CITY OF DALY CITY

Regular Meeting - CITY COUNCIL

AGENDA

Monday, January 13, 2020 - 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

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:

Special Meeting of December 9, 2019 and Regular Meeting of December 9, 2019

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:

1. Use of Federal Asset Forfeiture Funds (DEA) to Purchase a Command Post Utility Unit

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.

for Supervisor Vehicle

2. Notice of Completion for 2019-20 Crocker/Hillside, Junipero Serra Boulevard, and San Pedro Road Slurry Seal Project

3. Approving Second Extension of Exclusive Negotiating Agreement between the City of Daly City and Duggan's Mortuary for Property at Westlake Avenue and Junipero Serra Boulevard, Daly City California

4. Approving Second Extension of Exclusive Negotiating Agreement between the City of Daly City and Thunder Village for Property at Westlake Avenue and Junipero Serra Boulevard, Daly City California

5. Setting Time and Place of Public Hearing – Proposed Ordinance Amending Chapter 2.02 – Re: Office of the City Manager

6. Setting Time and Place of Public Hearing – Participating in the Statewide Community Infrastructure Program with the California Statewide Communities Development Authority

Check Registers:

7. Check Registers for the Month of November 2019

8. Check Registers for the Month of December 2019

END OF CONSENT AGENDA

PUBLIC HEARINGS:

9. Introduction of Ordinance to Establish a Small Business Commission

Staff:
Phipps
Recommended Action:
Open/Close Hearing
Motion for City Attorney to Read by Title Only
Councilmember Introduce Ordinance

10. General Plan Amendment GPA-9-18-13666, Zone Change ZC-9-18-13662, Design Review DR-9-18-13665, Mitigated Negative Declaration CEQA-9-18-13664 – Jefferson Union High School District Faculty and Staff Housing Project at 699 Serramonte Boulevard

A. Findings
B. EA - Mitigated Negative Declaration

C. GPA-9-18-13666,ZC-9-18-13662, DR-9-18-13665, CEQA-9-18-13664

Staff:
Morales
Recommended Action:
Open/Close Hearing
Motion for City Attorney to Read by Title Only
Councilmember Introduce Ordinance
Adopt Resolution
Roll Call

COMMUNICATIONS:

11. Introduction of an Ordinance Adding Chapter 5.92 to the Daly City Municipal Code and Adoption of the Short-Term Rental Fees

Staff:
Morales
Recommended Action:
Motion for City Attorney to Read by Title Only
Councilmember Introduce Ordinance
Adopt Resolution
Roll Call

12. Use Permit UPR-6-19-14071 and Design Review DR-11-19-14321 – Hilldale School Expansion at 25 and 79 Florence Street

A. Findings
B. EA - Categorical Exemption
C. UPRUPR-6-19-14071, DR-11-19-14321

Staff:
Van Lonkhuysen
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:

13. Council Committee

14. City Council

15. Staff

ADJOURNMENT:

CITY OF DALY CITY
MINUTES – SPECIAL MEETING - CITY COUNCIL
DECEMBER 9, 2019

The meeting was called to order by Mayor Buenaventura at 5:37 P.M.

PLEDGE TO THE FLAG:

ROLL CALL: Councilmembers Present:

Raymond A. Buenaventura, Mayor
Glenn R. Sylvester, Vice Mayor
Rod Daus-Magbual
Pamela DiGiovanni
Juslyn C. Manalo

Staff Present:

Shawnna Maltbie, City Manager
Rose L. Zimmerman, City Attorney
K. Annette Hipona, City Clerk
Daneca Halvorson, City Treasurer

Mayor Buenaventura introduced the City's elected officials and distinguished guests who were present in the audience.

PRESENTATIONS:

Mayor's Small Business of the Year Award

Mayor Buenaventura presented the "Mayor's Small Business of the Year 2019" Award to Fil-Am Cuisine, a small restaurant with less than 10 employees. The owners of Fil-Am Cuisine Richard and Venus Alvarado-Guevarra accepted the award.

Mayor's Medium Business of the Year Award

Mayor Buenaventura presented the "Mayor's Medium Business of the Year 2019" Award to Hapag Pilipino. Willy and Norie Carandang, the owners of Hapag Pilipino, accepted the award on behalf of the restaurant.

Mayor's Large Business of the Year Award

Mayor Buenaventura presented the "Mayor's Large Business of the Year 2019" Award to City Toyota. On behalf of the owner of City Toyota, Eleanor Serrato and Arliegh Amante accepted the award on behalf of the company.

Mayor's Volunteer of the Year Award

Mayor Buenaventura presented the "Mayor's Volunteer of the Year 2019" Award to Miles Fong. The Mayor recognized Mr. Fong as being involved with his community since childhood and has since contributed almost 800 hours of volunteer service.

Mayor's Youths of the Year Award

Mayor Buenaventura presented the "Mayor's Youth of the Year 2019" Award to two students - Thomas R Pollicita Middle School's Lady Tifhanee Querubin Bruce and Archbishop Riordan High School's Alexander Ruivivar for their work in the community.

Mayor's Citizen of the Year Award

Mayor Buenaventura presented the "Mayor's Citizen of the Year 2019" Award to Southern Hills resident Eleanor Serrato for her tremendous support to many Daly City projects and events.

Mayor's Employee of the Year Award

Mayor Buenaventura presented the "Mayor's Employee of the Year 2019" Award to Shawnna Maltbie, City Manager.

REORGANIZATION OF CITY COUNCIL:

Office of Mayor

Mayor Buenaventura called for nominations for the Office of Mayor. Mayor Buenaventura nominated Vice Mayor Sylvester for Mayor. There were no further nominations from Council for the Office of Mayor.

It was moved by Councilmember Daus-Magbual, seconded by Councilmember Manalo and carried to close the nominations.

It was moved by Mayor Buenaventura, seconded by Councilmember Manalo and carried by unanimous roll call vote to appoint Vice Mayor Sylvester to serve as Mayor of the City of Daly City for the ensuing year.

The daughters of Councilmember Sylvester, Kimberly Sylvester Wong and Krystalyn Sylvester Wells administered the oath of office to the new Mayor, Glenn R. Sylvester.

Office of Vice Mayor

Mayor Sylvester called for nominations for the Office of Vice Mayor. Mayor Sylvester nominated Councilmember Manalo for Vice Mayor. There were no further nominations from Council for the Office of Vice Mayor.

It was moved by Councilmember Buenaventura, seconded by Councilmember Daus-Magbual and carried to close the nominations.

It was moved by Mayor Sylvester, seconded by Councilmember Buenaventura and carried by unanimous roll call vote to appoint Councilmember Manalo to serve as Vice Mayor of the City of Daly City for the ensuing year.

Personnel Board Commissioner Perla Ibarrientos administered the oath of office to the new Vice Mayor, Juslyn C. Manalo.

The Council expressed their appreciation with a special gift to Councilmember Buenaventura for his leadership as Mayor during the past year, for his outstanding mentorship, and for strong leadership in the time of transition.

Councilmember Buenaventura expressed appreciation to the strength of the entire Council and the help of the City Manager through this tough year.

ADJOURNMENT:

Mayor Sylvester thanked all those who were present and extended an invitation to everyone to remain for cake and coffee in the rotunda. Mayor Sylvester adjourned the meeting at 6:44 P.M.

_____
City Clerk

Approved as submitted, this 13th
day of January, 2020.

_____
Mayor

CITY OF DALY CITY
MINUTES – REGULAR MEETING - CITY COUNCIL
DECEMBER 9, 2019

To view videos of the City Council meetings, visit http://yt.vu/+dalycitycouncil

The meeting was called to order by Mayor Sylvester at 7:35 P.M.

ROLL CALL: Councilmembers Present:
Glenn R. Sylvester, Mayor
Juslyn C. Manalo, Vice Mayor
Raymond A. Buenaventura
Rod Daus-Magbual
Pamela DiGiovanni

Staff Present:
Shawnna Maltbie, City Manager
Rose L. Zimmerman, City Attorney
K. Annette Hipona, City Clerk

APPROVAL OF MINUTES:

Regular Meeting of November 25, 2019

It was moved by Councilmember Daus-Magbual, seconded by Vice Mayor Manalo and carried to approve the minutes of November 25, 2019.

APPROVAL OF AGENDA:

It was moved by Vice Mayor Manalo, seconded by Councilmember DiGiovanni and carried to approve the agenda.

CONSENT AGENDA:

It was moved by Vice Mayor Manalo, seconded by Councilmember DiGiovanni and carried to approve the consent agenda with item # 7 removed from the consent agenda for further discussion.

Resolutions:

Adoption of Composite Summary Memorandum of Understanding and Salary Schedule between the City of Daly City and International Union of Operating Engineers Stationary Engineers Local 39 Operating Engineers Unit

Resolution 19-189, Adopting Composite Summary Memorandum of Understanding with the International Union of Operating Engineers, Stationary Engineers, Local 39 Operating Engineers Unit

Adoption of Composite Summary Memorandum of Understanding and Salary Schedule between the City of Daly City and Teamsters Local 856 Clerical/Technical Unit

Resolution 19-190, Adopting Composite Summary Memorandum of Understanding with Teamsters Local 856 Clerical/Technical Unit

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

Resolution 19-191, Adopting Composite Summary Memorandum of Understanding with Teamsters Local 856 Safety Inspectors

Adoption of Composite Summary Memorandum of Understanding and Salary Schedule between the City of Daly City and Teamsters Local 856 Police Assistants Unit

Resolution 19-192, Adopting Composite Summary Memorandum of Understanding with Teamsters Local 856 Police Assistants Unit

Set Time and Place for a Public Hearing to Consider General Plan Amendment GPA-9-18-13666, Zone Change ZC-9-18-13662, and Design Review DR-9-18-13665 at 699 Serramonte Boulevard (APN 091-211-230)

Resolution 19-193, Setting Time and Place of Public Hearing Regarding General Plan Amendment GPA-9-18-13666, Zone Change ZC-9-18-1366, Design Review DR-9-18-13665 and Mitigated Negative Declaration CEQA-9-18-13664

Authorize City Manager to Execute Agreement for Microsoft Software

Resolution 19-194, Authorizing Execution of a Multi-Year Agreement Between the City of Daly City and CDW-G for Microsoft Products

Approve Debt Management Policy and Disclosure Policies and Procedures for the City of Daly City

Director of Finance and Administrative Services Todd High explained in order to issue debt financing, municipalities should have a debt management policy. Mr. High also stated the disclosure policy covers the important regulatory filings when the City incurs more debt.

It was moved by Vice Mayor Manalo, seconded by Councilmember DiGiovanni and carried to adopt the following resolution:

Resolution 19-195, Approving a Debt Management Policy and Disclosure Policies and Procedures

END OF CONSENT AGENDA

PUBLIC HEARINGS:

Public Hearing on Community Development and Housing Needs

Housing and Community Development Supervisor Betsy Zobell stated the City receives an allocation of Community Development Block Grant Funds and HOME funds. Ms. Zobell illustrated the funding levels for the current fiscal year.

Mayor Sylvester opened the public hearing.

Matt Rosen, Habitat for Humanity's Chief Program Officer, expressed the incredible need for affordable home ownership and the work his employer is doing to provide that for the City's residents.

Clarice Veloso, HIP Housing, presented the number of Daly City residents that have asked for their help to find housing, which indicates the need for more affordable housing in the community.

Mayor Sylvester closed the public hearing.

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

Resolution 19-196, Confirming that a Public Hearing on Community Development and Housing Priorities for the City's 2020-2021 HUD Action Plan

Public Hearing - Disposition and Development Agreement for 6401 Mission Street, Daly City

City Attorney Rose Zimmerman requested for additional time for staff and the developer to finalize the terms of the Disposition and Development Agreement and to allow for public review prior to the public hearing. Ms. Zimmerman requested the Council continue the hearing to January 27, 2020 at 7:00 PM.

It was moved by Vice Mayor Manalo, seconded by Councilmember Daus-Magbual and carried by unanimous roll call vote to continue the public hearing to January 27, 2020 at 7:00 PM.

Public Hearing - Regarding Disposition of Property Located at 6401 Mission Street that Promotes Economic Opportunity in Conformance with Government Code Section 52201

City Attorney Rose Zimmerman requested additional time to prepare the report for the required public hearing. Ms. Zimmerman requested the Council continue the hearing to January 27, 2020 at 7:00 PM.

It was moved by Vice Mayor Manalo, seconded by Councilmember Daus-Magbual and carried by unanimous roll call vote to continue the public hearing to January 27, 2020 at 7:00 PM.

COMMUNICATIONS:

Adopt Resolutions Related to Financing for the Vista Grande Drainage Basin Improvement Project

The vote for this item was taken during the joint session of the North San Mateo County Sanitation District meeting on December 9, 2019.

Director of Water and Wastewater Resources Tom Piccolotti presented to Council the resubmittal of financing for the said project due to it expiring on December 20, 2019. Mr. Piccolotti stated the project has been ongoing for 15 years and how important this drainage project is for the City.

It was moved by Vice Mayor Manalo, seconded by Councilmember Daus-Magbual and carried by unanimous roll call vote to adopt the following resolutions:

19-197, Authorizing and Directing Officials to Apply for Clean Water State Revolving Fund Financings and Authorizing and Directing Other Related Actions

19-198, Declaring the Intent to Reimburse Expenditures from the Proceeds of Clean Water State Revolving Fund Financings from the State Water Resources Board

19-199, Declaring the Intent to Designate Certain Revenues for Clean Water State Revolving Fund Financings

19-200, Declaring the Intent to Reimburse Expenditures from the Proceeds of Tax-Exempt Obligations

Presentation of Fiscal Year 2019 Comprehensive Annual Financial Report

Director of Finance and Administrative Services Todd High presented the summaries of revenue for fiscal years 2018 and 2019. He also presented a summary of general fund expenditures during the stated fiscal years. Mr. High stated in previous years there were deficits in the funding, but due to the revenue being higher than the expenditures this year, there is a surplus.

It was moved by Vice Mayor Manalo, seconded by Councilmember DiGiovanni and carried to accept the presentation of Fiscal Year 2019 Comprehensive Annual Financial Report.

PUBLIC APPEARANCES:

REPORTS:

Council Committee Reports: (Council Committee Meetings November 25 - December 8, 2019)

Jefferson Union High School (Manalo / DiGiovanni)

City Council:

The Council gave reports on their activities, meetings, and events for the period covering November 25 – December 8 including: the Daly City Commissioners and Board of Trustees dinner, Police Badge Pinning Ceremony, Frosty Fest and the Daly City Employee Tree Lighting and Bake-Off.

Staff:

City Manager Shawnna Maltbie invited the community to attend the tree lighting ceremony outside of City Hall on Wednesday, December 11, 2019 at 5:00 PM.

ADJOURNMENT:

At 8:24 PM, Mayor Sylvester adjourned the meeting in memory of Nina Lucille Eberhardt Wallace, Hans Erik Hansen, Digna Nosis Braulio, Jung A. (June) Grumley.

Approved as submitted, this 13th day of January, 2020.

City Clerk

Mayor

City Council Meeting Agenda Report Item # ____

Meeting Date: January 13, 2020

Subject: Use of Federal Asset Forfeiture Funds (DEA) to Purchase a Command Post Utility Unit for Supervisor Vehicle

Recommended Action

Staff recommends Council approve the use of Federal Asset Forfeiture Funds (DEA) to purchase a Command Post Utility Unit for Supervisor Vehicle.

Background

The Daly City Police Department is currently outfitting a new supervisor vehicle that is equipped with a "mobile command" equipment system for availability in critical incidents, major disasters or tactical deployments. This system will enable a supervisor to respond to the scene and properly manage personnel, resources, outside agencies and enable continuity of command in any incident. The increase in critical incidents nationwide makes it imperative to have this system in place for the safety of the public and officers responding to incidents of a critical nature.

Discussion

In researching systems that provided total functionality, LEHR was the only company that provided a solution that incorporated all our needs and within budget. The LEHR solution (Troy Pro) provided a command post storage unit, expanded communications capabilities, whiteboard and a touchscreen monitor to assist in dynamic situations that were evolving with new information coming into the command post during an event. The Troy Pro Unit also was configured for the type of vehicle purchased and not one basic enough to provide limited options. This unit was also recommended by our Fleet Director for our purposes. The Department is requesting the purchase of the Troy Pro Unit for this reason.

Fiscal Impact

Funds are available with Federal Asset Forfeiture Funds (DEA). The quoted amount cost is $8,844.16 which includes installation. Staff is requesting no more than $10,000.00 to cover additional materials, unforeseen labor costs or contingencies. There is no request for recurring or matching funds.

Summary/Conclusion

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

Respectfully submitted,

Matthew Fox
Lieutenant of Police

Patrick Hensley
Chief of Police

City Council Agenda Report

Item # _____

Meeting Date: January 13, 2020

Subject: Notice of Completion for 2019-20 Crocker/Hillside, Junipero Serra Boulevard, and San Pedro Road Slurry Seal Project

Recommended Action

Staff recommends that the City Council authorize the filing of the Notice of Completion and accept the improvements completed in compliance with the construction contract for the 2019-20 Crocker/Hillside, Junipero Serra Boulevard, and San Pedro Road Slurry Seal project.

Background

Since 1998, Daly City Public Works has implemented a comprehensive street pavement preventative maintenance program. The "cornerstone" of this program is an annual Street Slurry Seal Project as the single most cost effective means to preserve a pavement's condition and thereby reduce long term pavement operations and maintenance cost. Street slurry sealing replaces fine aggregate stripped from the pavement surface, reduces water penetration into the roadway base and thereby reduces base failures and the resultant damage that is more costly to repair. Streets selected to be surface sealed are based on several factors including the City's Seven-Year Master Plan, the City's computer based pavement management system recommendations, visual observation of the streets by Public Works staff and other adjacent or associated work such as utility repairs and bike lane installations.

On May 13, 2019, the City Council authorized the award of a construction contract to VSS International, Inc. of West Sacramento, California, in the amount of $1,967,023.00 for the 2019-20 Crocker/Hillside, Junipero Serra Boulevard, and San Pedro Road Slurry Seal project. The scope of work was to slurry seal approximately 16.1 miles of City streets in the Crocker/Hillside neighborhood, Junipero Serra Boulevard, San Pedro Road, and sections of San Fernando Way and Southgate Avenue.

Discussion

VSS International, Inc. has completed all improvements required by the construction contract documents for a total amount of $1,905,284.61, including four change orders resulting in a $61,738.39 credit to the City. The original contract award was for $1,967,023.00. The decrease in price of 3.1% between the original and final contract amounts was due to final quantity adjustments and additional work to adjust the grade of various sanitary sewer manholes.

Fiscal Impact

The contract was completed in the total amount of $1,905,284.61 with funds available in the Capital Improvement Project account 17-312-648 and the Sanitation account 87-920-617.

Summary/Conclusion

The contractor's work is now complete and acceptable for City maintenance. Staff recommends that the City Council authorize the filing of the Notice of Completion and accept the completed improvements for the City's maintenance.

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

Respectfully submitted,

Alexander Yuen
Engineer I

Richard Chiu, Jr.
Director of Public Works

Attachments:
1. Location Map
2. Resolution
3. Notice of Completion

CITY OF DALY CITY

SAN MATEO COUNTY, CALIFORNIA

PROJECT LOCATION MAP OF

2019-20 CROCKER/HILLSIDE, JUNIPERO SERRA BLVD., & SAN PEDRO RD. SLURRY SEAL



RECORDING REQUESTED BY

AND WHEN RECORDED MAIL TO

OFFICE OF THE CITY CLERK
CITY OF DALY CITY
333 - 90th Street
Daly City, California 94015

Notice of Completion

NOTICE IS HEREBY GIVEN as follows:

1. The date of completion of the work of improvement is: January 13, 2020

2. The owner of the work of improvements is: City of Daly City, a Municipal Corporation.

3. The address of the owner of the work of improvement is: City Hall
333 - 90th Street
Daly City, California 94015

4. The nature of the owner's interest or estate is: In fee.

5. The work of improvement is located in Daly City, California, and is particularly described as follows:

2019-20 CROCKER/HILLSIDE, JUNIPERO SERRA BOULEVARD, AND SAN PEDRO ROAD SLURRY SEAL

The name of the original contractor for the work of improvement is:

VSS International, Inc.
3785 Channel Drive
West Sacramento, CA 95691

Dated: _____

The undersigned, being duly sworn, says: That he is the owner of the aforesaid interest or estate in the property described in the foregoing notice; that he has read the same, and knows the contents thereof, and that the facts stated therein are true.

CITY OF DALY CITY, OWNER

_____
Richard Chiu, Jr., Public Works Director

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA,

COUNTY OF _____ } SS.

Subscribed and sworn to (or affirmed) before me on this ___ day of _____, 20__,

by _____, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

Signature _____

_____
Name (Typed or Printed)
Notary Public in and for said County and State

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY ACCEPTING COMPLETION OF CERTAIN PROJECT IN THE DEPARTMENT OF PUBLIC WORKS

(2019-20 Crocker/Hillside, Junipero Serra Blvd., & San Pedro Rd. Slurry Seal)

A. The Project Manager has advised that the project set forth hereinafter has been completed in accordance with the terms of the contract with the City of Daly City and VSS International, Inc., a California Corporation.

B. The City Council of the City of Daly City desires to acknowledge the completion of such project so that notice of completion may be given.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Daly City that pursuant to the above, the City of Daly City does hereby accept as complete the following described project:

2019-20 CROCKER/HILLSIDE, JUNIPERO SERRA BLVD., & SAN PEDRO RD. SLURRY SEAL

BE IT FURTHER RESOLVED by the City Council of the City of Daly City that said project be, and it is hereby accepted as complete, and at the expiration of fifty-five (55) days from this date, final payment in connection with this project be, and it is hereby authorized, provided that all statutory liens, claims and withholds are satisfied pursuant to law.

I hereby certify the foregoing to be a true copy of a Resolution adopted by the City Council of Daly City, California, at a special meeting thereof held on the _____ day of _____, 20____, by the following vote of the members thereof:

AYES, and in favor thereof, 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: January 13, 2020

Subject: Second Extension of Exclusive Negotiating Agreement between the City of Daly City and Duggan's Mortuary for Property located at Westlake Avenue and Junipero Serra Boulevard, Daly City California

Recommendation

Authorize the City Manager to Execute the Second Extension of Exclusive Negotiating Agreement ("Second Extension") between the City of Daly City and Duggan's Mortuary, a California corporation.

Background/Discussion

On March 31, 2017, the City released a Request for Qualifications to the development community for the development of property located at Westlake Avenue and Junipero Serra Boulevard, Daly City, California, consisting of approximately 3.13 acres of vacant lot comprised of twelve parcels formerly owned by the Redevelopment Agency.

The City Council selected Duggan's Mortuary as the preferred developer for a portion of this property. On July 20, 2018, the City Council entered an Exclusive Negotiation Agreement (ENA) with Duggan's Mortuary for the development of the Property identified as San Mateo County Assessor Parcel Numbers 002-352-160, -290, -310, and 002-362-330.

After continued good faith negotiations between the Parties, and pursuant to Section 4 of the ENA, on July 20, 2019, the Parties executed an Extension to the ENA to extend the term additional six months to January 20, 2020.

Although significant progress has been made with the developer for the disposition and agreement of the Project, the parties need additional time to complete their negotiations. The ENA provides that the City Council may grant addition extensions beyond the first extended period, and Staff is recommending an additional six months.

The Second Extension (Draft Attached) extends the due diligence period an additional 6 months to July 20, 2020.

Staff believes the approval of the Second Extension with Duggan's Mortuary would allow the parties to continue their negotiations and to facilitate the preparation of a Disposition and Development Agreement for the development of the site.

Conclusion

Staff recommends that the City Council authorize the City Manager to execute the attached Second Extension of Exclusive Negotiating Rights Agreement.

Respectfully submitted,

Tatum Mothershead
Director, Economic and Community Development

Rose Zimmerman
City Attorney

Attachment

Draft Second Extension of Exclusive Negotiating Rights Agreement

SECOND EXTENSION OF EXCLUSIVE NEGOTIATING RIGHTS AGREEMENT

THIS SECOND EXTENSION OF THE EXCLUSIVE NEGOTIATING RIGHTS AGREEMENT (this "Second Extension **Agreement**") is entered into effective as of January 20, 2020 ("**Effective Date**") by and between the City of Daly City, a municipal corporation **("City")** and Duggan's Mortuary, a California corporation ("**Developer**"). City and Developer are hereinafter referred to collectively as the "**Parties**."

R E C I T A L S

A. The City and Developer entered into an Exclusive Negotiating Rights Agreement ("ENRA") on July 20, 2018 for the purpose developing certain property located at Westlake Avenue and Junipero Serra Boulevard, Daly City, California, consisting of four parcels knows as San Mateo County Assessor's Parcel Numbers 002-352-160, -290, -310, and 002-362-300, and more particularly described in Exhibit "A", attached hereto.

B. The purpose of the ENRA is to establish the procedures and standards for the negotiation of a potential disposition and development agreement **("DDA")** that would address: (i) the disposition of the Property from the City to Developer, and (ii) Developer's development of the Project on the Property. As stated in the ENRA, the Agreement does not obligate the City to execute a DDA or convey the Property, or any portion thereof, to Developer, nor does it grant Developer the right, or obligate Developer, to develop the Project on the Property.

C. On July 20, 2019, pursuant to Section 4 of the ENRA, and as authorized by the City Manager, the City and Developer entered into an Extension to the Exclusive Negotiating Rights Agreement ("ENRA") to allow an additional six (6) months for the Parties to continue good faith negotiations for the development of the Property.

D. The First Extension to the ENRA, by its own terms, will terminate on January 20, 2020, unless the ENRA is extended by mutual agreement of the City and the Developer.

E. As of to date, the Parties continue to negotiate in good faith for the development of the Property and have made substantial progress in the negotiations, and desire to extend the ENRA an additional six (6) months to July 20, 2020.

DRAFT

A G R E E M E N T

NOW THEREFORE, in consideration of the mutual covenants and agreements hereinafter set forth and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Term. Pursuant to Section 4 of the Agreement, the ENRA between the City and Developer may be extended from the Effective Date of the Extension of the Exclusive Negotiation Rights Agreement dated July 20, 2020, at the discretion of the City Council to July 20, 2020. The term may thereafter be extended an additional six (6) months upon the mutual written agreement of the Parties upon approval of the City Manager if the City Manager determines in her sole discretion that the Parties have made substantial progress in their negotiations to merit such an extension.

2. Full Force and Effect. All terms and conditions in the ENRA dated July 20, 2018 shall remain in full force and effect and both the City and the Developer shall continue to be bound to the original terms for the extended Term of this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

CITY OF DALY CITY, a municipal corporation

By: _____
Shawnna Maltbie, City Manager

APPROVED AS TO FORM:

By: _____
Rose Zimmerman, City Attorney

DEVELOPER:

DUGGAN'S SERRA MORTUARY, a California corporation

By:_____

Print Name:_____

Title:_____

DRAFT

DRAFT

City Council Meeting Agenda Report

Item # ____

Meeting Date: January 13, 2020

Subject: Second Extension of Exclusive Negotiating Agreement between the City of Daly City and Thunder Village for Property located at Westlake Avenue and Junipero Serra Boulevard, Daly City California

Recommendation

Authorize the City Manager to Execute the Second Extension of Exclusive Negotiating Agreement ("Second Extension") between the City of Daly City and Thunder Village Properties, LLC, a California limited liability company.

Background/Discussion

On March 31, 2017, the City released a Request for Qualifications to the development community for the development of property located at Westlake Avenue and Junipero Serra Boulevard, Daly City, California, consisting of approximately 3.13 acres of vacant land comprised of twelve parcels, that were formerly owned by the Redevelopment Agency.

The City Council selected Thunder Village Properties as the preferred developer of a portion of this Property. On July 20, 2018, the City Council entered an Exclusive Negotiation Agreement (ENA) with Thunder Village for the development of the portion of the Property identified as San Mateo County Assessor Parcel Numbers 002-342-160, 002-342-250, 002-352-200, -210, -220, -230, -240, and -250.

After continued good faith negotiations between the Parties, and pursuant to Section 4 of the ENA, on July 20, 2019, the Parties executed an Extension to the ENA to extend the term additional six months to January 20, 2020.

Although significant progress has been made with the developer for the disposition and agreement of the Project, the parties need additional time to complete their negotiations. The ENA provides that the City Council may grant addition extensions beyond the first extended period, and Staff is recommending an additional six months.

The Second Extension (Draft Attached) extends the due diligence period an additional 6 months to July 20, 2020.

Staff believes the approval of the Second Extension with Thunder Village Properties would allow the parties to continue their negotiations and to facilitate the preparation of a Disposition and Development Agreement for the development of the site.

Conclusion

Staff recommends that the City Council authorize the City Manager to execute the attached Second Extension of Exclusive Negotiating Rights Agreement.

Respectfully submitted,

Tatum Mothershead
Director, Economic and Community Development

Rose Zimmerman
City Attorney

Attachment

Draft Second Extension of Exclusive Negotiating Rights Agreement

SECOND EXTENSION OF EXCLUSIVE NEGOTIATING RIGHTS AGREEMENT

THIS SECOND EXTENSION OF THE EXCLUSIVE NEGOTIATING RIGHTS AGREEMENT (this "Second Extension **Agreement**") is entered into effective as of January 20, 2020, ("**Effective Date**") by and between the City of Daly City, a municipal corporation **("City")** and Thunder Village Properties, LLC, a California limited liability company ("**Developer**"). City and Developer are hereinafter referred to collectively as the "**Parties**."

RECITALS

A. The City and Developer entered into an Exclusive Negotiating Rights Agreement ("ENRA") on July 20, 2018 for the purpose developing certain property located at Westlake Avenue and Junipero Serra Boulevard, Daly City, California, consisting of eight parcels knows as San Mateo County Assessor's Parcel Numbers 002-342-160, 002-342-250, 002-352-200, -210, -220, -230, -240, and -250, more particularly described in Exhibit "A", attached hereto.

B. The purpose of the ENRA is to establish the procedures and standards for the negotiation of a potential disposition and development agreement **("DDA")** that would address: (i) the disposition of the Property from the City to Developer, and (ii) Developer's development of the Project on the Property. As stated in the ENRA, the Agreement does not obligate the City to execute a DDA or convey the Property, or any portion thereof, to Developer, nor does it grant Developer the right, or obligate Developer, to develop the Project on the Property.

C. On July 20, 2019, pursuant to Section 4 of the ENRA, and as authorized by the City Manager, the City and Developer entered into an Extension to the Exclusive Negotiating Rights Agreement ("ENRA") to allow an additional six (6) months for the Parties to continue good faith negotiations for the development of the Property.

D. The First Extension to the ENRA, by its own terms, will terminate on January 20, 2020, unless the ENRA is extended by mutual agreement of the City and the Developer.

E. As of to date, the Parties continue to negotiate in good faith for the development of the Property and have made substantial progress in the negotiations, and desire to extend the ENRA an additional six (6) months to July 20, 2020.

DRAFT

A G R E E M E N T

NOW THEREFORE, in consideration of the mutual covenants and agreements hereinafter set forth and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Term. Pursuant to Section 4 of the Agreement, the ENRA between the City and Developer may be extended from the Effective Date of the Extension of the Exclusive Negotiation Rights Agreement dated July 20, 2020, at the discretion of the City Council to July 20, 2020. The term may thereafter be extended an additional six (6) months upon the mutual written agreement of the Parties upon approval of the City Manager if the City Manager determines in her sole discretion that the Parties have made substantial progress in their negotiations to merit such an extension.

2. Full Force and Effect. All terms and conditions in the ENRA dated July 20, 2018 shall remain in full force and effect and both the City and the Developer shall continue to be bound to the original terms for the extended Term of this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

CITY OF DALY CITY, a municipal corporation

By: _____
Shawnna Maltbie, City Manager

APPROVED AS TO FORM:

By: _____
Rose Zimmerman, City Attorney

DEVELOPER:
THUNDER VILLAGE PROPERTIES, LLC, a California limited liability company

By:_____

Print Name:_____

Title:_____

DRAFT

Exhibit "A"

PROPERTY – THUNDER VILLAGE PROJECT

(Attach legal description.)

DRAFT

City Council Meeting Agenda Report

Item # _____

Meeting Date: January 13, 2020

Subject: SETTING TIME AND PLACE OF PUBLIC HEARING – PROPOSED ORDINANCE AMENDING CHAPTER 2.02 – OFFICE OF THE CITY MANAGER

Recommended Action

Staff recommends that the City Council set February 10, 2020 at 7:00 p.m. as the date and time for a public hearing – Ordinance amending Chapter 2.02of the Daly City Municipal Code regarding the office of City Manager.

Background

The City desires to amend Chapter 2.02 of the Daly City Municipal Code regarding the office of City Manager. The proposed ordinance would update the Municipal Code regarding the duties and office of the City Manager to be more contemporary. The prior Code has not been updated since 1974 and staff would like to update the Code to be reflective of the current duties of the office of the City Manager.

Summary/Conclusion

Staff recommends that the City Council set February 10, 2020 at 7:00 p.m. as the date and time for a public hearing – Ordinance amending Chapter 2.02 of the Daly City Municipal Code regarding the office of the City Manager.

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

Respectfully submitted,

Rose Zimmerman
City Attorney

City Council Meeting Agenda Report

Item # _____

Meeting Date: January 13, 2020

Subject: **SETTING TIME AND PLACE OF PUBLIC HEARING – PARTICIPATING IN THE STATEWIDE COMMUNITY INFRASTRUCTURE PROGRAM WITH THE CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY**

Recommended Action

Staff recommends that the City Council set January 27, 2020 at 7:00 p.m. as the date and time for a public hearing to consider the City's participation in the Statewide Community Infrastructure Program ("SCIP") with the California Statewide Communities Development Authority ("CSCDA") in order to enable property owners to finance to finance public capital improvement and/or development impact fees imposed on new developments in the City.

Background

CSCDA is a joint powers authority sponsored by the League of California Cities and the California State Association of Counties. The member agencies of CSCDA include approximately 390 cities and 57 counties throughout California. SCIP was instituted by CSCDA to allow owners of property in participating cities to finance the development impact fees that would be payable by property owners upon receiving development entitlements or building permits.

The City desires to allow the owners of property being developed within its jurisdiction ("Participating Developers") to participate in SCIP and to allow the Authority to conduct assessment proceedings under the 1913 Act and to issue Local Obligations under the 1915 Act to finance Fees levied on such properties and Improvements, provided that such Participating Developers voluntarily agree to participate and consent to the levy of such assessments. The Point Martin Developer is specifically requesting the City's participation in the SCIP Program in order to facilitate the financing of development impact fees.

Summary/Conclusion

Staff recommends that the City Council set January 27, at 7:00 p.m. as the date and time for a public hearing to consider the City's participation in the Statewide Community Infrastructure Program ("SCIP") with the California Statewide Communities Development Authority ("CSCDA") in order to enable property owners to finance to finance public capital improvement and/or development impact fees imposed on new developments in the City.

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

Respectfully submitted,

Rose Zimmerman
City Attorney

Tatum Mothershead
Director, Economic and Community Development

CITY OF DALY CITY
CHECK REGISTERS
FOR THE MONTH OF NOVEMBER 2019

11/05/2019		
CHECKS ISSUED	-	#379770 TO 379778
CANCELLED CHECK	-	NONE
VOID CHECK	-	NONE
11/13/2019		
CHASE CREDIT CARD	-	N/A – Electronic Payment
11/14/19		
CHECKS ISSUED	-	#379779 TO 380010
CANCELLED CHECK	-	NONE
VOID CHECK	-	NONE
11/19/19		
CHECKS ISSUED	-	#380011 TO 380019
CANCELLED CHECK	-	NONE
VOID CHECK	-	NONE
11/27/2019		
CHECKS ISSUED	-	#380020 TO 380348
CANCELLED CHECK	-	#380313
VOID CHECK	-	NONE
11/28/2019		
CHECKS ISSUED	-	#380349 TO 380350
CANCELLED CHECK	-	NONE
VOID CHECK	-	NONE

AUDITED _____ FINANCE DIRECTOR

APPROVED _____ CITY MANAGER

APPROVED _____ MAYOR

APPROVED _____ VICE MAYOR

ACCOUNTS PAYABLE CHECK RUN SUMMARY
FISCAL YEAR 2019-2020

	MONTH	TOTAL
2019	July	$ 7,801,241.60
	August	8,749,338.00
	September	5,910,518.69
	October	6,620,395.03
	November	$ 5,830,383.97
	December	
2020	January	
	February	
	March	
	April	
	May	
	June	
	TOTAL	**$ 34,911,877.29**

NOVEMBER 2019 BREAK DOWN OF EXPENSES BY FUND

Fund	Total for Month	Total for Year	% of Total
General Fund	$ 1,398,182.81	$ 10,911,550.25	31.3%
Gas Tax Fund	121,566.11	3,501,179.76	10.0%
Utility/Enterprise Funds	4,310,635.05	20,499,147.28	58.7%
Total:	**$ 5,830,383.97**	**$ 34,911,877.29**	100.0%

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00379770	49642	ALL CITY MANAGEMENT SERVICES	11/05/19	2,310.66	MW	OH		
AP00379771	4339	EMPLOYMENT DEVELOPMENT DEPART	11/05/19	10,882.47	MW	OH		
AP00379772	G-HERNANDEZ	FRANCHISE TAX BOARD	11/05/19	483.24	MW	OH		
AP00379773	G-HOLMES	FRANCHISE TAX BOARD	11/05/19	200.00	MW	OH		
AP00379774	29200	LEGAL SHIELD	11/05/19	368.90	MW	OH		
AP00379775	G-BLACKMAN3	SAN MATEO COUNTY SHERIFF	11/05/19	312.00	MW	OH		
AP00379776	G-COEN	US DEPARTMENT OF EDUCATION	11/05/19	481.21	MW	OH		
AP00379777	29329	VERIZON WIRELESS SERVICES LLC	11/05/19	1,827.28	MW	OH		
AP00379778	50857	VERIZON WIRELESS VSAT	11/05/19	223.00	MW	OH		

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

Total Void Machine Written	0.00	Number of Checks Processed:	0
Total Void Hand Written	0.00	Number of Checks Processed:	0
Total Machine Written	17,088.76	Number of Checks Processed:	9
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	17,088.76		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
CB00111319	49024	JP MORGAN CHASE BANK N	11/13/19	39,767.38	HW	TR		Hand Written

