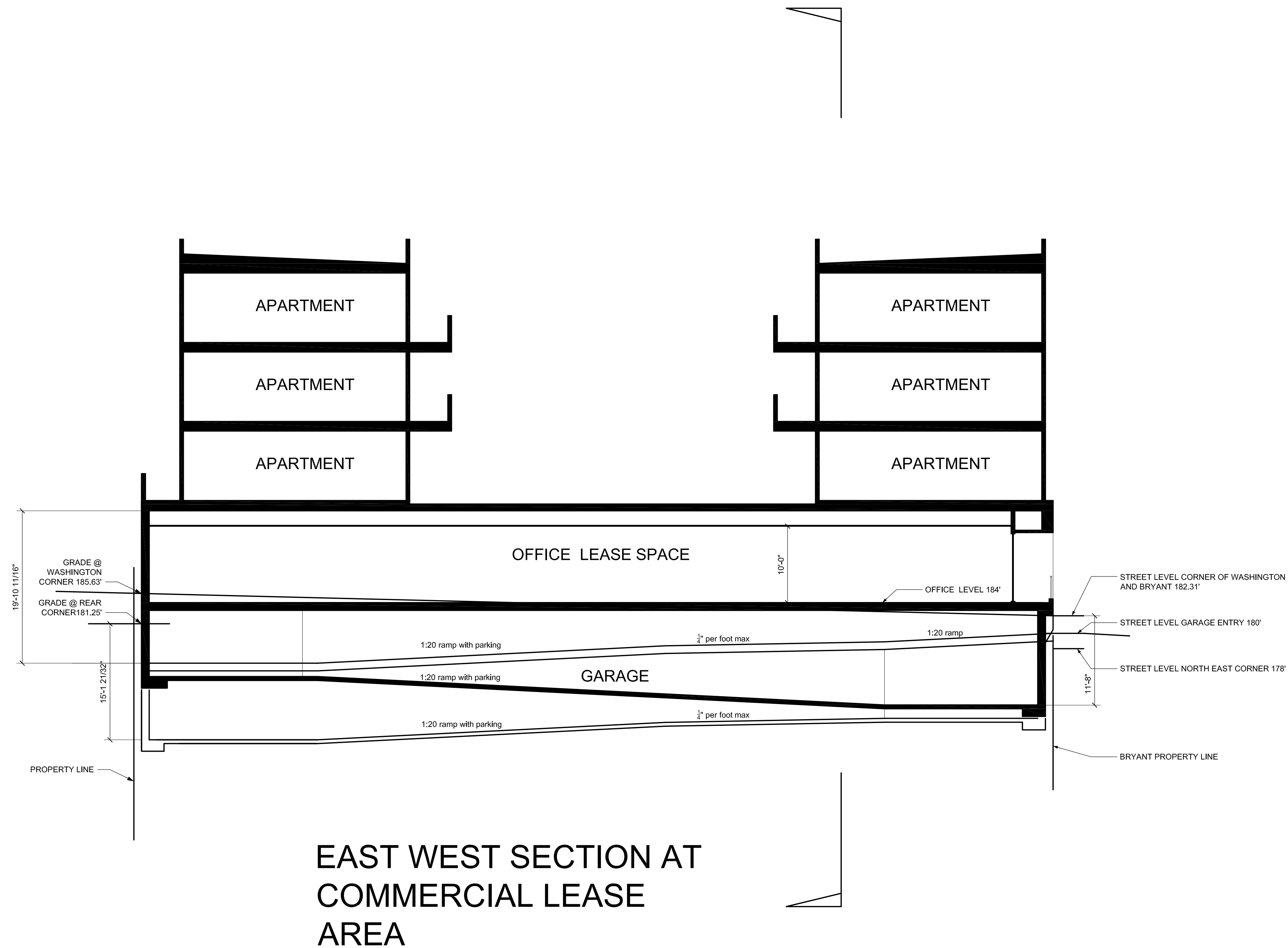
RESIDENTIAL LEVELS TWO AND THREE

WASHINGTON STREET
DALY CITY, CALIFORNIA

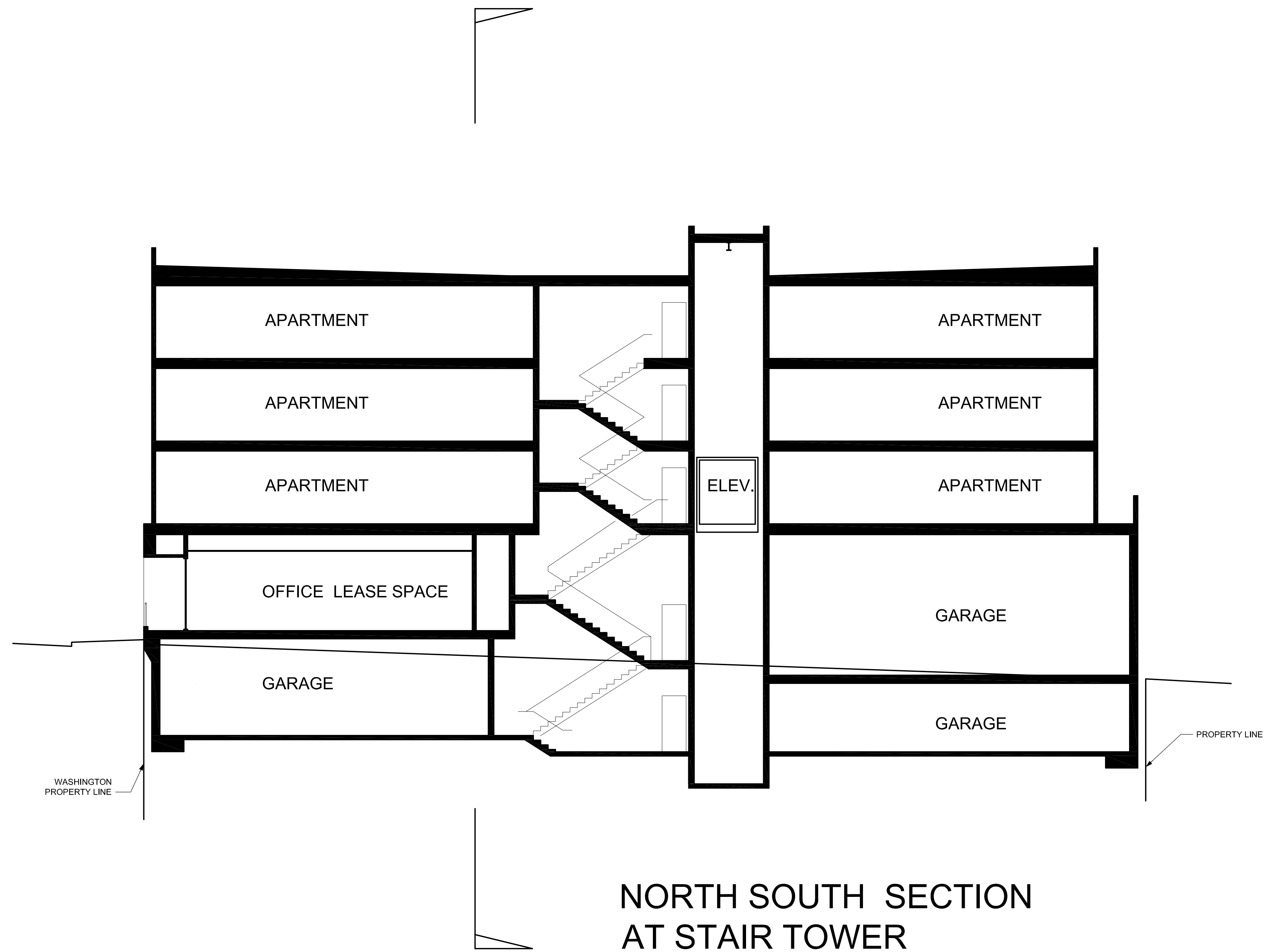


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EAST/WEST SECTION THROUGH COMMERCIAL LEASE AREA



NORTH SOUTH SECTION
AT STAIR TOWER



NORTH/SOUTH SECTION THROUGH STAIR TOWER