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	0.00	Number of Checks Processed:	0
Total Hand Written	39,767.38	Number of Checks Processed:	1
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	39,767.38		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00379779	46218R	24/7 ROOTER & PLUMBING SERVIC	11/14/19	4,000.00	MW	OH		
AP00379780	1514	ADAM HILL COMPANY, THE	11/14/19	1,928.09	MW	OH		
AP00379781	13854	AECO SYSTEMS INC	11/14/19	1,560.00	MW	OH		
AP00379782	50660	AETYPIC INC	11/14/19	2,852.50	MW	OH		
AP00379783	11233	AGRIMONTI, MADOLYN	11/14/19	406.50	MW	OH		
AP00379784	32391R	AGUIRRE III, BALTAZAR	11/14/19	746.22	MW	OH		
AP00379785	39256	AIR EXCHANGE INC	11/14/19	1,113.76	MW	OH		
AP00379786	49642	ALL CITY MANAGEMENT SERVICES	11/14/19	6,301.80	MW	OH		
AP00379787	39657	ALL STAR GLASS	11/14/19	159.90	MW	OH		
AP00379788	55096R	ALLIANCE MANUFACTURED HOMES	11/14/19	3,000.00	MW	OH		
AP00379789	53316	ALWAYS ON TIME CONCRETE & PUM	11/14/19	2,299.00	MW	OH		
AP00379790	37512	AMBROSE FLOORING LLC	11/14/19	4,075.00	MW	OH		
AP00379791	45439JREN	AMERICAN MEDICAL RESPONSE	11/14/19	500.00	MW	OH		
AP00379792	27427	AMERICAN TEXTILE & SUPPLY INC	11/14/19	805.29	MW	OH		
AP00379793	14988	AMERICAN TOWER CORPORATION	11/14/19	7,745.67	MW	OH		
AP00379794	35696	AMERIPRIDE	11/14/19	1,590.05	MW	OH		
AP00379795	55102R	APARICIO, VICTOR	11/14/19	25.00	MW	OH		
AP00379796	42789	ASIAN ART MUSEUM FOUNDATION	11/14/19	300.00	MW	OH		
AP00379797	55123R	ASSMANN, CHRISTIANE SR	11/14/19	26.00	MW	OH		
AP00379798	47003	AT&T	11/14/19	85.60	MW	OH		
AP00379799	6413	AT&T	11/14/19	8,214.44	MW	OH		
AP00379800	48722R	AU ENERGY LLC	11/14/19	216.00	MW	OH		
AP00379801	29643	AUTO COLLISION CENTER	11/14/19	1,720.03	MW	OH		
AP00379802	53625	AVENU MUNISERVICES LLC	11/14/19	6,281.57	MW	OH		
AP00379803	49645	BADGE FRAME INC	11/14/19	20.91	MW	OH		

eck	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
00379804	55103R	BAYSHORE PLUMBERS	11/14/19	2,000.00	MW	OH		
00379805	54911	BAYSIDE COLLISION CENTER	11/14/19	763.24	MW	OH		
00379806	24544	BAYSIDE EQUIPMENT CO INC	11/14/19	187.18	MW	OH		
00379807	52276R	BELL PLUMBING OF SAN MATEO IN	11/14/19	2,000.00	MW	OH		
00379808	38585	BFI OF CALIFORNIA INC	11/14/19	2,646.39	MW	OH		
00379809	19200	BIRITE FOODSERVICE DISTRIBUTO	11/14/19	3,481.22	MW	OH		
00379810	22205	BLACKSTONE PUBLISHING	11/14/19	437.98	MW	OH		
00379811	35592R	BRENNAN, MICHAEL	11/14/19	100.60	MW	OH		
P00379812	53500	BRIOTIX LP	11/14/19	499.00	MW	OH		
P00379813	3349	BROADMOOR LANDSCAPE SUPPLY	11/14/19	883.50	MW	OH		
P00379814	3064	BROWN & CALDWELL INC	11/14/19	24,528.47	MW	OH		
P00379815	44792	BURGERMEISTER	11/14/19	2,649.07	MW	OH		
P00379816	33941	C & A BROWN COMPANY	11/14/19	539.22	MW	OH		
P00379817	2396	C M AMOS PRINTING COMPANY	11/14/19	596.58	MW	OH		
P00379818	55104R	CAFFERATA, MARCEL	11/14/19	115.00	MW	OH		
P00379819	5642	CAL STEAM	11/14/19	835.49	MW	OH		
P00379820	19853	CALIFORNIA GROUNDWATER ASSOCI	11/14/19	100.00	MW	OH		
P00379821	1196	CALIFORNIA WATER SERVICE COMP	11/14/19	122.72	MW	OH		
P00379822	43533	CAPE	11/14/19	50.00	MW	OH		
P00379823	20535	CAROLLO ENGINEERS	11/14/19	8,739.48	MW	OH		
P00379824	28636	CDW GOVERNMENT INC	11/14/19	5,617.76	MW	OH		
P00379825	2930	CED CONTRACTORS SF	11/14/19	1,159.09	MW	OH		
P00379826	46387	CELETTA INVESTIGATIVE SERVICE	11/14/19	750.00	MW	OH		
P00379827	24769	CENTER POINT LARGE PRINT	11/14/19	46.50	MW	OH		
P00379828	10299JPA	CENTRAL COUNTY FIRE DEPARTMEN	11/14/19	22,231.67	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00379829	1882	CH BULL COMPANY	11/14/19	140.39	MW	OH		
AP00379830	55105R	CHAN, MICHELLE	11/14/19	537.50	MW	OH		
AP00379831	36726R	CHIN, KAAN	11/14/19	100.00	MW	OH		
AP00379832	55100R	CHOW, GILLIAN	11/14/19	100.00	MW	OH		
AP00379833	55106R	CHULIM, JUAN	11/14/19	400.00	MW	OH		
AP00379834	3678	CINTAS CORPORATION #464	11/14/19	1,848.51	MW	OH		
AP00379835	35395	CITY AUTO SUPPLY	11/14/19	317.68	MW	OH		
AP00379836	46465JPA	CITY OF BELMONT	11/14/19	5,357.50	MW	OH		
AP00379837	6649JPA	CITY OF BRISBANE	11/14/19	3,389.33	MW	OH		
AP00379838	43155JPA	CITY OF DALY CITY	11/14/19	13,677.42	MW	OH		
AP00379839	5342JPA	CITY OF FOSTER CITY	11/14/19	5,892.42	MW	OH		
AP00379840	6034JPA	CITY OF PACIFICA	11/14/19	4,888.00	MW	OH		
AP00379841	6579JPA	CITY OF REDWOOD CITY	11/14/19	10,204.75	MW	OH		
AP00379842	20562JPA	CITY OF SAN BRUNO	11/14/19	3,568.58	MW	OH		
AP00379843	46083JPA	CITY OF SAN CARLOS	11/14/19	6,008.67	MW	OH		
AP00379844	25816JPA	CITY OF SAN MATEO	11/14/19	14,993.58	MW	OH		
AP00379845	40147	CITY TOYOTA	11/14/19	152.00	MW	OH		
AP00379846	20045	CLEANSMART SOLUTIONS INC	11/14/19	3,957.93	MW	OH		
AP00379847	31162	CLINE & DUPLISSEA	11/14/19	3,954.00	MW	OH		
AP00379848	25819JPA	COLMA FIRE PROTECTION DISTRIC	11/14/19	2,968.08	MW	OH		
AP00379849	34153	COMCAST	11/14/19	18.66	MW	OH		
AP00379850	47244	COMCAST	11/14/19	90.41	MW	OH		
AP00379851	49446	COMCAST	11/14/19	105.74	MW	OH		
AP00379852	52453	COMCAST	11/14/19	123.42	MW	OH		
AP00379853	55030	CONEXWEST	11/14/19	9,393.50	MW	OH		

eck	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
00379854	43913	COOK AND ASSOCIATES	11/14/19	300.00	MW	OH		
00379855	54863R	COOPER, JAMES	11/14/19	460.00	MW	OH		
00379856	48323	CRYSTAL CREAMERY	11/14/19	790.42	MW	OH		
00379857	28906	CSG CONSULTANTS INC	11/14/19	17,738.00	MW	OH		
00379858	1414	DALY CITY CENTRAL CASHIER	11/14/19	1,357.50	MW	OH		
00379859	55107R	DANIEGA, JOANN	11/14/19	400.00	MW	OH		
00379860	37164	DARLING INGREDIENTS INC	11/14/19	446.42	MW	OH		
00379861	42706	DASH MEDICAL GLOVES INC	11/14/19	538.94	MW	OH		
00379862	51806	DAVID J POWERS & ASSOCIATES I	11/14/19	11,721.73	MW	OH		
00379863	1299	DEPARTMENT OF JUSTICE	11/14/19	900.00	MW	OH		
P00379864	55108R	DIAZ, CARMENCITA ANGELES	11/14/19	400.00	MW	OH		
P00379865	30629LAW	DOWNEY BRAND ATTORNEYS LLP	11/14/19	8,318.88	MW	OH		
P00379866	1061	DUNN EDWARDS CORPORATION	11/14/19	563.36	MW	OH		
P00379867	48177	EAST BAY TIRE CO	11/14/19	416.47	MW	OH		
P00379868	49830R	ECONOMY PLUMBING	11/14/19	2,000.00	MW	OH		
P00379869	55109R	EETINA, LILBETH	11/14/19	400.00	MW	OH		
P00379870	51252	ELITE CORPORATE SERVICES INC	11/14/19	3,650.00	MW	OH		
P00379871	53697	ENDRESS AND HAUSER INC	11/14/19	4,969.84	MW	OH		
P00379872	51076	ENVIRONMENTAL LEAD DETECT INC	11/14/19	465.00	MW	OH		
P00379873	42544	FARMER BROTHERS COFFEE	11/14/19	471.37	MW	OH		
P00379874	17884	FEDEX	11/14/19	90.43	MW	OH		
P00379875	52678	FERGUSON GROUP LLC, THE	11/14/19	6,500.00	MW	OH		
P00379876	37459	FIRE CONNECTION INC, THE	11/14/19	208.50	MW	OH		
P00379877	45977	FIRETECH INSPECTION SERVICE	11/14/19	700.00	MW	OH		
P00379878	19787	FIRST CHOICE COFFEE SERVICES	11/14/19	792.62	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00379879	54195R	FORT ROSS SIDING INC	11/14/19	875.00	MW	OH		
AP00379880	47590	FOSTER FLOW CONTROL	11/14/19	3,228.34	MW	OH		
AP00379881	23380R	FOX, MATTHEW	11/14/19	316.20	MW	OH		
AP00379882	55110R	FREITAS, SUSAN	11/14/19	250.00	MW	OH		
AP00379883	48009	GALE CENGAGE LEARNING	11/14/19	108.12	MW	OH		
AP00379884	17633	GAMEZ, JOHN	11/14/19	913.64	MW	OH		
AP00379885	26781	GARCIA, JOSE	11/14/19	124.91	MW	OH		
AP00379886	48247	GCS ENVIRONMENTAL EQUIPMENT S	11/14/19	268.81	MW	OH		
AP00379887	4581	GOLDEN BAY CONSTRUCTION INC	11/14/19	3,729.75	MW	OH		
AP00379888	34864	GOLDEN STATE FLOW MEASUREMENT	11/14/19	49.28	MW	OH		
AP00379889	55111R	GOMEZ, OLGA	11/14/19	300.00	MW	OH		
AP00379890	30509	GOODYEAR COMMERCIAL TIRE & SE	11/14/19	1,037.10	MW	OH		
AP00379891	1754	GRAINGER INC	11/14/19	2,413.43	MW	OH		
AP00379892	36985	GRAND INDUSTRIES INC	11/14/19	74,000.00	MW	OH		
AP00379893	1571	GRANITEROCK	11/14/19	4,326.37	MW	OH		
AP00379894	22404	GREGS TRUCKING SERVICE INC	11/14/19	3,301.40	MW	OH		
AP00379895	3702	HARRINGTON INDUSTRIAL PLASTIC	11/14/19	843.86	MW	OH		
AP00379896	54235	HARRIS COMPUTER SYSTEMS	11/14/19	4,863.43	MW	OH		
AP00379897	55112R	HE, QUIYIN	11/14/19	2,880.41	MW	OH		
AP00379898	17646	HENSLEY, PATRICK	11/14/19	725.94	MW	OH		
AP00379899	23318	HERC RENTALS INC	11/14/19	302.39	MW	OH		
AP00379900	30466R	HERMOSO, JOSEPHINE	11/14/19	254.83	MW	OH		
AP00379901	15857	HOME DEPOT CREDIT SERVICES	11/14/19	11,486.05	MW	OH		
AP00379902	54590	HOME DEPOT PRO, THE	11/14/19	972.68	MW	OH		
AP00379903	37867R	HUEY, JUDY	11/14/19	139.73	MW	OH		

eck	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
00379904	41818	HUNTINGTON COURT REPORTERS	11/14/19	1,614.98	MW	OH		
00379905	55094	III GENERATION FENCE	11/14/19	170.74	MW	OH		
00379906	53460	INDEPENDENT CODE CONSULTANTS	11/14/19	10,879.14	MW	OH		
00379907	21991	INTEC SOLUTIONS INC	11/14/19	1,667.16	MW	OH		
00379908	1072	IRVINE & JACHENS INC	11/14/19	333.80	MW	OH		
00379909	47829	ITERIS INC	11/14/19	3,500.00	MW	OH		
00379910	42892R	J & K ROOFING COMPANY	11/14/19	275.00	MW	OH		
00379911	7901	K 119 OF CALIFORNIA INC	11/14/19	257.26	MW	OH		
00379912	55113R	KABAJOUZIAN, BOGHOS	11/14/19	400.00	MW	OH		
00379913	10144	KAMAN INDUSTRIAL TECHNOLOGIES	11/14/19	238.89	MW	OH		
00379914	51508	KEYSTONE PLASTICS INC	11/14/19	3,478.03	MW	OH		
00379915	53295R	KHO, ANNA	11/14/19	125.17	MW	OH		
00379916	49414	KITTELSON & ASSOCIATES INC	11/14/19	1,658.36	MW	OH		
P00379917	33914	KOFFLER ELECTRICAL MECHANICAL	11/14/19	3,506.83	MW	OH		
P00379918	55101R	KWONG, BEN	11/14/19	50.00	MW	OH		
P00379919	1486	LEAGUE OF CALIFORNIA CITIES	11/14/19	150.00	MW	OH		
P00379920	45083	LEHR	11/14/19	350.00	MW	OH		
P00379921	55099R	LI, JEFFREY	11/14/19	200.00	MW	OH		
P00379922	12906LAW	LIEBERT CASSIDY WHITMORE	11/14/19	17,356.91	MW	OH		
P00379923	29332	LORAL LANDSCAPING	11/14/19	21,747.48	MW	OH		
P00379924	27066	MANAGED HEALTH NETWORK	11/14/19	1,857.60	MW	OH		
P00379925	14277	MAZE & ASSOCIATES INC	11/14/19	32,750.00	MW	OH		
P00379926	54700R	MEDINA, CECILIA	11/14/19	1,000.00	MW	OH		
P00379927	25805JPA	MENLO PARK FIRE PROTECTION DI	11/14/19	19,454.83	MW	OH		
P00379928	23949	METRO MOBILE COMMUNICATIONS	11/14/19	2,260.42	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00379929	33993LAW	MEYERS NAVE RIBACK SILVER & W	11/14/19	225.00	MW	OH		
AP00379930	49436REN	MKD CEDAR HILL LLC	11/14/19	5,681.03	MW	OH		
AP00379931	32422	MUFG UNION BANK N A	11/14/19	2,383.00	MW	OH		
AP00379932	15210	MUNICIPAL MAINTENANCE EQUIPME	11/14/19	1,764.39	MW	OH		
AP00379933	17455	MYERS TIRE SUPPLY	11/14/19	179.80	MW	OH		
AP00379934	55120	NATIONWIDE BOILER INCORPORATE	11/14/19	840.18	MW	OH		
AP00379935	53628	NEW ALPHA TWO INC	11/14/19	705.00	MW	OH		
AP00379936	46852	NEWEGG BUSINESS INC	11/14/19	108.42	MW	OH		
AP00379937	47093	O'REILLY AUTOMOTIVE INC	11/14/19	1.15	MW	OH		
AP00379938	42500	OFFICE DEPOT	11/14/19	1,930.05	MW	OH		
AP00379939	55125	ONEIL CUSTOM BAGS & EMBROIDER	11/14/19	630.63	MW	OH		
AP00379940	3685	OTIS ELEVATOR COMPANY	11/14/19	879.08	MW	OH		
AP00379941	42517R	OTTOBONI, NICHOLAS	11/14/19	2,353.12	MW	OH		
AP00379942	42838	PACE SUPPLY CORP	11/14/19	3,034.94	MW	OH		
AP00379943	15483	PACIFIC COAST SEED INC	11/14/19	817.05	MW	OH		
AP00379944	10360R	PACIFIC GAS & ELECTRIC	11/14/19	10,000.00	MW	OH		
AP00379945	1216	PACIFIC GAS & ELECTRIC	11/14/19	30,668.20	MW	OH		
AP00379946	1080	PACIFIC NURSERIES	11/14/19	437.82	MW	OH		
AP00379947	29252	PACIFIC PRODUCE INC	11/14/19	631.65	MW	OH		
AP00379948	19678	PERS LONG TERM CARE PROGRAM	11/14/19	679.29	MW	OH		
AP00379949	1314	PERSONAL AWARDS INC	11/14/19	65.70	MW	OH		
AP00379950	47044	PETERSON TRUCKS INC	11/14/19	593.80	MW	OH		
AP00379951	32428R	PICCOLOTTI, THOMAS	11/14/19	256.25	MW	OH		
AP00379952	54331	PIIAN SYSTEMS LLC	11/14/19	5,451.52	MW	OH		
AP00379953	25817JPA	POINT MONTARA HALF MOON BAY F	11/14/19	9,857.25	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To Note
P00379954	55114R	PORTOCARRERO, OSCAR	11/14/19	500.00	MW	OH	
P00379955	14431	PRAXAIR INC	11/14/19	2,288.22	MW	OH	
P00379956	53664	PROPRINT	11/14/19	202.11	MW	OH	
P00379957	1115	R & B COMPANY	11/14/19	10,838.24	MW	OH	
P00379958	55115R	RCN	11/14/19	1,000.00	MW	OH	
P00379959	2439	RECORDED BOOKS INC	11/14/19	139.40	MW	OH	
P00379960	1200	REPUBLIC SERVICES OF NORTH AM	11/14/19	1,529,099.52	MW	OH	
P00379961	55116R	RIVERA, ROXANNA	11/14/19	500.00	MW	OH	
P00379962	52843R	S F UNDERGROUND	11/14/19	28,000.00	MW	OH	
P00379963	37356R	SABLAD, IMELDA	11/14/19	400.00	MW	OH	
P00379964	1109	SAN FRANCISCO PUBLIC	11/14/19	613,941.39	MW	OH	
P00379965	51614	SAN MATEO CART SERVICE	11/14/19	750.00	MW	OH	
P00379966	43158JPA	SAN MATEO COUNTY FIRE COUNTY	11/14/19	16,570.00	MW	OH	
P00379967	9666	SAN MATEO LAWN MOWER SHOP	11/14/19	588.69	MW	OH	
P00379968	54717	SANTANA, VALERIA CRISTINA	11/14/19	1,400.00	MW	OH	
P00379969	55117	SAVAGE TRAINING GROUP LLC	11/14/19	384.00	MW	OH	
P00379970	49441	SC FUELS	11/14/19	48,349.51	MW	OH	
P00379971	55118R	SCARFE, SARAH	11/14/19	150.00	MW	OH	
P00379972	53213	SEAMLESSDOCS	11/14/19	6,921.20	MW	OH	
P00379973	1111	SF - WATER	11/14/19	880,977.73	MW	OH	
P00379974	31449	SHARP ELECTRONICS CORPORATION	11/14/19	710.13	MW	OH	
P00379975	49695	SHRED IT USA	11/14/19	129.39	MW	OH	
P00379976	51615R	SKYROOF INC	11/14/19	275.00	MW	OH	
P00379977	55095	SOCIAL PINPOINT INC	11/14/19	1,920.00	MW	OH	
P00379978	37940	STANDARD PLUMBING SUPPLY CO	11/14/19	52.40	MW	OH	

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00379979	36510	STANTEC CONSULTING INC	11/14/19	7,589.50	MW	OH		
AP00379980	40900	STEVENS BAY AREA DIESEL SERVI	11/14/19	9,717.27	MW	OH		
AP00379981	55119R	STREIT, PAULA	11/14/19	680.00	MW	OH		
AP00379982	18334	SUPERION LLC	11/14/19	1,785.00	MW	OH		
AP00379983	51439	SWEET DELIGHT BAKERY	11/14/19	57.00	MW	OH		
AP00379984	29237	SYNAGRO WEST LLC	11/14/19	21,602.64	MW	OH		
AP00379985	54771	TALLETT, MALISSA	11/14/19	640.00	MW	OH		
AP00379986	17883	TRAFFIC PARTS INC	11/14/19	4,615.00	MW	OH		
AP00379987	53970	TRIDENT K9 CONSULTING	11/14/19	600.00	MW	OH		
AP00379988	52033	TRIPEPI SMITH & ASSOCIATES IN	11/14/19	3,781.09	MW	OH		
AP00379989	26803	TURBO DATA SYSTEMS INC	11/14/19	25,089.40	MW	OH		
AP00379990	55026	ULTIMATE TRAINING MUNITIONS	11/14/19	11,549.65	MW	OH		
AP00379991	31745	UNITED SITE SERVICES OF CALIF	11/14/19	239.61	MW	OH		
AP00379992	50490	UNITEDHEALTHCARE INSURANCE CO	11/14/19	310.47	MW	OH		
AP00379993	32209	UNIVAR USA INC	11/14/19	7,516.59	MW	OH		
AP00379994	29120	UNIVERSAL PRECAST CONCRETE IN	11/14/19	1,631.80	MW	OH		
AP00379995	3904	UPS	11/14/19	10.53	MW	OH		
AP00379996	5661	VALS RESTAURANT & LOUNGE	11/14/19	182.20	MW	OH		
AP00379997	3376	VERITIV OPERATING COMPANY	11/14/19	237.08	MW	OH		
AP00379998	29329	VERIZON WIRELESS SERVICES LLC	11/14/19	2,476.32	MW	OH		
AP00379999	41056R	VIOLA, ANNA MARIE	11/14/19	746.22	MW	OH		
AP00380000	11229	WATEREUSE ASSOCIATION	11/14/19	3,852.00	MW	OH		
AP00380001	50485	WAVE BROADBAND	11/14/19	339.44	MW	OH		
AP00380002	49085	WEST COAST ARBORISTS INC	11/14/19	3,600.65	MW	OH		
AP00380003	39237	WEST COAST CODE CONSULTANTS I	11/14/19	1,470.00	MW	OH		

eck	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
00380004	29517	WEST LIGHT SUPPLY COMPANY INC	11/14/19	1,070.30	MW	OH		
00380005	54330	WILLIAMS SCOTSMAN INC	11/14/19	428.06	MW	OH		
00380006	18388JPA	WOODSIDE FIRE PROTECTION DIST	11/14/19	11,273.92	MW	OH		
00380007	55121R	WU, DANNA	11/14/19	500.00	MW	OH		
00380008	34537	YAMAMURA, JAIME	11/14/19	672.00	MW	OH		
00380009	55124R	YL GENERAL CONSTRUCTION	11/14/19	875.00	MW	OH		
00380010	55122R	ZHOU, AMY	11/14/19	575.00	MW	OH		

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

Total Void Machine Written	0.00	Number of Checks Processed:	0
Total Void Hand Written	0.00	Number of Checks Processed:	0
Total Machine Written	3,888,810.30	Number of Checks Processed:	232
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	3,888,810.30		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380011	46585	ANTHEM BLUE CROSS	11/19/19	139.50	MW	OH		
AP00380012	46585	ANTHEM BLUE CROSS	11/19/19	127.20	MW	OH		
AP00380013	G-HERNANDEZ	FRANCHISE TAX BOARD	11/19/19	408.59	MW	OH		
AP00380014	G-HOLMES	FRANCHISE TAX BOARD	11/19/19	200.00	MW	OH		
AP00380015	9049	HI TECH EVS INC	11/19/19	6,010.56	MW	OH		
AP00380016	13776	LANGUAGE LINE SERVICES	11/19/19	1,223.94	MW	OH		
AP00380017	19678	PERS LONG TERM CARE PROGRAM	11/19/19	679.29	MW	OH		
AP00380018	G-BLACKMAN3	SAN MATEO COUNTY SHERIFF	11/19/19	312.00	MW	OH		
AP00380019	G-COEN	US DEPARTMENT OF EDUCATION	11/19/19	481.21	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	9,582.29	Number of Checks Processed:	9
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	9,582.29		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380020	46218R	24/7 ROOTER & PLUMBING SERVIC	11/27/19	8,000.00	MW	OH		
AP00380021	55128R	A&J CONSTRUCTION	11/27/19	4,175.00	MW	OH		
AP00380022	55129R	ABAD, ROMAN	11/27/19	50.00	MW	OH		
AP00380023	53561	ACTION TOWING	11/27/19	843.75	MW	OH		
AP00380024	1514	ADAM HILL COMPANY, THE	11/27/19	6,313.52	MW	OH		
AP00380025	53754	ADVANCED FIRE CONTROL	11/27/19	46,769.76	MW	OH		
AP00380026	55130R	AETA TRIBE FOUNDATION	11/27/19	50.00	MW	OH		
AP00380027	15226	AFSCME DISTRICT COUNCIL 57	11/27/19	3,520.40	MW	OH		
AP00380028	29880	AIRGAS USA LLC	11/27/19	573.46	MW	OH		
AP00380029	1465	ALBERTSONS SAFEWAY	11/27/19	3,453.95	MW	OH		
AP00380030	46228R	ALCONCEL, DONNA	11/27/19	400.00	MW	OH		
AP00380031	14004	ALERT PEST CONTROL COMPANY IN	11/27/19	2,586.25	MW	OH		
AP00380032	1025	ALHAMBRA	11/27/19	714.21	MW	OH		
AP00380033	49642	ALL CITY MANAGEMENT SERVICES	11/27/19	6,476.85	MW	OH		
AP00380034	45179R	ALLSTATE PAYMENT PROCESSING C	11/27/19	3,281.02	MW	OH		
AP00380035	53186R	ALOTA, CLAIRE	11/27/19	575.00	MW	OH		
AP00380036	37116	ALPHA ANALYTICAL LABORATORIES	11/27/19	20,688.50	MW	OH		
AP00380037	55131R	ALPHA CONSTRUCTION	11/27/19	515.00	MW	OH		
AP00380038	43630R	AMERICA'S DREAM HOMEWORKS	11/27/19	930.50	MW	OH		
AP00380039	45439JREN	AMERICAN MEDICAL RESPONSE	11/27/19	500.00	MW	OH		
AP00380040	38846	AMERICAN MESSAGING	11/27/19	29.08	MW	OH		
AP00380041	14988	AMERICAN TOWER CORPORATION	11/27/19	7,745.67	MW	OH		
AP00380042	23649	AMERICAN TRUCK & TRAILER BODY	11/27/19	125.61	MW	OH		
AP00380043	35696	AMERIPRIDE	11/27/19	1,639.04	MW	OH		
AP00380044	46546	ANTHEM BLUE CROSS	11/27/19	875.58	MW	OH		

heck	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
P00380045	46546	ANTHEM BLUE CROSS	11/27/19	695.19	MW	OH		
P00380046	55166	AQUAFIX	11/27/19	14,092.53	MW	OH		
P00380047	24478	ARAMARK	11/27/19	137.47	MW	OH		
P00380048	1259	ARAMARK UNIFORM SERVICES INC	11/27/19	499.00	MW	OH		
P00380049	32577	AT&T	11/27/19	12,410.96	MW	OH		
P00380050	45195	AT&T	11/27/19	700.00	MW	OH		
P00380051	47003	AT&T	11/27/19	180.68	MW	OH		
P00380052	6413	AT&T	11/27/19	7,161.95	MW	OH		
P00380053	55132R	ATILANO, CRISTIAN	11/27/19	400.00	MW	OH		
P00380054	44649	ATLAS COPCO COMPRESSORS LLC	11/27/19	2,335.64	MW	OH		
P00380055	53625	AVENU MUNISERVICES LLC	11/27/19	634.60	MW	OH		
P00380056	55133R	BAARDE, JOSEPHINE	11/27/19	400.00	MW	OH		
P00380057	6122	BACWA	11/27/19	8,925.00	MW	OH		
P00380058	1232	BAKER & TAYLOR COMPANY INC	11/27/19	11,190.66	MW	OH		
P00380059	34520	BAKER ENGINEERING	11/27/19	1,700.00	MW	OH		
P00380060	48725R	BANDUCCI, BRANDON	11/27/19	200.00	MW	OH		
P00380061	41486R	BARBA, BRIGITTE	11/27/19	400.00	MW	OH		
P00380062	2495	BARKER BLUE DIGITAL IMAGING	11/27/19	6.20	MW	OH		
P00380063	53801R	BARRAGAN ROOFING	11/27/19	550.00	MW	OH		
P00380064	53216	BARTOLOME, MADDIE	11/27/19	300.00	MW	OH		
P00380065	7950	BAY AREA AIR QUALITY MANAGEME	11/27/19	357.00	MW	OH		
P00380066	7950	BAY AREA AIR QUALITY MANAGEME	11/27/19	359.00	MW	OH		
P00380067	7950	BAY AREA AIR QUALITY MANAGEME	11/27/19	357.00	MW	OH		
P00380068	7950	BAY AREA AIR QUALITY MANAGEME	11/27/19	356.00	MW	OH		
P00380069	7950	BAY AREA AIR QUALITY MANAGEME	11/27/19	358.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380070	7950	BAY AREA AIR QUALITY MANAGEME	11/27/19	357.00	MW	OH		
AP00380071	7950	BAY AREA AIR QUALITY MANAGEME	11/27/19	356.00	MW	OH		
AP00380072	7950	BAY AREA AIR QUALITY MANAGEME	11/27/19	393.00	MW	OH		
AP00380073	19892	BAY AREA PAVING COMPANY INC	11/27/19	7,900.00	MW	OH		
AP00380074	1562	BAY AREA WATER SUPPLY & CONSE	11/27/19	1,050.00	MW	OH		
AP00380075	55134R	BAYANIHAN EQUITY CENTER	11/27/19	50.00	MW	OH		
AP00380076	35853	BIANCHI, DONNA	11/27/19	800.00	MW	OH		
AP00380077	19200	BIRITE FOODSERVICE DISTRIBUTO	11/27/19	6,538.84	MW	OH		
AP00380078	55126R	BISCARRA, ERLINDA	11/27/19	614.00	MW	OH		
AP00380079	55135R	BRAVO, MICHAEL	11/27/19	500.00	MW	OH		
AP00380080	35592R	BRENNAN, MICHAEL	11/27/19	740.48	MW	OH		
AP00380081	21300	BRISBANE RECYCLING CO INC	11/27/19	1,170.21	MW	OH		
AP00380082	3349	BROADMOOR LANDSCAPE SUPPLY	11/27/19	338.91	MW	OH		
AP00380083	3064	BROWN & CALDWELL INC	11/27/19	7,066.33	MW	OH		
AP00380084	21159	BUCKLES SMITH ELECTRIC CO	11/27/19	1,972.21	MW	OH		
AP00380085	44468	BUDGET CONFERENCING INC	11/27/19	277.94	MW	OH		
AP00380086	17997	C.L.E.A.	11/27/19	2,107.00	MW	OH		
AP00380087	15796	CACEO	11/27/19	380.00	MW	OH		
AP00380088	42973	CAL SIGNAL CORP	11/27/19	5,188.10	MW	OH		
AP00380089	33645R	CAL STATE ROOFING COMPANY INC	11/27/19	550.00	MW	OH		
AP00380090	3028	CAL STEAM	11/27/19	39.26	MW	OH		
AP00380091	1351	CALIFORNIA MUNICIPAL STATISTI	11/27/19	500.00	MW	OH		
AP00380092	55164	CALIFORNIA STATE UNIVERSITY C	11/27/19	400.00	MW	OH		
AP00380093	1196	CALIFORNIA WATER SERVICE COMP	11/27/19	134.03	MW	OH		
AP00380094	55136R	CAN, MARY	11/27/19	4,647.80	MW	OH		

eck	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
00380095	17888	CARL WARREN & COMPANY INC	11/27/19	2,359.15	MW	OH		
00380096	28636	CDW GOVERNMENT INC	11/27/19	95,961.50	MW	OH		
00380097	2930	CED CONTRACTORS SF	11/27/19	71.48	MW	OH		
00380098	42277	CEL ANALYTICAL INC	11/27/19	924.00	MW	OH		
00380099	40247	CELLEBRITE USA CORP	11/27/19	3,700.00	MW	OH		
00380100	1403	CENTER FOR INDEPENDENCE	11/27/19	3,539.61	MW	OH		
00380101	10299JPA	CENTRAL COUNTY FIRE DEPARTMEN	11/27/19	1,650.00	MW	OH		
00380102	1882	CH BULL COMPANY	11/27/19	842.33	MW	OH	AF	
00380103	55137R	CHAN, DANNY	11/27/19	1,173.14	MW	OH		
00380104	55165	CHAVALOS DE AQUI Y ALLA	11/27/19	200.00	MW	OH		
P00380105	55146	CHAVEZ, JACKIE D	11/27/19	500.00	MW	OH		
P00380106	55138R	CHEN, REN NIAN	11/27/19	2,645.00	MW	OH		
P00380107	55139R	CHI, MAHARBA	11/27/19	1,908.71	MW	OH		
P00380108	48727	CINTAS CORPORATION	11/27/19	1,212.68	MW	OH		
P00380109	3678	CINTAS CORPORATION #464	11/27/19	4,056.47	MW	OH		
P00380110	35395	CITY AUTO SUPPLY	11/27/19	317.68	MW	OH		
P00380111	25602	CITY OF DALY CITY	11/27/19	109,187.67	MW	OH		
P00380112	6034JPA	CITY OF PACIFICA	11/27/19	1,650.00	MW	OH		
P00380113	18465	CLEARLITE TROPHIES	11/27/19	386.54	MW	OH		
P00380114	48517	COMCAST	11/27/19	254.45	MW	OH		
P00380115	48645	COMCAST	11/27/19	108.15	MW	OH		
P00380116	49055	COMCAST	11/27/19	17.41	MW	OH		
P00380117	51804	COMCAST	11/27/19	329.27	MW	OH		
P00380118	12578	COMPLETE LINEN SERVICE INC	11/27/19	100.51	MW	OH		
P00380119	52070	CONCORD UNIFORMS	11/27/19	806.65	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380120	55030	CONEXWEST	11/27/19	300.00	MW	OH		
AP00380121	2599	CONTINUING EDUCATION OF THE B	11/27/19	2,840.00	MW	OH		
AP00380122	23480	COPWARE INC	11/27/19	2,790.00	MW	OH		
AP00380123	30109	CORELOGIC SOLUTIONS LLC	11/27/19	520.36	MW	OH		
AP00380124	14930	COUNTY OF SAN MATEO	11/27/19	4,053.62	MW	OH		
AP00380125	43157JPA	COUNTY OF SAN MATEO	11/27/19	1,092.99	MW	OH		
AP00380126	1053	CPS HR CONSULTING	11/27/19	1,178.85	MW	OH		
AP00380127	42324	CRIME SCENE CLEANERS INC	11/27/19	140.00	MW	OH		
AP00380128	48323	CRYSTAL CREAMERY	11/27/19	587.93	MW	OH		
AP00380129	17010	CSFA	11/27/19	82.50	MW	OH		
AP00380130	28906	CSG CONSULTANTS INC	11/27/19	14,965.90	MW	OH		
AP00380131	21239R	CURRAN, JOSEPH	11/27/19	1,006.18	MW	OH		
AP00380132	25580	CWEA-MEMBERSHIP	11/27/19	128.00	MW	OH		
AP00380133	19907	CWEA-TCP	11/27/19	297.00	MW	OH		
AP00380134	1042	D C LOCK & SECURITY SERVICE	11/27/19	5.46	MW	OH		
AP00380135	1836	DAILY JOURNAL CORPORATION	11/27/19	2,095.50	MW	OH		
AP00380136	1414	DALY CITY CENTRAL CASHIER	11/27/19	527.53	MW	OH		
AP00380137	1937	DALY CITY FIREFIGHTERS UNION	11/27/19	10,121.00	MW	OH		
AP00380138	30935	DALY CITY POLICE OFFICERS BEN	11/27/19	1,050.60	MW	OH		
AP00380139	9290	DALY CITY POLICE OFFICERS ASS	11/27/19	13,045.12	MW	OH		
AP00380140	9290	DALY CITY POLICE OFFICERS ASS	11/27/19	1,760.00	MW	OH		
AP00380141	1793	DALY CITY TOOL MART	11/27/19	126.73	MW	OH		
AP00380142	42706	DASH MEDICAL GLOVES INC	11/27/19	134.15	MW	OH		
AP00380143	51806	DAVID J POWERS & ASSOCIATES I	11/27/19	3,303.50	MW	OH		
AP00380144	54140R	DEGUZMAN, JONATHAN	11/27/19	400.00	MW	OH		

heck	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
P00380145	19780	DELTA BLUEGRASS COMPANY	11/27/19	3,474.14	MW	OH		
P00380146	40212	DEPARTMENT OF INDUSTRIAL RELA	11/27/19	225.00	MW	OH		
P00380147	1299	DEPARTMENT OF JUSTICE	11/27/19	588.00	MW	OH		
P00380148	42371	DIAL GLASS AND WINDOW COMPANY	11/27/19	18,307.00	MW	OH		
P00380149	46826	DIRECTV LLC	11/27/19	31.99	MW	OH		
P00380150	26138R	DISCOUNT PLUMBING & HEATING	11/27/19	4,000.00	MW	OH		
P00380151	55090R	DOMINGO, DOMINGO	11/27/19	50.00	MW	OH		
P00380152	30629LAW	DOWNEY BRAND ATTORNEYS LLP	11/27/19	12,440.93	MW	OH		
P00380153	49360	DUBLIN SAN RAMON SERVICES DIS	11/27/19	732.00	MW	OH		
P00380154	23531	DUNCAN PARKING TECHNOLOGIES I	11/27/19	2,610.28	MW	OH		
P00380155	1347	EBSCO INFORMATION SERVICES	11/27/19	405.78	MW	OH		
P00380156	40611	ECMS INC	11/27/19	2,082.72	MW	OH		
P00380157	51252	ELITE CORPORATE SERVICES INC	11/27/19	1,450.00	MW	OH		
P00380158	51834	EMERGENCY REPORTING	11/27/19	643.58	MW	OH		
P00380159	53697	ENDRESS AND HAUSER INC	11/27/19	5,169.16	MW	OH		
P00380160	7685	ENTENMANN ROVIN COMPANY	11/27/19	225.52	MW	OH		
P00380161	49270	ENVIRONMENTAL LEVERAGE INC	11/27/19	1,600.84	MW	OH		
P00380162	3786	ENVIRONMENTAL RESOURCE ASSOCI	11/27/19	1,033.98	MW	OH		
P00380163	26327	EWING IRRIGATION PRODUCTS INC	11/27/19	426.78	MW	OH		
P00380164	42544	FARMER BROTHERS COFFEE	11/27/19	401.33	MW	OH		
P00380165	1383	FEDEX*	11/27/19	130.78	MW	OH		
P00380166	34698	FERROGROUP INC DBA	11/27/19	39.15	MW	OH		
P00380167	55140R	FILIPINO COMMUNITY CENTER	11/27/19	50.00	MW	OH		
P00380168	30742	FONG BROTHERS PRINTING INC	11/27/19	2,187.23	MW	OH		
P00380169	G-HOLMES	FRANCHISE TAX BOARD	11/27/19	200.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380170	48247	GCS ENVIRONMENTAL EQUIPMENT S	11/27/19	236.86	MW	OH		
AP00380171	53506R	GIANTS CONSTRUCTION	11/27/19	725.00	MW	OH		
AP00380172	34864	GOLDEN STATE FLOW MEASUREMENT	11/27/19	7,897.32	MW	OH		
AP00380173	10138R	GOOD NEWS FELLOWSHIP	11/27/19	50.00	MW	OH		
AP00380174	30509	GOODYEAR COMMERCIAL TIRE & SE	11/27/19	644.14	MW	OH		
AP00380175	1754	GRAINGER INC	11/27/19	1,700.99	MW	OH		
AP00380176	36985	GRAND INDUSTRIES INC	11/27/19	63,500.00	MW	OH		
AP00380177	1571	GRANITEROCK	11/27/19	1,121.64	MW	OH		
AP00380178	30894	GRM	11/27/19	498.18	MW	OH		
AP00380179	50963R	GRUMLEY, JOHN	11/27/19	222.50	MW	OH		
AP00380180	52202	GUTIERREZ, MELVIN A	11/27/19	300.00	MW	OH		
AP00380181	31949R	GUZMAN, OMAR	11/27/19	240.34	MW	OH		
AP00380182	2223	HACH COMPANY	11/27/19	2,465.21	MW	OH		
AP00380183	33992R	HALVORSON, DANECA	11/27/19	326.44	MW	OH		
AP00380184	50087	HANNA INSTRUMENTS USA INC	11/27/19	1,113.73	MW	OH		
AP00380185	3702	HARRINGTON INDUSTRIAL PLASTIC	11/27/19	1,167.95	MW	OH		
AP00380186	30684	HD SUPPLY CONSTRUCTION AND	11/27/19	52.64	MW	OH		
AP00380187	54496	HEART & SOUL COMPANY	11/27/19	5,400.00	MW	OH		
AP00380188	23318	HERC RENTALS INC	11/27/19	1,980.15	MW	OH		
AP00380189	53416	HERO INDUSTRIES INC	11/27/19	1,200.00	MW	OH		
AP00380190	9049	HI TECH EVS INC	11/27/19	208.50	MW	OH		
AP00380191	32874R	HIGHLAND CONSTRUCTION	11/27/19	275.00	MW	OH		
AP00380192	54590	HOME DEPOT PRO, THE	11/27/19	1,221.97	MW	OH		
AP00380193	55141	HOWELL, DYLAN	11/27/19	1,350.00	MW	OH		
AP00380194	55142R	HP COMMUNICATIONS INC	11/27/19	5,895.00	MW	OH		

leck	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
P00380195	40583	HUTCHINSON, DARREL	11/27/19	240.00	MW	OH		
P00380196	31955	IBM CORPORATION	11/27/19	3,078.00	MW	OH		
P00380197	53167R	IN AND OUT PLUMBING	11/27/19	6,000.00	MW	OH		
P00380198	1072	IRVINE & JACHENS INC	11/27/19	193.54	MW	OH		
P00380199	55167R	JEFFERSON COUNCIL OF PTA	11/27/19	50.00	MW	OH		
P00380200	54933R	KAISER FOUNDATION HEALTH PLAN	11/27/19	12,725.00	MW	OH		
P00380201	10144	KAMAN INDUSTRIAL TECHNOLOGIES	11/27/19	35.76	MW	OH		
P00380202	55143R	KING, SYNTHIA	11/27/19	400.00	MW	OH		
P00380203	51402R	KLATT, JOHN	11/27/19	54.60	MW	OH		
P00380204	36720	KONECRANES INC	11/27/19	1,730.00	MW	OH		
P00380205	48573	KOSMONT COMPANIES	11/27/19	11,628.05	MW	OH		
P00380206	1108	L N CURTIS AND SONS	11/27/19	1,573.54	MW	OH		
P00380207	55144R	LAM, CURTIS	11/27/19	695.00	MW	OH		
P00380208	51315R	LAUDERDALE, SHANE	11/27/19	128.52	MW	OH		
P00380209	48008LAW	LAW OFFICES OF BURKE WILLIAMS	11/27/19	3,840.00	MW	OH		
P00380210	1148	LAWSON PRODUCTS INC	11/27/19	109.77	MW	OH		
P00380211	55145R	LE, DAISY	11/27/19	3,164.33	MW	OH		
P00380212	33497	LEGACY MECHANICAL & ENERGY SE	11/27/19	8,704.42	MW	OH		
P00380213	21353	LEGAL AID SOCIETY OF SAN MATE	11/27/19	5,010.24	MW	OH		
P00380214	45083	LEHR	11/27/19	6,643.40	MW	OH		
P00380215	12906LAW	LIEBERT CASSIDY WHITMORE	11/27/19	2,315.00	MW	OH		
P00380216	47136	LIFE MOVES	11/27/19	6,528.00	MW	OH		
P00380217	53240	LITTLE MANILA FOUNDATION	11/27/19	300.00	MW	OH		
P00380218	54617R	LOPEZ, JAVIER	11/27/19	400.00	MW	OH		
P00380219	49874	LOU'S GLOVES INC	11/27/19	313.20	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380220	55147R	MADRIGAL SR, OSCAR	11/27/19	400.00	MW	OH		
AP00380221	55148R	MARTINEZ, DIEGO	11/27/19	111.53	MW	OH		
AP00380222	55149R	MC CONSTRUCTION MANAGEMENT	11/27/19	13,415.00	MW	OH		
AP00380223	15393	MCMASTER CARR	11/27/19	283.13	MW	OH		
AP00380224	55150	MENLO COLLEGE	11/27/19	50.00	MW	OH		
AP00380225	48544R	MESA, HAZEL	11/27/19	400.00	MW	OH		
AP00380226	23949	METRO MOBILE COMMUNICATIONS	11/27/19	231.61	MW	OH		
AP00380227	26465	MID PENINSULA BOYS & GIRLS CL	11/27/19	12,500.00	MW	OH		
AP00380228	49476R	MOALA, JOSHUA	11/27/19	226.46	MW	OH		
AP00380229	15396	MOSS RUBBER & EQUIPMENT CORP	11/27/19	187.50	MW	OH		
AP00380230	15210	MUNICIPAL MAINTENANCE EQUIPME	11/27/19	154.50	MW	OH		
AP00380231	17654	MUSSMAN, RONALD	11/27/19	100.44	MW	OH		
AP00380232	43288	NATIONWIDE	11/27/19	495.05	MW	OH		
AP00380233	46852	NEWEGG BUSINESS INC	11/27/19	1,258.56	MW	OH		
AP00380234	15763	NORTH COAST COUNTY WATER DIST	11/27/19	50.49	MW	OH		
AP00380235	25761	NORTHERN SAFETY CO INC	11/27/19	1,062.53	MW	OH		
AP00380236	30978	OCT WATER QUALITY ACADEMY	11/27/19	9,075.00	MW	OH		
AP00380237	1055	OFFICE DEPOT	11/27/19	1,491.18	MW	OH		
AP00380238	15337	OFFICE DEPOT	11/27/19	693.54	MW	OH		
AP00380239	42500	OFFICE DEPOT	11/27/19	2,570.99	MW	OH		
AP00380240	55151R	ORTIZ, MARTINEZ ANNE	11/27/19	800.00	MW	OH		
AP00380241	10360R	PACIFIC GAS & ELECTRIC	11/27/19	3,600.00	MW	OH		
AP00380242	1216	PACIFIC GAS & ELECTRIC	11/27/19	254,602.47	MW	OH		
AP00380243	1080	PACIFIC NURSERIES	11/27/19	73.74	MW	OH		
AP00380244	29252	PACIFIC PRODUCE INC	11/27/19	1,022.55	MW	OH		

heck	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
P00380245	47934	PACIFICA PET HOSPITAL	11/27/19	98.67	MW	OH		
P00380246	40269R	PAK'S ROOFING INC	11/27/19	275.00	MW	OH		
P00380247	19627	PARKSON CORPORATION	11/27/19	1,063.22	MW	OH		
P00380248	53495	PAVEMENT ENGINEERING INC	11/27/19	4,818.75	MW	OH		
P00380249	47135	PENINSULA FAMILY SERVICE	11/27/19	5,500.00	MW	OH		
P00380250	3297	PENINSULA LIBRARY SYSTEM	11/27/19	2,413.96	MW	OH		
P00380251	1936	PENINSULA PEACE OFFICERS ASSO	11/27/19	264.60	MW	OH		
P00380252	29738	PENINSULA UNIFORMS & EQUIPMEN	11/27/19	218.83	MW	OH		
P00380253	10255MED	PERMANENTE MEDICAL GROUP INC	11/27/19	543.00	MW	OH		
P00380254	19678	PERS LONG TERM CARE PROGRAM	11/27/19	475.97	MW	OH		
P00380255	1659	PETERSON	11/27/19	253.80	MW	OH		
P00380256	31384	PFEIFER, JAMES	11/27/19	6,100.00	MW	OH		
P00380257	32428R	PICCOLOTTI, THOMAS	11/27/19	200.00	MW	OH		
P00380258	54331	PIIAN SYSTEMS LLC	11/27/19	2,795.06	MW	OH		
P00380259	55152R	PLANT FITNESS	11/27/19	5,375.00	MW	OH		
P00380260	36106	POLYDYNE INC	11/27/19	28,115.53	MW	OH		
P00380261	54462	PORAC RETIREE MEDICAL TRUST	11/27/19	10,050.00	MW	OH		
P00380262	54752	POWERSPORTS OF VALLEJO INC	11/27/19	1,878.77	MW	OH		
P00380263	14431	PRAXAIR INC	11/27/19	9,987.62	MW	OH		
P00380264	53942	PREFERRED ALLIANCE INC	11/27/19	421.80	MW	OH		
P00380265	13591	PROJECT READ	11/27/19	1,784.00	MW	OH		
P00380266	40617	PTM DOCUMENT SYSTEMS INC	11/27/19	292.66	MW	OH		
P00380267	4573	PUBLIC AGENCY RISK	11/27/19	640.00	MW	OH		
P00380268	51526	PURETEC INDUSTRIAL WATER	11/27/19	323.59	MW	OH		
P00380269	1115	R & B COMPANY	11/27/19	1,036.71	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380270	27398	R & S ERECTION NORTH PENINSUL	11/27/19	1,715.00	MW	OH		
AP00380271	12539	R A METAL PRODUCTS INC	11/27/19	159.14	MW	OH		
AP00380272	54978	RAIN FOR RENT	11/27/19	5,446.65	MW	OH		
AP00380273	55153R	RAMILO, CHARLES	11/27/19	50.00	MW	OH		
AP00380274	48668JPA	RAVNTECH CORPORATION	11/27/19	11,666.66	MW	OH		
AP00380275	40424R	RB ROOFING COMPANY	11/27/19	550.00	MW	OH		
AP00380276	50803	READYREFRESH BY NESTLE	11/27/19	265.97	MW	OH		
AP00380277	2439	RECORDED BOOKS INC	11/27/19	108.16	MW	OH		
AP00380278	41528	REDFLEX TRAFFIC SYSTEMS INC	11/27/19	22,080.00	MW	OH		
AP00380279	32503R	REES, JOSHUA	11/27/19	240.00	MW	OH		
AP00380280	4186	REGENTS UNIVERSITY OF CALIF	11/27/19	3,000.00	MW	OH		
AP00380281	51931	ROADPOST USA INC	11/27/19	651.14	MW	OH		
AP00380282	52028R	ROBERT PUNZALAN CONSTRUCTION	11/27/19	575.00	MW	OH		
AP00380283	55154R	ROQUE, ANTONIO	11/27/19	9,725.00	MW	OH		
AP00380284	46184	ROWMAN & LITTLEFIELD PUBLISHI	11/27/19	253.52	MW	OH		
AP00380285	52843R	S F UNDERGROUND	11/27/19	14,000.00	MW	OH		
AP00380286	1087	SAFETY KLEEN SYSTEMS INC	11/27/19	3,982.24	MW	OH		
AP00380287	9274	SAN FRANCISCO CHRONICLE	11/27/19	473.20	MW	OH		
AP00380288	53557	SAN FRANCISCO HARLEY DAVIDSON	11/27/19	780.00	MW	OH		
AP00380289	53704	SAN FRANCISCO ROOFING SERVICE	11/27/19	33,400.00	MW	OH		
AP00380290	31605	SAN MATEO COUNTY CLERK	11/27/19	12.00	MW	OH		
AP00380291	55168R	SAN MATEO COUNTY CLERK RECORD	11/27/19	50.00	MW	OH		
AP00380292	12544	SAN MATEO COUNTY CONTROLLERS	11/27/19	104,584.70	MW	OH		
AP00380293	1643	SAN MATEO COUNTY ENVIRONMENTA	11/27/19	1,445.00	MW	OH		
AP00380294	43158JPA	SAN MATEO COUNTY FIRE COUNTY	11/27/19	1,650.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380295	35246	SAN MATEO COUNTY SHERIFFS OFF	11/27/19	26,415.90	MW	OH		
AP00380296	G-BLACKMAN3	SAN MATEO COUNTY SHERIFF	11/27/19	312.00	MW	OH		
AP00380297	54717	SANTANA, VALERIA CRISTINA	11/27/19	1,000.00	MW	OH		
AP00380298	49441	SC FUELS	11/27/19	26,714.06	MW	OH		
AP00380299	31072R	SEVILLA, THOMAS	11/27/19	500.00	MW	OH		
AP00380300	50625R	SF CROWN ROOFING INC	11/27/19	275.00	MW	OH		
AP00380301	46550R	SHELDON, STEVE	11/27/19	4,706.24	MW	OH		
AP00380302	55155R	SHEN, YANGYANG	11/27/19	578.50	MW	OH		
AP00380303	23742	SHOE DEPOT INC	11/27/19	1,021.36	MW	OH		
AP00380304	54809R	SHU, TIMOTHY	11/27/19	1,235.00	MW	OH		
AP00380305	55156R	SITU, MIAO LING	11/27/19	1,921.01	MW	OH		
AP00380306	55157R	SIU, MING	11/27/19	6,485.00	MW	OH		
AP00380307	32237	SMART & FINAL STORES LLC	11/27/19	1,109.63	MW	OH		
AP00380308	18862R	SMELLY MELS PLUMBING INC	11/27/19	6,000.00	MW	OH		
AP00380309	55158R	SOUTH BAY DENTAL CENTER II	11/27/19	50.00	MW	OH		
AP00380310	2643	SPARTAN MOTORS USA INC	11/27/19	2,814.99	MW	OH		
AP00380311	20534	ST FRANCIS ELECTRIC INC	11/27/19	10,470.00	MW	OH		
AP00380312	37940	STANDARD PLUMBING SUPPLY CO	11/27/19	369.07	MW	OH		
~~AP00380313~~	~~50386~~	~~STATE WATER RESOURCES CONTROL~~	~~11/27/19~~	~~292,167.38~~	~~MW~~	~~OH~~		
AP00380314	9339	STATE WATER RESOURCES CONTROL	11/27/19	41,528.00	MW	OH		
AP00380315	3613	STATIONARY ENGINEERS LOCAL 39	11/27/19	1,356.72	MW	OH		
AP00380316	30456R	STUHLER, BOB	11/27/19	200.00	MW	OH		
AP00380317	54045	SUNRISE ENVIRONMENTAL	11/27/19	509.47	MW	OH		
AP00380318	18334	SUPERION LLC	11/27/19	160.00	MW	OH		
AP00380319	51439	SWEET DELIGHT BAKERY	11/27/19	62.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380320	55159R	TA, BARRY	11/27/19	1,625.00	MW	OH		
AP00380321	55160R	TAMBANILLO, GERALDINE	11/27/19	400.00	MW	OH		
AP00380322	43479	TEAM NORTH CONSTRUCTION SERVI	11/27/19	1,307.97	MW	OH		
AP00380323	2798	TEAMSTERS LOCAL 856	11/27/19	3,586.00	MW	OH		
AP00380324	53562	TEC HELP FLEET TRAINING	11/27/19	850.00	MW	OH		
AP00380325	55161R	TECTONIC BUILDERS CORP	11/27/19	5,975.00	MW	OH		
AP00380326	13852	TELECOMMUNICATIONS ENGINEERIN	11/27/19	3,544.80	MW	OH		
AP00380327	42970JPA	TELECOMMUNICATIONS ENGINEERIN	11/27/19	16,053.00	MW	OH		
AP00380328	54821R	THE GB GROUP INC	11/27/19	1,420.00	MW	OH		
AP00380329	1201	THOMSON REUTERS WEST	11/27/19	2,381.86	MW	OH		
AP00380330	11522	UNDERGROUND SERVICE ALERT	11/27/19	6,305.30	MW	OH		
AP00380331	28123	UNITED RENTALS NORTH AMERICA	11/27/19	2,661.50	MW	OH		
AP00380332	31745	UNITED SITE SERVICES OF CALIF	11/27/19	170.52	MW	OH		
AP00380333	32209	UNIVAR USA INC	11/27/19	9,191.65	MW	OH		
AP00380334	3904	UPS	11/27/19	18.97	MW	OH		
AP00380335	7873	URBAN FARMER STORE, THE	11/27/19	118.17	MW	OH		
AP00380336	46998	UTILITY TELECOM GROUP LLC	11/27/19	1,569.84	MW	OH		
AP00380337	47099JPA	UTILITY TELECOM GROUP LLC	11/27/19	5,223.73	MW	OH		
AP00380338	55163R	VALDES, CHRISTINA	11/27/19	275.00	MW	OH		
AP00380339	55162R	VALENCIA, HERMELINDA	11/27/19	116.46	MW	OH		
AP00380340	5661	VALS RESTAURANT & LOUNGE	11/27/19	214.90	MW	OH		
AP00380341	1579	VWR INTERNATIONAL LLC	11/27/19	1,272.37	MW	OH		
AP00380342	36355	WASTEWATER SOLUTIONS INC	11/27/19	4,125.00	MW	OH		
AP00380343	50485	WAVE BROADBAND	11/27/19	1,434.80	MW	OH		
AP00380344	49392R	WEI LI CONSTRUCTION	11/27/19	4,044.38	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380345	29517	WEST LIGHT SUPPLY COMPANY INC	11/27/19	2,312.35	MW	OH		
AP00380346	1095	WESTLAKE ECO SOFT-TOUCH	11/27/19	601.50	MW	OH		
AP00380347	18388JPA	WOODSIDE FIRE PROTECTION DIST	11/27/19	1,650.00	MW	OH		
AP00380348	53526R	XIE, QI HUA	11/27/19	4,884.89	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	1,878,168.06	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	1,878,168.06		

LESS CANCELED CHECKS:

AP00380313	50386	STATE WATER RESOURCE CONTROL	11/27/19	292,167.38
				$ 1,586,000.68

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380349	1101	AT&T	11/28/19	256.18	MW	OH		
AP00380350	50386	STATE WATER RESOURCES CONTROL	11/28/19	288,878.38	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	289,134.56	Number of Checks Processed:	2
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	289,134.56		

CITY OF DALY CITY
CHECK REGISTERS
FOR THE MONTH OF DECEMBER 2019

12/05/2019
CHECKS ISSUED - #380351 TO 3380352
CANCELLED CHECK - NONE
VOID CHECK - NONE

12/11/2019
CHASE CREDIT CARD - N/A – Electronic Payment

12/11/19
CHECKS ISSUED - #380353 TO 380607
CANCELLED CHECK - #380371, 380374, 380376, 380378, 380601
VOID CHECK - NONE

12/13/19
CHECKS ISSUED - #380608 TO 380620
CANCELLED CHECK - #380618
VOID CHECK - NONE

12/14/2019
CHECKS ISSUED - #380621
CANCELLED CHECK - NONE
VOID CHECK - NONE

12/20/2019
CHECKS ISSUED - #380622 TO 380862
CANCELLED CHECK - NONE
VOID CHECK - NONE

12/20/2019
CHECKS ISSUED - #380863
CANCELLED CHECK - NONE
VOID CHECK - NONE

AUDITED_____ DEPUTY FINANCE DIRECTOR

APPROVED_____CITY MANAGER

APPROVED_____MAYOR

APPROVED_____VICE MAYOR

ACCOUNTS PAYABLE CHECK RUN SUMMARY
FISCAL YEAR 2019-2020

	MONTH	TOTAL
2019	July	$ 7,801,241.60
	August	8,749,338.00
	September	5,910,518.69
	October	6,620,395.03
	November	5,830,383.97
	December	$ 4,008,506.69
2020	January	
	February	
	March	
	April	
	May	
	June	
	TOTAL	**$ 38,920,383.98**

DECEMBER 2019 BREAK DOWN OF EXPENSES BY FUND

Fund	Total for Month	Total for Year	% of Total
General Fund	$ 1,148,876.06	$ 12,060,426.31	31.0%
Gas Tax Fund	230,924.23	3,732,103.99	9.6%
Utility/Enterprise Funds	2,628,706.40	23,127,853.68	59.4%
Total:	**$ 4,008,506.69**	**$ 38,920,383.98**	100.0%

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380351	55169R	GUINGONA, JACQUELINE	12/05/19	2,482.55	MW	OH		
AP00380352	3904	UPS	12/05/19	14.62	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	2,497.17	Number of Checks Processed:	2
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	2,497.17		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
CB00121119	49024	JP MORGAN CHASE BANK N	12/11/19	35,740.70	HW	TR		Hand Written

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	0.00	Number of Checks Processed:	0
Total Hand Written	35,740.70	Number of Checks Processed:	1
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	35,740.70		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380353	35125	A BLACK TIE AFFAIR INC	12/11/19	1,583.23	MW	OH		
AP00380354	34666	AD BRAKES	12/11/19	231.05	MW	OH		
AP00380355	1514	ADAM HILL COMPANY, THE	12/11/19	2,736.54	MW	OH		
AP00380356	13854	AECO SYSTEMS INC	12/11/19	2,931.55	MW	OH		
AP00380357	39256	AIR EXCHANGE INC	12/11/19	393.57	MW	OH		
AP00380358	1025	ALHAMBRA	12/11/19	358.58	MW	OH		
AP00380359	49642	ALL CITY MANAGEMENT SERVICES	12/11/19	6,284.30	MW	OH		
AP00380360	37095	ALL INDUSTRIAL ELECTRIC SUPPL	12/11/19	9,217.29	MW	OH		
AP00380361	22125	ALTEC INDUSTRIES INC	12/11/19	273.00	MW	OH		
AP00380362	40755	AMAZON	12/11/19	3,219.56	MW	OH		
AP00380363	37512	AMBROSE FLOORING LLC	12/11/19	2,925.00	MW	OH		
AP00380364	2083	AMERICA COPY & PRINTING CO	12/11/19	273.13	MW	OH		
AP00380365	38846	AMERICAN MESSAGING	12/11/19	29.08	MW	OH		
AP00380366	42310	AMERINAT	12/11/19	391.00	MW	OH		
AP00380367	35696	AMERIPRIDE	12/11/19	1,181.88	MW	OH		
AP00380368	51996R	ANDREWS, ANTHONY	12/11/19	100.00	MW	OH		
AP00380369	24868	ANIXTER INC	12/11/19	2,992.43	MW	OH		
AP00380370	55171R	ARCEO, GODOFREDO	12/11/19	400.00	MW	OH		
~~AP00380371~~	~~6413~~	~~AT&T~~	~~12/11/19~~	~~4,906.99~~	~~MW~~	~~OH~~		
AP00380372	6413	AT&T	12/11/19	303.34	MW	OH		
AP00380373	6413	AT&T	12/11/19	58.31	MW	OH		
~~AP00380374~~	~~6413~~	~~AT&T~~	~~12/11/19~~	~~151.92~~	~~MW~~	~~OH~~		
AP00380375	6413	AT&T	12/11/19	1,274.27	MW	OH		
~~AP00380376~~	~~6413~~	~~AT&T~~	~~12/11/19~~	~~55.41~~	~~MW~~	~~OH~~		
AP00380377	6413	AT&T	12/11/19	165.95	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
~~AP00380378~~	~~6413~~	~~AT&T~~	~~12/11/19~~	~~55.41~~	~~MW~~	~~OH~~		
AP00380379	53625	AVENU MUNISERVICES LLC	12/11/19	1,000.00	MW	OH		
AP00380380	2495	BARKER BLUE DIGITAL IMAGING	12/11/19	815.07	MW	OH		
AP00380381	20919	BAUER COMPRESSORS INC	12/11/19	1,810.23	MW	OH		
AP00380382	41728R	BAUTISTA, RONALD	12/11/19	150.00	MW	OH		
AP00380383	7950	BAY AREA AIR QUALITY MANAGEME	12/11/19	359.00	MW	OH		
AP00380384	1562	BAY AREA WATER SUPPLY & CONSE	12/11/19	2,500.00	MW	OH		
AP00380385	55172R	BERNABE, PAUL	12/11/19	400.00	MW	OH		
AP00380386	19200	BIRITE FOODSERVICE DISTRIBUTO	12/11/19	1,076.07	MW	OH		
AP00380387	54880	BK DEMOLITION LLC	12/11/19	7,950.00	MW	OH		
AP00380388	53500	BRIOTIX LP	12/11/19	1,198.00	MW	OH		
AP00380389	21300	BRISBANE RECYCLING CO INC	12/11/19	1,000.00	MW	OH		
AP00380390	3349	BROADMOOR LANDSCAPE SUPPLY	12/11/19	1,055.90	MW	OH		
AP00380391	55173R	BROWN & TOLAND PHYSICIANS	12/11/19	400.00	MW	OH		
AP00380392	48259	BWNVT MOTORS INC	12/11/19	9,623.95	MW	OH		
AP00380393	2396	C M AMOS PRINTING COMPANY	12/11/19	397.29	MW	OH		
AP00380394	33981	CAGWIN & DORWARD	12/11/19	335.00	MW	OH		
AP00380395	42973	CAL SIGNAL CORP	12/11/19	1,048.80	MW	OH		
AP00380396	36927	CALCON SYSTEMS INC	12/11/19	47,429.81	MW	OH		
AP00380397	37646	CALIFORNIA STATE UNIVERSITY E	12/11/19	325.00	MW	OH		
AP00380398	1196	CALIFORNIA WATER SERVICE COMP	12/11/19	175.64	MW	OH		
AP00380399	13349	CALPICO INC	12/11/19	180.39	MW	OH		
AP00380400	20535	CAROLLO ENGINEERS	12/11/19	36,363.86	MW	OH		
AP00380401	28636	CDW GOVERNMENT INC	12/11/19	4,643.31	MW	OH		
AP00380402	2930	CED CONTRACTORS SF	12/11/19	70.15	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380403	10299JPA	CENTRAL COUNTY FIRE DEPARTMEN	12/11/19	22,231.67	MW	OH		
AP00380404	51407R	CHAN, RAYMOND	12/11/19	400.00	MW	OH		
AP00380405	55174R	CHANG, NELIA	12/11/19	400.00	MW	OH		
AP00380406	55175R	CHANG, ZARNEE	12/11/19	400.00	MW	OH		
AP00380407	55176R	CHENG, BECKY	12/11/19	3,112.60	MW	OH		
AP00380408	3678	CINTAS CORPORATION #464	12/11/19	4,895.60	MW	OH		
AP00380409	35395	CITY AUTO SUPPLY	12/11/19	6,176.13	MW	OH		
AP00380410	46465JPA	CITY OF BELMONT	12/11/19	5,357.50	MW	OH		
AP00380411	13126	CITY OF BRISBANE	12/11/19	3,237.75	MW	OH		
AP00380412	6649JPA	CITY OF BRISBANE	12/11/19	3,389.33	MW	OH		
AP00380413	2799	CITY OF DALY CITY	12/11/19	11,729.30	MW	OH		
AP00380414	43155JPA	CITY OF DALY CITY	12/11/19	13,677.42	MW	OH		
AP00380415	5342JPA	CITY OF FOSTER CITY	12/11/19	5,892.42	MW	OH		
AP00380416	28211	CITY OF PACIFICA	12/11/19	6,475.50	MW	OH		
AP00380417	6034JPA	CITY OF PACIFICA	12/11/19	4,888.00	MW	OH		
AP00380418	1423	CITY OF REDWOOD CITY	12/11/19	600.00	MW	OH		
AP00380419	6579JPA	CITY OF REDWOOD CITY	12/11/19	10,204.75	MW	OH		
AP00380420	20562JPA	CITY OF SAN BRUNO	12/11/19	3,568.58	MW	OH		
AP00380421	46083JPA	CITY OF SAN CARLOS	12/11/19	6,008.67	MW	OH		
AP00380422	25816JPA	CITY OF SAN MATEO	12/11/19	14,993.58	MW	OH		
AP00380423	20045	CLEANSMART SOLUTIONS INC	12/11/19	3,056.61	MW	OH		
AP00380424	18465	CLEARLITE TROPHIES	12/11/19	65.55	MW	OH		
AP00380425	51892R	CLINKSCALES, TYRELL	12/11/19	204.35	MW	OH		
AP00380426	25819JPA	COLMA FIRE PROTECTION DISTRIC	12/11/19	2,968.08	MW	OH		
AP00380427	42205	COLMA FIREMEN'S SOCIAL CLUB	12/11/19	150.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380428	34153	COMCAST	12/11/19	28.16	MW	OH		
AP00380429	51634	COMCAST	12/11/19	69.95	MW	OH		
AP00380430	52652	COMCAST	12/11/19	153.42	MW	OH		
AP00380431	40882RJPA	COMER, SHERYL	12/11/19	174.23	MW	OH		
AP00380432	12578	COMPLETE LINEN SERVICE INC	12/11/19	105.35	MW	OH		
AP00380433	55030	CONEXWEST	12/11/19	3,805.00	MW	OH		
AP00380434	40168	CORELOGIC	12/11/19	67.00	MW	OH		
AP00380435	51167R	COSGROVE, JOSHUA	12/11/19	103.27	MW	OH		
AP00380436	1053	CPS HR CONSULTING	12/11/19	1,196.00	MW	OH		
AP00380437	48323	CRYSTAL CREAMERY	12/11/19	326.63	MW	OH		
AP00380438	28906	CSG CONSULTANTS INC	12/11/19	902.50	MW	OH		
AP00380439	19907	CWEA-TCP	12/11/19	89.00	MW	OH		
AP00380440	1836	DAILY JOURNAL CORPORATION	12/11/19	1,342.50	MW	OH		
AP00380441	53763	DALY CITY BASEBALL ASSOCIATIO	12/11/19	1,297.50	MW	OH		
AP00380442	1414	DALY CITY CENTRAL CASHIER	12/11/19	1,365.10	MW	OH		
AP00380443	7817	DANS DRILLING & FENCING INC	12/11/19	1,680.00	MW	OH		
AP00380444	51806	DAVID J POWERS & ASSOCIATES I	12/11/19	1,536.50	MW	OH		
AP00380445	48981	DC FROST ASSOCIATES INC	12/11/19	10,587.83	MW	OH		
AP00380446	55177R	DEL SARTO, ALFRED P	12/11/19	985.00	MW	OH		
AP00380447	55179R	DELAVEGA, ROANN	12/11/19	400.00	MW	OH		
AP00380448	40212	DEPARTMENT OF INDUSTRIAL RELA	12/11/19	225.00	MW	OH		
AP00380449	20552	DEWEY PEST CONTROL INC	12/11/19	4,316.54	MW	OH		
AP00380450	55178R	DISPO, CHRISTOPHER	12/11/19	400.00	MW	OH		
AP00380451	55180R	DULAY, JOHANNA	12/11/19	400.00	MW	OH		
AP00380452	1061	DUNN EDWARDS CORPORATION	12/11/19	251.13	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380453	53261	DUST FREE PC LLC	12/11/19	727.40	MW	OH		
AP00380454	48177	EAST BAY TIRE CO	12/11/19	335.36	MW	OH		
AP00380455	1347	EBSCO INFORMATION SERVICES	12/11/19	12,054.56	MW	OH		
AP00380456	40611	ECMS INC	12/11/19	2,082.72	MW	OH		
AP00380457	53529	EISEN LETUNIC	12/11/19	19,547.50	MW	OH		
AP00380458	51834	EMERGENCY REPORTING	12/11/19	643.58	MW	OH		
AP00380459	53697	ENDRESS AND HAUSER INC	12/11/19	1,450.39	MW	OH		
AP00380460	44735	ENVIRONMENTAL EXPRESS INC	12/11/19	1,853.15	MW	OH		
AP00380461	26327	EWING IRRIGATION PRODUCTS INC	12/11/19	2,010.90	MW	OH		
AP00380462	17884	FEDEX	12/11/19	6.63	MW	OH		
AP00380463	1383	FEDEX*	12/11/19	68.02	MW	OH		
AP00380464	9922	FERGUSON ENTERPRISES INC #332	12/11/19	442.59	MW	OH		
AP00380465	52678	FERGUSON GROUP LLC, THE	12/11/19	6,500.00	MW	OH		
AP00380466	51955	FERGUSON WELDING SERVICE INC	12/11/19	698.50	MW	OH		
AP00380467	1765	FIDELITY NATIONAL TITLE INSUR	12/11/19	400.00	MW	OH		
AP00380468	19787	FIRST CHOICE COFFEE SERVICES	12/11/19	203.09	MW	OH		
AP00380469	48009	GALE CENGAGE LEARNING	12/11/19	200.08	MW	OH		
AP00380470	26781	GARCIA, JOSE	12/11/19	113.35	MW	OH		
AP00380471	53703	GATES & ASSOCIATES	12/11/19	6,480.00	MW	OH		
AP00380472	48247	GCS ENVIRONMENTAL EQUIPMENT S	12/11/19	2,786.74	MW	OH		
AP00380473	34864	GOLDEN STATE FLOW MEASUREMENT	12/11/19	344.58	MW	OH		
AP00380474	30509	GOODYEAR COMMERCIAL TIRE & SE	12/11/19	2,645.90	MW	OH		
AP00380475	27059	GOOMBAH'S EMBROIDERY	12/11/19	530.24	MW	OH		
AP00380476	31925	GOVCONNECTION INC	12/11/19	77.90	MW	OH		
AP00380477	1754	GRAINGER INC	12/11/19	2,040.36	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380478	1571	GRANITEROCK	12/11/19	333.15	MW	OH		
AP00380479	55181R	GUEVARA, YEIMY	12/11/19	400.00	MW	OH		
AP00380480	2223	HACH COMPANY	12/11/19	2,635.37	MW	OH		
AP00380481	55182R	HADDEN, ADELAIDA	12/11/19	267.92	MW	OH		
AP00380482	3702	HARRINGTON INDUSTRIAL PLASTIC	12/11/19	1,254.04	MW	OH		
AP00380483	1980	HARRISON & BONINI INC	12/11/19	617.10	MW	OH		
AP00380484	23318	HERC RENTALS INC	12/11/19	1,980.15	MW	OH		
AP00380485	9049	HI TECH EVS INC	12/11/19	111.57	MW	OH		
AP00380486	54590	HOME DEPOT PRO, THE	12/11/19	3,390.94	MW	OH		
AP00380487	26844	HOPKINS TECHNICAL PRODUCTS IN	12/11/19	946.50	MW	OH		
AP00380488	55183R	HUERTAS, YOLANDA	12/11/19	400.00	MW	OH		
AP00380489	37867R	HUEY, JUDY	12/11/19	322.02	MW	OH		
AP00380490	41818	HUNTINGTON COURT REPORTERS	12/11/19	552.36	MW	OH		
AP00380491	40583	HUTCHINSON, DARREL	12/11/19	480.00	MW	OH		
AP00380492	12438	ICMA	12/11/19	1,400.00	MW	OH		
AP00380493	53460	INDEPENDENT CODE CONSULTANTS	12/11/19	2,880.00	MW	OH		
AP00380494	48933	INFOSEND INC	12/11/19	7,702.65	MW	OH		
AP00380495	31781	INNOVATIVE CLAIM SOLUTIONS	12/11/19	13,905.00	MW	OH		
AP00380496	38914	J P COOKE COMPANY	12/11/19	109.27	MW	OH		
AP00380497	25311	JOHNSON CONTROLS SECURITY SOL	12/11/19	1,885.27	MW	OH		
AP00380498	29633	KELLY MOORE PAINT COMPANY INC	12/11/19	138.97	MW	OH		
AP00380499	39604	KIMBALL MIDWEST	12/11/19	2,708.76	MW	OH		
AP00380500	33914	KOFFLER ELECTRICAL MECHANICAL	12/11/19	1,408.79	MW	OH		
AP00380501	1108	L N CURTIS AND SONS	12/11/19	243.63	MW	OH		
AP00380502	48008LAW	LAW OFFICES OF BURKE WILLIAMS	12/11/19	12,240.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380503	33497	LEGACY MECHANICAL & ENERGY SE	12/11/19	2,328.59	MW	OH		
AP00380504	29200	LEGAL SHIELD	12/11/19	352.94	MW	OH		
AP00380505	45083	LEHR	12/11/19	41.73	MW	OH		
AP00380506	12906LAW	LIEBERT CASSIDY WHITMORE	12/11/19	6,280.00	MW	OH		
AP00380507	29332	LORAL LANDSCAPING	12/11/19	2,615.00	MW	OH		
AP00380508	52034	LUCITY INC	12/11/19	281.25	MW	OH		
AP00380509	27066	MANAGED HEALTH NETWORK	12/11/19	1,857.60	MW	OH		
AP00380510	55184R	MATAVAO, TALA	12/11/19	400.00	MW	OH		
AP00380511	18331	MCCARTHY, KEVIN	12/11/19	217.35	MW	OH		
AP00380512	55185R	MENGUITO, MERCIDITAS	12/11/19	350.00	MW	OH		
AP00380513	25805JPA	MENLO PARK FIRE PROTECTION DI	12/11/19	19,454.83	MW	OH		
AP00380514	23949	METRO MOBILE COMMUNICATIONS	12/11/19	1,545.00	MW	OH		
AP00380515	49436REN	MKD CEDAR HILL LLC	12/11/19	5,681.03	MW	OH		
AP00380516	27389	MOORE IACOFANO GOLTSMAN INC	12/11/19	27,539.55	MW	OH		
AP00380517	54757	MSI FUEL MANAGEMENT	12/11/19	829.04	MW	OH		
AP00380518	15210	MUNICIPAL MAINTENANCE EQUIPME	12/11/19	219.94	MW	OH		
AP00380519	53628	NEW ALPHA TWO INC	12/11/19	420.00	MW	OH		
AP00380520	46852	NEWEGG BUSINESS INC	12/11/19	917.62	MW	OH		
AP00380521	52324R	NEWTON, CAMERON	12/11/19	1,583.89	MW	OH		
AP00380522	54671	NG, JENNIFER	12/11/19	105.00	MW	OH		
AP00380523	25761	NORTHERN SAFETY CO INC	12/11/19	300.75	MW	OH		
AP00380524	51140R	NUUSA, LISA	12/11/19	400.00	MW	OH		
AP00380525	54672	OCEAN TREASURES SERVICING INC	12/11/19	327.13	MW	OH		
AP00380526	40765RJPA	ODLE, JOHN	12/11/19	29.37	MW	OH		
AP00380527	1055	OFFICE DEPOT	12/11/19	764.98	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380528	15337	OFFICE DEPOT	12/11/19	76.99	MW	OH		
AP00380529	42500	OFFICE DEPOT	12/11/19	3,395.19	MW	OH		
AP00380530	42838	PACE SUPPLY CORP	12/11/19	138.01	MW	OH		
AP00380531	55186R	PACHECO, CARLOS	12/11/19	400.00	MW	OH		
AP00380532	15483	PACIFIC COAST SEED INC	12/11/19	340.35	MW	OH		
AP00380533	1216	PACIFIC GAS & ELECTRIC	12/11/19	30,802.70	MW	OH		
AP00380534	29252	PACIFIC PRODUCE INC	12/11/19	1,070.65	MW	OH		
AP00380535	53940R	PENTECOSTALS OF SAN FRANCISCO	12/11/19	400.00	MW	OH		
AP00380536	1314	PERSONAL AWARDS INC	12/11/19	65.70	MW	OH		
AP00380537	31384	PFEIFER, JAMES	12/11/19	13,985.00	MW	OH		
AP00380538	54331	PIIAN SYSTEMS LLC	12/11/19	5,446.69	MW	OH		
AP00380539	47186	PIRTEK SFO	12/11/19	210.16	MW	OH		
AP00380540	25817JPA	POINT MONTARA HALF MOON BAY F	12/11/19	9,857.25	MW	OH		
AP00380541	55191	POLLACK PEACEBUILDING SYSTEMS	12/11/19	500.00	MW	OH		
AP00380542	36106	POLYDYNE INC	12/11/19	24,717.42	MW	OH		
AP00380543	54752	POWERSPORTS OF VALLEJO INC	12/11/19	1,292.82	MW	OH		
AP00380544	16440	PRAXAIR DISTRIBUTION INC	12/11/19	74.79	MW	OH		
AP00380545	14431	PRAXAIR INC	12/11/19	28,431.55	MW	OH		
AP00380546	30986	PUBLIC RISK MANAGEMENT ASSOCI	12/11/19	385.00	MW	OH		
AP00380547	55187R	QUACH, DON DUONG	12/11/19	139.00	MW	OH		
AP00380548	49840	QUALITY CONTROL SERVICES INC	12/11/19	510.00	MW	OH		
AP00380549	1115	R & B COMPANY	12/11/19	2,604.61	MW	OH		
AP00380550	27398	R & S ERECTION NORTH PENINSUL	12/11/19	315.00	MW	OH		
AP00380551	12539	R A METAL PRODUCTS INC	12/11/19	184.38	MW	OH		
AP00380552	54978	RAIN FOR RENT	12/11/19	1,238.62	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380553	48668JPA	RAVNTECH CORPORATION	12/11/19	3,803.35	MW	OH		
AP00380554	50803	READYREFRESH BY NESTLE	12/11/19	134.78	MW	OH		
AP00380555	2439	RECORDED BOOKS INC	12/11/19	108.16	MW	OH		
AP00380556	1200	REPUBLIC SERVICES OF NORTH AM	12/11/19	1,138,333.80	MW	OH		
AP00380557	53010	RESCUE ROOFING COMPANY	12/11/19	13,200.00	MW	OH		
AP00380558	55053R	REYES, COSME	12/11/19	400.00	MW	OH		
AP00380559	51931	ROADPOST USA INC	12/11/19	653.85	MW	OH		
AP00380560	55127	ROCK LINE PRODUCTS INC	12/11/19	584.37	MW	OH		
AP00380561	13761	ROSS RECREATION EQUIPMENT INC	12/11/19	672.39	MW	OH		
AP00380562	52843R	S F UNDERGROUND	12/11/19	35,000.00	MW	OH		
AP00380563	1087	SAFETY KLEEN SYSTEMS INC	12/11/19	30.00	MW	OH		
AP00380564	9274	SAN FRANCISCO CHRONICLE	12/11/19	473.20	MW	OH		
AP00380565	53557	SAN FRANCISCO HARLEY DAVIDSON	12/11/19	130.04	MW	OH		
AP00380566	51614	SAN MATEO CART SERVICE	12/11/19	750.00	MW	OH		
AP00380567	43158JPA	SAN MATEO COUNTY FIRE COUNTY	12/11/19	16,570.00	MW	OH		
AP00380568	1790	SAN MATEO COUNTY TRANSIT DIST	12/11/19	38,573.33	MW	OH		
AP00380569	28445R	SANCHEZ, JOHN	12/11/19	1,097.05	MW	OH		
AP00380570	55190	SANTA CLARA UNIVERSTIY	12/11/19	375.00	MW	OH		
AP00380571	54717	SANTANA, VALERIA CRISTINA	12/11/19	800.00	MW	OH		
AP00380572	49441	SC FUELS	12/11/19	26,151.82	MW	OH		
AP00380573	1111	SF - WATER	12/11/19	243,460.90	MW	OH		
AP00380574	41749R	SHAH, HASSAN	12/11/19	215.00	MW	OH		
AP00380575	23742	SHOE DEPOT INC	12/11/19	1,043.08	MW	OH		
AP00380576	49695	SHRED IT USA	12/11/19	486.33	MW	OH		
AP00380577	52666	SHRED WORKS INC	12/11/19	65.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380578	30843R	SMAZENKO, BRIAN	12/11/19	254.88	MW	OH		
AP00380579	50423R	STATE FARM INSURANCE COMPANY	12/11/19	13,618.87	MW	OH		
AP00380580	50386	STATE WATER RESOURCES CONTROL	12/11/19	3,289.00	MW	OH		
AP00380581	46821R	SUNGA, JENNETH	12/11/19	400.00	MW	OH		
AP00380582	51439	SWEET DELIGHT BAKERY	12/11/19	1,389.50	MW	OH		
AP00380583	15547R	SYLVESTER, GLENN	12/11/19	1,255.47	MW	OH		
AP00380584	29237	SYNAGRO WEST LLC	12/11/19	11,576.18	MW	OH		
AP00380585	42970JPA	TELECOMMUNICATIONS ENGINEERIN	12/11/19	16,053.00	MW	OH		
AP00380586	1787	TELSTAR INSTRUMENTS INC	12/11/19	876.00	MW	OH		
AP00380587	37637	ULINE INC	12/11/19	728.70	MW	OH		
AP00380588	28123	UNITED RENTALS NORTH AMERICA	12/11/19	2,905.18	MW	OH		
AP00380589	50490	UNITEDHEALTHCARE INSURANCE CO	12/11/19	326.97	MW	OH		
AP00380590	32209	UNIVAR USA INC	12/11/19	4,565.17	MW	OH		
AP00380591	24531	US BANK	12/11/19	1,300.00	MW	OH		
AP00380592	46998	UTILITY TELECOM GROUP LLC	12/11/19	1,586.45	MW	OH		
AP00380593	55188R	VALLE, NORELYN	12/11/19	400.00	MW	OH		
AP00380594	5661	VALS RESTAURANT & LOUNGE	12/11/19	96.80	MW	OH		
AP00380595	29329	VERIZON WIRELESS SERVICES LLC	12/11/19	55.39	MW	OH		
AP00380596	1579	VWR INTERNATIONAL LLC	12/11/19	869.52	MW	OH		
AP00380597	38176	W BRADLEY ELECTRIC INC	12/11/19	90,315.79	MW	OH		
AP00380598	12788	WALKERS HYDRAULICS INC	12/11/19	500.00	MW	OH		
AP00380599	3691	WECO INDUSTRIES LLC	12/11/19	134.84	MW	OH		
AP00380600	49085	WEST COAST ARBORISTS INC	12/11/19	23,277.80	MW	OH		
~~AP00380601~~	~~29517~~	~~WEST LIGHT SUPPLY COMPANY INC~~	~~12/11/19~~	~~187.64~~	~~MW~~	~~OH~~		
AP00380602	54904	WESTERN AUDIO/VIDEO INC	12/11/19	35,606.34	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380603	48425MED	WILLIAM J FEISTER PH D	12/11/19	400.00	MW	OH		
AP00380604	54330	WILLIAMS SCOTSMAN INC	12/11/19	428.06	MW	OH		
AP00380605	18388JPA	WOODSIDE FIRE PROTECTION DIST	12/11/19	11,273.92	MW	OH		
AP00380606	55189R	ZAYDMAN, SAM	12/11/19	527.96	MW	OH		
AP00380607	31451	ZEIGER ENGINEERS INC	12/11/19	1,138.00	MW	OH		

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

Total Void Machine Written	0.00	Number of Checks Processed:	0
Total Void Hand Written	0.00	Number of Checks Processed:	0
Total Machine Written	2,401,121.61	Number of Checks Processed:	255
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	2,401,121.61		

LESS CANCELED CHECKS:

AP00380371	6413	AT&T	12/11/19	4,906.99
AP00380374	6413	AT&T	12/11/19	151.92
AP00380376	6413	AT&T	12/11/19	55.41
AP00380378	6413	AT&T	12/11/19	55.41
AP00380601	29517	WEST LIGHT SUPPLU COMPANY	12/11/19	187.64
				$2,395,764.24

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380608	6413	AT&T	12/13/19	3,111.74	MW	OH		
AP00380609	6413	AT&T	12/13/19	1,026.51	MW	OH		
AP00380610	6413	AT&T	12/13/19	63.95	MW	OH		
AP00380611	6413	AT&T	12/13/19	166.23	MW	OH		
AP00380612	6413	AT&T	12/13/19	690.48	MW	OH		
AP00380613	6413	AT&T	12/13/19	110.82	MW	OH		
AP00380614	G-HOLMES	FRANCHISE TAX BOARD	12/13/19	200.00	MW	OH		
AP00380615	37094	LEXISNEXIS RISK DATA MANAGEME	12/13/19	510.00	MW	OH		
AP00380616	19678	PERS LONG TERM CARE PROGRAM	12/13/19	484.24	MW	OH		
AP00380617	G-BLACKMAN3	SAN MATEO COUNTY SHERIFF	12/13/19	312.00	MW	OH		
~~AP00380618~~	~~1111~~	~~SF - WATER~~	~~12/13/19~~	~~454,972.63~~	~~MW~~	~~OH~~		
AP00380619	9339	STATE WATER RESOURCES CONTROL	12/13/19	35,577.00	MW	OH		
AP00380620	29517	WEST-LITE SUPPLY COMPANY INC	12/13/19	187.64	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	497,413.24	Number of Checks Processed:	13
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	497,413.24		

LESS CANCELED CHECKS:

AP00380618	9339	SF - WATER	12/13/19	454,972.63
				$ 42,440.61

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380621	1111	SF - WATER	12/14/19	454,972.63	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	454,972.63	Number of Checks Processed:	1
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	454,972.63		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380622	46218R	24/7 ROOTER & PLUMBING SERVIC	12/20/19	4,500.00	MW	OH		
AP00380623	54883	AARDVARK	12/20/19	2,525.72	MW	OH		
AP00380624	13334	ABBEY PARTY RENTS INC	12/20/19	5,698.56	MW	OH		
AP00380625	32391R	AGUIRRE III, BALTAZAR	12/20/19	746.22	MW	OH		
AP00380626	29880	AIRGAS USA LLC	12/20/19	120.90	MW	OH		
AP00380627	48347	ALAMEDA COUNTY SHERIFF'S OFFI	12/20/19	300.00	MW	OH		
AP00380628	1025	ALHAMBRA	12/20/19	738.80	MW	OH		
AP00380629	49642	ALL CITY MANAGEMENT SERVICES	12/20/19	3,711.06	MW	OH		
AP00380630	39657	ALL STAR GLASS	12/20/19	526.33	MW	OH		
AP00380631	22544	ALLSTAR FIRE EQUIPMENT INC	12/20/19	267.66	MW	OH		
AP00380632	37116	ALPHA ANALYTICAL LABORATORIES	12/20/19	6,930.50	MW	OH		
AP00380633	14988	AMERICAN TOWER CORPORATION	12/20/19	7,745.67	MW	OH		
AP00380634	35696	AMERIPRIDE	12/20/19	920.17	MW	OH		
AP00380635	46585	ANTHEM BLUE CROSS	12/20/19	88.10	MW	OH		
AP00380636	46585	ANTHEM BLUE CROSS	12/20/19	100.40	MW	OH		
AP00380637	1259	ARAMARK UNIFORM SERVICES INC	12/20/19	390.85	MW	OH		
AP00380638	53563	ARANDA, MILI	12/20/19	122.40	MW	OH		
AP00380639	54722R	ARENAS, ROSSANA	12/20/19	400.00	MW	OH		
AP00380640	1101	AT&T	12/20/19	256.18	MW	OH		
AP00380641	47003	AT&T	12/20/19	85.60	MW	OH		
AP00380642	6413	AT&T	12/20/19	7.26	MW	OH		
AP00380643	6413	AT&T	12/20/19	7.26	MW	OH		
AP00380644	6413	AT&T	12/20/19	2,572.28	MW	OH		
AP00380645	48722R	AU ENERGY LLC	12/20/19	234.00	MW	OH		
AP00380646	49645	BADGE FRAME INC	12/20/19	41.29	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380647	1232	BAKER & TAYLOR COMPANY INC	12/20/19	10,014.07	MW	OH		
AP00380648	1562	BAY AREA WATER SUPPLY & CONSE	12/20/19	491.72	MW	OH		
AP00380649	46416R	BEST ROOFING CONSTRUCTION	12/20/19	206.25	MW	OH		
AP00380650	19200	BIRITE FOODSERVICE DISTRIBUTO	12/20/19	1,646.80	MW	OH		
AP00380651	22205	BLACKSTONE PUBLISHING	12/20/19	100.00	MW	OH		
AP00380652	3064	BROWN & CALDWELL INC	12/20/19	21,259.25	MW	OH		
AP00380653	29354	BUCHANAN AUTO ELECTRIC INC	12/20/19	388.85	MW	OH		
AP00380654	44468	BUDGET CONFERENCING INC	12/20/19	250.10	MW	OH		
AP00380655	33941	C & A BROWN COMPANY	12/20/19	242.59	MW	OH		
AP00380656	36927	CALCON SYSTEMS INC	12/20/19	3,342.39	MW	OH		
AP00380657	46660	CALIFORNIA BUILDING INSPECTIO	12/20/19	40.00	MW	OH		
AP00380658	1196	CALIFORNIA WATER SERVICE COMP	12/20/19	88.30	MW	OH		
AP00380659	17888	CARL WARREN & COMPANY INC	12/20/19	1,303.50	MW	OH		
AP00380660	28636	CDW GOVERNMENT INC	12/20/19	1,264.61	MW	OH		
AP00380661	42277	CEL ANALYTICAL INC	12/20/19	370.00	MW	OH		
AP00380662	3893	CERTIFIED LABORATORIES	12/20/19	293.42	MW	OH		
AP00380663	55197R	CHENG, JOYCE	12/20/19	500.00	MW	OH		
AP00380664	20877	CHICK N COOP RESTAURANT	12/20/19	230.00	MW	OH		
AP00380665	36726R	CHIN, KAAN	12/20/19	50.00	MW	OH		
AP00380666	51345R	CHOW, KELLY	12/20/19	164.29	MW	OH		
AP00380667	55198R	CHOY, NANCY	12/20/19	50.00	MW	OH		
AP00380668	3678	CINTAS CORPORATION #464	12/20/19	3,773.38	MW	OH		
AP00380669	35395	CITY AUTO SUPPLY	12/20/19	4,202.59	MW	OH		
AP00380670	25602	CITY OF DALY CITY	12/20/19	2,375.56	MW	OH		
AP00380671	1423	CITY OF REDWOOD CITY	12/20/19	8,184.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380672	54186	CIVICPLUS INC	12/20/19	600.00	MW	OH		
AP00380673	18465	CLEARLITE TROPHIES	12/20/19	2,636.97	MW	OH		
AP00380674	31162	CLINE & DUPLISSEA	12/20/19	3,724.00	MW	OH		
AP00380675	47244	COMCAST	12/20/19	90.41	MW	OH		
AP00380676	48517	COMCAST	12/20/19	254.45	MW	OH		
AP00380677	48645	COMCAST	12/20/19	108.15	MW	OH		
AP00380678	52453	COMCAST	12/20/19	113.42	MW	OH		
AP00380679	40882RJPA	COMER, SHERYL	12/20/19	68.34	MW	OH		
AP00380680	12578	COMPLETE LINEN SERVICE INC	12/20/19	105.35	MW	OH		
AP00380681	30109	CORELOGIC SOLUTIONS LLC	12/20/19	520.36	MW	OH		
AP00380682	43157JPA	COUNTY OF SAN MATEO	12/20/19	1,092.99	MW	OH		
AP00380683	42324	CRIME SCENE CLEANERS INC	12/20/19	240.00	MW	OH		
AP00380684	48323	CRYSTAL CREAMERY	12/20/19	709.16	MW	OH		
AP00380685	2293	CSMFO	12/20/19	110.00	MW	OH		
AP00380686	1836	DAILY JOURNAL CORPORATION	12/20/19	636.00	MW	OH		
AP00380687	1414	DALY CITY CENTRAL CASHIER	12/20/19	1,027.92	MW	OH		
AP00380688	48520	DALY CITY PARTNERSHIP	12/20/19	43,751.00	MW	OH		
AP00380689	1793	DALY CITY TOOL MART	12/20/19	9.78	MW	OH		
AP00380690	42706	DASH MEDICAL GLOVES INC	12/20/19	213.80	MW	OH		
AP00380691	55201R	DEL CARLO, ALDO	12/20/19	10,678.08	MW	OH		
AP00380692	45599	DELA CRUZ, CHRISTIAN	12/20/19	1,856.40	MW	OH		
AP00380693	1299	DEPARTMENT OF JUSTICE	12/20/19	179.00	MW	OH		
AP00380694	46826	DIRECTV LLC	12/20/19	36.24	MW	OH		
AP00380695	51175	DPREP INC	12/20/19	1,348.00	MW	OH		
AP00380696	47343R	DRYCO CONSTRUCTION INC	12/20/19	1,800.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380697	48177	EAST BAY TIRE CO	12/20/19	1,282.38	MW	OH		
AP00380698	53583	ECOHERO SHOW LLC, THE	12/20/19	5,550.00	MW	OH		
AP00380699	49830R	ECONOMY PLUMBING	12/20/19	2,000.00	MW	OH		
AP00380700	40258R	EF GOMEZ CEMENT CONTRACTOR	12/20/19	500.00	MW	OH		
AP00380701	3786	ENVIRONMENTAL RESOURCE ASSOCI	12/20/19	1,033.98	MW	OH		
AP00380702	1049	EQUIFAX INFORMATION SVCS LLC	12/20/19	100.00	MW	OH		
AP00380703	55202R	ESTRADA, LORENA	12/20/19	400.00	MW	OH		
AP00380704	42544	FARMER BROTHERS COFFEE	12/20/19	1,191.59	MW	OH		
AP00380705	55203R	FELICIANO, JUSTIN	12/20/19	400.00	MW	OH		
AP00380706	55223R	FONG WONG, YIM	12/20/19	4,255.20	MW	OH		
AP00380707	55204	FORCE SCIENCE INSTITUTE	12/20/19	2,475.00	MW	OH		
AP00380708	48247	GCS ENVIRONMENTAL EQUIPMENT S	12/20/19	467.20	MW	OH		
AP00380709	30509	GOODYEAR COMMERCIAL TIRE & SE	12/20/19	2,038.32	MW	OH		
AP00380710	31925	GOVCONNECTION INC	12/20/19	127.56	MW	OH		
AP00380711	1754	GRAINGER INC	12/20/19	1,942.13	MW	OH		
AP00380712	37554R	GREGORIO, JOYCE	12/20/19	150.00	MW	OH		
AP00380713	2223	HACH COMPANY	12/20/19	3,622.06	MW	OH		
AP00380714	50087	HANNA INSTRUMENTS USA INC	12/20/19	376.88	MW	OH		
AP00380715	55205R	HARRIS, KIPLING	12/20/19	283.68	MW	OH		
AP00380716	17646	HENSLEY, PATRICK	12/20/19	107.66	MW	OH		
AP00380717	4011	HILTI INC	12/20/19	424.78	MW	OH		
AP00380718	15857	HOME DEPOT CREDIT SERVICES	12/20/19	10,047.18	MW	OH		
AP00380719	39941R	HOME DEPOT, THE	12/20/19	86.60	MW	OH		
AP00380720	2665	HSQ TECHNOLOGY CORP	12/20/19	800.00	MW	OH		
AP00380721	49079	HULA HALAU O MAKALAPUA	12/20/19	351.90	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380722	1844	HUMAN INVESTMENT PROJECT INC	12/20/19	4,012.34	MW	OH		
AP00380723	40583	HUTCHINSON, DARREL	12/20/19	720.00	MW	OH		
AP00380724	47482	ICC	12/20/19	294.98	MW	OH		
AP00380725	48626R	IDEAL ENGINEERING	12/20/19	500.00	MW	OH		
AP00380726	55094	III GENERATION FENCE	12/20/19	654.41	MW	OH		
AP00380727	48933	INFOSEND INC	12/20/19	6,728.89	MW	OH		
AP00380728	31781	INNOVATIVE CLAIM SOLUTIONS	12/20/19	14,322.15	MW	OH		
AP00380729	55206R	J D B CONSTRUCTION	12/20/19	2,000.00	MW	OH		
AP00380730	48182	JETMULCH INC	12/20/19	2,931.36	MW	OH		
AP00380731	10144	KAMAN INDUSTRIAL TECHNOLOGIES	12/20/19	413.78	MW	OH		
AP00380732	29633	KELLY MOORE PAINT COMPANY INC	12/20/19	43.35	MW	OH		
AP00380733	39604	KIMBALL MIDWEST	12/20/19	308.58	MW	OH		
AP00380734	21358	KNOX COMPANY	12/20/19	395.48	MW	OH		
AP00380735	48573	KOSMONT COMPANIES	12/20/19	7,220.20	MW	OH		
AP00380736	1108	L N CURTIS AND SONS	12/20/19	51.46	MW	OH		
AP00380737	55193R	LA SOLAR GROUP	12/20/19	157.07	MW	OH		
AP00380738	55225	LAI, WINSTON	12/20/19	756.00	MW	OH		
AP00380739	13776	LANGUAGE LINE SERVICES	12/20/19	880.13	MW	OH		
AP00380740	55207R	LARSEN, LEROY W	12/20/19	740.72	MW	OH		
AP00380741	45924R	LEE, WINNY	12/20/19	150.00	MW	OH		
AP00380742	33497	LEGACY MECHANICAL & ENERGY SE	12/20/19	5,934.43	MW	OH		
AP00380743	37094	LEXISNEXIS RISK DATA MANAGEME	12/20/19	510.00	MW	OH		
AP00380744	55200R	LI, KAWAI	12/20/19	50.00	MW	OH		
AP00380745	55199R	LIANG, WILSON	12/20/19	200.00	MW	OH		
AP00380746	12906LAW	LIEBERT CASSIDY WHITMORE	12/20/19	11,457.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380747	47875	LIWANAG, JAEL	12/20/19	1,034.00	MW	OH		
AP00380748	49874	LOU'S GLOVES INC	12/20/19	397.20	MW	OH		
AP00380749	55144R	LUM, CURTIS	12/20/19	695.00	MW	OH		
AP00380750	43199	LUMANAUW, VIVIENA	12/20/19	3,456.44	MW	OH		
AP00380751	54044	MAILFINANCE INC	12/20/19	1,647.56	MW	OH		
AP00380752	21044	MAKE ME A PRO SPORTS	12/20/19	1,650.60	MW	OH		
AP00380753	55208R	MARTINEZ, ABIGAIL	12/20/19	25.00	MW	OH		
AP00380754	14277	MAZE & ASSOCIATES INC	12/20/19	13,388.00	MW	OH		
AP00380755	26465	MID PENINSULA BOYS & GIRLS CL	12/20/19	12,500.00	MW	OH		
AP00380756	49476R	MOALA, JOSHUA	12/20/19	226.46	MW	OH		
AP00380757	53517R	MOBILITIE	12/20/19	4,000.00	MW	OH		
AP00380758	49040	NAPIER, NORA	12/20/19	856.80	MW	OH		
AP00380759	7855	NATIONAL SAFETY COUNCIL	12/20/19	998.00	MW	OH		
AP00380760	46852	NEWEGG BUSINESS INC	12/20/19	18.09	MW	OH		
AP00380761	49974	NGLIC	12/20/19	1,040.60	MW	OH		
AP00380762	25761	NORTHERN SAFETY CO INC	12/20/19	93.74	MW	OH		
AP00380763	55209R	NOW, LEO M	12/20/19	20.00	MW	OH		
AP00380764	52305	NRC ENVIRONMENTAL SERVICES IN	12/20/19	5,991.07	MW	OH		
AP00380765	54672	OCEAN TREASURES SERVICING INC	12/20/19	321.70	MW	OH		
AP00380766	1055	OFFICE DEPOT	12/20/19	447.73	MW	OH		
AP00380767	42500	OFFICE DEPOT	12/20/19	1,006.86	MW	OH		
AP00380768	18907R	ORTIZ, EDDY	12/20/19	614.00	MW	OH		
AP00380769	18994	OTC BRANDS INC	12/20/19	832.61	MW	OH		
AP00380770	3685	OTIS ELEVATOR COMPANY	12/20/19	4,273.00	MW	OH		
AP00380771	10360R	PACIFIC GAS & ELECTRIC	12/20/19	6,750.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380772	1216	PACIFIC GAS & ELECTRIC	12/20/19	100,021.81	MW	OH		
AP00380773	29252	PACIFIC PRODUCE INC	12/20/19	1,238.45	MW	OH		
AP00380774	39891	PARACLETE PRESS INC	12/20/19	59.71	MW	OH		
AP00380775	20794	PELCO SALES & SERVICE INC	12/20/19	315.00	MW	OH		
AP00380776	29738	PENINSULA UNIFORMS & EQUIPMEN	12/20/19	153.58	MW	OH		
AP00380777	10255MED	PERMANENTE MEDICAL GROUP INC	12/20/19	1,137.00	MW	OH		
AP00380778	51074R	PERUCHO, ROWENA	12/20/19	400.00	MW	OH		
AP00380779	47044	PETERSON TRUCKS INC	12/20/19	1,635.64	MW	OH		
AP00380780	54331	PIIAN SYSTEMS LLC	12/20/19	2,794.50	MW	OH		
AP00380781	36106	POLYDYNE INC	12/20/19	24,717.42	MW	OH		
AP00380782	40152	POM INCORPORATED	12/20/19	5,851.18	MW	OH		
AP00380783	55210R	PON, LEONA	12/20/19	400.00	MW	OH		
AP00380784	16551	POSTER COMPLIANCE CENTER	12/20/19	174.69	MW	OH		
AP00380785	42425R	POTTER, MICHAEL	12/20/19	120.00	MW	OH		
AP00380786	14431	PRAXAIR INC	12/20/19	14,627.53	MW	OH		
AP00380787	53942	PREFERRED ALLIANCE INC	12/20/19	356.80	MW	OH		
AP00380788	43607R	PRINGLE, KEVIN R	12/20/19	1,014.58	MW	OH		
AP00380789	51526	PURETEC INDUSTRIAL WATER	12/20/19	311.57	MW	OH		
AP00380790	55211R	RAMIREZ, MARTHA	12/20/19	400.00	MW	OH		
AP00380791	30925	REBUILDING TOGETHER	12/20/19	2,274.29	MW	OH		
AP00380792	1687	RED WING SHOES	12/20/19	2,156.61	MW	OH		
AP00380793	55213R	REDDY, KRISHWA	12/20/19	400.00	MW	OH		
AP00380794	41528	REDFLEX TRAFFIC SYSTEMS INC	12/20/19	22,080.00	MW	OH		
AP00380795	45900R	REYES, IGNACIO	12/20/19	889.17	MW	OH		
AP00380796	55212R	REYES, RICHARD D SR	12/20/19	25.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380797	53246R	RODRIGUEZ-FLORES, MARIA GUADA	12/20/19	1,300.00	MW	OH		
AP00380798	10207	ROMAN, MARIANNA	12/20/19	222.60	MW	OH		
AP00380799	52843R	S F UNDERGROUND	12/20/19	4,000.00	MW	OH		
AP00380800	55214R	SALAMAT, SIMON & ZENAIDA	12/20/19	500.00	MW	OH		
AP00380801	9274	SAN FRANCISCO CHRONICLE	12/20/19	566.80	MW	OH		
AP00380802	12544	SAN MATEO COUNTY CONTROLLERS	12/20/19	101,616.10	MW	OH		
AP00380803	28572	SAN MATEO COUNTY MOSQUITO AND	12/20/19	1,046.08	MW	OH		
AP00380804	35246	SAN MATEO COUNTY SHERIFFS OFF	12/20/19	61,220.61	MW	OH		
AP00380805	55215R	SANTIAGO, ROBERTO	12/20/19	400.00	MW	OH		
AP00380806	13503	SANTOS, MARIA VICTORIA	12/20/19	2,435.94	MW	OH		
AP00380807	49441	SC FUELS	12/20/19	1,774.92	MW	OH		
AP00380808	53448	SEROLOGICAL RESEARCH INSTITUT	12/20/19	1,350.00	MW	OH		
AP00380809	55216R	SERRANO, SANTIAGO	12/20/19	400.00	MW	OH		
AP00380810	46550R	SHELDON, STEVE	12/20/19	4,706.24	MW	OH		
AP00380811	8782	SHERROD, RICHARD	12/20/19	2,612.50	MW	OH		
AP00380812	55217R	SITU, LAWRENCE	12/20/19	33.00	MW	OH		
AP00380813	32237	SMART & FINAL STORES LLC	12/20/19	763.58	MW	OH		
AP00380814	26862	SOUTH BAY REGIONAL PUBLIC SAF	12/20/19	377.00	MW	OH		
AP00380815	36510	STANTEC CONSULTING INC	12/20/19	2,720.25	MW	OH		
AP00380816	40623	STATE WATER RESOURCES CONTROL	12/20/19	70.00	MW	OH		
AP00380817	40623	STATE WATER RESOURCES CONTROL	12/20/19	14,073.00	MW	OH		
AP00380818	13326	STEERS, JUDITH E	12/20/19	4,456.85	MW	OH		
AP00380819	51682R	SUNGA, JUSTIN	12/20/19	529.41	MW	OH		
AP00380820	18334	SUPERION LLC	12/20/19	14,180.00	MW	OH		
AP00380821	51439	SWEET DELIGHT BAKERY	12/20/19	71.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380822	45319	T MOBILE USA INC	12/20/19	1,479.00	MW	OH		
AP00380823	54771	TALLETT, MALISSA	12/20/19	400.00	MW	OH		
AP00380824	1126	TAPCO	12/20/19	4,272.42	MW	OH		
AP00380825	43479	TEAM NORTH CONSTRUCTION SERVI	12/20/19	4,092.67	MW	OH		
AP00380826	13852	TELECOMMUNICATIONS ENGINEERIN	12/20/19	657.80	MW	OH		
AP00380827	42970JPA	TELECOMMUNICATIONS ENGINEERIN	12/20/19	16,053.00	MW	OH		
AP00380828	11357	TESCO CONTROLS INC	12/20/19	56,050.00	MW	OH		
AP00380829	53452	THATCHER COMPANY OF CALIFORNI	12/20/19	23,607.46	MW	OH		
AP00380830	1201	THOMSON REUTERS WEST	12/20/19	2,381.86	MW	OH		
AP00380831	55219R	TIWANA, FATIMA	12/20/19	35.00	MW	OH		
AP00380832	17883	TRAFFIC PARTS INC	12/20/19	1,110.00	MW	OH		
AP00380833	55218R	TRAN, JEANIE	12/20/19	1,560.24	MW	OH		
AP00380834	49543	TRB AND ASSOCIATES INC	12/20/19	187.50	MW	OH		
AP00380835	53970	TRIDENT K9 CONSULTING	12/20/19	600.00	MW	OH		
AP00380836	52033	TRIPEPI SMITH & ASSOCIATES IN	12/20/19	1,475.00	MW	OH		
AP00380837	54977	TRUGRIT TRACTION INC	12/20/19	1,298.80	MW	OH		
AP00380838	29829	TSAI FONG BOOKS INC	12/20/19	264.96	MW	OH		
AP00380839	54173	TTI CONSULTING	12/20/19	800.00	MW	OH		
AP00380840	26803	TURBO DATA SYSTEMS INC	12/20/19	28,028.17	MW	OH		
AP00380841	4675	TURF & INDUSTRIAL EQUIPMENT C	12/20/19	163.25	MW	OH		
AP00380842	47572	TYLER TECHNOLOGIES INC	12/20/19	43,415.99	MW	OH		
AP00380843	31745	UNITED SITE SERVICES OF CALIF	12/20/19	239.61	MW	OH		
AP00380844	32209	UNIVAR USA INC	12/20/19	1,775.73	MW	OH		
AP00380845	38922	VANTAGEPOINT TRANSFER AGENTS-	12/20/19	58,144.10	MW	OH		
AP00380846	55220R	VARGAS, ROBERTA	12/20/19	102.98	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380847	55221R	VERA, SONIA	12/20/19	400.00	MW	OH		
AP00380848	29329	VERIZON WIRELESS SERVICES LLC	12/20/19	2,816.09	MW	OH		
AP00380849	55194R	VINLUAN, TERESA	12/20/19	703.27	MW	OH		
AP00380850	41056R	VIOLA, ANNA MARIE	12/20/19	746.22	MW	OH		
AP00380851	48249	VSS INTERNATIONAL INC	12/20/19	11,546.31	MW	OH		
AP00380852	1579	VWR INTERNATIONAL LLC	12/20/19	958.10	MW	OH		
AP00380853	50485	WAVE BROADBAND	12/20/19	243.16	MW	OH		
AP00380854	49085	WEST COAST ARBORISTS INC	12/20/19	2,540.00	MW	OH		
AP00380855	39237	WEST COAST CODE CONSULTANTS I	12/20/19	6,002.70	MW	OH		
AP00380856	36888	WESTERN TRUCK FABRICATION INC	12/20/19	477.05	MW	OH		
AP00380857	55222R	WHITE, ANTHONY III	12/20/19	400.00	MW	OH		
AP00380858	38558	WILSEY HAM INC	12/20/19	5,822.00	MW	OH		
AP00380859	44617R	WONG, PEARL	12/20/19	1,930.60	MW	OH		
AP00380860	41132	WRIGHT, CHARLAYNE	12/20/19	678.30	MW	OH		
AP00380861	54327R	YAN, WESLEY	12/20/19	500.00	MW	OH		
AP00380862	31451	ZEIGER ENGINEERS INC	12/20/19	8,891.00	MW	OH		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
		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	1,033,340.34	Number of Checks Processed:	241
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	1,033,340.34		

Check	Payee ID.	Payee Name	Date	Check Amount	Type	Subs	Rel To	Note
AP00380863	48520	DALY CITY PARTNERSHIP	12/23/19	43,751.00	MW	OH		

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

Total Void Machine Written	0.00	Number of Checks Processed:	0
Total Void Hand Written	0.00	Number of Checks Processed:	0
Total Machine Written	43,751.00	Number of Checks Processed:	1
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	43,751.00		

City Council Meeting Agenda Report

Item # _____

Meeting Date: January 13, 2020

Subject: **FIRST READING OF AN ORDINANCE TO ESTABLISH A SMALL BUSINESS COMMISSION IN THE CITY OF DALY CITY**

Recommended Action

It is recommended that City Council adopt the attached ordinance to be added to the City of Daly City's Municipal Code in order to establish and form a Small Business Commission.

Background

On November 5, 2019, Daly City's Development Council Committee led by Mayor Sylvester and Vice Mayor Manalo met to discuss the potential adoption of an ordinance to form a Small Business Commission. Based on input and feedback from City Council, Daly City staff created a draft ordinance for City Council review and consideration that would establish a Small Business Commission within the City. On November 25, 2019, during a regularly scheduled City Council meeting, City Council approved a resolution to set a time and place for a public hearing regarding the consideration of the ordinance. If the ordinance is adopted, the five-member commission will be appointed by the City Council in order to provide a support foundation for small businesses located within the City of Daly City.

Discussion

In the Bay Area, creating, owning and operating a small business can be extremely challenging. Small business owners often struggle to navigate local licensing processes, find appropriately sized and priced commercial space, and create a consistent customer base. These struggles are especially pronounced today, in an era where online retail giants such as Amazon, eBay, and Apple continue to draw customers away from brick-and-mortar retailers in favor of digital purchasing.

Succeeding as a small business is difficult partly because small businesses do not have the same level of resources relative to large businesses. This resource imbalance creates an unequal playing-field for large businesses whereby large businesses are more easily able to access information, surmount market barriers to entry, and access capital and financing often vital for business growth and success.

Despite the challenges that small businesses face, they represent a vital component of a successful economy and a thriving community. Small businesses invigorate neighborhoods and help define cities, making them vibrant and authentic places to live, work, and visit.

Recognizing the importance of small businesses in the success of local economies, it is the hope that a Small Business Commission within the City of Daly City will help business owners and entrepreneurs navigate the challenges associated with creating, owning and operating a small business within the City. In particular, it is the hope that the Small Business Commission will act to create a fair playing-field for small businesses in Daly City's highly competitive market through the

reduction of market entry barriers, information asymmetries, and barriers to access finance and capital.
Examples of potential Small Business Commission duties include creating a collaborative environment for local businesses to voice their desires, concerns, and hopes, establishing a liaison between the City and locally-owned small businesses, the promotion of small business formation, and the encouragement of programs that support the functioning of small businesses in the City. For a more complete list of potential Small Business Commission duties, please reference the attached draft small business ordinance language.

The draft ordinance also outlines preferences for commission member qualifications, quantity and meeting frequency. Specifically, this commission is envisioned to consist of 5 members. Of the five commission members, at least three must be qualified small business owners with existing brick-and-mortar establishments in the City of Daly City. The remaining two commission members are not required to own/manage a brick-and-mortar establishment within the City, however, they must be small business owners with active business licenses in the City of Daly City and must demonstrate a strong commitment to the small business community through individual ownership/management, education, professional experience, or knowledge of a particular field related to small business support mechanisms, business management, or entrepreneurship. Regarding meeting frequency, it is envisioned that the Small Business Commission will hold six regular meetings in each calendar year on the second Thursday of every other month at 6pm.

Fiscal Impact

The anticipated fiscal impact related to establishing an active Small Business Commission is expected to be less than $3,000 per year. Staff from the Department of Economic and Community Development will support the commission and will assume responsibilities for agenda preparation and the drafting of meeting minutes.

Summary / Conclusion

Mayor Sylvester, Vice Mayor Manalo and members of the City Council have expressed a desire to establish a Small Business Commission. The ordinance establishing the commission is the first step in its creation. A Small Business Commission has the potential to create a meaningful support foundation for small businesses, advance the interests of small businesses, promote and celebrate the City's small business community, and attract additional small business. Such a commission could ultimately serve as a liaison between the City Council and the local small business community. The commission could also provide stewardship in connection with small business marketing programs and assist in planning small business-oriented events.

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

Respectfully submitted,

Brandon Phipps
Economic Development Specialist

Tatum Mothershead
Director Economic and Community Development

Attachments: Draft Ordinance
Small Business Commission ordinance summary sheet

Daly City Small Business Commission Ordinance Summary Sheet

Based on draft ordinance under review

Definitions:

- Small Business: "… a small business shall be defined as a privately-owned corporation, partnership, or sole proprietorship with reported annual gross receipts not exceeding one million US dollars ($1,000,000)."
- Brick-and-mortar establishment: "…means a building or other structure (including residential structures) that represents the primary place of business for one or multiple active businesses."

Members:

- At least 3 of 5 must have businesses within City (brick-and-mortar establishments)
- 2 of 5 may be "out-of-towners" (but must have active business license in the City)

Meeting Frequency:

- Six regular meetings every calendar year (i.e., once every two months)
- Meet second Thursday of every other month at 6pm (starting in February)

Gross Receipts Escalation:

- ECD to make annual adjustments to gross receipts threshold that defines small businesses via the CPI-U for the San Francisco-Oakland-Hayward, CA metropolitan area

Removal:

- Commission members may be removed upon majority vote from Council

Fiscal Impact:

- Budget is not to exceed $3,000 per year (not currently called-out in ordinance – only staff report)

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ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF DALY CITY ADDING
CHAPTER 2.58 OF TITLE 2 OF THE DALY CITY MUNICIPAL CODE
RE: SMALL BUSINESS COMMISSION

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

SECTION 1: Chapter 2.58 of the Daly City Municipal Code is hereafter added to the Daly City Municipal Code to read as follows:

Chapter 2.58

SMALL BUSINESS COMMISSION

Sections:

2.58.010 Definitions
2.58.020 Creation – Appointment
2.58.030 Membership – Term - Expenses
2.58.040 Duties
2.58.050 Qualification of Commissioners
2.58.060 Meetings
2.58.070 Rules
2.58.080 Removal of Members-Vacancy
2.58.090 Gross Receipts Escalation:

2.58.010 Definitions.

The following definitions shall apply to this ordinance:

A. "Small business" means a privately-owned corporation, partnership, or sole proprietorship with reported annual gross receipts not exceeding one million US dollars ($1,000,000).
B. "Brick-and-mortar establishment" means a building or other structure (including residential structures) that represents the primary place of business for one or multiple active businesses.

2.58.020 Creation-Appointment.

A small business commission is created and shall consist of five members who shall be appointed by the City Council and serve at the Council's pleasure, none of whom shall hold any paid office or employment in the City government.

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2.58.030 Membership-Term-Expenses.

Each commission member shall serve for a term of four years. The four-year terms of the commission members shall be staggered. In order to achieve staggered terms, two of the members first appointed to the commission shall be assigned by lot a term for two years and the remaining commission members shall be assigned by lot a term for four years. The members shall not receive any compensation for their attendance of commission meetings, or any other services rendered as a commission member.

Any actual and necessary expenses incurred by a commission member in the performance of their duties on the commission may be reimbursed if funds are available in the budget approved by the City Council and the individual expenses are approved by the City Manager or designee.

2.58.040 Duties.

The small business commission shall have the following duties:

A. Advise the City Council on all matters affecting the small business community within the City and to advise and assist other City boards and commissions as it pertains to small businesses;
B. Encourage strategies that support the functioning of small businesses in the City;
C. Foster programs that promote and celebrate the small business community;
D. Support the formation of new businesses within the City;
E. Provide local businesses with economic, demographic, and land-use related analytics to eliminate information gaps in the small business community;
F. Create a collaborative environment for local businesses to voice their desires, concerns, and hopes in connection with business ownership/management in the City;
G. Establish an effective liaison between the City, local businesses, and small business groups;
H. Undertake and carry-out all functions reasonably necessary to accomplish the objectives and to discharge the functions of the commission;
I. Exercise such other functions as may be prescribed by the City Council.

2.58.050 Qualification of Commissioners.

Commissioners shall be small business owners with active business licenses in the City of Daly City who have demonstrated a strong commitment to Daly City's small business community through individual ownership and/or management, education, professional experience, or knowledge of a particular field related to small business support mechanisms, business management, or entrepreneurship. At least three of the five commission members must be qualified small business owners with existing brick-and-mortar establishments in the City of Daly City. The remaining two commission members are not required to own/manage a brick-and-mortar establishment within the City, however, they must be small business owners with active business licenses in the City of Daly City. Commission members who were small business owners within the City of Daly City at time of appointment must remain owners of the same business within the City while serving on the small business commission.

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Efforts should be made to include commissioners of varied and diverse backgrounds. Commissioners shall commit to volunteering time to serve on the board which meets once every two months, and on an ad hoc basis as needed. In selecting commissioners, City Council members shall evaluate whether candidates would be able to effectively and ethically serve, considering any foreseeable conflicts of interest.

2.58.060 Meetings.

The small business commission shall hold a minimum of six regular meetings in each calendar year at the City Council Chambers located in City Hall, 333 90th Street, Daly City, California. The commission shall meet on the second Thursday of every other month (i.e., February, April, June, August, October, December) at six p.m. of such day. If at any time any regular meeting falls on a holiday, such regular meeting shall be held on the following business day.

Three members of the commission shall constitute a quorum for the transaction of business. A majority of the quorum shall have the authority to act on any matter regularly coming before the commission. Meetings may be adjourned or special meetings called in compliance with the provisions of the Ralph M. Brown Act (commencing with Government Code Section 54950) or as may hereafter be amended.

2.58.070 Rules.

Except as provided in this chapter, the proceedings of the small business commission shall be governed by the latest edition of Robert's Rules of Order on all matters pertaining to parliamentary law, but no ordinance, proceedings or other action of the small business commission shall be invalidated, or the legality thereof otherwise affected by the failure or omission to observe or follow such rules.

2.58.080 Removal of Members-Vacancy.

Any member of the small business commission may be removed from office upon the approval of such removal by a majority vote of the City Council. Any vacancy occurring other than by expiration of a term of office shall be filled by City Council appointment for the unexpired portion of the term.

2.58.090 Gross Receipts Escalation.

In order to ensure Daly City's definition of small businesses pursuant to this ordinance is representative of local economic conditions overtime, the Economic and Community Development Department will make annual adjustments to the gross receipts threshold (currently set at $1,000,000) that defines small businesses by linking future adjustments to changes in the Consumer Price Index for All Urban Consumers (CPI-U) for the San Francisco-Oakland-Hayward, CA metropolitan area. Adjustments will be calculated in January of each calendar year.

SECTION 2. **Severability.** If any section, subsection, provision or part of this Ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this Ordinance, and the application of such provision to other person or

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circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this Ordinance are severable.

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

SECTION 4. **Publication and Effective Date.** Pursuant to the provisions of Government Code Section 36933, a summary of this ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post it in the City Clerk's Office a certified copy of this ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall (1) publish the summary and (2) post in the City Clerk's Office a certified copy of the full text of this ordinance along with the names of those City Council members voting for and against this ordinance or otherwise voting. This ordinance shall become effective on January 1, 2020.

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Introduced this _____day of_____, 2020

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_____, 2020, 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: January 13, 2020

Subject: General Plan Amendment GPA-9-18-13666, Zone Change ZC-9-18-13662, Design Review DR-9-18-13665, Mitigated Negative Declaration CEQA-9-18-13664 – Jefferson Union High School District Faculty and Staff Housing Project at 699 Serramonte Boulevard

Recommended Action

Approve the General Plan Amendment, Zone Change, and Design Review permits and Mitigated Negative Declaration, subject to the Findings and Conditions as outlined herein.

Planning Commission Discussion

On December 3, 2019, the Planning Commission voted 4-0 (Commissioner Crump absent) recommending that the City Council approve General Plan Amendment GPA-9-18-13666, Zone Change ZC-9-18-13662, Design Review DR-9-18-13665, and Mitigated Negative Declaration CEQA-9-18-13664.

The Planning Commission received public comment from the following members of the public: Mohammed Alazzawi, Sarah Almeida, Manufou Anoai, Angel Barrios, Pam Campos, Monica Casey, Barbara Donnelly, David Fleishman, Elaine Francisco, Andrew Hambre, Bridgette Hernandez, Patty Leranan, Kitty Lopez, Moana Lupe, Victoria Magbilang, Handen Morrison, Sharon Murphy, Mike O'Neill, Jennifer Pifeler, Andy Ui, and Alan Vu. Although most speakers indicated they were in support of the project, their general concerns were related to the future redevelopment of the Serramonte del Rey campus. Many speakers represented or were affiliated with the Institute for Human and Social Development (IHSD). They expressed their concerns regarding the future displacement of the Head Start preschool on the campus and the lack of communication between IHSD and JUHSD on the future redevelopment plans for the campus. Speakers were also concerned about the impacts to the existing Head Start playground on the campus that would be impacted by construction for this project. Other speakers included JUHSD faculty and staff who expressed concerns regarding low teacher retention rates in JUHSD schools due to the lack of affordable housing in the Bay Area and how it has and continues to impact students and parents.

In response to the comments received, Tina Van Raaphorst, the JUHSD Associate Superintendent of Business Services, stated that JUHSD met with all the tenants on the campus in August 2019 to notify them that construction for this project will likely start in early 2020 and leases would not be extended beyond December 2021. Ms. Van Raaphorst stated it is not financially feasible to repair the existing building and therefore the JUHSD Board is exploring options for redevelopment of the campus. However, the current project will not be displacing any tenants.

The Commissioners advised JUHSD to meet with IHSD to discuss their concerns and any possible solutions prior to the City Council meeting.

Ms. Van Raaphorst has indicated that a meeting between JUHSD and IHSD was held in mid-December 2019 where the two parties have agreed to continue to meet to discuss long-term plans for the campus. They also agreed to reduce the size of the Head Start playground to the minimum required for licensing which will allow the Head Start preschool to continue operation during construction for this project.

Background

The applicant, Ken Klebanoff of Brookwood Advisors, is requesting approval for a General Plan Amendment, Zone Change (Amendment to Planned Development PD-31), and Design Review for the construction of a 122-unit apartment building and automated lift car barn located at the northwest corner of the Serramonte del Rey campus at 699 Serramonte Boulevard in Daly City. The main project area which includes the apartment building and automated lift car barn is approximately 3.3 acres. The total project area which includes the eastern parking lot located across the proposed access road from the apartment building is approximately 3.9 acres.

The project will be built on a relatively level, surface parking lot. The project site is bounded by Serramonte Boulevard and a residential neighborhood to the north and northeast, Callan Boulevard to the east, the Serramonte del Rey campus to south and southeast, and a residential neighborhood to the west (see Attachment A – Location Map). Surrounding development consists of predominantly two- and three-story single-family residences. The two- and three-story residences surrounding the property are comprised of concrete and gable-style roofs. The remainder of the campus is located to the south and southeast of the property and is comprised of one-story and two-story, concrete buildings.

According to the Jefferson Union High School District (JUHSD), the school district is at a disadvantage to neighboring school districts in attracting and retaining high-quality teachers and staff due to the critical shortage of affordable rental housing in its community. To address this issue, voters approved Measure J which authorized $33 million in locally controlled funds to construct affordable rental housing to attract, hire, and retain teachers and staff members. The proposed residential development will provide affordable rental housing for JUHSD faculty, staff members, and their families.

The site is zoned Planned Development (PD-31) with a General Plan Land Use designation of Commercial – Office. The project requires a General Plan amendment to change land use designation for the project site from Commercial – Office to Residential – High Density, a zone change to amend the existing PD-31 zoning for the project site (see Attachment E – Draft PD-31A Development Standards), a Design Review permit to allow the proposed building, site design, and landscaping, and certification of a Mitigated Negative Declaration for the project.

Project Description

The proposed project is comprised of a 144,384 square foot (sq. ft.) four-story, u-shaped apartment building that surrounds a central courtyard (see Attachment B – Project Plans). The maximum height of the building would be approximately 48 feet from the ground floor and a maximum of 55 feet inclusive of the stair enclosure on the roof of the building. The building would have 122 units including 55 one-bedroom units ranging from approximately 615 to 760 sq. ft., 61 two-bedroom units ranging from approximately 850 to 1,000 sq. ft., and six three-bedroom units ranging from approximately 1,060 to 1,250 sq. ft. in size. Due to the change in elevation on the property, there would be 25 residential units located on the ground floor. The proposed development would also include amenities such as bicycle storage, daycare, co-working space, community room, laundry room, fitness room, and management office on the ground floor. The remaining 97 residential units would be on the second through fourth floors.

Vehicular Access. Vehicular access to the proposed building would be from Serramonte Boulevard. The entry road from Serramonte Boulevard would lead to a drop-off zone and the eastern parking lot. The road (proposed Campus Drive) would turn west towards the entrance to the western parking lot.

Open Space and Landscaping. A total open space area of 21,152 sq. ft. is proposed where 18,300 sq. ft. is required and will include two play areas, seating, and a barbeque area in the central courtyard. The project proposes to remove approximately 90 trees and plant approximately 87 trees and other landscaping around the site perimeter and in the courtyard area (see Landscape Plan in Attachment B – Project Plans). Three on-site walkways would connect to Serramonte Boulevard at the northeast corner of the site. Walkways would also be constructed along the perimeter of the site, between the buildings on site, and fronting the west parking lot. Crosswalks would be provided across the north-south drive aisle, connecting the residences on the west side to the eastern parking lot.

Automated Lift Car Barn. The proposed automated lift car barn would provide 64 parking spaces and be located in the western parking lot. The car barn structure will enclose the automated lift car system on three sides (north, south, and west) with the opening facing east towards the proposed apartment building and away from the nearest residences. The maximum height of the car barn will be approximately 26 feet. The applicant has submitted a noise analysis prepared by Veneklasen Associates (VA) to determine the noise levels for the proposed automated car lift system (see Attachment C – Noise Analysis). VA performed sound level measurements of a similar automated car lift system installed at the Broadway Grand Garage in Oakland, California and conducted an analysis on the maximum noise levels that can be produced by the movements of the proposed automated car lift system. VA determined that there is no additional mitigation required to comply with the Daly City Noise Ordinance. Further, the noise study included requirements for the proposed automated car lift system and the construction of the car barn which were added as Conditions of Approval to this project to ensure that the Daly City Noise Ordinance requirements are met.

Parking. Pursuant to Title 17 (Zoning) of the Daly City Municipal Code (DCMC), a total of 375 parking spaces are required for the entire campus: 217 parking spaces for the proposed apartment

building and 158 for the other uses on the campus. The proposed project would include 310 parking spaces available throughout the campus (see parking table and parking plan in Attachment B – Project Plans). 183 parking spaces would be dedicated to the proposed project at the following locations: 44 parking spaces in the western parking lot, 78 parking spaces in an automated lift car barn also located in the western parking lot, 48 spaces in the eastern parking lot, five parking spaces along the access roadway immediately south of the proposed housing, and eight spaces would be provided north of the existing school building entrance. The remaining 127 parking spaces would be available on existing surface parking lots located west, east, and south of the existing JUHSD building for JUHSD and other uses on the campus.

JUHSD is currently preparing a Precise Plan for the redevelopment of the campus. According to JUHSD, existing leases for other uses on the campus will be terminated and adjusted over time to ensure sufficient parking is available during each phase of site redevelopment and construction and all tenant leases on the property are scheduled to expire at the end of 2021. The applicant has submitted a parking assessment prepared by Fehr & Peers that discusses the uses and parking that will exist on the project's "opening day" when the proposed building would begin occupancy (projected in Summer 2021) (see Attachment D – Parking Assessment). Some uses will only operate on weekdays (e.g. an office) and other uses will only operate on weekends and occasional weekday evenings for special events (e.g. a church). JUHSD also indicated the leases will specify the days and hours of operation for each use to ensure there is adequate parking on the campus and to discourage overlapping uses. Therefore, Fehr & Peers have separated the parking requirement for each use based on their periods of operation.

Fehr & Peers evaluated the parking requirement for each use based on parking requirements in the Zoning Code and determined 292 parking spaces are required for the weekday uses and 305 parking spaces are required for the weekend and weekday evening uses. The tables from the parking analysis on the following page provide a summary of the required parking for the project separated by weekday and weekend and weekday evening uses.

The uses associated with JUHSD were not included in the parking analysis because public school uses are not required to comply with the City's parking requirements. The proposed residential development and utility building were included in both parking counts because they would require parking every day of the week. The preschool was not included in the weekend parking count because it would be closed on weekends and would rarely have weekday evening activity. Based on the Urban Land Institute's estimates on typical office parking usage for weekday evenings, parking for office uses drop in the evenings. Therefore, the office uses were not included in the weekend and weekday evening parking counts. Compared to the weekday uses, the weekend and weekday evening uses include several religious establishments and a gym for the Catholic Youth Organization (CYO). Although the DCMC parking requirements were used to determine the parking required for the campus, Fehr & Peers noted the overall parking requirement for the religious establishments would be lower if the various times of use were factored into the analysis (e.g. the CYO small gym may not be occupied concurrently with the Iglesia Ni Christo facility).

Based on their analysis, Fehr & Peers has determined the number of parking spaces proposed for this project is sufficient. However, if any parking issues were to arise, a Condition of Approval has been added that would require the applicant to provide additional parking on the property as

stipulated in Chapter 17.34 *(Off-Street Parking and Loading)* of the Daly City Municipal Code or a parking analysis prepared by a third-party parking provision consultant to assess the parking situation on the property and determine the number of parking spaces that should be required.

Table 1: Weekday Parking Requirements

Land Use	Size	Code	Required Parking
Staff Housing (Multi-Family)			
1 Bedroom Units	55 units	1.5 spaces per unit	83
2+ Bedroom Units	67 units	2 spaces per unit	134
SUBTOTAL RESIDENTIAL			*217*
Other Uses - Permitted to Park/Operate on Weekdays			
Comcast (Public Utility)	8,100 s.f.	1 space per 1,500 s.f.	5
CYO Office	5,190 s.f.	1 space per 300 s.f.	17
Christ Central Presbyterian Office	6,928 s.f.	1 space per 300 s.f.	23
First True Vine Baptist Office	934 s.f.	1 space per 300 s.f.	3
Young World Preschool	17 employees 100 students	1 space per employee 1 space per 10 students	27
SUBTOTAL – OTHER WEEKDAY USES			*75*
TOTAL WEEKDAY REQUIREMENT			**292**

Source: Fehr & Peers, 2019; Daly City Municipal Code Section 17.34.020 - Schedule of parking requirements.

Table 2: Weekend/Weekday Evenings Parking Requirements

Land Use	Size	Code	Required Parking
Staff Housing (Multi-Family)			
1 Bedroom Units	55 units	1.5 spaces per unit	83
2+ Bedroom Units	67 units	2 spaces per unit	134
SUBTOTAL RESIDENTIAL			*217*
Other Uses - Permitted to Park/Operate on Weekends/Weekday Evenings			
Comcast (Public Utility)	8,100 s.f.	1 space per 1,500 s.f.	5
Iglesia Ni Christo[1]	6,928 s.f.	1 space per 200 s.f.	35
Family Worship Center[1]	1,903 s.f.	1 space per 200 s.f.	10
First True Vine Baptist Church[1]	1,376 s.f.	1 space per 200 s.f.	7
Theravada Dharma Temple[1]	1,180 s.f.	1 space per 200 s.f.	6
CYO Small Gym	4,982 s.f.	1 space per 200 s.f.	25
SUBTOTAL – OTHER WEEKEND/WEEKDAY EVENING USES			*88*
TOTAL WEEKEND/WEEKDAY EVENING REQUIREMENT			**305**

Source: Fehr & Peers, 2019; Daly City Municipal Code Section 17.34.020 - Schedule of parking requirements.

[1] Permanent seating not provided – applicable rate per square foot used.

General Plan and Zoning Consistency

The project site is designated in the General Plan as Commercial – Office (C-O), which allows for office and locally-serving office commercial uses such as health and fitness centers, small scale printing and photocopying businesses, and eating and drinking establishments. A General Plan amendment to change the land use designation to Residential – High Density (R-HD) is proposed to allow for the proposed residential density of the project (37 dwelling units per acre). Since JUHSD anticipates the eastern parking lot will be relocated in the future Precise Plan, the main 3.3-acre project area which includes only the apartment building and automated lift car barn and not the eastern parking lot was used to determine the proposed General Plan land use designation.

The project site is currently zoned Planned Development (PD-31). The PD-31 zoning district divides the property into five parcels. The project site in Parcel II-B which permits up to 200,000 sq. ft. of office space or up to 175 dwelling units. Apartment buildings must be three stories over a concrete parking garage. The building height of the apartment buildings are limited to three stories over a partially depressed garage. Each apartment building is required to have elevators and a building pattern that will create private courtyards, recreation facilities and common rooms. The residential uses must conform to the parking regulations in the Daly City Municipal Code and provide guest parking where possible. The apartments must also have one assigned covered parking stall per unit either under the building or in carports. The project proposes an amendment to PD-31 to allow the proposed apartment building to have four stories and no parking garage on the first level and for the parking requirement to be a minimum of 310 parking spaces for the proposed project (see Attachment E – Draft PD-31A Development Standards).

Staff supports the applicant's proposed amendment requests. The current housing crisis has led to a shortage in affordable rental housing in Daly City and the proposed project seeks to alleviate this issue by providing affordable rental housing for JUHSD faculty and staff and their families. The proposed four-story building would be approximately the same height as what is currently allowed in PD-31. The automated car lift system located inside the car barn is an alternative to a parking garage and a cost-effective way to provide additional parking. As discussed in the previous sections, the applicant has also provided a parking analysis that concluded the number of proposed parking spaces for the residential development and overall campus is sufficient. If any parking issues were to arise as determined by the Planning Division, additional parking will be required as stipulated in Chapter 17.34 (Off-Street Parking and Loading) of the Daly City Municipal Code or a parking analysis prepared by a third-party parking provision consultant would be required to assess the parking situation and determine the number of parking spaces that should be required.

The City Council should also be aware that staff has amended PD-31 to remove Section III (Impacts and Mitigations) related to the 1985 Environmental Impact Report (EIR) prepared for PD-31 due to the amount of time that has elapsed since the EIR was prepared and the significant change in circumstances on the property since PD-31 was approved (i.e. the proposal associated with the approval of PD-31 was never constructed). Therefore, the proposed project was not required to comply with Section III and instead, an Initial Study was prepared as will be discussed in a subsequent section. All future projects on this property will be evaluated for potential environmental impacts pursuant to the California Environmental Quality Act (CEQA).

Design Review

The proposed u-shaped building would have a contemporary architectural design. Upper level setbacks were included in the design to create a varied roofline and bay windows and trellises were added to establish the residential character of the structure. Façade articulation is achieved with a combination of horizontal wood siding, plaster, and fiber cement panels and cantilevered window awnings and balconies. The color palette of the proposed building consists primarily of earth tones with the exception of the ground level window awnings that will be painted orange. The building would wrap around a central courtyard on three sides to better define it and protect it from prevailing winds. The proposed automated lift car barn would match the design of the apartment building and include plaster siding and earth tone colors. A security gate for the automated car lift system would be on the western elevation facing the proposed apartment building. Staff is satisfied with the overall building and site design.

Affordable Housing Plan

The City's Affordable Housing Ordinance requires that developers submit an Affordable Housing Plan (AHP). The Ordinance further requires that 10 percent of all rental dwelling units within a proposed development be affordable to households at or below 70 percent of the area median income for San Mateo County. The subject development would thus be obligated to provide 12 affordable units (10 percent of the 122 base dwelling units). The applicant has submitted an AHP that proposes to build 12 affordable units within the project. Staff has approved the applicant's request for the affordable units to be floating and comprised of five one-bedroom units and seven two-bedroom units. The City Manager has determined that the AHP meets the intent of the Ordinance and has accepted the plan. Prior to construction, the applicant will enter into an affordable housing agreement with the City that will provide details a marketing plan, methods for verifying household income, and compliance monitoring requirements.

Utility Providers

The subject property is located within a fully urbanized area with all public services capable of serving the proposed building. Any upgrades in the system deemed necessary will be the applicant's responsibility. This requirement has been included as Conditions of Approval for this project.

Utility	Provider
Water, Sanitary Sewers, Storm Drains	City of Daly City
Gas & Electric	PG&E
Telephone	AT&T
Cable Television	Comcast
Fire/Police Protection	City of Daly City

Airport Influence Area

The project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action is determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the Airport Land Use Compatibility Plan (ALUCP). Any proposed land use policy actions, including the proposed General Plan amendment/rezoning, that affect properties within the ALUCP Airport Influence Area B boundary in Daly City (such as the project site), must be referred to the C/CAG Board for an ALUCP consistency review and determination.

On September 12, 2019, the Board considered the ALUC recommendation and evaluated the consistency of the project with the relevant airport/land use compatibility policies and criteria contained in the adopted ALUCP. The C/CAG Board determined the proposed General Plan amendment and rezoning, and related project entitlements were consistent with relevant ALUCP policies with a required Condition of Approval related to real estate disclosure requirements regarding the site's location within the AIA which has been added to this project.

Environmental Assessment

David J. Powers and Associates (DJP&A), under contract with the Planning Division, has completed an Initial Study for the project and has determined that, pursuant to the requirements of the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration is the appropriate level of environmental review (see Attachment G – Initial Study). The State Clearinghouse review period was from November 19, 2019 to December 19, 2019 and the public review period was from November 21, 2019 to December 23, 2019.

Staff received comments from the California Department of Transportation (Caltrans) and Department of Toxic Substances Control (DTSC). DJP&A prepared a response to the comments (see Attachment I – Response to Comments on Initial Study) which references and includes a response to DTSC's comments prepared by Strata Environmental, the environmental consulting firm who prepared the Phase I Environmental Site Assessment for this project. Staff and the applicant also identified some errors in the Initial Study. An errata page was prepared by staff (see Attachment H – Initial Study Errata Page) outlining the corrections to the Initial Study.

As indicated in the Initial Study, the project largely would have no significant impacts upon the environment, with the exception of impacts to air quality, biological resources, cultural resources, geology and soils, noise, and transportation. The mitigation measures for these impacts are included in the Mitigation Monitoring and Reporting Program (MMRP) prepared for the project (see Attachment J – Mitigation Monitoring and Reporting Program).

Regarding transportation impacts, the transportation impact analysis prepared by Hexagon Transportation Consultants included an analysis of commute AM, school PM and commute PM

peak-hour traffic conditions during weekdays at the following five study intersections in the vicinity of the project site:

1. St. Francis Boulevard and Clarinada Avenue
2. SR 1 SB ramps and Clarinada Avenue
3. St. Francis Boulevard and Serramonte Boulevard
4. SR 1 NB ramps and Serramonte Boulevard
5. Callan Boulevard and Serramonte Boulevard

Potential impacts to pedestrians, bikes, transit service, and vehicle queues were also considered. The housing facility will be primarily occupied by the district workforce, comprising of school faculty and their spouses, and support staff. Based on the bell schedules of JUHSD's high schools, faculty and school staff would typically arrive at their schools within a one-hour window between 7:00AM and 8:00 AM, which is a narrower time frame than the typical 7:00 to 9:00 AM window represented by the Institute of Transportation Engineers (ITE) Trip Generation rates. This compressed departure time frame would cause the faculty and school staff trip rates to be higher than those of other household members, which are assumed to follow the typical 7:00 to 9:00 AM departure window. As a result, the trips generated by faculty and school staff were calculated separately using data provided by JUHSD. Based on trip generation rates recommended by ITE and data provided by JUHSD for faculty and staff housing, it was estimated that the proposed project would generate 92 new vehicle trips during the commute AM peak hour and 68 new vehicle trips during each of the school PM and commute PM peak hours.

The results of the signalized intersection level of service (LOS) analysis under existing plus project conditions (i.e. traffic conditions that would occur if the project were constructed and occupied today) indicated that the signalized intersection of Callan Boulevard/ Serramonte Boulevard would continue to operate at an acceptable LOS C during all peak hours. According to the City of Daly City LOS standards, the proposed project would not result in any adverse LOS impacts to the intersection. The results of the unsignalized intersection LOS analysis under existing plus project conditions indicated that the unsignalized intersection of SR-1 southbound ramps/ Clarinada Avenue would continue to operate at an LOS E during the PM peak hour. The LOS at the SR-1 northbound ramps/ Serramonte Boulevard intersection would degrade from an LOS D under existing conditions to an LOS E under existing plus project conditions. All other study intersections would operate at LOS C or better during all peak hours.

Based on these findings, traffic impacts would be less than significant with the following mitigation measures which are included in the MMRP prepared for the project (see Attachment J – Mitigation Monitoring and Reporting Program).

1. A traffic signal is warranted at the intersection of SR 1 southbound ramps and Clarinada Avenue. This improvement is scheduled in the City of Daly City General Plan to be constructed in the next decade. Accordingly, the applicant shall pay their fair share contribution for the improvement, and the City will implement the improvement within a 10-year timeframe from the project approval date, as specified in the City's General Plan.

2. A traffic signal with crosswalks across Serramonte Boulevard is warranted at the intersection of SR-1 northbound ramps and Serramonte Boulevard. This improvement is scheduled in the City of Daly City General Plan to be constructed in the next decade. Accordingly, the applicant shall pay their fair share contribution for the improvement and the City will implement the improvement within a 10-year timeframe from the project approval date, as specified in the City's General Plan.

The City Council should also be aware that the project would pay into the City's AB1600 fee program, which provides funding for city-wide transportation improvement projects.

Findings

The Planning Commission has found that the proposed General Plan Amendment GPA-9-18-13666, Zone Change ZC-9-18-13662, and Design Review DR-9-18-13665 are in accordance with Chapter 17 *(Zoning)* of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing 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. The recommended findings are as follows:

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 January 13, 2020. Legal public notice of said hearing was provided by newspaper publication on December 12, 2019, posting and via first class mailing to property owners within 300 feet of the site;

2. The subject site is bounded by Serramonte Boulevard and a residential neighborhood to the north and northeast, Callan Boulevard to the east, the Serramonte del Rey campus to south and southeast, and a residential neighborhood to the west. The surrounding area is mostly characterized by residential uses. Given the proposed residential use, a multi-family residential development is considered a compatible land use on the subject property;

3. The amendments to the General Plan and Planned Development PD-31 as outlined in the project staff report are reasonable given the intent of the property owner (Jefferson Union High School District (JUHSD)) to provide affordable rental housing for JUHSD faculty and staff members and their families.

4. The quantity and location of on-site parking spaces were evaluated in a parking analysis prepared by a qualified professional consultant. The analysis determined that the proposed project will include sufficient parking for the apartment residents and other tenants on the Serramonte Del Rey campus when the project begins occupancy;

5. The proposed residential buildings comply with the open space requirements of the Zoning Ordinance, exceeding the minimum open space requirement of 150 square feet per unit

mandated by the Zoning Ordinance by providing a total of 21,152 square feet of open space where 18,300 square feet is required;

6. The proposed project will not have a detrimental effect on sound community planning, the economic, ecological, cultural and aesthetic qualities of the community, and on public health, safety and general welfare. Furthermore, the overall impact on schools, parks, utilities, neighborhood streets, traffic, parking and other community facilities and resources will not be detrimental;

7. General architectural considerations have been incorporated in order to ensure the compatibility of this development with its design concept. These considerations include, but are not limited to, the character, scale and quality of the design, the architectural relationship with the site, building materials, and colors;

8. The City Council has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and, based on the Initial Study prepared by a qualified professional consultant, has determined that there is no substantial evidence, in light of the whole record that the project may have a significant impact, given the mitigation measures outlined in the Mitigation Monitoring and Reporting Program prepared for the project. Therefore, a Mitigated Negative Declaration is appropriate for the project;

9. The proposed project consists of 122 dwelling units and an automated lift car barn, all of which will be subject to Building Code requirements that set forth minimum safety standards for new construction. Other City and State regulations will assure that public health is not at risk;

10. Access to the proposed apartment building and its utilities would be available from an adjacent road and a proposed access road. 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;

11. The project will minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

Conditions of Approval

The Planning Commission recommends approval of General Plan Amendment GPA-9-18-13666, Zone Change ZC-9-18-13662, and Design Review DR-9-18-13665 based on the following conditions as specified by each Department and Division. These conditions shall be complied with prior to, or as part of, any building permit for the proposed improvements and on-going operations.

A. PLANNING DIVISION

1. The project shall be valid only in conjunction with the detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval, and minor changes to the plan, must be reviewed and approved by the Planning Division prior to the change. Major site or architectural modifications shall be treated as an amendment and shall be subject to review by the Planning Commission and City Council.

2. The design review approval granted herein shall be valid for a period of one year. If building permits have not been issued within this timeframe, the applicant shall apply for a time extension.

3. The applicant shall comply with all of the requirements of the Mitigation Monitoring and Reporting Program adopted by the City Council.

4. Prior to the issuance of a building permit, the applicant shall enter into an Affordable Housing Agreement with the City, identifying the dedication of units consistent with the approved Affordable Housing Plan approved on November 12, 2019. The Agreement shall be recorded against the property prior to building permit issuance. Failure to abide to the Agreement may result in code enforcement action by the City.

5. The applicant shall submit a Parking Management Plan (PMP) to the Planning Division for review and approval prior to issuance of the building permit for the proposed project and shall manage the development consistent with the plan. Amendments to the PMP shall be approved by the Planning Division.

6. If determined to be necessary by the Planning Division, the applicant shall provide additional parking on the property as stipulated in Chapter 17.34 *(Off-Street Parking and Loading)* of the Daly City Municipal Code or provide a parking analysis prepared by a third-party parking provision consultant to assess the parking situation and determine the number of parking spaces that should be required.

7. The applicant and property owner shall comply with the real estate disclosure requirements outlined in Policy IP-1 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

8. The applicant shall construct the car barn and install the automated car lift system in accordance with the mitigation measures outlined in the noise analysis prepared by Veneklasen Associates, dated August 27, 2019. If any modifications are made to the design or construction of the car barn or automated car lift system, the applicant shall submit a noise analysis to ensure compliance with the Daly City Noise Ordinance.

<u>Site Design</u>

9. The applicant shall submit an illumination plan for staff review and approval at building permit submittal. The plan shall identify the location of any proposed on-site exterior

lighting. The plan shall include bollard and/or overhead lighting at the all pedestrian walkways, emergency vehicle access, common open space areas, mailbox areas, trash collection areas, parking areas, and in the areas fronting the apartment building and automated lift car barn.

10. The applicants shall fully improve and landscape the public right-of-way. This shall include installing street-lights, in quantity and design required by the Public Works Department, and providing street trees along Serramonte Boulevard. The street tree placement and sidewalk design shall be consistent with the approved plan set for the project.

11. Street trees shall be installed twenty feet on center, sized as 24-inch box, receive triple staking at installation, and receive establishment irrigation. The tree staking and establishment irrigation shall be identified in building plans submitted for a building permit. All irrigation shall be tied to the building's water system and maintenance of the street trees shall be Property Owner's responsibility.

12. All street trees shall receive decorative tree grates and be consistent with the approved plan set and approved by the Planning and Engineering Divisions.

13. Backflow preventers shall be concealed and/or screened from public view to the satisfaction of the Daly City Community and Economic Development Director prior to issuance of building permit.

Building Design

14. Prior to the building permit submittal, the applicant shall provide a sign program for Planning Division review and approval. The final building elevation design shall consider sign placement and plans submitted for building permit approval shall reflect such placement.

15. All rooftop mechanical equipment shall be screened from the view of all adjacent public rights-of-way by screenwalls, painting, and similar treatments acceptable to the Planning Division. The Division may require screenwalls for equipment located within 20 feet of the rooftop parapet wall.

16. All stucco applications to the building shall be medium dash stucco finish and this requirement shall be detailed on all construction drawings submitted to the Building Division for review.

17. Backflow preventers, check devices, and other visible mechanical equipment shall be painted black, dark green, red (if required by the Fire Department), or other color complementary to the building design.

Landscaping

18. Prior to the issuance of building permits, a detailed landscape and irrigation plan shall be submitted for review by the Planning Division, which shall comply with DCMC Chapter 17.41 *(Water Conservation in Landscaping)*. New landscaping required for the project shall incorporate Bay Area Friendly species that are drought tolerant and the irrigation systems shall incorporate water efficiency measures. Alternative plant and tree species may be approved by the Planning Division if it can be shown they would be more appropriate for the site.

19. All landscaping shall be installed, inspected and approved prior to the issuance of occupancy permits.

20. All trees adjacent to the City sidewalk shall be box-specimen and shall provide a root-barrier acceptable to the City.

21. The landscape plan shall identify an excavation plan for all screen-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.

22. The applicant shall provide long-term irrigation to all trees, shrubs, and groundcover.

23. 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.

24. The property owner shall enter into a Maintenance Agreement with the City of Daly City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according to the approved Maintenance Plan.

Operational Requirements

25. The applicant and property owner shall continually coordinate with Republic Services to develop and maintain and effective refuse management program and service schedule for the proposed condominiums and hotel.

26. Building exteriors shall remain in good repair and visually consistent with the approved plans.

Stormwater Treatment

27. 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.

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 Operation and Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according the approved Operation and Maintenance Plan.

31. The applicant shall arrange and pay for final inspection of installed treatment measure by the City's Special Inspector within 45 days of installation or project construction completion, whichever comes first.

Site Maintenance

32. The site shall be maintained in a safe, sanitary, and litter free condition at all times.

33. No outside storage shall be allowed, except in the approved trash enclosure area.

34. Doors to the trash enclosure area shall be kept closed except when necessary to dispose of trash or to store material to be recycled.

35. All sidewalks, walkways, driveways, parking lot facilities, and easements within and adjacent to the property, including weeds, shall be maintained in a safe, sanitary, and litter free condition at all times.

36. Garbage storage areas are to be kept sanitary and free of litter and debris.

B. ENGINEERING DIVISION

General

37. All improvements, including the on- and off-site improvements and all public service and utility facilities, shall be completed by the applicant, or shall be incorporated into a development agreement before issuance of a building permit and/or approval of the final map.

38. All improvements shall be consistent with the plans approved by the City Engineer and the Conditions of Approval. All improvements shall meet the latest California Building Code, California Fire Code, Daly City Municipal Code, and the City Standards and Specifications.

39. The project's electrical transformer shall not be installed within the public right-of-way.

40. Provide "will serve letters" from the City of Daly City's Water and Wastewater Department and for water and sanitary sewer services and Pacific Gas and Electric Company (PG&E) for gas and electric services.

41. Concurrent with each demolition, grading and drainage permit submittal or as a part of the Improvement Plan package, the Applicant shall prepare a dust control plan. The plan shall conform to the City Standards and comply with the requirements of the Bay Area Air Quality Management District (BAAQMD) Best Management Practices for dust control. The Applicant shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The person shall respond and take corrective action within 48 hours.

42. No permanent building encroachment including but not limited to: awnings, canopies, marquees, signs, windows, balconies, architectural features and mechanical equipment shall be allowed in the Right-of-Way without the written authorization of the City Engineer.

43. Additional Right-of-Way (ROW) dedications/easements may be required for public improvements located on private property. Easements shall be required for the proposed crosswalk and curb ramps at the property's driveway entrance/exit.

44. The applicant and/or Contractor shall have a project sign with a 24-hour Project contact information for public concerns such as off-site tracking, dust control, noise complaints, ground shaking and any related construction activities. The complaints and responses shall be logged, and copies provided to the City Engineer with action status on a weekly basis.

45. Provide erosion and storm water pollution plan incorporating best management practices, including operation and maintenance provisions per the requirements applicable at the time of construction permit application. During the wet/rainy season (October 1 to April 30) the developer shall submit a revised erosion control plan as necessary (every five working days) or as required by the City Engineer and/or his representative.

46. All improvements shall be installed, inspected and approved by the City Engineer prior to issuance of occupancy permits. In addition, as-built record plans of all improvements shall be submitted in a form acceptable to the City Engineer prior to issuance of occupancy permits.

47. All electrical and telecommunications services shall be provided through underground connections. There shall be no overhead drops. All existing overhead services and supporting poles along the project frontage and/or on the private property shall be removed, at the applicant's expense.

48. All utility services shall be underground. Said improvements shall conform to Daly City and affected Agency's standards.

49. All plans shall be accompanied by all required calculations and studies including geotechnical and impact studies to justify design signed and sealed by a licensed professional engineer.

50. Grading and improvement plan review and approval by the City Engineer are required before any City permit is issued. The improvement plans shall include details for on-site and off-site improvements for vehicular and pedestrian access, parking, traffic signs and markings, utility service connections, modifications and extensions of the City's sewer, water, storm drain, safety lighting, landscaping, and other public service facilities.

51. Securities for all improvements (on-site and off-site), and applicable fees and charges, shall be submitted with any building permits. The applicant shall obtain all required permits before commencing work.

Site

52. The project shall replace the amenities at the bus stop fronting the property on the south side of Serramonte Blvd. (eastbound) to their current condition or better. Improvements up to a bus shelter (benches, lighting, concrete pads, trash receptacles) shall be reviewed and approved by SamTrans. Improvements including a bus shelter shall be approved by SamTrans and their 3rd Party who operates and maintains the shelters. A copy of SamTrans' approval shall be provided to the Department of Public Works prior to issuance of any permit.

53. Proposed access route to the car barn shall be approved by the Fire Department.

54. All proposed landscaping and street trees shall be maintained by the property owner in perpetuity. Irrigation shall be tied-to and maintained by the property owner.

55. The applicant shall repair and/or replace additional areas of street pavement, sidewalk, curb, and gutter, street lights, manhole, catch basins, or any other public infrastructure within the right-of-way damaged by construction activities associated with the project (utility installation, etc.) as required by the City Inspector during construction. Such repair shall be per the City's Standards and Specifications.

56. The applicant shall replace/install monolithic curb, gutter, and sidewalk over the entire frontage of the development to the nearest expansion joints or score lines. Sidewalk shall be 5' minimum measured from the back of curb to the back of sidewalk (5.5' including the curb). The improvements shall be ADA compliant and to current City Standards and Specifications.

57. All accessible parking spaces shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility.

58. Any modifications to the development plan that affect Republic Services' ability to access the property shall be reviewed and approved by Republic Services.

Grading

59. Grading exceeding 50 cubic yards shall require approval of plans and a grading permit. A licensed Civil Engineer shall prepare the grading plans and erosion control plan in conformance with a soil report prepared by a licensed soil engineer or qualified civil engineer in compliance with the NPDES requirements prior to any development on the property.

60. Grading plans shall be reviewed by an independent qualified Consulting Engineer or Geologist as well as the City Engineer; a letter of compliance from the independent qualified Consulting Engineer or Geologist shall be provided to Engineering prior to the issuance of any permit. The Engineer and/or Geologist, of record, shall be present on-site during the excavation and grading phases of the project and shall submit a written certification that the project civil plans has been implemented as approved.

61. The applicant shall provide fail-safe conditions for catastrophic events such as 100-year storms, seismic events, system overflows or failures. Drainage swales shall be provided at the top, intermediate and bottom of slopes and embankments to prevent erosion and degradation of slopes. The project geotechnical report shall include appropriate recommendations regarding the protection of existing and proposed slopes.

Storm Water/ Utility

62. Runoff calculations shall be provided verifying that post development stormwater runoff from the site does not exceed the pre-development stormwater runoff. Additional stormwater runoff generated from the design storm as a result of this development shall be retained on-site.

63. Drainage from the site to a public storm drain system or street shall not flow over any sidewalk. On site drainage retention shall be provided to limit the flow rate entering the City's storm drain system to the pre-development rate. The retention facility shall accommodate the excess runoff from a storm of 10-year frequency and two-hour duration.

64. All stormwater retention, stormwater treatment, or other stormwater BMP improvements shall be located outside of the public right-of-way and maintained by the property owner. All privately owned and maintained improvements shall be located outside of the public right-of-way. There shall be no private improvements within the public right-of-way.

65. The applicant shall be financially responsible for all project-related storm drainage improvements on- and off-site, as required and approved by the City Engineer in accordance with City Standards.

66. Full trash capture devices approved by the City Engineer shall be installed on the drainage system.

67. Storm drain laterals and mains shall be CCTV'ed at the end of construction. Owner is responsible for providing videos of laterals/mains prior to the City Engineer's permit signoff/acceptance. If cleanouts are utilized instead of manholes or drainage inlets, it is up to the owner to make required changes to provide camera access if access is not available via cleanouts.

68. The applicant shall coordinate review of the on-site sanitary sewer system with the Department of Water and Wastewater Resources (DWWR). The new sewer mains shall require CCTV inspection by DWWR.

69. The applicant shall contribute a fair-share cost of the new 30-inch relief sewer crossing I-280. The fair share contribution shall be based on the added flows relative to the additional capacity needed for the new I-280 crossing as determined by the Department of Water and Wastewater Resources.

Traffic

70. The applicant shall pay a fair-share contribution, as determined by the Department of Public Works, for the traffic signal installations at the following intersections: a) SR-1 Southbound Ramps at Clarinada Avenue, and b) SR-1 Northbound Ramps at Serramonte Blvd.

71. The applicant shall provide a new crosswalk on the west side of the intersection of Serramonte Blvd./Highway 1 ramps across Serramonte Blvd. Coordinate with Caltrans for work within Caltrans Right-of-Way. The applicant shall also coordinate with the Department of Public Works on the proposed improvements at the intersection.

72. Lane striping on Serramonte Blvd. shall be adjusted due to the removal of the driveway entrance at Serramonte Blvd. and Campus Dr. The "STOP" sign at Serramonte Blvd. and Campus Dr. shall be removed.

73. Restrict southbound left-turn movements from the north-south drive aisle at the northern driveway into the east parking lot.

74. The east parking lot shall be reconfigured to have vehicles enter only at the southern driveway and exit only at the northern driveway. Appropriate signs and pavement markings shall be installed on the north-south drive aisle and parking lot to reflect the new circulation in the east parking lot.

75. Direct vehicle access within the property connecting Serramonte Blvd. to Hickey Blvd. via Campus Dr. is prohibited, consistent with the project approvals for the JUHSD Summit Shasta Public High School (Initial Study dated December, 2016, Mitigation Measure TRAF-1), unless otherwise approved by the City.

Mapping

76. All ROW dedication/easement language shall be reviewed and approved by the City Engineer.

77. The width and locations of Public Easements shall be specified for review and approval by all utility companies and the City Engineer.

Permit

78. An encroachment permit shall be required to be issued by the Public Works Department for all work proposed within the public right-of-way.

79. The applicant shall provide verification, in writing, that the joint trench design has been reviewed and approved by each utility company.

C. FIRE DEPARTMENT

80. Fire sprinkler system is required for the proposed buildings pursuant to the City Ordinance. Install per National Fire Protection Association (NFPA) 13R. Submit under separate fire permit. System shall be centrally monitored if over 20 sprinkler heads.

81. The applicant shall obtain water flow information.

82. Fire alarm system required under separate fire permit and plan check. Install per NFPA 72.

83. Fire alarm system shall be monitored per the California Fire Code (CFC).

84. Smoke Detectors and CO monitors required per CBC.

85. HVAC smoke detection and automatic shutdown required per NFPA 90A and CMC.

86. Key Box required. The applicant shall apply through the Fire Department.

87. Portable fire extinguishers(s) are required. Mount fire extinguishers 3-5 feet above floor, visible and accessible. Field verify.

88. Clearly visible address identification required.

89. Utility identification required.

90. Doors shall be easily openable in one motion without special knowledge, key or effort per CBC. Use of thumb operated deadbolts prohibited unless integrated with latch.

91. Exit signs/ emergency illumination required.

92. Fire Class III standpipes are required.

93. Sprinkler system test and drain shall empty into sanitary sewer.

94. Provide details of sloped entry indicating a profile, and angles of approach and departure (15 degrees angle of approach and departure).

95. Fire access shall be red striped and signage provided per Appendix D of the CFC.

D. DEPARTMENT OF WATER AND WASTE WATER RESOURCES

96. The project shall comply with all state and local fire codes regarding the construction of the car barn and shall ensure adequate water pressure and flow are provided.

Recommendations

The Planning Commission recommends that the City Council take the following actions:

1. Adopt the Findings as outlined herein;

2. Approve Mitigated Negative Declaration CEQA-9-18-13664, adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the project; and

3. Approve General Plan Amendment GPA-9-18-13666, Zone Change ZC-9-18-13662, and Design Review DR-9-18-13665, subject to the Conditions of Approval identified herein.

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

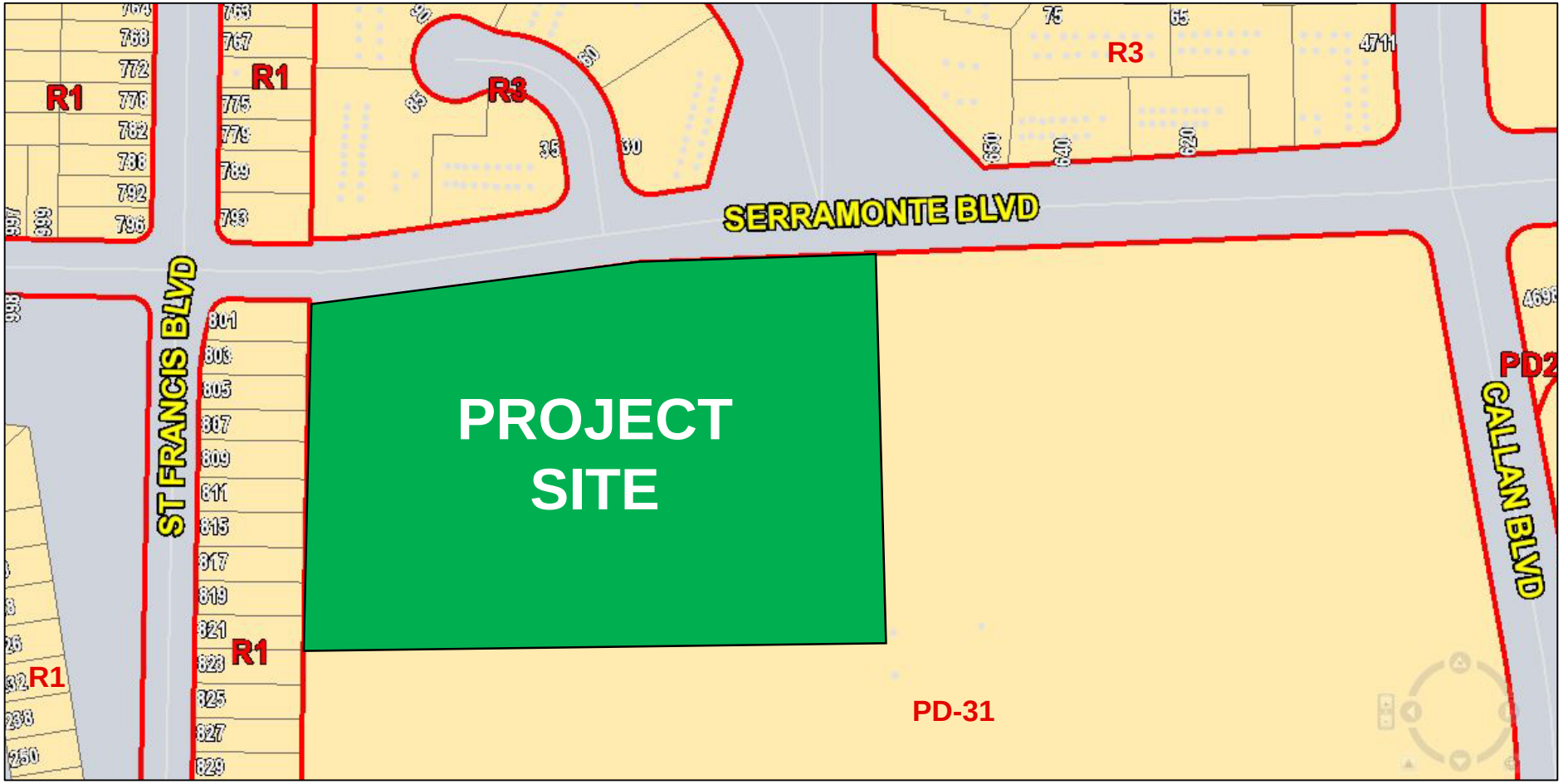
Respectfully submitted,

Carmelisa Morales
Associate Planner

Tatum Mothershead
Director of Economic and Community Development

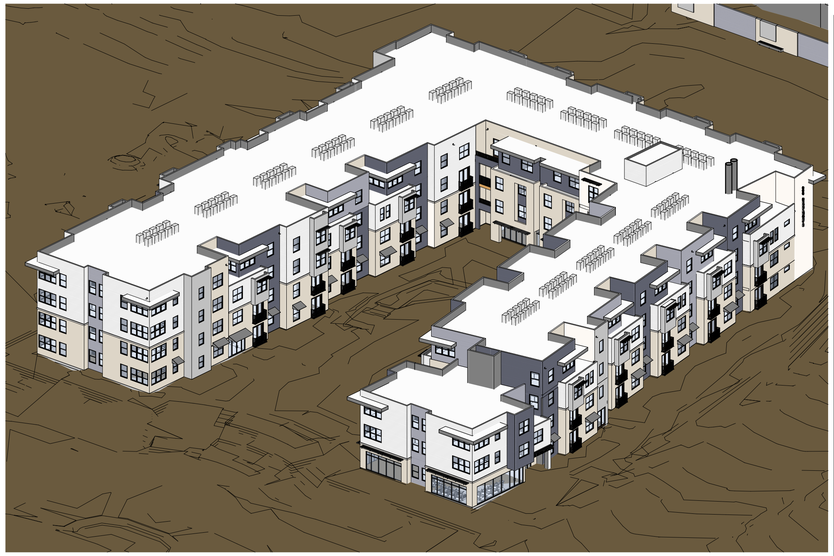
Attachments
Attachment A – Location Map
Attachment B – Project Plans
Attachment C – Noise Analysis
Attachment D – Parking Assessment
Attachment E – Draft PD-31A Development Standards

Attachment F – Affordable Housing Plan
Attachment G – Initial Study
Attachment H – Initial Study Errata Page
Attachment I – Response to Comments on Initial Study
Attachment J – Mitigation Monitoring and Reporting Program


PROJECT
SITE
SERRAMONTE BLVD
ST FRANCIS BLVD
CALLAN BLVD
R1
R3
PD-31
PD2

JUHSD FACULTY & STAFF HOUSING

DALY CITY, CALIFORNIA



VICINITY MAP



PROJECT INFORMATION

ZONING: (C-O) COMMERCIAL, OFFICE
APN: 091-211-230

TYPE OF CONSTRUCTION

RESIDENTIAL TYPE VA

CURRENT USE ON SITE:

PARKING LOT FOR ADJACENT BUILDINGS

ALLOWABLE AREAS

PROJECT TABULATION

Unit Type	1BR	2BR	3BR	TOTALS
Program	615-760	850-1000	1060-1250	
SF	*705*	*975*	*1290*	
Ground Floor	12	12	1	25
2nd Floor	10	20	3	33
3rd Floor	11	21	1	33
4th Floor	22	8	1	31
				0
Totals	55	61	6	**122**
%	46.7%	48.36%	5%	100%

Type	Western Parking Lot Residential	Southern Parking Area Residential	Eastern Parking Lot Residential	Entry Drive Parking Area	Southwestern Parking Lot Site	Southern Parking Area Site	Southeastern Parking Lot Site	Total Parking
Compact	10	0	0	0	0	0	0	10
Standard	21	5	48	5	33	20	71	203
Puzzle Lift	78	0	0	0	0	0	0	78
EVC (ADA-Van)	1	0	0	0	0	0	0	1
EVC (ADA-Standard)	1	0	0	0	0	0	0	1
EVC (Standard)	6	0	0	0	0	0	0	6
ADA (Accessible)	4	0	0	2	2	0	1	9
ADA (Van)	1	0	0	1	0	0	0	2
Total	**122**	**5**	**48**	**8**	**35**	**20**	**72**	**310**

Required Parking
City Ordinance 17.34.020
Section C. Multi-Family Residential

1 Space for Each Studio
1.5 Space for Each One Bedroom
2 Spaces for Each Two Bedroom and Larger

CONSULTANT TEAM

APPLICANT / OWNER
JEFFERSON UNION HIGH SCHOOL DISTRICT
699 SERRAMONTE BLVD.
DALY CITY, CA 94015

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BROOKWOOD GROUP
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CIVIL ENGINEER
BKF ENGINEERS
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REDWOOD CITY, CA 94065
P: 650.482.6427

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A0.1	PROJECT INFORMATION
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A0.3	ACCESSIBLE PATH OF TRAVEL DIAGRAM
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A2.1	CONCEPTUAL GROUND FLOOR PLAN
A2.2	CONCEPTUAL SECOND FLOOR PLAN
A2.3	CONCEPTUAL THIRD FLOOR PLAN
A2.4	CONCEPTUAL FOURTH FLOOR PLAN
A2.5	CONCEPTUAL ROOF PLAN
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L1.3	PRELIMINARY LANDSCAPE PLANT LIST
L2.1	PRECEDENT IMAGES

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JUHSD FACULTY & STAFF HOUSING

DALY CITY, C A L I F O R N I A

ALLOWABLE AREA

JUHSD

FIRE WALL COMPARTMENTS

	TOTAL PERIMETER	30' WIDE FRONTAGE EAST	30' WIDE FRONTAGE SOUTH	30' WIDE FRONTAGE WEST	30' WIDE FRONTAGE NORTH	TOTAL WITH FRONTAGE SUM	RATIO	DEDUCT CONSTANT	NET	If VALUE
EXITING AREA B-NORTHWEST										
FC-1	**774.92**	**161.14**	**201.18**	**118.14**	**266.27**	**746.73**	**0.96**	**0.25**	**0.71**	**71.36%**
EXITING AREA B-SOUTHEAST										
FC-2	**707.34**	**84.14**	**267.02**	**86.43**	**203.25**	**640.84**	**0.91**	**0.25**	**0.66**	**65.60%**

JUHSD

LATEST UPDATE: JUNE 14, 2019

ALLOWABLE BUILDING AREA CALCULATIONS
CALIFORNIA BUILDNG CODE: 2016
NOTE: ALL BUILDINGS ARE FULLY SPRINKLERED PER NFPA 13
NOTE: PER TABLE 506.2, FOOTNOTE J, SPRINKLERED TYPE V-A R-2 OCCUPANCIES ARE ALLOWED AREA INCREASE IN ADDITION TO HEIGHT INCREASE TO 60 FEET AND STORY INCREASE TO 4

	OCCUPANCIES CHAPTER 3	USES TABLE 1004.1.2	CONSTRUCTION TYPE	ALLOWABLE TABULAR AREA TABLE 506.2 FOOTNOTE J *At for S1*	FRONTAGE ALLOWED % SEC. 506.3 *If*	ALLOWBLE AREA FACTOR SEC. 506.2.3 *NS*	FRONTAGE ALLOWED SF SEC. 506.3	ALLOWABLE FLOOR AREA SEC. 506.2.3	MULTI-STORY ALLOWABLE SEC. 506.2.3 *Sa*	ALLOWABLE BLDG. AREA SEC. 506.2.3 Equation 5-2	ALLOWABLE NO. STORIES TABLE 504.4	SPRINKLER HT INCREASE TABLE 506.2 FOOTNOTE J	FLOOR NUMBER	AREA PER FLOOR (SQ FT)	TOTAL SF PROPOSED
2 FIRE COMPARTMENTS															
FC-1	**R-2**	**RESIDENTIAL**	**TYPE V-A**	**36,000**	**71.36%**	**12,000**	**8,563**	**44,563**	**2**	**89,127**	**4**	**4 STORIES**	**FLOOR 1**	**19,830**	**74,868**
	R-2 ACCESSORY											**60 FEET**	**FLOOR 2**	**20,019**	
													FLOOR 3	**19,851**	
													FLOOR 4	**15,168**	
FC-2	**R-2**	**RESIDENTIAL**	**TYPE V-A**	**36,000**	**65.60%**	**12,000**	**7,872**	**43,872**	**2**	**87,744**	**4**	**4 STORIES**	**FLOOR 1**	**17,385**	**69,717**
	R-2 ACCESSORY											**60 FEET**	**FLOOR 2**	**17,538**	
													FLOOR 3	**17,773**	
													FLOOR 4	**17,021**	
							GRAND TOTALS:	**88,435 ALLOWED BY FLOOR**		**176,871 ALLOWED BY BUILDING**		**TOTAL**	**FLOOR 1**	**37,215**	**144,585**
												TOTAL	**FLOOR 2**	**37,557**	**TOTAL**
												TOTAL	**FLOOR 3**	**37,624**	**PROPOSED**
												TOTAL	**FLOOR 4**	**32,189**	**BY BUILDING**

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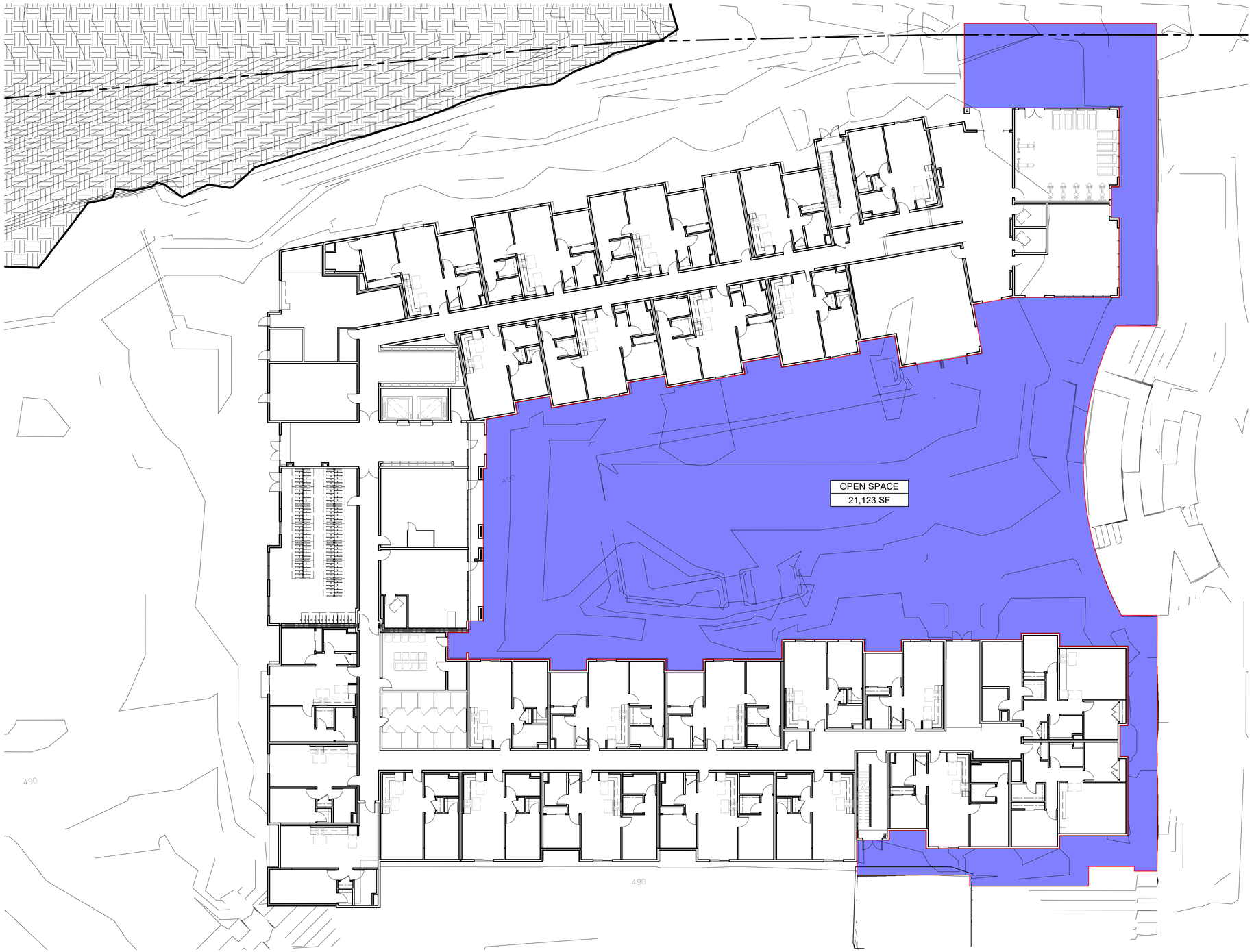

DALY CITY
CODE OF ORDINANCES
TITLE 17. ZONING
CHAPTER 17.38. LOT SIZES AND OPEN SPACE

17.38.020. USABLE OPEN SPACE

A. THE PURPOSE OF THIS CHAPTER IS TO PROVIDE ADEQUATE USABLE OPEN SPACE FOR ANY LOT WHICH IS SUBJECT TO THE R-3 DISTRICT REQUIREMENTS

B. USABLE OPEN SPACE SHALL BE PROVIDED ON THE BASIS OF ONE HUNDRED AND FIFTY SQUARE FEET FOR EACH DWELLING UNIT.

C. USABLE OPEN SPACE SHALL HAVE A FINISHED-GRADE NOT IN EXCESS OF TEN PERCENT

REQ. OPEN SPACE: 122 (UNITS) X 150 = 18,300 SQFT

PROVIDED OPEN SPACE: 21, 152 SQFT

1ST / GROUND FLOOR **1**

1/16" = 1'-0"

SEIDEL ARCHITECTS | BDE ARCHITECTURE | JETT Landscape Architecture + Design

JUHSD FACULTY & STAFF HOUSING

699 SERRAMONTE BLVD., DALY CITY

Brookwood Advisors

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A0.2
OPEN AREA DIAGRAM
11/19/2019



ACCESSIBLE PATH OF TRAVEL DIAGRAM 1

1/16" = 1'-0"

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699 SERRAMONTE BLVD., DALY CITY

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A0.3

ACCESSIBLE PATH OF TRAVEL DIAGRAM

11/19/2019

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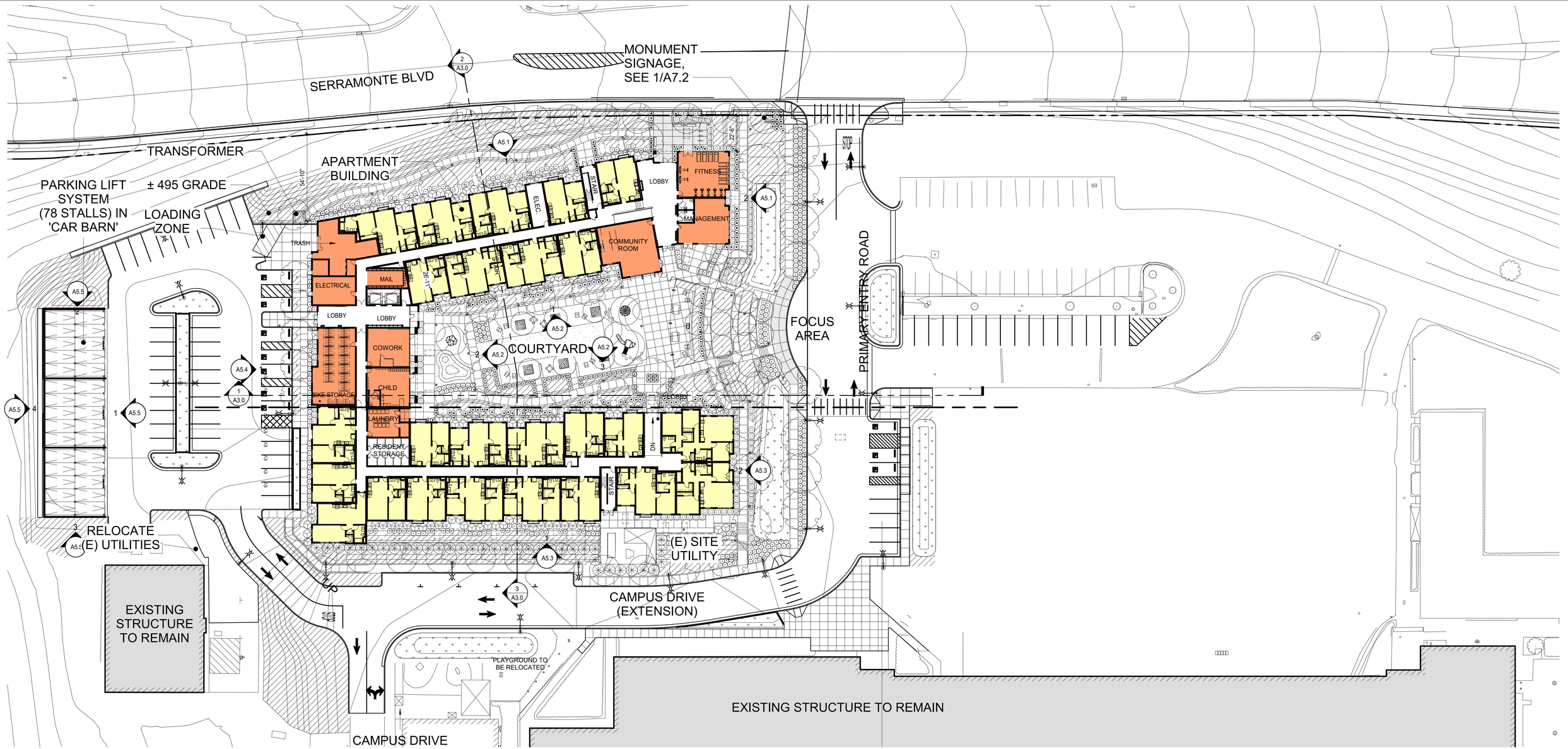

AMENITY SPACES		
Name	Area	Level
BIKE STORAGE	1,288 SF	1ST / GROUND FLOOR
CHILDREN'S ROOM	686 SF	1ST / GROUND FLOOR
CO-WORKING	681 SF	1ST / GROUND FLOOR
COMMUNITY ROOM	1,142 SF	1ST / GROUND FLOOR
FITNESS	940 SF	1ST / GROUND FLOOR
MANAGEMENT	940 SF	1ST / GROUND FLOOR
CO-WORKING	242 SF	4TH FLOOR

Unit Type	1BR	2BR	3BR	TOTALS
Program	615-760	850-1000	1060-1250	
SF	*705*	*975*	*1290*	
Ground Floor	12	12	1	25
2nd Floor	10	20	3	33
3rd Floor	11	21	1	33
4th Floor	22	8	1	31
				0
Totals	55	61	6	**122**
%	46.7%	48.36%	5%	100%

Type	Western Parking Lot Residential	Southern Parking Area Residential	Eastern Parking Lot Residential	Entry Drive Parking Area	Southwestern Parking Lot Site	Southern Parking Area Site	Southeastern Parking Lot Site	Total Parking
Compact	10	0	0	0	0	0	0	10
Standard	21	5	48	5	33	20	71	203
Puzzle Lift	78	0	0	0	0	0	0	78
EVC (ADA-Van)	1	0	0	0	0	0	0	1
EVC (ADA-Standard)	1	0	0	0	0	0	0	1
EVC (Standard)	6	0	0	0	0	0	0	6
ADA (Accessible)	4	0	0	2	2	0	1	9
ADA (Van)	1	0	0	1	0	0	0	2
Total	**122**	**5**	**48**	**8**	**35**	**20**	**72**	**310**

Required Parking
City Ordinance 17.34.020
Section C. Multi-Family Residential

1 Space for Each Studio
1.5 Space for Each One Bedroom
2 Spaces for Each Two Bedroom and Larger

PROJECT NORTH

0' 15' 30' 60'

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A1.0
CONCEPTUAL SITE PLAN
11/19/2019

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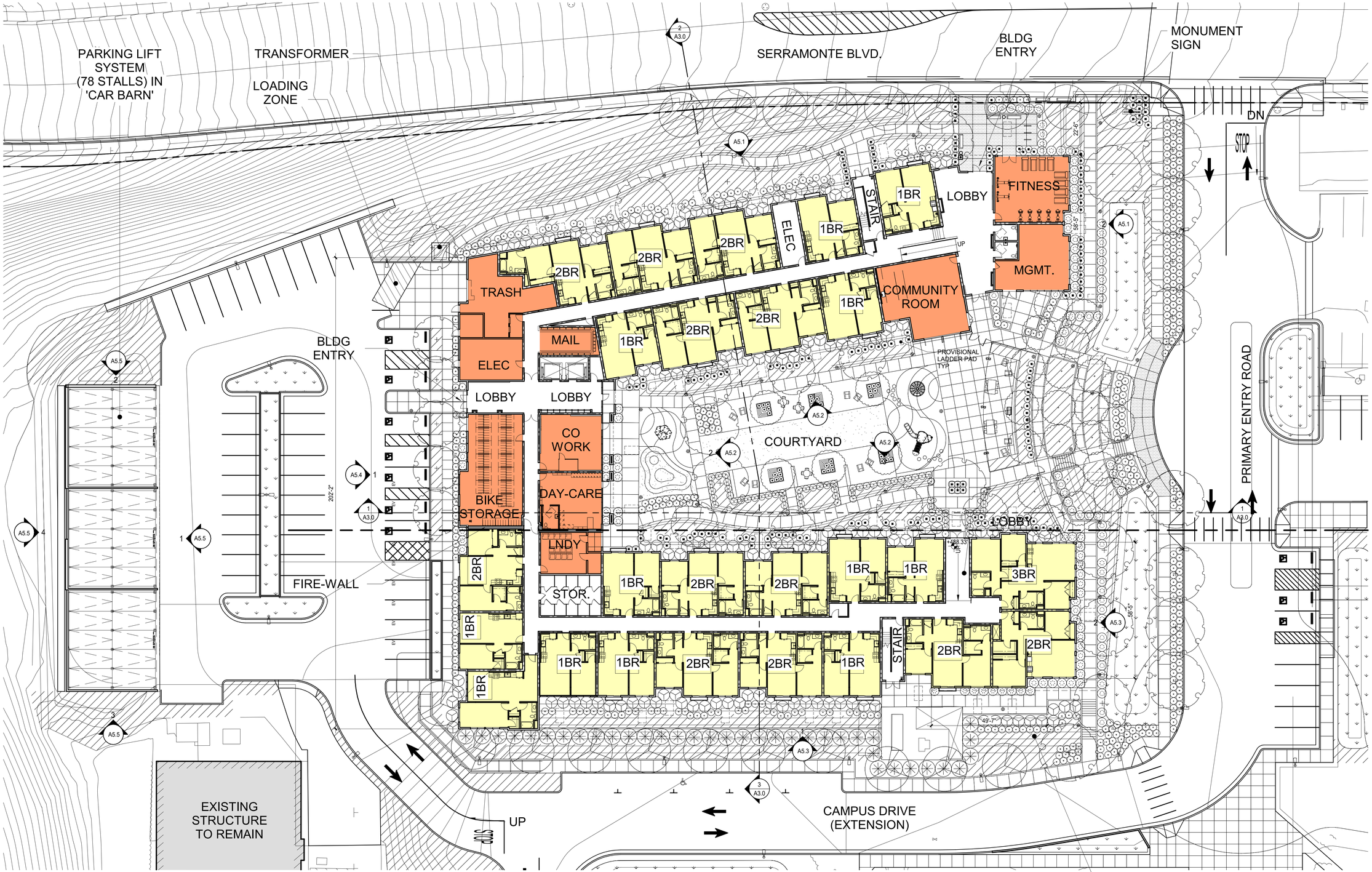

NOTE:
* CLASS III STANDPIPES PROVIDED AT STAIRS
*SPRINKLER SYSTEM TEST AND DRAIN SHALL EMPTY INTO SANITARY SEWER.

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A2.1
CONCEPTUAL GROUND FLOOR PLAN
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EXIT ACCESS TRAVEL DISTANCE = 141'-2"

EXIT ACCESS TRAVEL DISTANCE = 110-2"

EXIT ACCESS TRAVEL DISTANCE = 159'-4"

215'-8"

47'-8"

58'-3"

202'-2"

6'-5"

58'-5"

265'-2 3/4"

FIRE-WALL

TRASH

STOR.

CO WORK

LNDY

STAIR

2BR

1BR

3BR

PROJECT NORTH

0' 10' 20' 40'

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A2.2

CONCEPTUAL SECOND FLOOR PLAN

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PARKING LIFT SYSTEM (64 STALLS) IN 'CAR BARN'

FIRE-WALL

CO WORK

TRASH

STOR.

LNDY

STOR.

STAIR

STAIR

+510.00'

214'-10 1/2"

46'-5 1/4"

58'-2 3/4"

58'-5"

202'-2"

265'-2 3/4"

2BR

1BR

3BR

PROJECT NORTH

0' 10' 20' 40'

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A2.3

CONCEPTUAL THIRD FLOOR PLAN

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PROJECT NORTH

0' 10' 20' 40'

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A2.4

CONCEPTUAL FOURTH FLOOR PLAN

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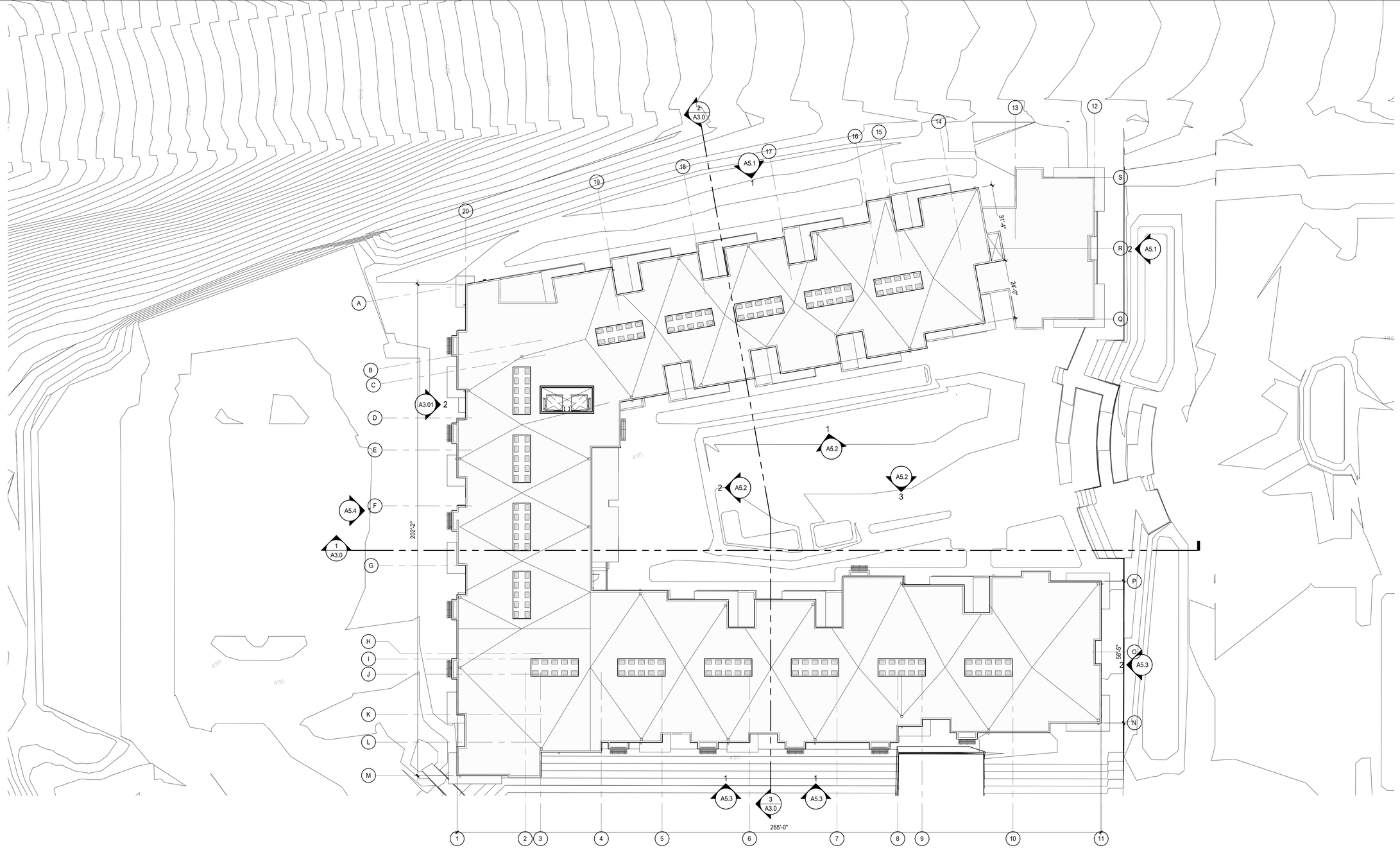

PROJECT NORTH

0' 10' 20' 40'

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A2.5

CONCEPTUAL ROOF PLAN

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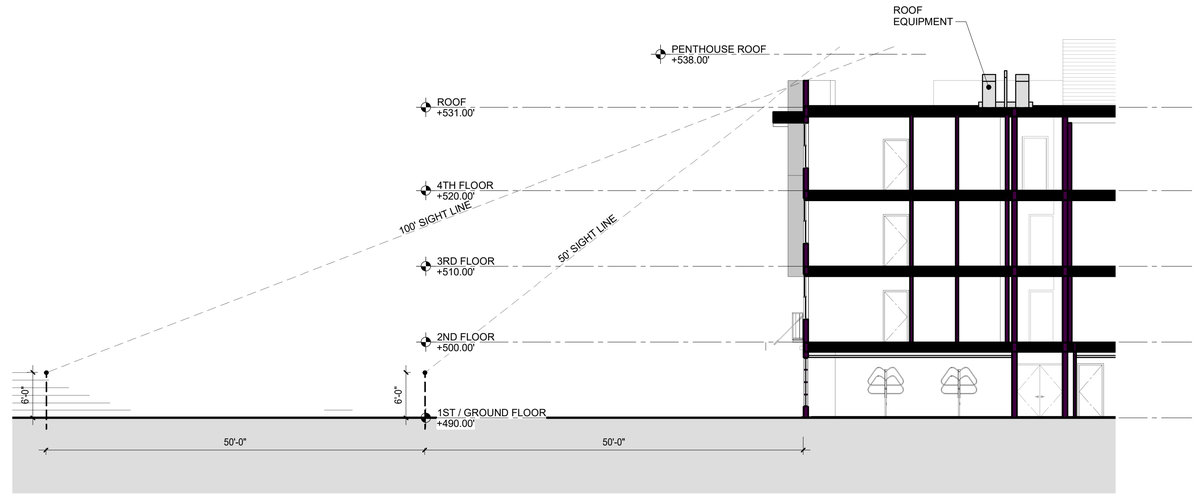

ENLARGED SECTION - EQUIPMENT SCREENING 4

1" = 10'-0"



NORTH-SOUTH SECTION 2 3

1" = 20'-0"

NORTH-SOUTH SECTION 2

1" = 20'-0"



EAST-WEST SECTION 1

1" = 20'-0"

0' 10' 20' 40'

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A3.0
CONCEPTUAL SECTIONS
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A3.1

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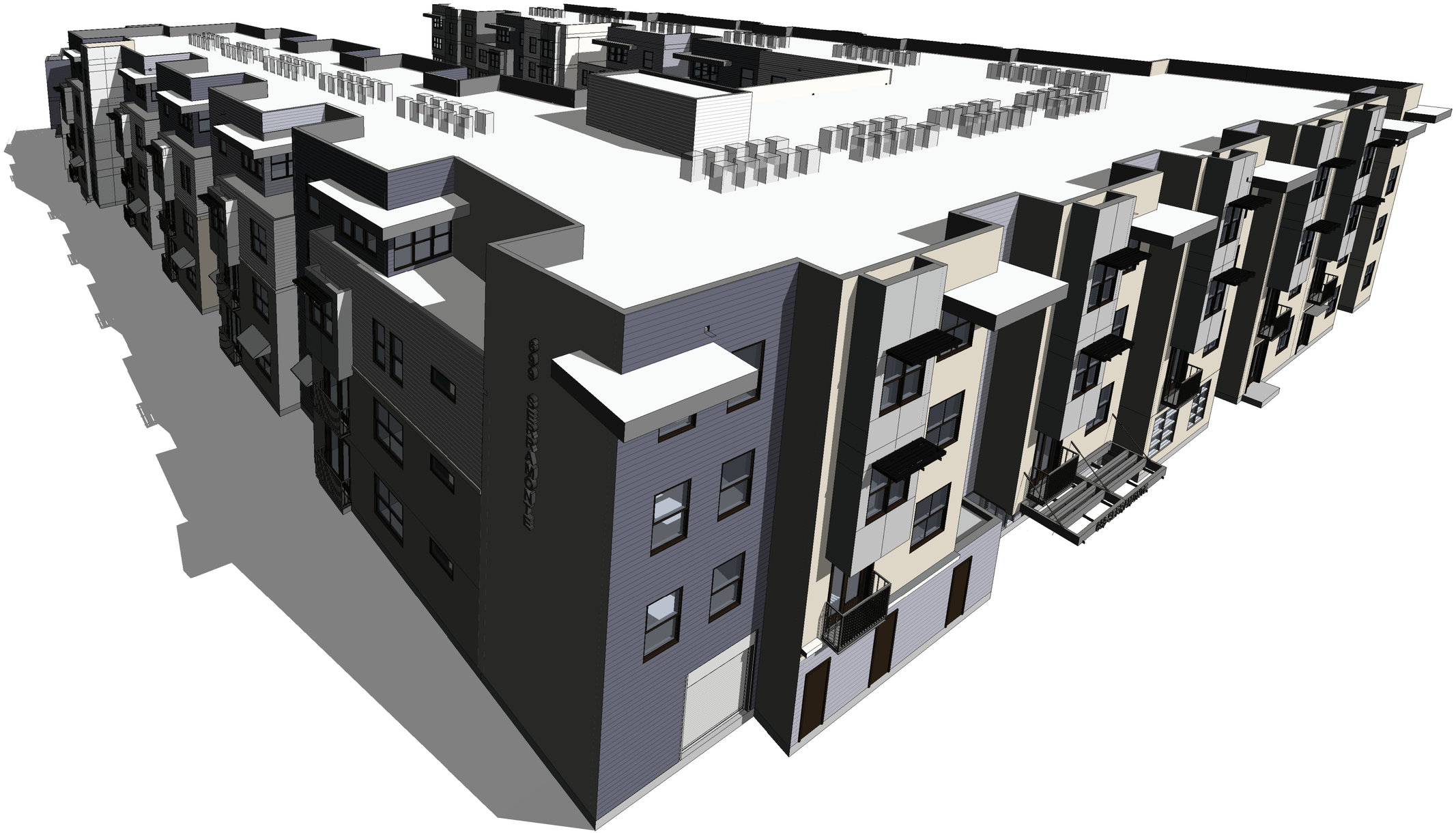

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A3.2

CONCEPTUAL MASSING

06/14/2019

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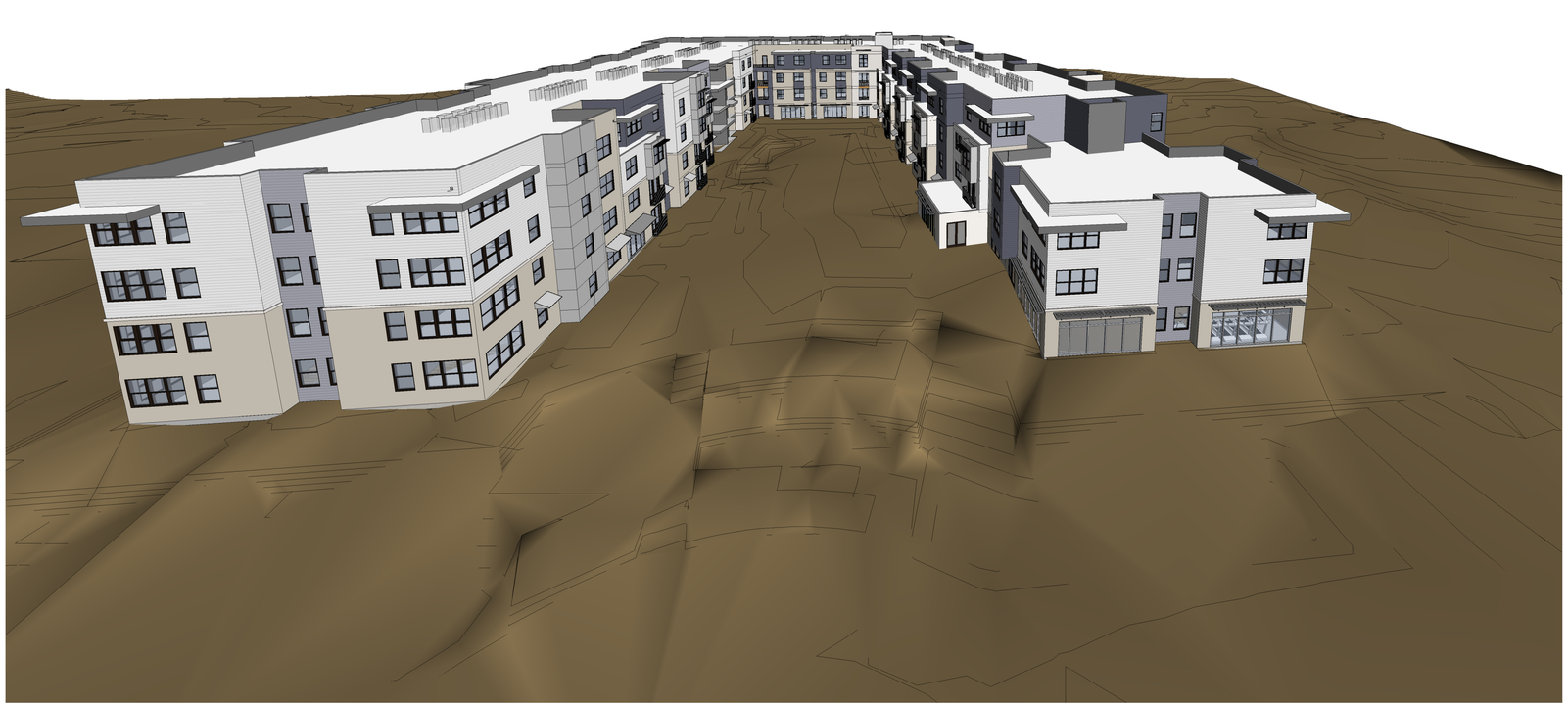

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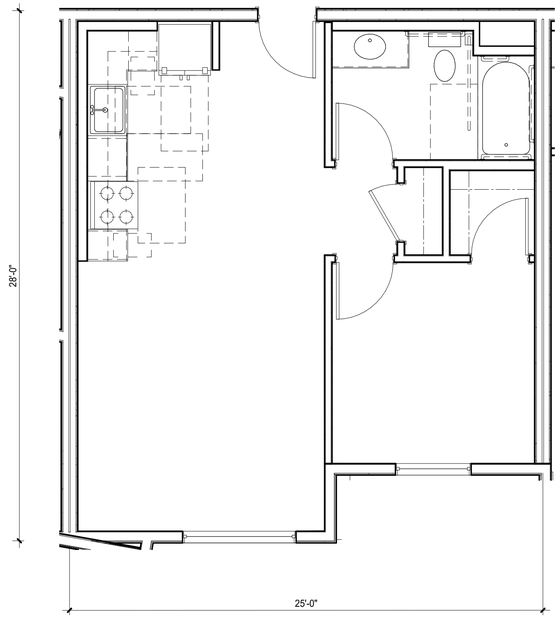
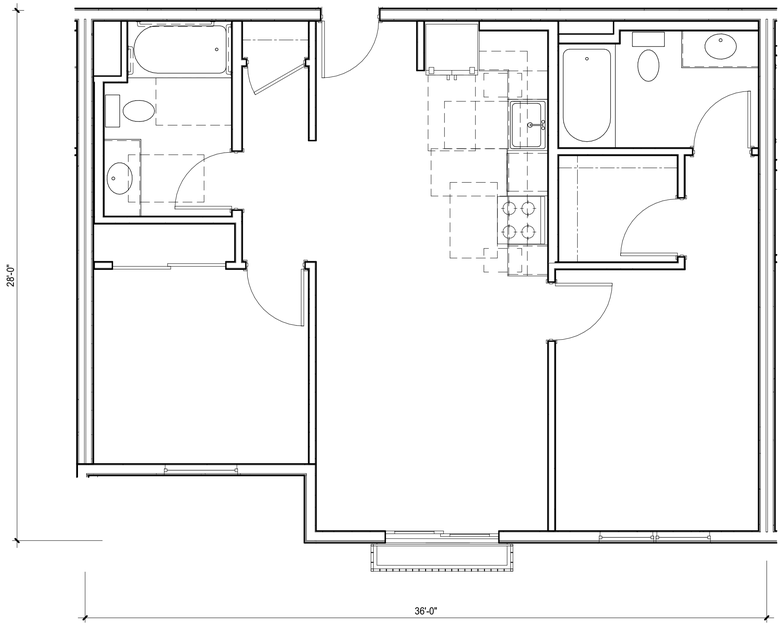
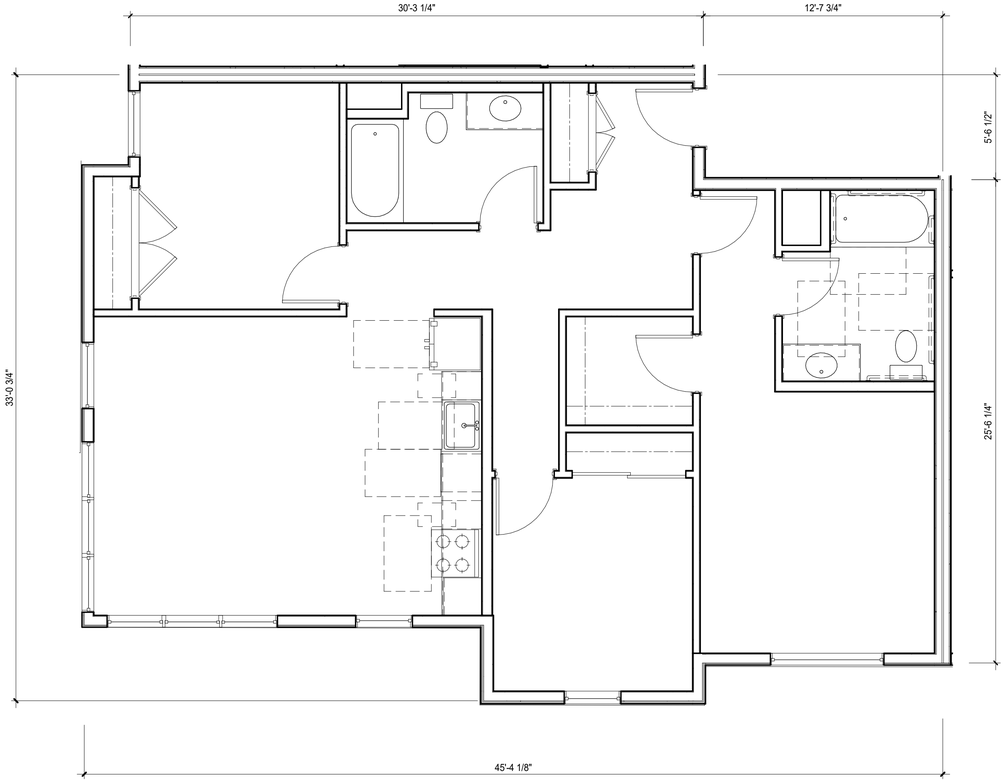


UNIT 1A (705 SF)



UNIT 2A (975 SF)



UNIT 3A (1290 SF)

0' 2' 4' 8'

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A4.1

TYPICAL UNIT PLANS

11/19/2019



SERRAMONTE AMMENITY 2

1" = 10'-0"



SERRAMONTE ELEVATION 1

1" = 10'-0"

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A5.1

CONCEPTUAL ELEVATIONS_APARTMENT

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COURT - NORTH **3**

1" = 10'-0"



COURT - EAST **2**

1" = 10'-0"



COURT - SOUTH **1**

1" = 10'-0"

0' 10' 20' 40'

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A5.2

CONCEPTUAL ELEVATIONS_APARTMENT

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CAMPUS DRIVE **1**

1" = 10'-0"



CAMPUS DRIVE AT FLATS **2**

1" = 10'-0"

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A5.3

CONCEPTUAL ELEVATIONS_APARTMENT

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EAST ELEVATION AT GARAGE 1

1" = 10'-0"

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A5.4

CONCEPTUAL ELEVATIONS APARTMENT

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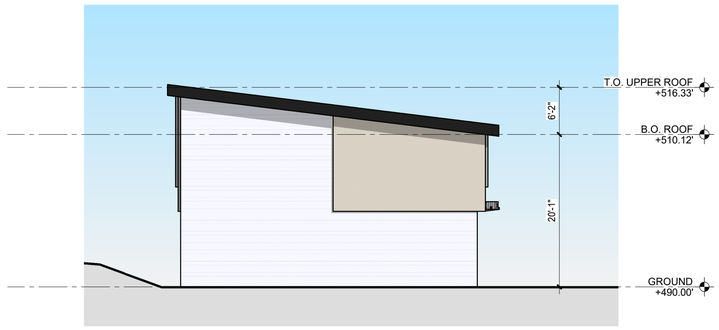
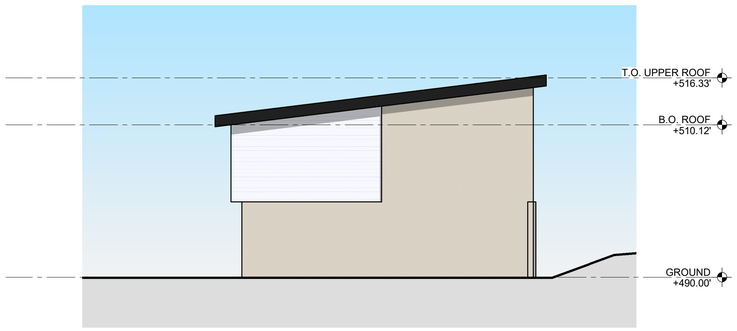


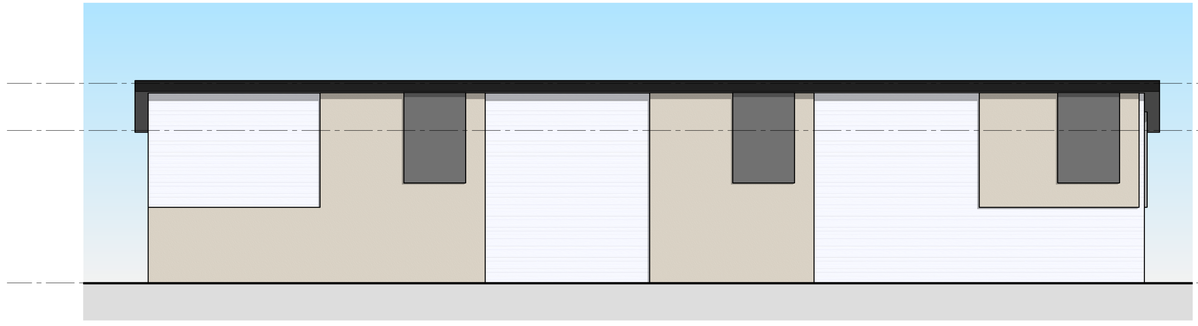
FLATS - SOUTH 3

1" = 10'-0"



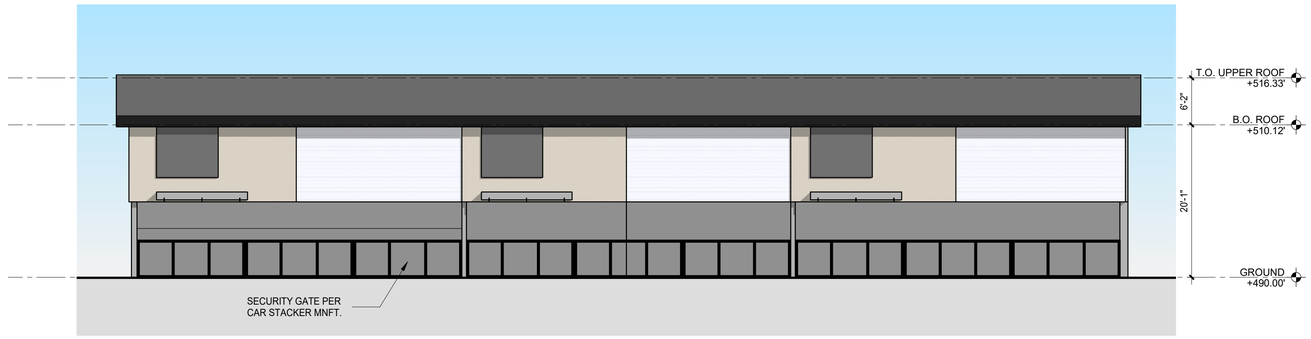
FLATS - NORTH 2

1" = 10'-0"



FLATS - BREEZEWAY NORTH 4

1" = 10'-0"



FLATS - REAR 1

1" = 10'-0"

0' 5' 10' 20'

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A5.5

CONCEPTUAL ELEVATIONS_STACKER SHED

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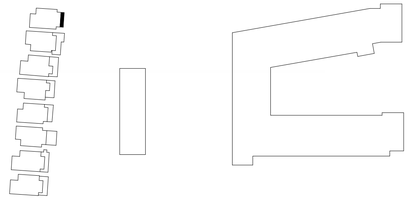
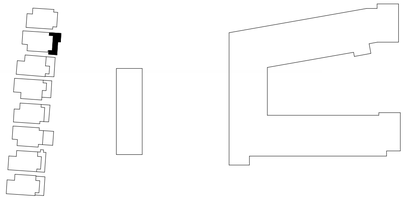
WEST PERSPECTIVE VIEW - HOUSE 1



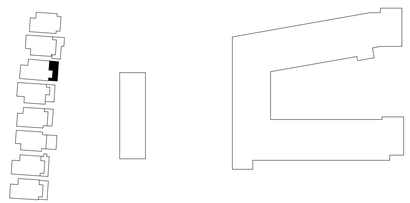


WEST PERSPECTIVE VIEW - HOUSE 2



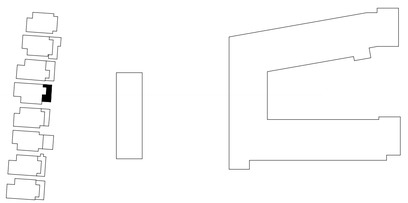


WEST PERSPECTIVE VIEW - HOUSE 3





WEST PERSPECTIVE VIEW - HOUSE 4



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A6.1

CONCEPTUAL VIEWS OF THE SITE

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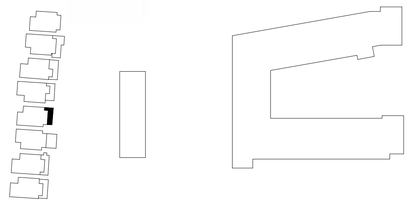
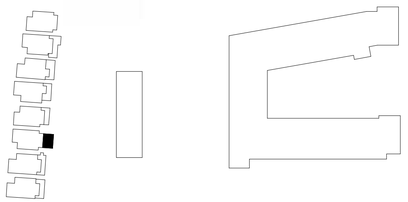
WEST PERSPECTIVE VIEW - HOUSE 5



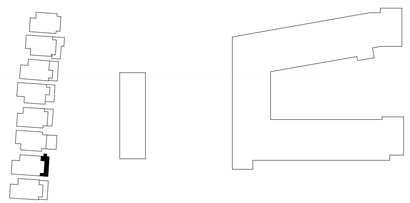


WEST PERSPECTIVE VIEW - HOUSE 6



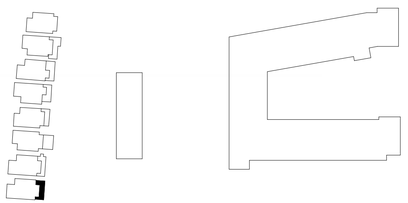


WEST PERSPECTIVE VIEW - HOUSE 7





WEST PERSPECTIVE VIEW - HOUSE 8



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A6.2

CONCEPTUAL VIEWS OF THE SITE

11/19/2019

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A7.1

ARCHITECTURAL CHARACTER IMAGES

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A7.2

ARCHITECTURAL CHARACTER IMAGES

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ADJACENT EXISTING SCHOOL BUILDING PARKING LOT TOWARDS SITE



SERRAMONTE BLVD.



SERRAMONTE BLVD. CAMPUS DRIVE DRIVEWAY



SERRAMONTE BLVD. AT ST. FRANCIS BLVD.

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PLAYGROUND AND PORTABLES ADJACENT TO EXISTING SCHOOL BUILDING



BACK OF SITE AT CAMPUS DRIVE TOWARDS SERRAMONTE BLVD.



BACK OF SITE TOWARDS CAMPUS DRIVE EXTENSION



BACK OF SITE AT CAMPUS DRIVE TOWARDS SERRAMONTE BLVD.

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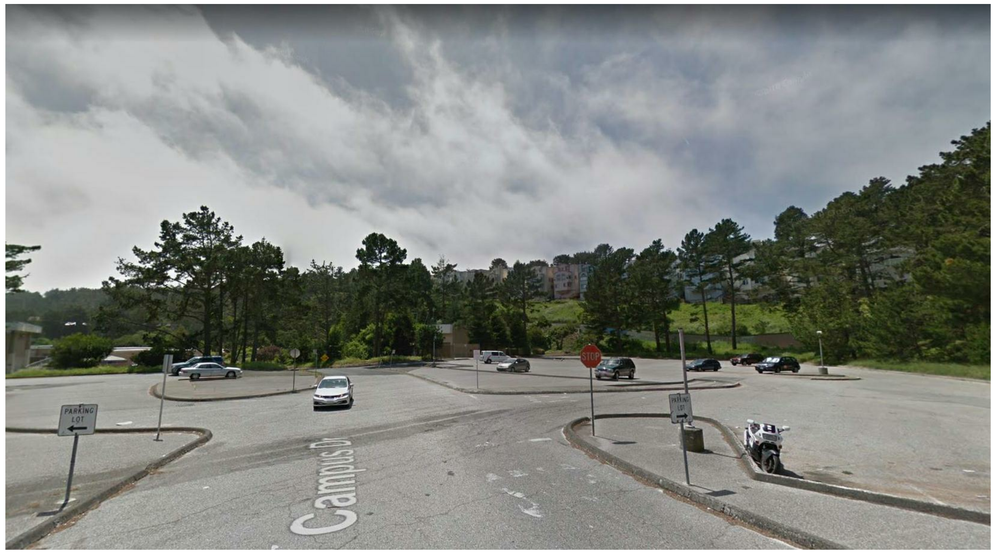
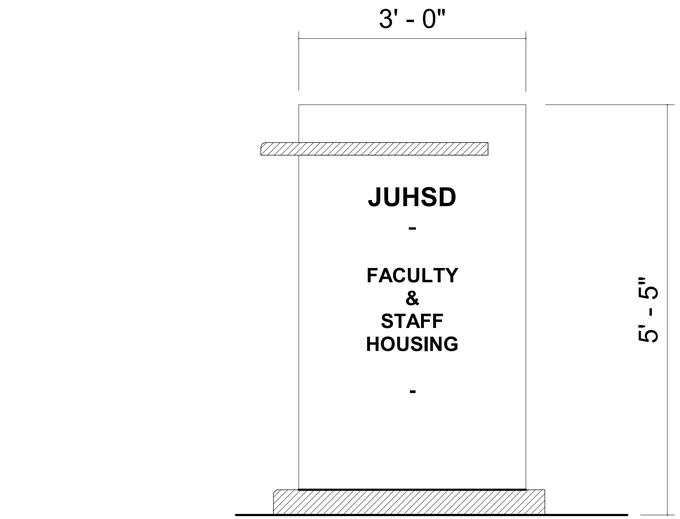
A8.1

SITE PHOTOS

11/19/2019



SITE ENTRANCE AT CAMPUS DRIVE TOWARDS EXISTING COMCAST BUILDING



Monument Sign Elevation 1

1" = 1'-0"



CAMPUS DRIVE EXTENSION AT PORTABLES TOWARDS SITE

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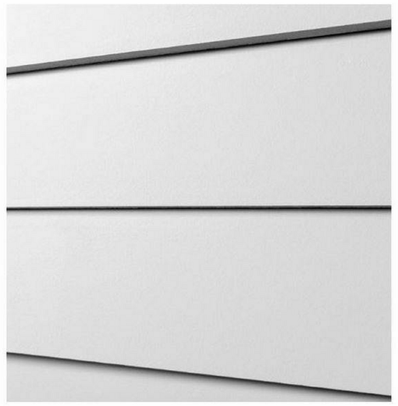
A8.2

SITE PHOTOS

11/19/2019



SIDING 2



SIDING 1



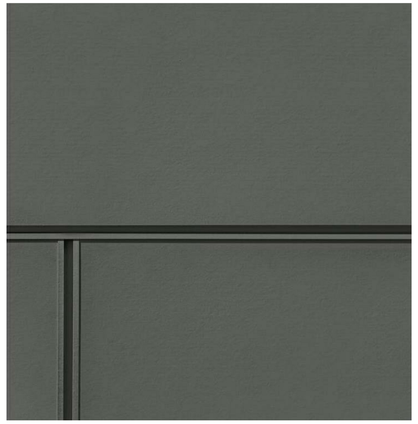
MILGARD TUSCANY WINDOW

PLASTER 1



PLASTER 2





REVEAL PANEL SYSTEM



METAL PANEL AT CAR-BARN

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A9.1

COLOR SCHEME BOARD

11/19/2019

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NOTES:

1. WORK CROSSING THE WEST OF SERRAMONTE BLVD. AT THE INTERSECTION OF SERRAMONTE BLVD. AND ROUTE 1 ON/OFF RAMP WILL BE COORDINATED WITH CALTRANS.

EXTEND SIDEWALK AND PROVIDE CURB RAMP

RESTRIPE TO ELIMINATE (E) LEFT TURN POCKET

MAINTAIN EXISTING CURB OPENINGS AT MAIN ENTRY DRIVE

SERRAMONTE BLVD

INSTALL CURB ISLAND AND PASS-THROUGH

MAIN DRIVE (ENTRANCE)
MAIN DRIVE (EXIT)

SIGN DO NOT ENTER

SIGN STOP

PROPOSED SURFACE PARKING + AND CAR STACKER PARKING COUNTS: 122 SPACES

EXISTING PARKING LOT TO REMAIN
PARKING COUNT: 48 STALLS

SIGN DO NOT ENTER

SIGN DO NOT ENTER

SIGN STOP

PASSENGER LOADING

CAR BARN WITH PUZZLE LIFTS

EXIST BLDG TO REMAIN

PROPOSED SURFACE PARKING
PARKING COUNTS: 8 SPACES

SIGN STOP

PROPOSED SURFACE PARKING
PARKING COUNTS: 5 SPACES

STOP SIGN

EXISTING PERIMETER ROAD TO REMAIN

EXIST MODULAR BLDG

EXISTING DRIVE TO REMAIN

EXIST SCHOOL BUILDING

CALLAN BLVD

ST. FRANCIS BLVD

EXIST MODULAR BLDG

EXISTING PARKING LOT TO REMAIN
PARKING COUNT: 35 STALLS

EXISTING BUS YARD TO REMAIN

EXISTING PARKING LOT TO REMAIN
PARKING COUNT: 72 STALLS

EXISTING PARKING LOT TO REMAIN
PARKING COUNT: 20 STALLS

EXISTING PROPERTY LINE

END CAMPUS DRIVE

CAMPUS DR

GRAPHIC SCALE
50 0 50 100

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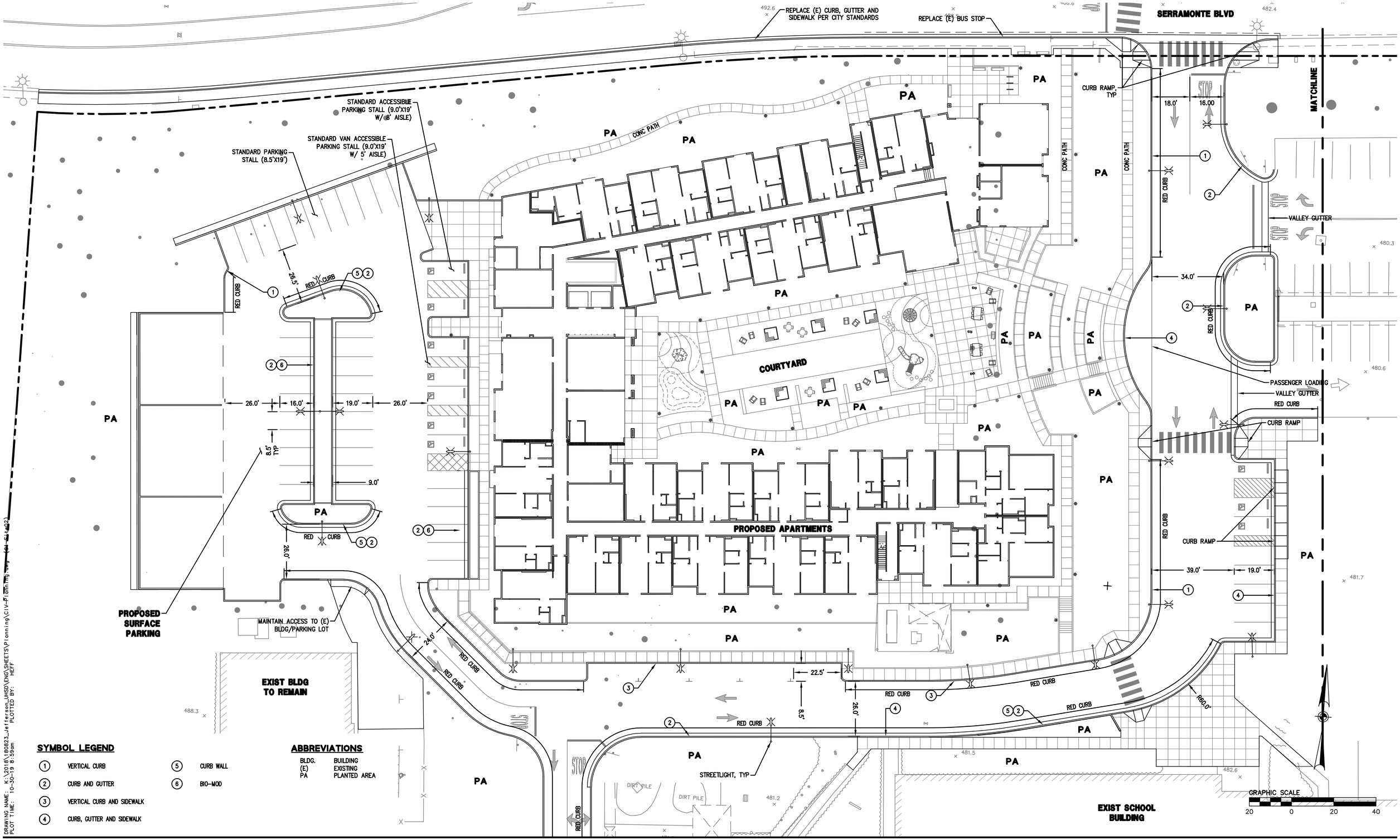
C1.0
OVERALL CONCEPTUAL SITE PLAN
10/30/2019



SYMBOL LEGEND

1. VERTICAL CURB
2. CURB AND GUTTER
3. VERTICAL CURB AND SIDEWALK
4. CURB, GUTTER AND SIDEWALK
5. CURB WALL
6. BIO-MOD

ABBREVIATIONS

BLDG.	BUILDING
(E)	EXISTING
PA	PLANTED AREA

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CONCEPTUAL SITE PLAN

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SERRAMONTE BLVD

MATCHLINE

18.0'

16.00

STOP

STOP

STOP

STOP

CONC PATH

CONC PATH

EXISTING PARKING LOT

SYMBOL LEGEND

1. VERTICAL CURB
2. CURB AND GUTTER
3. VERTICAL CURB AND SIDEWALK
4. CURB, GUTTER AND SIDEWALK
5. CURB WALL
6. BIO-MOD

ABBREVIATIONS

BLDG.	BUILDING
(E)	EXISTING
PA	PLANTED AREA

GRAPHIC SCALE

20 0 20 40

DRAWING NAME: K:\2018\18023_Jefferson UHSD\ENGR SHEETS\Planning\CIVIL Planning.dwg (C1-Site03)
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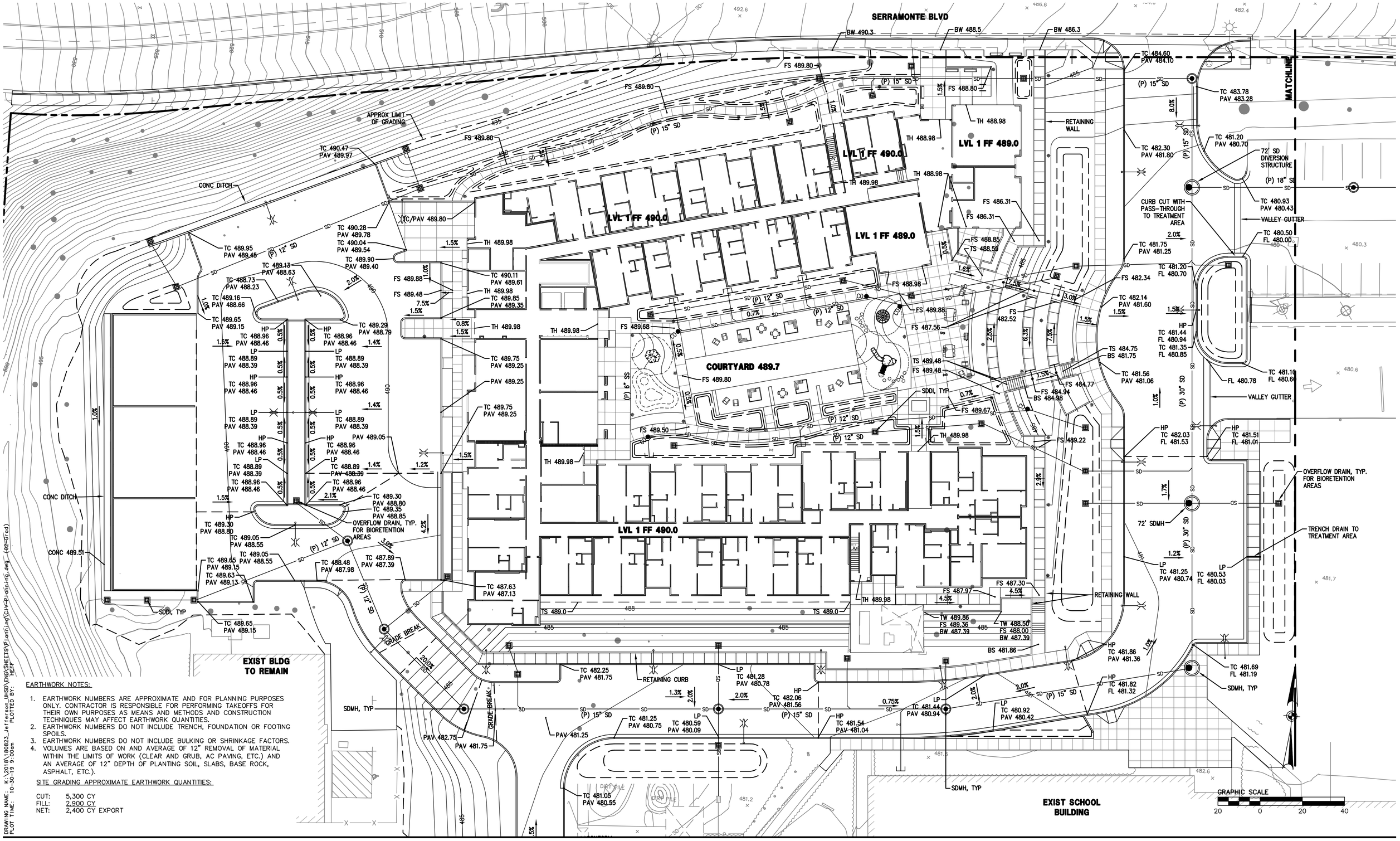
C1.2

CONCEPTUAL SITE PLAN

10/30/2019



EARTHWORK NOTES:

1. EARTHWORK NUMBERS ARE APPROXIMATE AND FOR PLANNING PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE FOR PERFORMING TAKEOFFS FOR THEIR OWN PURPOSES AS MEANS AND METHODS AND CONSTRUCTION TECHNIQUES MAY AFFECT EARTHWORK QUANTITIES.
2. EARTHWORK NUMBERS DO NOT INCLUDE TRENCH, FOUNDATION OR FOOTING SPOILS.
3. EARTHWORK NUMBERS DO NOT INCLUDE BULKING OR SHRINKAGE FACTORS.
4. VOLUMES ARE BASED ON AND AVERAGE OF 12" REMOVAL OF MATERIAL WITHIN THE LIMITS OF WORK (CLEAR AND GRUB, AC PAVING, ETC.) AND AN AVERAGE OF 12" DEPTH OF PLANTING SOIL, SLABS, BASE ROCK, ASPHALT, ETC.).

SITE GRADING APPROXIMATE EARTHWORK QUANTITIES:

CUT:	5,300 CY
FILL:	2,900 CY
NET:	2,400 CY EXPORT

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C2.0
CONCEPTUAL GRADING PLAN
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SERRAMONTE BLVD

MATCHLINE

BW 486.3

TC 484.60
PAV 484.10

(P) 15" SD

TC 483.78
PAV 483.28

8.0%

RETAINING WALL

TC 482.30
PAV 481.80

(P) 15" SD

TC 481.20
PAV 480.70

72' SD DIVERSION STRUCTURE

(P) 18" SD

(P) 18" SD

(P) 18" SD

CONNECT TO (E) INV 468.4 ±

24" SD

CURB CUT WITH PASS-THROUGH TO TREATMENT AREA

TC 480.93
PAV 480.43

VALLEY GUTTER

2.0%

TC 480.50
FL 480.00

TC 481.75
PAV 481.25

TC 481.20
FL 480.70

FS 482.34

3.0%

TC 482.14
PAV 481.60

1.5%

1.5%

1.5%

HP
TC 481.44
FL 480.94

TC 481.35
FL 480.85

7.5%

TS 484.75
BS 481.75

TC 481.56
PAV 481.06

TC 481.10
FL 480.60

FL 480.78

1.5%

FS 484.77

FS 484.94
BS 484.98

(P) 30" SD

1.0%

VALLEY GUTTER

HP
TC 482.03
FL 481.53

HP
TC 481.51
FL 481.01

FS 489.22

2.3%

OVERFLOW DRAIN, TYP. FOR BIORETENTION AREAS

1.7%

72' SDMH

(P) 30" SD

TRENCH DRAIN TO TREATMENT AREA

1.2%

LP
TC 481.25
PAV 480.74

LP
TC 480.53
FL 480.03

RETAINING WALL

HP
TC 481.86
PAV 481.36

1.0%

TC 481.69
FL 481.19

SDMH, TYP

HP
TC 481.82
FL 481.32

(P) 15" SD

EXIST SCHOOL BUILDING

GRAPHIC SCALE
20 0 20 40

DRAWING NAME: K:\2018\18028_JUHSD\CAD\Sheets\Grading\18028_Grading.dwg (02-Grading)
PLOT TIME: 10-30-19 9:10am

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C2.1
CONCEPTUAL GRADING PLAN
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DMA	PERVIOUS (SF)		IMPERVIOUS (SF)			TOTAL (SF)
	LANDSCAPE	BIORETENTION	PLAY AREA	ROOF	PARKING, ROAD, PATH, S/W	
01	9,005	–	–	–	970	9,975
02	5,290	–	–	–	1,690	6,980
03	3,455	585	–	13,275	720	18,035
04	1,480	485	–	–	11,420	13,385
05	615	1,435	–	5,270	16,610	23,930
06	5,525	–	1,920	–	8,700	16,145
07	3,040	1,120	–	25,270	1,440	30,870
08	1,410	425	–	–	10,005	11,840
09	95	200	–	–	4,760	5,055
10	3,875	–	–	–	1,665	5,540
11	6,230	–	–	–	–	6,230
12	2,375	725	–	–	10,185	13,285
13	225	375	–	–	6,400	7,000
SITE TOTALS	42,620	5,350	1,920	43,815	74,565	168,270

TA	UNDERDRAINED	LINED
03	X	X
04	X	
05*		
07	X	X
08	X	
09	X	X
12	X	
13	X	X

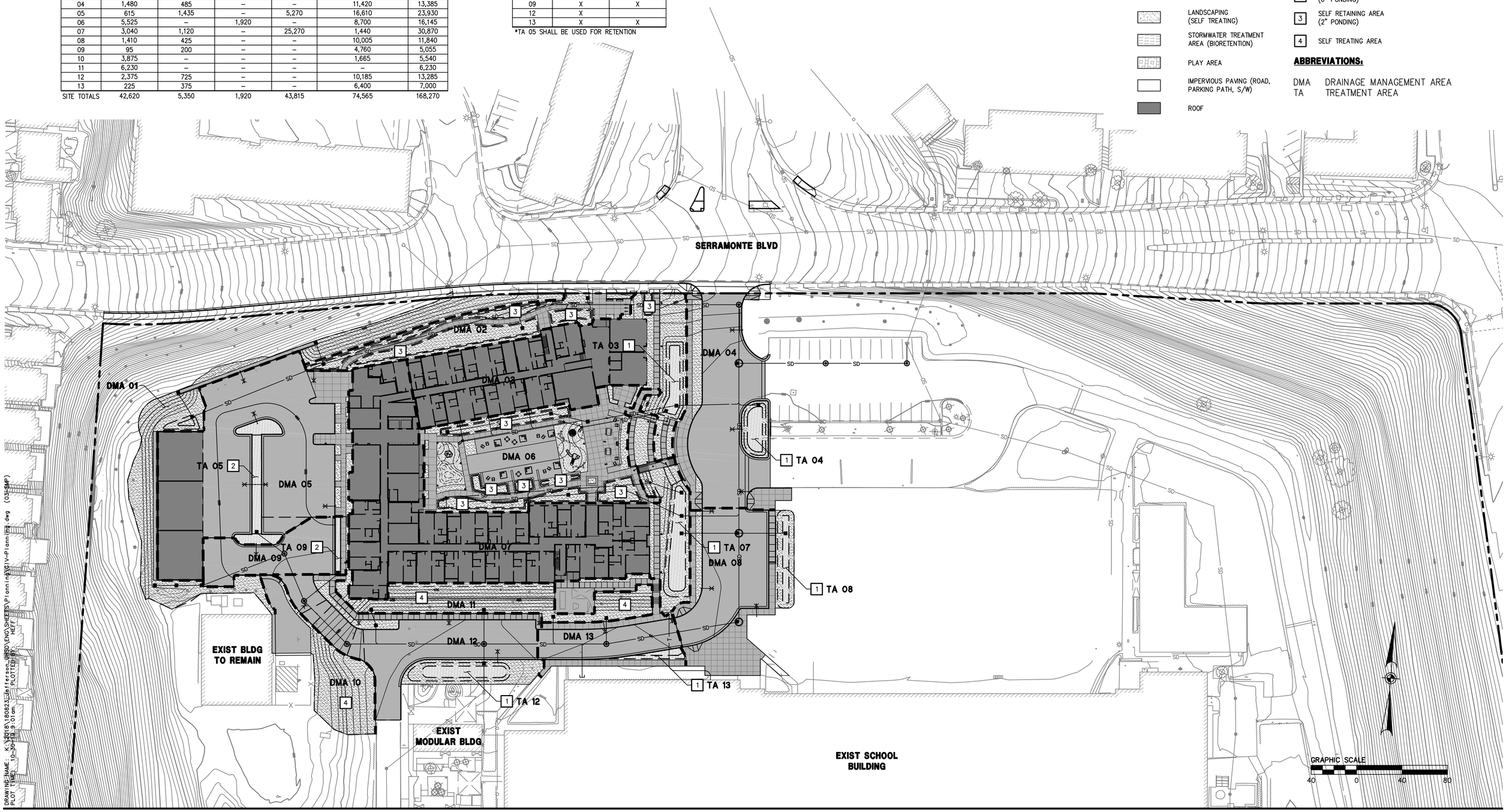
*TA 05 SHALL BE USED FOR RETENTION

LEGEND

- PROJECT BOUNDARY
- DMA BOUNDARY
- LANDSCAPING (SELF TREATING)
- STORMWATER TREATMENT AREA (BIORETENTION)
- PLAY AREA
- IMPERVIOUS PAVING (ROAD, PARKING PATH, S/W)
- ROOF
- 1 BIORETENTION AREA ON GRADE (6" PONDING)
- 2 BIORETENTION AREA STRUCTURE (6" PONDING)
- 3 SELF RETAINING AREA (2" PONDING)
- 4 SELF TREATING AREA

ABBREVIATIONS:

DMA DRAINAGE MANAGEMENT AREA
TA TREATMENT AREA



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C3.0
STORMWATER MANAGEMENT PLAN
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LEGEND

1A	EXISTING PUBLIC SEWER
1B	RELOCATED EXISTING PUBLIC SEWER
1C	EXISTING PRIVATE SEWER
1D	PROPOSED PRIVATE SEWER
2	PRIVATE STORM DRAIN SYSTEM
3A	EXISTING PRIVATE FIRE SERVICE
3B	RELOCTED EXISTING PRIVATE FIRE WATER SYSTEM
3C	PROPOSED PUBLIC FIRE WATER SYSTEM
3D	PROPOSED PUBLIC FIRE HYDRANT
3E	PROPOSED FIRE SERVICE
3F	PROPOSED PRIVATE FIRE HYDRANT
4A	EXISTING PRIVATE DOMESTIC WATER SYSTEM
4B	RELOCATED EXISTING PRIVATE DOMESTIC WATER SYSTEM
4C	PROPOSED PRIVATE DOMESTIC WATER SYSTEM
4D	PROPOSED PUBLIC DOMESTIC WATER SYSTEM
4E	PROPOSED PRIVATE IRRIGATION WATER SYSTEM
5	RELOCATED ELEC SERVICE (SINGLE JT FOR PROPOSED AND EXISTING)
1	ENTRY ROAD, REPLACE CURB RAMPS, RELOCATE STREET LIGHT
2	REPLACE EXISTING DRIVEWAY WITH CURB, GUTTER & SIDEWALK
3	CAMPUS DRIVE RELOCATION

NOTES:

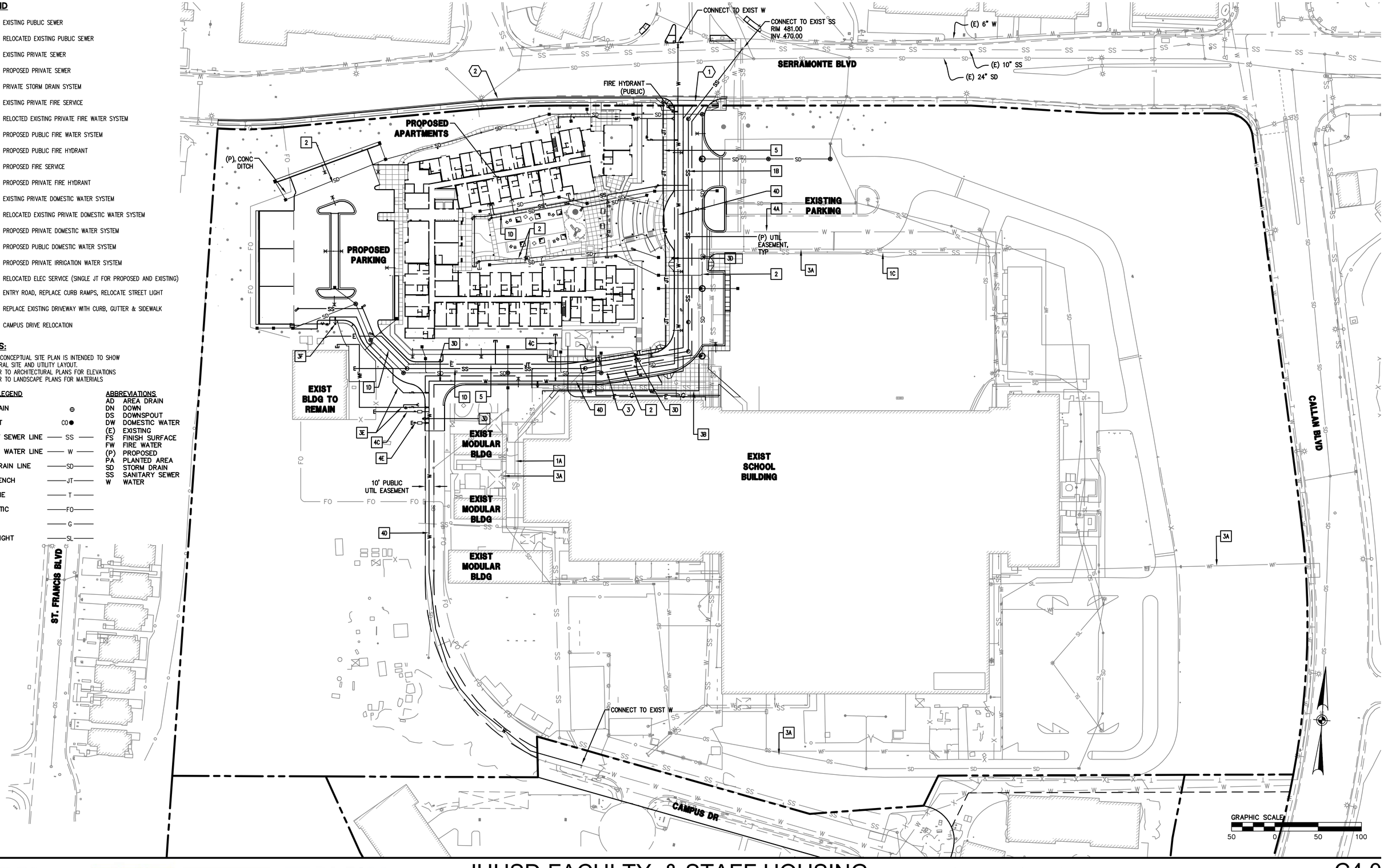
1. THIS CONCEPTUAL SITE PLAN IS INTENDED TO SHOW GENERAL SITE AND UTILITY LAYOUT.
2. REFER TO ARCHITECTURAL PLANS FOR ELEVATIONS
3. REFER TO LANDSCAPE PLANS FOR MATERIALS

SYMBOL LEGEND

AREA DRAIN	⊖
CLEANOUT	CO●
SANITARY SEWER LINE	—— SS ——
DOMESTIC WATER LINE	—— W ——
STORM DRAIN LINE	——SD——
JOINT TRENCH	——JT——
TELEPHONE	—— T ——
FIBER OPTIC	——FO——
GAS	—— G ——
STREET LIGHT	——SL——

ABBREVIATIONS

AD	AREA DRAIN
DN	DOWN
DS	DOWNSPOUT
DW	DOMESTIC WATER
(E)	EXISTING
FS	FINISH SURFACE
FW	FIRE WATER
(P)	PROPOSED
PA	PLANTED AREA
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER



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C4.0
OVERALL CONCEPTUAL UTILITY PLAN
10/30/2019

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NOTES:

1. REFER TO SHEET C4.0 FOR UTIL NOTES, LEGEND AND ABBREVIATIONS

SERRAMONTE BLVD

FIRE HYDRANT (PUBLIC)

(P) CONC DITCH

IPI APARTMENTS

(P) APARTMENTS

SURFACE PARKING LOT

EXIST BLDG TO REMAIN

CAMPUS DR

(P) 6" SS

(P) 10" WATER

(P) 10" SS

(P) 10" W

(P) 8" FIRE

10' PUBLIC UTIL EASEMENT

SSMH
RIM 483.15
INV 470.45

MATCHLINE

3" METER

BEGIN PUBLIC UTIL EASEMENT

CONNECT TO (E) SEWER
RIM 480.98
INV 472.14

SSMH
RIM 481.05
INV 471.46

SSMH
RIM 481.25
INV 471.61

CONNECT TO (E) PRIVATE FIRE SERVICE

CONNECT TO (E) PRIVATE FIRE SERVICE

DIRT PILE

EXIST SCHOOL BUILDING

GRAPHIC SCALE
20 0 20 40

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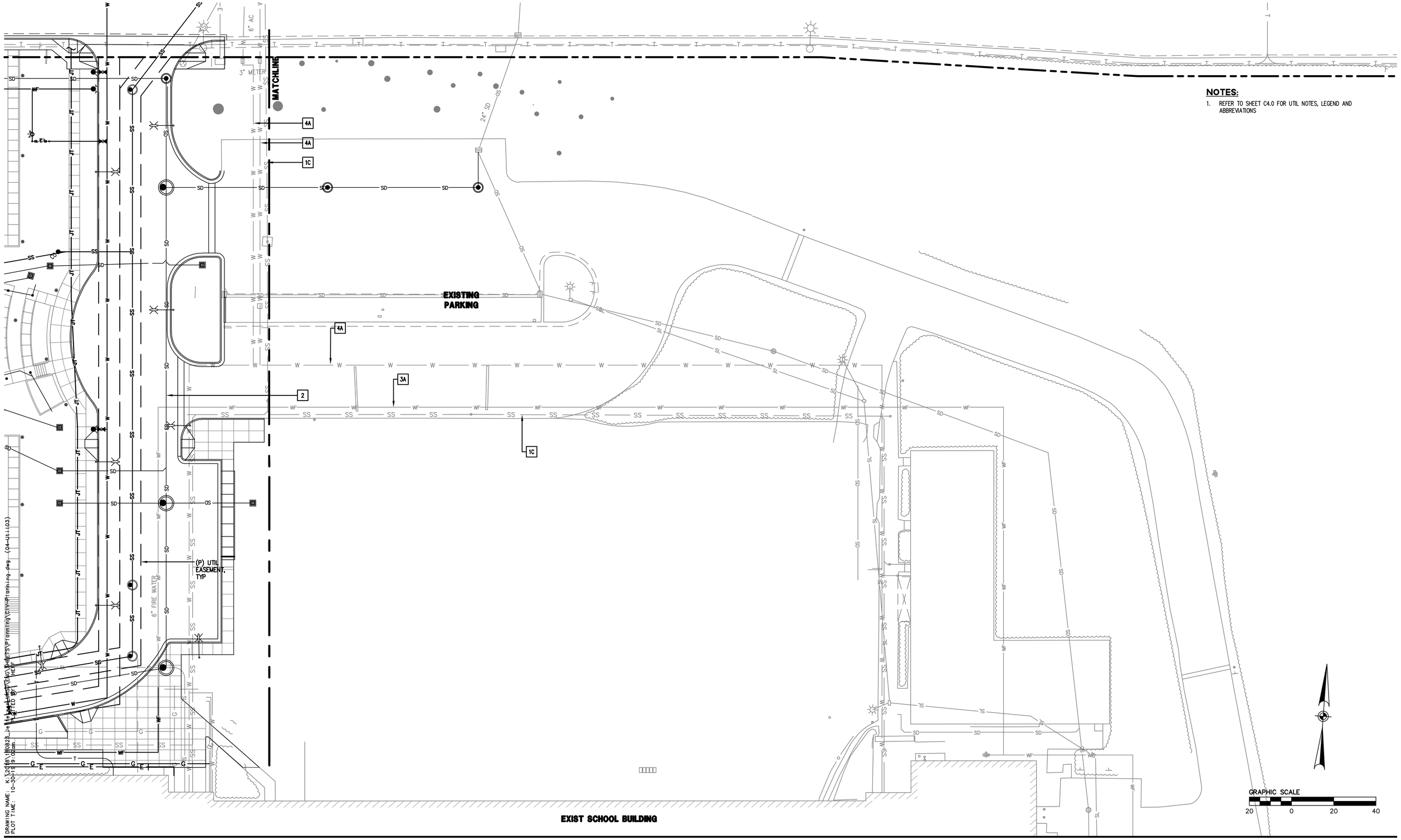
C4.1
CONCEPTUAL UTILITY PLAN
10/30/2019



NOTES:

1. REFER TO SHEET C4.0 FOR UTIL NOTES, LEGEND AND ABBREVIATIONS

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CONCEPTUAL UTILITY PLAN

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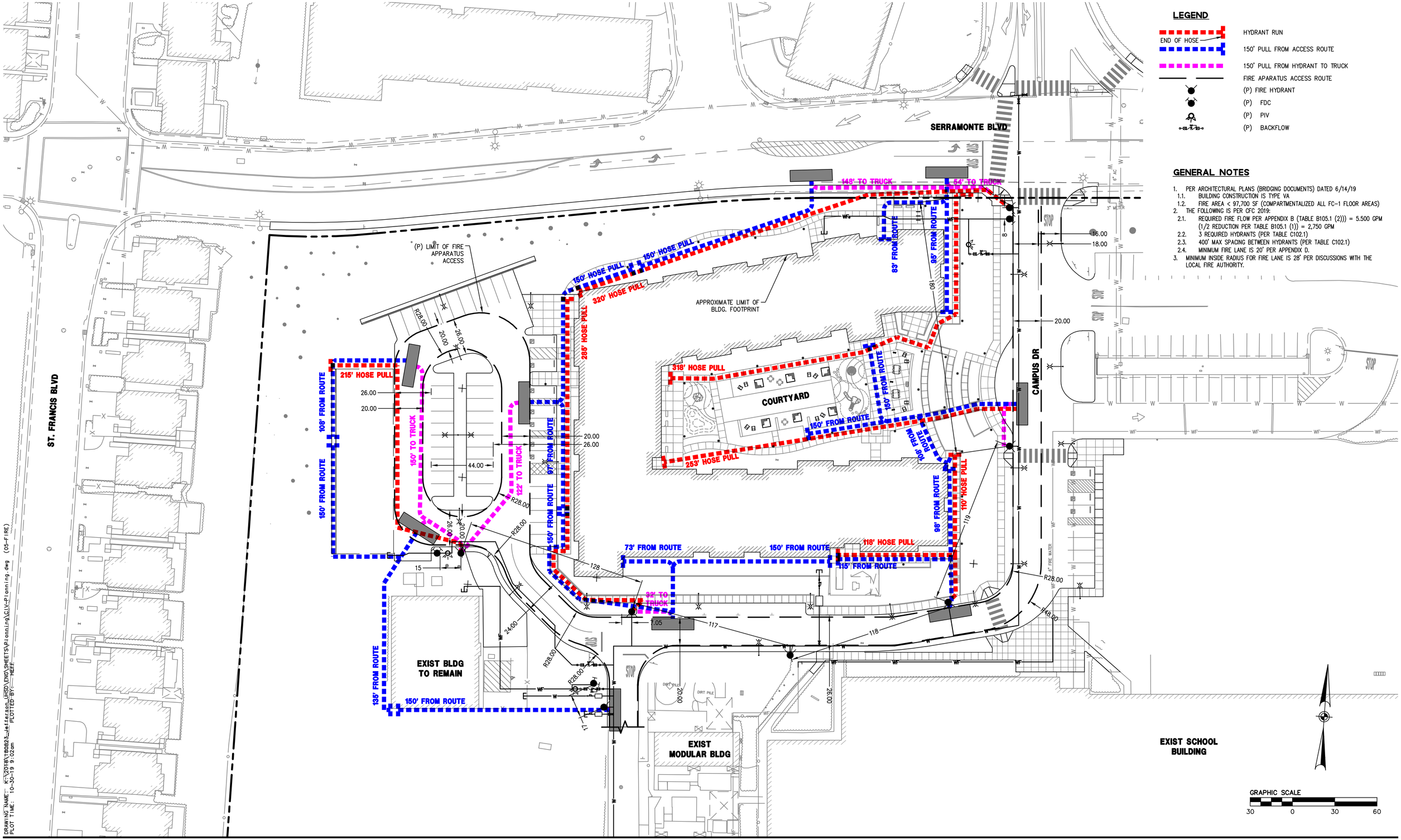

LEGEND

- HYDRANT RUN
- END OF HOSE — 150' PULL FROM ACCESS ROUTE
- 150' PULL FROM HYDRANT TO TRUCK
- FIRE APARATUS ACCESS ROUTE
- (P) FIRE HYDRANT
- (P) FDC
- (P) PIV
- (P) BACKFLOW

GENERAL NOTES

1. PER ARCHITECTURAL PLANS (BRIDGING DOCUMENTS) DATED 6/14/19
   1.1. BUILDING CONSTRUCTION IS TYPE VA
   1.2. FIRE AREA < 97,700 SF (COMPARTMENTALIZED ALL FC-1 FLOOR AREAS)
2. THE FOLLOWING IS PER CFC 2019:
   2.1. REQUIRED FIRE FLOW PER APPENDIX B (TABLE B105.1 (2))) = 5.500 GPM (1/2 REDUCTION PER TABLE B105.1 (1)) = 2,750 GPM
   2.2. 3 REQUIRED HYDRANTS (PER TABLE C102.1)
   2.3. 400' MAX SPACING BETWEEN HYDRANTS (PER TABLE C102.1)
   2.4. MINIMUM FIRE LANE IS 20' PER APPENDIX D.
3. MINIMUM INSIDE RADIUS FOR FIRE LANE IS 28' PER DISCUSSIONS WITH THE LOCAL FIRE AUTHORITY.

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C5.0
CONCEPTUAL FIRE ACCESS PLAN
10/30/2019

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LEGEND

1. PLAY AREA, AGES 2-5
2. PLAY AREA, AGES 5-12
3. EXISTING BUS STOP WITH ADDED BENCHES PER SAMTRANS
4. BBQ AREA w/ PICNIC TABLES AND ARBOR
5. SEATING AT DECOMPOSED GRANITE PAVING
6. ACCESSIBLE RAMP, TYP.
7. STAIRS, TYP.
8. TURF/LAWN
9. DECORATIVE PAVING
10. EXTERIOR WALKWAY
11. BENCHES AT TREES
12. TERRACED LANDSCAPE
13. FIRE LADDER PAD, TYP.
14. 6' HEIGHT METAL PICKET GATE,
15. 6' HEIGHT METAL PICKET FENCE, TYP.
16. BIKE RACK (3 TOTAL)
17. STORMWATER BASIN
18. EXISTING TREES TO REMAIN
19. PEDESTRIAN LIGHT FIXTURE, TYP
20. PARKING & ROAD LIGHT FIXTURE, TYP
21. TRELLIS DOWNLIGHT, TYP
22. SEATWALL

0 10' 20' 40'

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L1.1

CONCEPTUAL LANDSCAPE PLAN
07/16/2019

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MULCH UNDER (E) TREES AS NECESSARY, TYP

(E) TREE TO REMAIN, TYP

BIORETENTION AREA, SCD TYP

BIORETENTION AREA, SCD TYP

GROUND NOT VISIBLE

DENSE TREES

RED BRUSH

0 10' 20' 40'

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3DE ARCHITECTURE

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JUHSD FACULTY & STAFF HOUSING

699 SERRAMONTE BLVD., DALY CITY

Brookwood Advisors

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L1.2

CONCEPTUAL LANDSCAPE PLANTING PLAN

07/16/2019

PRELIMINARY PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE
STREET TREES					
	CUPRESSUS MACROCARPA	MONTEREY CYPRESS	24" BOX	PER PLAN	M
PARKING LOT TREES					
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX	PER PLAN	M
	ULMUS 'EMERALD SUNSHINE'	EMERALD SUNSHINE ELM	24" BOX	PER PLAN	L
LANDSCAPE TREES					
	ARBUTUS UNEDO 'MARINA'	STRAWBERRY TREE	24" BOX	PER PLAN	L
	PODOCARPUS M. 'MAKI'	SHRUBBY YEW PINE	15 GAL	PER PLAN	M
	TRISTANIOPSIS LAURINA	WATER GUM	24" BOX	PER PLAN	M
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX	PER PLAN	L
SMALL TREES AND ACCENT TREES					
	ACER RUBRUM 'RED SUNSET'	RED MAPLE	24" BOX	PER PLAN	M
	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GAL	PER PLAN	L
	GINKGO BILOBA 'AUTUMN GOLD'	MAIDENHAIR TREE	24" BOX	PER PLAN	M
	PODOCARPUS MACRO. 'MAKI'	SHRUBBY YEW PINE	15 GAL	PER PLAN	M
LARGE SHRUBS 4–6' HT, WIDTH VARIES					
	ARCTOSTAPHYLOS SP.	SUNSET MANZANITA	5 GAL	6'–0" OC	L
	CARPENTERIA CALIFORNICA	ELIZABETH BUSH ANEMONE	5 GAL	4'–0" OC	L
	CEANOTHUS 'DARK STAR'	CALIFORNIA LILAC	5 GAL	5'–0" OC	L
	DODONAEA VISCOSA 'PURPUREA'	PURPLE HOP–BUSH	5 GAL	8'–0" OC	L
	PITTOSPORUM TOBIRA 'VARIEGATA'	VARIEGATED MOCK ORANGE	5 GAL	4'–0" OC	L
MEDIUM SHRUBS, GRASSES, & PERENNIALS 3–4' HT, WIDTH VARIES					
	ACACIA COGNATA 'COUSIN ITT'	LITTLE RIVER WATTLE	5 GAL	3'–0" OC	L
	AGAVE ATTENUATA 'NOVA'	BLUE FOX TAIL AGAVE	5 GAL	3'–0" OC	L
	CHONDROPETALUM TECTORUM	CAPE RUSH	1 GAL	3'–0" OC	L
	CORREA 'WYNS WONDER'	AUSTRALIAN FUCHSIA	5 GAL	3'–0" OC	L
	DIETES IRIDIOIDES	FORTNIGHT LILY	1 GAL	3'–0" OC	L
	GREVILLEA 'SCARLET SPRITE'	GREVILLEA	5 GAL	4'–0" OC	L
	LOROPETALUM 'SUZANNE'	FRINGE FLOWER	5 GAL	4'–0" OC	L
	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	4'–0" OC	L
	RHAMNUS 'MOUND SAN BRUNO'	COFFEEBERRY	5 GAL	8'–0" OC	L
	ROSMARINUS 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL	4'–0" OC	L
	PITTOSPORUM 'WHEELERS DWARF'	DWARF MOCK ORANGE	5 GAL	4'–0" OC	L
	SALVIA LEUCANTHA	MEXICAN SAGE	5 GAL	3'–0" OC	L
SMALL SHRUBS, GRASSES, & PERENNIALS 2–3' HT, WIDTH VARIES					
	ACHILLEA SP	YARROW	1 GAL	2'–0" OC	L
	ANIGOZANTHOS SP.	KANGAROO PAWS	5 GAL	2'–0" OC	L
	CISTANTHE GRANDIFLORA	ROCK PURSLANE	1 GAL	2'–0" OC	L
	HEMEROCALLIS HYBRID	EVERGREEN DAYLILY	1 GAL	2'–0" OC	M
	LIMONIUM PEREZII	SEA LAVENDER	1 GAL	3'–0" OC	L
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	1 GAL	3'–0" OC	L
	PHORMIUM HYBRID	NEW ZEALAND FLAX	5 GAL	3'–0" OC	L
	ROSA 'SEA FOAM'	GROUNDCOVER ROSE	5 GAL	3'–0" OC	M
GROUNDCOVERS 1–2' HT, 3–5' WIDE					
	ARCTOSTAPHYLOS UVA URSI 'GREEN SUPREME'	GREEN SUPREME MANZANITA	1 GAL	5'–0" OC	L
	COPROSMA KIRKII 'VARIEGATA'	CREEPING MIRROR PLANT	1 GAL	4'–0" OC	L
	COTONEASTER D. 'CORAL BEAUTY'	COTONEASTER	1 GAL	5'–0" OC	L
	LANTANA HYBRID	LANTANA	1 GAL	3'–0" OC	L
	SARCOCOCCA H. VAR HUMILIS	HIMILAYAN SWEET BOX	1 GAL	3'–0" OC	L
VINES					
	HARDENBERGIA VIOLACEA	PURPLE LILAC VINE	5 GAL	–	L
STORMWATER PLANTING MIX					
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	2'–0" OC	L
	SYSRINCHIUM BELLUM	BLUE–EYED GRASS	1 GAL	3'–0" OC	L
	JUNCUS PATENS 'ELK BLUE'	RUSH	1 GAL	2'–0" OC	L
TURF					
	–	–	SOD	–	–
MULCH ONLY AREA					
	3" LAYER OF MULCH	–	–	–	–

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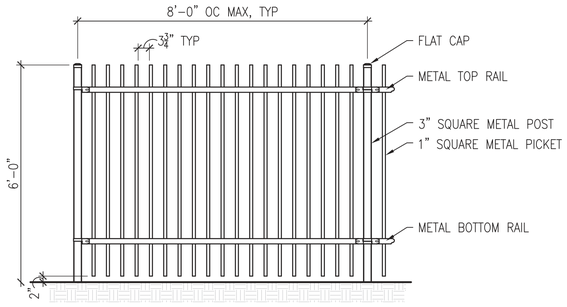
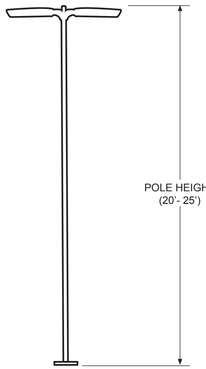
BK LIGHTING DELTA STAR - TRELLIS DOWNLIGHT



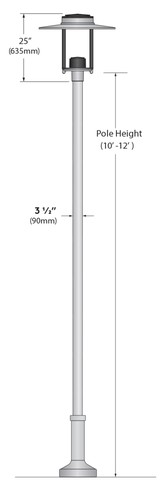
6' HIGH METAL PICKET FENCE





SOL - PUREFORM LED PARKING & ROAD LIGHT FIXTURE

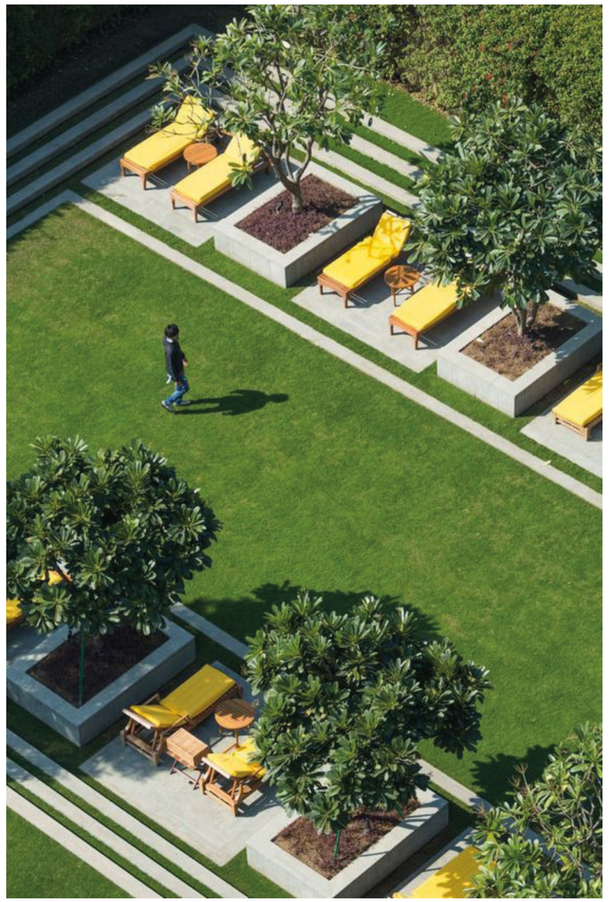




SELUX SATURN - PEDESTRIAN LIGHT FIXTURE





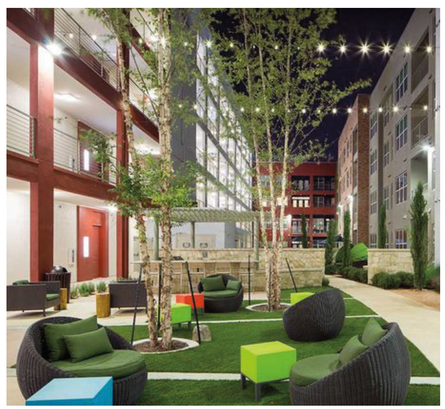














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L2.1

PRECEDENT IMAGES
07/16/2019

Veneklasen Associates
Consultants in Acoustics | Noise | Vibration | AV | IT

August 27, 2019

BDE Architecture
934 Howard Street
San Francisco, California 94103

Attention: **Ian Murphy | Principal**

Subject: **JUHSD Puzzle Lift Parking System;**
Daly City, California
Property Line Noise Analysis
VA Project No. 7246-001-001

Dear Ian:

Veneklasen Associates, Inc. (Veneklasen) was contracted to determine the noise levels from the CityLift parking structure scheduled for the subject project to the nearest property line. Veneklasen utilized measurements previously performed of a CityLift parking structure to perform the property line noise analysis and determine the required mitigation, if any, to comply with the City of Daly Noise Ordinance. This report documents our results and evaluation.

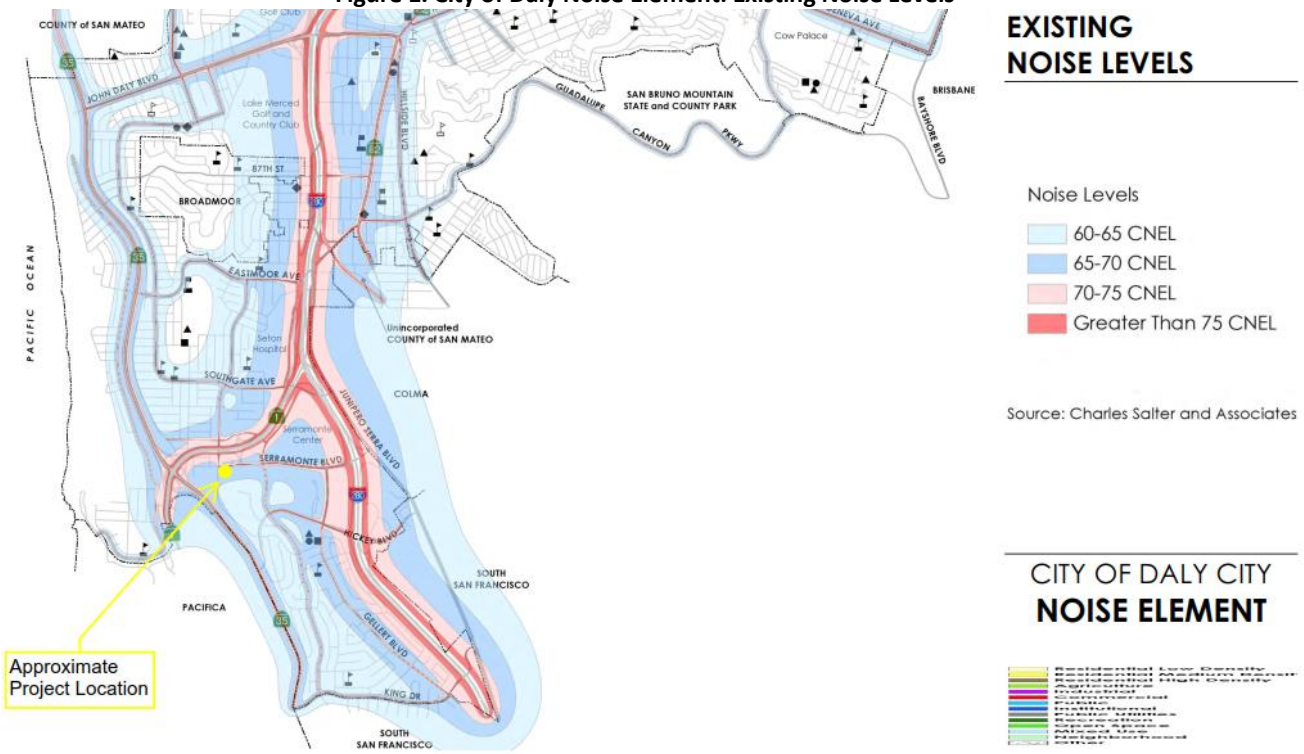
Noise Criteria

Chapter 9.22 "Disturbing the Peace" Section 9.22.030 "Noise" states the following:

> *Between the hours of ten p.m. and six a.m. of the following day, no person shall cause, create or permit any noise, music, sound or other disturbance upon his property which may be heard by, or which noise disturbs or harasses, any other person beyond the confines of the property, quarters or apartment from which the noise, music, sound or disturbance emanates.*

For qualitative noise requirements such as this where there is no defined decibel level threshold for noise at an adjacent property line, Veneklasen would normally relate this to audibility. Typically, a sound can be labeled as "inaudible" if it is at least 5 dBA less than the ambient noise level. Figure 1 is the City of Daly City General Plan Noise Element Existing Noise Levels Figure NE-3. The approximate project location is labeled in yellow and is located in the 65-70 CNEL region.

Figure 1. City of Daly Noise Element: Existing Noise Levels



CityLift Parking System Measurements

In June of 2018, VA performed sound level measurements of a CityLift Puzzle model 2LP lift system installed at Broadway Grand Garage in Oakland, California to categorize the sound sources and sound levels produced by a vehicle lift system.

All sound levels were measured with a Bruel and Kjaer type 2270 sound level meter in third-octave bands and in terms of both the Leq (equivalent continuous sound level) and the Lmax (maximum measured sound level). Veneklasen measured sound levels due to typical operation of the CityLift product (i.e. vehicle pads moving vertically and horizontally). The motors were observed to be the main sound sources with other Puzzle components (e.g. chains, gates) as secondary sources. Veneklasen observed that the rubber runners mitigate noise generated by the landing of the vehicle platforms. Table 1 below summarizes the sound level measurements performed.

Table 1. CityLift System Measured Sound Levels

CityLift Product	Operation	Sound Level (dBA measured @ 5ft)	
		LA_{eq}	LAF_{max}
Puzzle 2LP (2 levels by 3 stacks)	No Movement (Ambient)	50	54
	Vertical Vehicle Movement	59	63
	Horizontal Vehicle Movement	63	71

Other configurations of the Puzzle parking lift product are available (e.g. 6 levels by 3 stacks). Assuming the same components for the measured model 2LP are used for other configurations (e.g. SEW electric motor), Veneklasen anticipates Puzzle sound levels to be virtually the same regardless of differences in parking lift height or movement duration.

When performing the measurements summarized above, Veneklasen noted that the CityLift parking system did not include any major metal-on-metal impact noises due to vertical or horizontal vehicle pad movements. However, there

were elevated noise levels from normal movements when the CityLift system was installed on an unevenly graded surface or if the bottom-level vehicle pads were not resting on rubber runners.

Property Line Noise Calculations

The nearest adjacent property lines are directly west and directly north of the proposed project site, as shown in red on Figure 2. The proposed location of the CityLift parking systems is indicated below in green, approximately 115 feet east of the St Francis Boulevard residences and approximately 260 feet south of the Serramonte Boulevard residences. Note that residences further east than the two directly north of the CityLift system location will be acoustically shielded from parking lift noise by the main building in the proposed project.

Figure 2. Adjacent Property Line and CityLift Systems Locations



Per the drawing set provided to Veneklasen, dated July 16, 2019, the CityLift parking systems will be enclosed on three sides (north, south and west) in a shed structure with the opening pointing east (directly away from the nearest residences). This structure is called the "Car Barn" and 64 car stalls are indicated. The drawings indicate that there are three lift structures enclosed in the Car Barn. Any individual lift system can only perform one movement, vertical or horizontal, at any given time. Therefore, for the purposes of this analysis, Veneklasen assumed that there can only be a maximum of three lift movements at any given time (one per each of the three separate lift structures).

Table 2 below indicates the maximum noise levels produced by three simultaneous vertical or horizontal movements; these are the maximum assumed noise levels that the entire system will produce at any given time. Table 2 also indicates the maximum receiver noise levels at both adjacent property lines taking in to account noise level losses due to distance losses and the Car Barn structure acting as a barrier.

Table 2. Property Line CityLift Noise Levels

Operation (3 Simultaneous Movements)	Source Sound Levels (dBA LAF_{max} @ 5ft)	Property Line	Property Line Noise Levels (dBA LAF_{max})	Presumed Ambient Noise Level, dBA
Vertical Vehicle Movement	68	West	22	53
Horizontal Vehicle Movement	76		30	
Vertical Vehicle Movement	68	North	23	
Horizontal Vehicle Movement	76		31	

The noise levels presented in the Daly City Noise Element in Figure 1 are in terms of CNEL (Community Noise Equivalent Level), which is a 24-hour equivalent (average) sound pressure level. This metric is not directly comparable to a short-duration event level in terms of dBA. To determine a nighttime ambient noise level from the minimum 65 CNEL presented in Figure 1, Veneklasen utilized a typical traffic distributions curve (noise levels per hour for typical roadways) to estimate the lowest nighttime noise level associated with traffic diurnal patterns (based on papers published by LoVerde/Dong at Veneklasen 2014-2018) that would result in a 65 CNEL 24-hour metric. The presumed ambient, based on typical traffic data and the existing traffic noise levels data presented in Figure 1 is included in Table 2.

Note that the Car Barn "barrier" losses were calculated under the assumption that the wall behind the CityLift systems is constructed of a material that weighs at least two pounds per square foot.

Summary

Based on measured data of an existing CityLift system and the provided drawings of the proposed Car Barn, VA has determined that there is no additional mitigation required to comply with the Daly City Noise Ordinance. All property line noise levels presented in Table 2 are well below the presumed ambient level calculated from the minimum CNEL level provided by the Daly City Noise Element.

A qualitative description of the comparison between CityLift maximum property noise level of 31 dBA and the presumed minimum ambient noise level of 53 dBA would be analogous to comparing sound in a private office (ambient) versus a whisper heard at 5-feet (CityLift sound). This comparison is based off of Figure NE-1 in the Daly City Noise Element.

Veneklasen has provided requirements for both the scheduled CityLift system as well as the construction of the "Car Barn" to ensure that the Daly City Noise Ordinance requirements are met, and the above analysis is accurate:

- As stated above, if the CityLift is installed on uneven ground and if there are not rubber runners installed underneath the vehicle pads, louder source noise levels can be expected. Ensure that the system is installed properly and includes rubber runners below the ground-level vehicle pads to prevent hard impacts between vehicle pads and the ground.
- The drawings provided to Veneklasen did not include details regarding the construction of the "Car Barn". Ensure that the structure is built with materials that have a surface weight of at least two pounds per square foot. Ensure that there are no gaps in this exterior construction (except the east side).

Please feel free to contact us with any questions or comments.

Respectfully submitted,
Veneklasen Associates, Inc.

Ryan Schofield
Senior Associate

Kevin Patterson
Associate

FEHR PEERS

Memorandum

Date: October 18, 2019

To: Tina Van Raaphorst, Associate Superintendent, JUSD

From: Bill Burton, PE

Subject: JUHSD Housing – Interim/Opening Day Parking Assessment

WC19-3637

This Technical Memorandum has been prepared to document the results of our parking analysis for the Jefferson Union School District's Faculty and Staff housing project. The project proposes 122 multi-family dwelling units on a site located in the southwest corner of the Serramonte Boulevard/Campus Drive intersection in Daly City. Our analysis focuses on parking conditions that will exist on the project's "opening day" wherein the development will begin occupancy. This analysis reviews the uses that will be active on the Serramonte High School site at that time, along with the amount of parking that will be available to serve those uses. The School District is currently preparing a Precise Plan for the redevelopment of the entire former Serramonte High School site. As part of that plan, the Faculty and Staff housing project will be incorporated into a larger development community. That plan will holistically provide sufficient parking, and travel options, for all site uses as part of the redevelopment project.

Opening Day Uses

On the Faculty and Staff housing project's opening day, currently anticipated to be summer 2021, a number of existing site users will remain active and occupied. The remainder of the site will be unoccupied during this snapshot in time. **Figure 1** presents the opening day site plan including the proposed parking supply and locations. As part of the site's redevelopment, existing leases will be terminated and adjusted over time to make the site ready for future development and to ensure that sufficient parking is available during each phase of site redevelopment/construction. All tenant leases on the site are schedules to expire at the end of 2021. Thus, this parking condition will be present for approximately 3-4 months (summer 2021 to December 2021).

The users present on the site on "opening day" include uses that will only be allowed to operate during weekday periods (e.g. an office) and uses only allowed to operate during weekends (e.g. a church), with usage on occasional weekday evenings for special events. Lease terms will specify the days and hours of operation for each use to ensure sufficient parking and discourage overlapping uses. Based on Daly City's Municipal Code, the parking requirements for weekdays are presented in **Table 1**.

Table 1: Weekday Parking Requirements

Land Use	Size	Code	Required Parking
Staff Housing (Multi-Family)			
1 Bedroom Units	55 units	1.5 spaces per unit	83
2+ Bedroom Units	67 units	2 spaces per unit	134
SUBTOTAL RESIDENTIAL			*217*
Other Uses - Permitted to Park/Operate on Weekdays			
Comcast (Public Utility)	8,100 s.f.	1 space per 1,500 s.f.	5
CYO Office	5,190 s.f.	1 space per 300 s.f.	17
Christ Central Presbyterian Office	6,928 s.f.	1 space per 300 s.f.	23
First True Vine Baptist Office	934 s.f.	1 space per 300 s.f.	3
Young World Preschool	17 employees 100 students	1 space per employee 1 space per 10 students	27
SUBTOTAL – OTHER WEEKDAY USES			*75*
TOTAL WEEKDAY REQUIREMENT			**292**

Source: Fehr & Peers, 2019; Daly City Municipal Code Section 17.34.020 - Schedule of parking requirements.

As presented in Table 1, the required parking requirements for the currently programmed opening day uses are expected to be 292 spaces on a standard weekday.

The residential development and utility space (comcast) will require parking on every day of the week. However, the preschool will be closed on weekends, with little, if any, weekday evening activity. The office uses are expected to be fully parked during midway midweek days, tapering off in the evening. The attached **Figure 2** is a page from the Urban Land Institute's *Shared Parking, 2nd Edition* reference, which illustrates typical office parking usage for weekday evenings (see highlighted cells). Office parking usage drops off considerably at 6 PM, becoming largely vacant at 9 PM.

Table 2 presents the parking requirements for a typical weekend day. In addition, these requirements would apply to weekday evenings, when some of the uses may have occasional special events (e.g. an evening church gathering/concert or CYO basketball game). These uses would not be permitted to operate a special event during a weekday time wherein the office uses were also active and occupied.

Table 2: Weekend/Weekday Evenings Parking Requirements

Land Use	Size	Code	Required Parking
Staff Housing (Multi-Family)			
1 Bedroom Units	55 units	1.5 spaces per unit	83
2+ Bedroom Units	67 units	2 spaces per unit	134
SUBTOTAL RESIDENTIAL			*217*
Other Uses - Permitted to Park/Operate on Weekends/Weekday Evenings			
Comcast (Public Utility)	8,100 s.f.	1 space per 1,500 s.f.	5
Iglesia Ni Christo[1]	6,928 s.f.	1 space per 200 s.f.	35
Family Worship Center[1]	1,903 s.f.	1 space per 200 s.f.	10
First True Vine Baptist Church[1]	1,376 s.f.	1 space per 200 s.f.	7
Theravada Dharma Temple[1]	1,180 s.f.	1 space per 200 s.f.	6
CYO Small Gym	4,982 s.f.	1 space per 200 s.f.	25
SUBTOTAL – OTHER WEEKEND/WEEKDAY EVENING USES			*88*
TOTAL WEEKEND/WEEKDAY EVENING REQUIREMENT			**305**

Source: Fehr & Peers, 2019; Daly City Municipal Code Section 17.34.020 - Schedule of parking requirements.

[1] Permanent seating not provided – applicable rate per square foot used.

As presented in Table 2, the parking requirements for the currently programmed opening day uses are expected to be 305 spaces on weekends/weekday evenings. The weekend uses, which include several religious establishments have larger parking requirements due to their peak anticipated occupancies. It should be noted that this analysis does not reflect any reductions due to potential temporal fluctuations in parking usage between the different site users, simply the current City Code requirements. It is likely that the overall requirement would be lower if the various times of use were factored into the analysis (e.g. the CYO small gym may not be occupied concurrently with the Iglesia Ni Christo facility).

Parking Supply

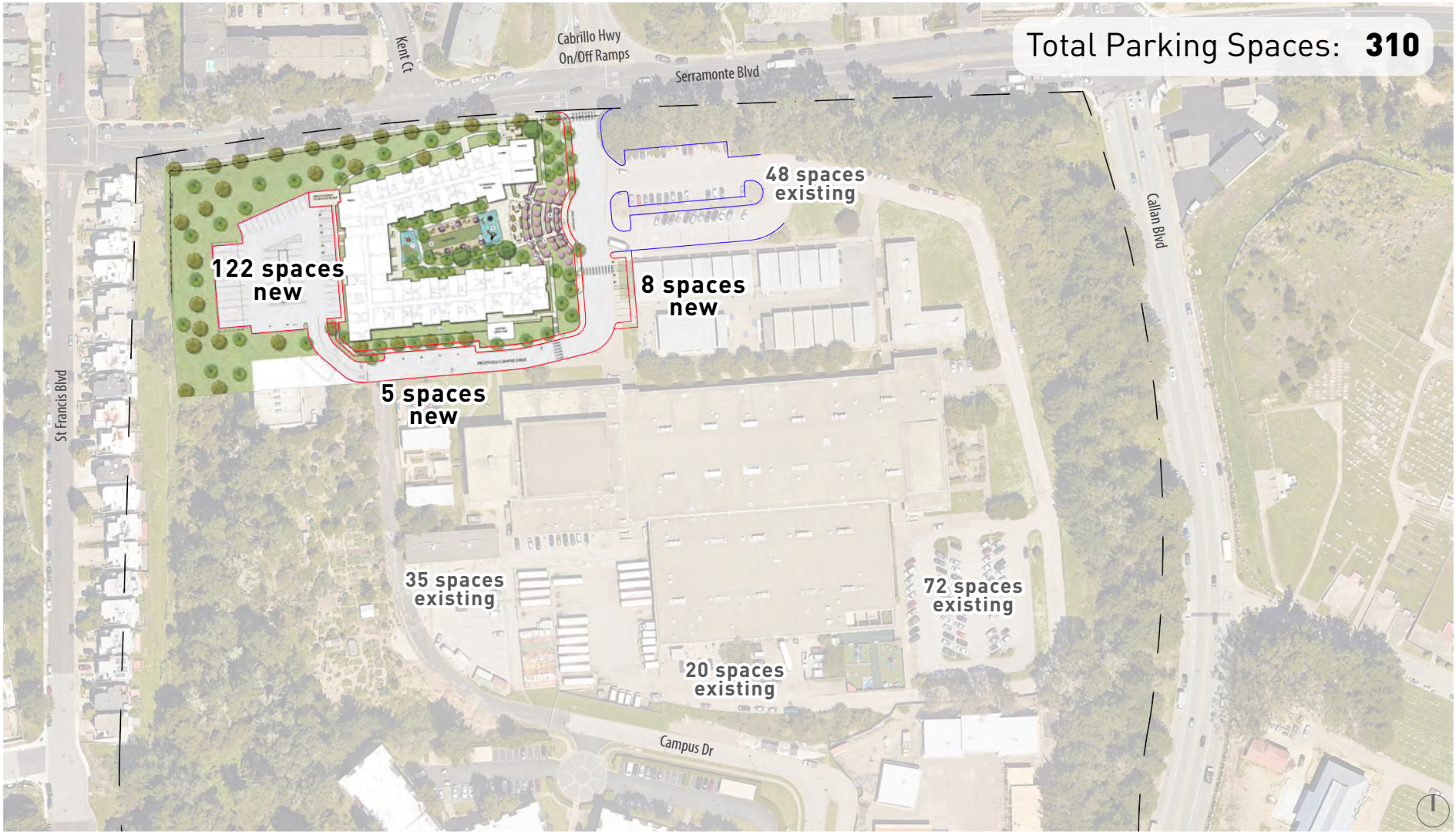
Figure 1 illustrates the parking supply that will be available during the time-period in question. In total, 310 spaces will be provided to support the group of users present on the site at the time, which is sufficient to satisfy the City's Code requirements summarized above.

Conclusions/Findings

This review focuses on a specific snapshot in time concurrent with "opening day" of the Jefferson Union School District's Faculty and Staff housing project. During this time, a number of other existing uses will still be present and operational as the site transitions through its redevelopment. City Code requires 292 spaces for those users permitted to operate on weekdays and 305 spaces for those permitted to operate on weekends (and occasional weekday evenings), which would be accommodated by a parking supply of 310 spaces. The District understands that if a parking issue were to arise, additional parking supply could be made available and/or the various tenant terms could be modified to resolve any problems.

Attachment: Figure 1 – Parking Supply

Figure 2 – Shared Parking, 2nd Edition, Urban Land Institute, Table 2-5 – Recommended Time of Day Factors for Weekdays



Site Plan Source: Brookwood Advisors, June 5, 2019

Figure 1

Parking Supply

Table 2-5 Recommended Time-of-Day Factors for Weekdays

Land Use	User	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight	Source
Shopping Center—Typical	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	—	1
Peak December	Customer	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	—	1
Late December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	—	1
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	—	2
Fine/Casual Dining	Customer	—	—	—	—	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%	2
	Employee	—	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%	2
Family Restaurant	Customer	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%	25%	2
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%	2
Fast Food	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%	3
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%	2
Nightclub	Customer	—	—	—	—	—	—	—	—	—	—	—	—	25%	50%	75%	100%	100%	100%	100%	2
	Employee	—	—	—	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%	2
Cineplex—Typical	Customer	—	—	—	—	—	—	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%	2, 6
Late December	Customer	—	—	—	—	—	—	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%	2, 6
	Employee	—	—	—	—	—	—	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%	2
Performing Arts Theater	Customer	—	—	—	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	—	—	—	2
No matinee	Employee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
Arena	Customer	—	—	—	1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%	—	—	2
No matinee	Employee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
Stadium	Customer	—	—	—	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	—	2
8 p.m. start	Employee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%	2
Health Club	Customer	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	—	2, 4
	Employee	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%	—	2, 4
Convention Center	Visitor	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	—	—	2
Hotel—Business	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%	5
Hotel—Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%	2
Restaurant/Lounge	Customer	—	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%	5, 3
Conference/Banquet	Customer	—	—	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	—	—	2
Convention	Customer	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	10%	5%	2
Residential	Guest	—	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%	2
Residential	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%	2
Office	Visitor	—	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	—	—	—	—	2
Office	Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	—	—	3
Medical/Dental Office	Visitor	—	—	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	—	—	—	—	2
	Employee	—	—	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	—	—	—	—	2
Bank	Customer	—	—	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	—	—	—	—	—	—	—	3
	Employee	—	—	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	—	—	—	—	—	—	—	2

Sources:
1. Confidential data provided by shopping center managers.
2. Developed by team members.
3. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
4. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004.
5. Gerald Salzman, "Hotel Parking: , How Much Is Enough?" *Urban Land*, January 1988.
6. Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2001.



PROJECT STUDY
PRECISE PLAN STANDARDS

SERRAMONTE DEL REY

A MIXED USE OFFICE & RESIDENTIAL COMPLEX

Daly City, California

SOUTHWEST DIVERSIFIED INC.

ROBINSON MILLS & WILLIAMS
Planners & Architects

ARCH I
Architects

CLOSSEN & CLOSSEN
Landscape Architects

BRIAN KANGAS FOULK & ASSOCIATES
Civil Engineers

PD-31A DISTRICT - SERRAMONTE DEL REY

I. INTRODUCTION AND SUMMARY

PURPOSE

The purpose of this study is to provide detailed information for the analysis and review of the Precise Plan and Tentative Map for the Serramonte Del Rey Planned Development.

PROJECT SUMMARY

The project is a mixed use office/residential complex located on the site of Serramonte High School, Daly City, California. Surrounded by Serramonte, Callan and Hickey Boulevards, the site consists of 50 acres, 35 of which are developable. The property is currently zoned R-3 (Figs. I and 2).

The Precise Plan provides for a two phase development on 5 parcels. Two of the parcels are for exclusive office use, two of the parcels are for either office or residential use and one parcel is for exclusive residential use.

Phase I: 240,000 to 515,000 sq. ft. office
200 - 400 apartments

Phase II: 500,000 to 700,000 sq. ft. office
0 - 175 apartments

APPLICATION AND APPROVAL

The site currently carries the Daly City General Plan Designation of School and R-3 Multiple-Family Zoning. The project sponsor, Southwest Diversified, Inc. is applying for the following:

- Certification of an Environmental Impact Report
- General Plan Amendment redesignating the site from School to Special Area
- Rezoning the site from R-3 Multiple Family to P-D, Planned Development District
- Approval of a Precise Plan under the requirements of the P-D regulations
- Approval of a Tentative Subdivision Map

I. INTRODUCTION AND SUMMARY- Page Two

A Draft Environmental Impact Report has been prepared by LSA and was submitted in the State Clearinghouse for circulation on August 7, 1985. The EIR is based on the Preliminary Plan received by the Daly City Planning Commission on August 13, 1985. The analysis covers a range of development combinations of maximum densities to provide the outer limits of project impacts.

The Precise Plan submitted is the report falls within the limits described in the EIR. Comments to the EIR are due on September 23rd.

The purpose of the Precise Plan is to fix land use designations, intensities, and general patterns, establish general open space requirements and patterns, establish circulation and parking standards, and establish phasing. Further, the Precise Plan establishes standards to measure and control the specific architecture, site planning and landscape plans to be submitted to staff prior to issuance of building permits.

The purpose of the Tentative Map is to establish specific parcelization and infrastructure improvements on site. The Tentative Map also establishes, through the Conditions, the type and financial responsibility for off site improvements.

The following is a summary of the approval process:

	STAFF	PLANNING COMMISSION	COUNCIL
Concept Plan	Review	Review	
Preliminary Plan	Review	Review	
Certification of EIR	Review	Review	X
General Plan Amendment	Review	X	X
Rezoning R-3 to PD-31	Review	X	X
Precise Plan	Review	X	X
Tentative Subdivision Map	Review	X	X
Final Subdivision Map	Review		X

II. PROJECT DESCRIPTION

LANDOWNER, APPLICANT, AND CONSULTANTS

The land is the property of the Jefferson Union High School District, 699 Serramonte Blvd, Daly City, CA, Attention: Floyd Gonella, Superintendent. The property is being developed under a master land lease for the first phase and an option to lease for the second phase. The land lease provides for a minimum ground rent. of $1,000,000/year, increasing $50,000/year. Further, the District will receive 25% of the net rents from the development when that amount exceeds the minimum ground rent. The applicant may exercise its option to lease the second phase in 1988.

The applicant and developer is Southwest Diversified, Inc., 155 Sansome Street, Suite 750, San Francisco, CA 94104, (415) 989-6890, Attention: Richard E. Garlinghouse, Senior Vice President, and Michael G. Fleishman, Project Director. Southwest will develop both the office and apartment aspects of the project.

The applicant has assembled the following team to analyze, provide data, design and prepare technical drawings for the project:

- Land Planning and Office Architecture

  Robinson, Mills & Williams
  Matt Mills, Principal in Charge
  153 Kearny Street, 6th Floor
  San Francisco, CA 94108

- Residential Architecture

  Arch 1
  Niles Tanakatsubo, Principal in Charge
  60 East 3rd Avenue
  San Mateo, CA 94401

- Landscape Architecture

  Closson & Closson
  Dave Closson, Principal in Charge
  132 South Glassell Street
  Orange, CA 92666

II. PROJECT DESCRIPTION - Page Two

o Civil Engineering

Brian, Kangas & Foulk
Jan O'Flaherty
595 Price Avenue
Redwood City, CA 94063

o Geotechnical

Woodward Clyde
Pamela Rey
100 Pringle Avenue
1 Walnut Creek Center
Walnut Creek, CA 94596

o Traffic, Circulation and Parking Engineering

DKS Associates
Randy McCourt
1419 Broadway, Suite 700
Oakland, CA 94612

o Market Research

Economics Research Associates
J. Richard McElyea
680 Beach Street, Suite 370
San Francisco, CA 94109

o Fiscal Impact

Recht Hausrath Associates
Richard Recht
1212 Broadway
Oakland, CA 94612

In addition, LSA acting under contract to Daly City provided 'the environmental analysis and developed the Environmental Impact Report (EIR).

PROJECT STATISTICS

The information on the following pages is provided as the basis for development standards for the proposed Precise Plan for PD-31.

SERRAMENTO DEL REY

PROJECT STATISTICS- MAX OFFICE

	Phase I Acres (%)	Phase II Acres (%)	Total Acres (%)
I. SITE			
A. Total Site	27.6 (100.0)	22.3 (100.0)	49.9 (100.0)
B. Open Space			
1. Passive Landscape (slope banks)	10.6 (38.4)	5.4 (24.0)	16.0 (32.1)
2. Active Landscaped (Inc. Rec.)	3.7 (13.4)	3.7 (16.6)	7.4 (14.8)
	14.3 (51.8)	9.1 (42.6)	23.4 (46.9)
C. Developed Area			
1. Major Circulation (Loop Rd. & Landscaping)	2.4 (8.7)	2.1 (9.3)	4.5 (9.0)
2. Residential Footprints	1.3 (4.7)	.0 (.0)	1.3 (2.6)
3. Office Footprints	1.4 (5.1)	2.4 (10.8)	3.8 (7.6)
4. Parking Structure Footprints	3.0 (10.9)	2.9 (13.0)	5.9 (11.8)
5. Open Parking and Driveways	5.2 (18.8)	5.8 (26.3)	11.0 (22.1)
	13.3 (48.2)	13.2 (59.4)	26.5 (53.1)
II. DENSITY			
A. GROSS DENSITY			
1. Residential (DU/AC)	22.7 DU/AC	NA	22.7 DU/AC
2. Commercial (Floor Area Ratio)	.63	.72	.68
B. NET DENSITY (Less Slope Banks and Major Circulation)			
1. Residential	43.5 DU/AC	NA	43.5 DU/AC
2. Commercial (Floor Area Ratio)	1.19	1.08	1.12
III. PARKING (Spaces) TOTAL	2143	2450	4593
A. STRUCTURED PARKING			
1. Residential (Under Building & Carports)	200	NA	200
2. Office	1275	1624	2899
B. Surface Parking			
1. Residential	140	NA	140
2. Office	528	826	1354
C. Total Parking			
1. Residential	340	NA	340
2. Office	1803	2450	4253

SERRAMENTO DEL REY
PROJECT STATISTICS - MAX HOUSING

	Phase I Acres(%)	Phase II Acres(%)	Total Acres(%)
I. SITE			
A. Total Site	27.6 (100.0)	22.3 (100.0)	49.9 (100.0)
B. Open Space			
1. Passive Landscape (slope banks)	10.6 (38.4)	5.4 (24.0)	16.0 (32.1)
2. Active Landscaped (Inc. Rec.)	4.8 (17.6)	4.8 (21.7)	9.6 (19.2)
	15.4 (55.8)	10.2 (45.7)	25.6 (51.3)
C. Developed Area			
l. Major Circulation (Loop Rd. & Landscaping)	2.4 (8.8)	2.1 (9.3)	4.5 (9.0)
2. Residential Footprints	2.7(9.7)	1.2 (5.5)	3.9 (7.8)
3. Office Footprints	.9 (3.3)	1.6 (7.2)	2.5 (5.0)
4. Parking Structure Footprints	1.3 (4.7)	2.2 (9.9)	3.5 (7.0)
5. Open Parking and Driveways	4.9 (17.7)	5.0 (22.4)	9.9 (19.9)
	12.2 (41.2)	12.1 (54.3)	24.3 (48.7)
II. DENSITY			
A. GROSS DENSITY			
1. Residential (DU/AC)	21.7 DU/AC	23.6 DU/AC	22.3 DU/AC
2. Commercial (Floor Area Ratio)	.59	.77	.70
B. NET DENSITY (Less Slope Banks and Major Circulation)			
1. Residential	41.2 DU/AC	35.0 DU/AC	38.8 DU/AC
2. Commercial (Floor Area Ratio)	1.13	1.15	1.14
m. PARKING (Spaces) TOTAL	1520	2050	3570
A. STRUCTURED PARKING			
1. Residential (Under Building & Carports)	400	175	575
2. Office	543	1252	1795
B. Surface Parking			
1. Residential	280	125	405
2. Office	297	498	795
C. Total Parking			
1. Residential	680	300	980
2. Office	840	1750	2590

PROJECT CHARACTERISTICS

The following is a description of the land use criteria and design features of Serramonte Del Rey.

1. Land use descriptions Fig. 3.
   - o The project consists of 5 development parcels, three in Phase I and two in Phase II. In addition to the development parcels, six common area parcels, consisting of the major circulation road and the slope banks are included on the Tentative Map. These parcels will be subject to a common area maintenance approach.

     The proposed land uses are as follows:
     (Note: Tentative Map (Fig. 4) designations are in parenthesis)

Development Parcels Designations	Sizes	Land Uses
IA (2 & 3)	4.9 Acres	Up to 240,000 sq.ft. office
IB (5)	4.6 Acres	Up to 200 dwelling units
IC (6)	5.1 Acres	Up to 275,000 sq.ft. office or up to 200 dwelling units
IIA (11)	9.9 Acres	Up to 500,000 sq.ft. office
IIB (9)	5.0 Acres	Up to 200,000 sq.ft. office or up to 175 dwelling units
	29.5 Acres	
Common Parcels		
(4)	2.4 Acres	Major circulation road
(10)	2.0 Acres	Major circulation road
(1)	1.6 Acres	Slope Banks
(7)	9.0 Acres	Slope Banks
(8)	2.1 Acres	Slope Banks
(12)	3.3 Acres	Slope Banks
	20.4 Acres	

   - o In addition to the primary uses assigned to the Development Parcels, the Precise Plan would allow the following support uses:

- Business and residential related retail uses such as delicatessen, quick service outlets, pharmacies, magazine stands, office supplies, etc.
- Business services such as copy and communication centers, light printing, financial services, etc.
- Restaurants under 9,000 sq. ft.
- Personal services such as shoe repair, laundry, and hair care.
- Office and apartment management and leasing offices
- Outpatient medical care services.
- Recreation facilities.
- Childcare centers.

- The Common Parcels consist of the landscaped circulation corridor and the slope banks on the east and west sides of the site. These parcels will be the subject of an agreement among the Development Parcels which will provide landscape maintenance.

  The circulation corridor which will be established in Phase I bisects the site, providing access to the site from both Hickey Blvd. and Serramonte Blvd./Highway 1, but is offset to discourage non-project vehicle cross traffic. The Hickey entrance will be signalized in Phase I and the Serramonte entrance in the second phase. The circulation corridor is a four lane divided landscaped avenue with left turn pockets into the development parcels (Fig. 8).

2. Phasing and Marketing

- The complex is planned in two phases. The first phase is on the southern 27.6 acres of the site, currently the unused playing fields of the high school. Construction on the first office building on the southernmost corner and the first group of apartment buildings is expected to begin in early 1986.

The second phase on the remaining 22.3 acres will begin some time in 1988 after the last tenants have left the high school building and the building is demolished. It is expected that the office use will be more intense in the second phase.

MARKET

Residential Market

The San Francisco Bay Area is experiencing an unprecedented housing shortage. In 1980, the Bay Area Council, a non-profit organization supported by nearly 300 major corporations in the Bay Area, produced an extensive report entitled "Housing: The Bay Area's Challenge of the 80's". This report delineates the reasons for and the extent of the Bay Area housing shortage. However, it can be summarized by two quotes:

> "... we are beginning the 1980's with a shortage of as many as 65,000 housing units (but) housing production continues to fall despite increasing demand."

> "So it is expected that through the next 10 years (1980-1990) the region will need 45,000 to 65,000 new housing units per year. However, since 1975 we've been adding only an average of 36,400 units per year, and the number is declining. If the rate of housing production doesn't increase, the region could be 350,000 units short by 1990."

This unmet demand is particularly significant in San Mateo County, where most of the remaining vacant land is being used for commercial development. During the recession years from 1980 through 1983, employment in San Mateo County increased by nearly 3,000 jobs per year. During each of those same years, only 1,000 new housing units of all types were being built in the County. In addition to housing its own work force, San Mateo County has traditionally housed a significant portion of those employed in San Francisco. Employment in San Francisco increased by 22,000 during the three year period through 1983.

Quality rental housing in the northern portion of the county has all but been eliminated by conversions to condominiums. Remaining apartment projects are characterized by occupancy rates in excess of 98 percent and rising rents. Only one other new major rental project has been developed in the San Francisco/San Mateo counties market area in the last ten years. Serramonte Del Rey represents an outstanding apartment site which will receive strong market support to begin to fill this void.

Office Market

As stated above, San Mateo County has attracted a substantial amount of commercial development in recent years. Specifically, almost a million square feet of office space was absorbed in the county during 1984 and the average annual new space occupied has been over 700,000 square feet for the past five years.

Although there are a number of major office projects in the northern portion of the county, Serramonte Del Rey, with superior freeway access, proximity to BART and nearby shopping and restaurant opportunities, offers a superior location compared to the competing projects. It should be capable of attracting a substantial market share ranging up to 40,000 square feet per year, based on small users only, to a much greater absorption based on current interest among build-to-suit tenants which would require in excess of 50,000 square feet. The build-to-suit opportunity for employers with large clerical or computer operations is particularly attractive since no other office site in San Mateo County has acceptable access to BART. Since these firms staff with the level of employees that must use public transportation, Serramonte Del Rey becomes "the only game in town." This is only heightened by the fact that BART opens up the bountiful East Bay labor pool only to Serramonte Del Rey.

Marketing

Marketing for Serramonte Del Rey is comprised of three major activities: market research, developing a strategy, and actual marketing.

A. Market Research - Southwest Diversified, Inc., with assistance of a directed study by Economics Research Associates, has completed a thorough evaluation of the market for apartments, office, and ancillary retail facilities. The research goal was to evaluate the site and relevant markets to predict an absorption pace and to target specific market segments. As previously outlined, it was concluded that the site is outstanding for both uses. Absorption of luxury, apartments would be very rapid, while office development is faced with major competition and would be somewhat slower than apartments in terms of land requirements. It is projected that offices would be absorbed at a rate of 30,000 to 40,000 square feet per year.

B. Marketing Strategy - The marketing strategy involves segmenting target markets, determining the product, and establishing a pricing strategy for each product. Southwest Diversified, Inc., is working with the brokerage community to refine its office marketing strategy. It will primarily be directed toward large floor users moving out of San Francisco.

The proximity to San Francisco and San Francisco housing markets, and good access to BART, will facilitate in reaching this market segment.

C. Marketing- Marketing for Serramonte Del Rey will involve promoting the site and its relationship to the surrounding community. Southwest Diversified, Inc., is currently involved in developing promotional materials, discussing the site with major prospects, and making the final selection of a broker. It intends to cooperate with Daly City in terms of marketing the entire community. Likewise, all promotional materials will feature the Daly City address and the advantages of a Daly City location. Marketing apartments is primarily a function of offering the right product for the right price. The market is extensive. Southwest Diversified, Inc., is working with local apartment management companies to establish the most appropriate program for the site.

3. Planning Concept (Figs. 5, 6 and 7)

- The planning concept is based on the blending of a high quality office campus with luxury apartments. By thorough analysis of the two land uses, the plan takes advantage of the unique qualities of both, making the office and residential not only compatible but complimentary. Co-use of recreational, circulation, overflow parking, security, landscape amenities and maintenance, and appropriate retail facilities provides both uses with more amenities than they could support on their own. Further, there is a synergism between the two areas with the office creating a demand for the housing and the apartments creating the ultimate in nearby housing.

The proposed Planned Development zoning and Precise Plan standards allow considerable flexibility in land use intensity, especially in terms of the office use. As the project develops and the market for the office increases, the size and height of the buildings can be increased to accommodate a maximum buildout. Further, if the need for office increases beyond the carrying capacity ·of the office parcels, the designated but unused apartment parcels may be used for office•

Notwithstanding the flexibility provided for in the Precise Plan, a general land use pattern has been established. _The office buildings will be built along the eastern edge of the site to take advantage of the views_ and to be visible from the 1-280 and the Highway 1 free-ways. The apartments are tucked back against the western slope bank to provide shelter from the prevailing winds and to create private common areas.

4. Landscaping Concept (Figs. 9, 10, 11, 12, 13 and 14)
   - o The landscaping concept for the common areas is based on developing four distinct zones of landscaping amenities.

   - o Slope Banks: The 16.0 acres of slope bank that surround the site are presently heavily landscaped. This vegetation will be enhanced to provide an ample buffer between the complex and the surrounding uses.

   - o Circulation Corridor: In addition to its vehicular function, the circulation corridor provides a major landscape amenity. Heavily planted with trees along both sides of the road and along the 15 foot median, the landscaping defines the development parcels and screens the traffic (Fig. 12).

   - o Development Parcel Landscaping: This zone consists of general landscaping approach to the particular function in each developed parcel. For residential parcels it would consist of landscaping consistent with active open space, blending with the need for privacy near the units. For the office parcels, this would consist of landscaping grouped to compliment the architecture while respecting the view corridors. On both types of parcels, emphasis will be given to tree planting in parking areas to screen and break-up the paved areas.

II. PROJECT DESCRIPTION - Page Twelve

- Emphasis Points: Special attention will be given to the project entrances, the various turn-ins to the development sites and at the entrances to the office buildings and apartments. These points of emphasis will feature flower beds, specimen trees, special paving treatment, and special local elements such as trellises, sculptures or water elements (Figs. 13 and 14).

5. Architecture

- The developer will impose high design standards on the project in order to assure the quality of both the office and residential components. Complimentary facades, respect for view corridors, high quality lobbies and common areas will be a part of the design criteria of the project.

- The office buildings will be steel and concrete structures, ranging from 3 to as high as 12 stories. The building will have state of the art elevators, ventilation, life safety and utility systems. The apartments will be up to four stories. ~~3 story over concrete parking garage~~. Each wing or building will have elevators and the building pattern will create private courtyards, recreation facilities and common rooms.

- All buildings will meet the State and Daly City building, fire, seismic, and energy conservation codes.

6. Parking: (Fig. 8)

- The office parcels will provide 3.5 stalls/1000 sq. ft. of office. The traffic study in the EIR evaluates several office campuses in the Bay area and finds the 3.5 ratio to be more than adequate. (See page 73 to 76 and Appendix D of the EIR). The parking will provide for handicapped stalls and the driving lanes will be adequate for delivery truck turning.

- The residential parcels will conform to the Daly City standards based on the number of bedrooms~~.~~ If deviations from the parking requirement are proposed, a parking analysis prepared by a third-party parking provision consultant shall be required and approved by the Planning Division. A minimum of 310 parking spaces shall be required for the proposed residential building located on Parcel II-B. In addition to the minimum, guest parking will be provided where possible. It should be noted that the office parcel areas will be at minimum use at the times of maximum demand for guest parking for the residential.

~~- The apartments will have one assigned covered parking stall per unit, either under the building or in car ports.~~

7. Building Heights: (Fig. 10)

- The apartment buildings will be limited to ~~three stories over a partially depressed garage.~~four stories. The maximum building height shall be 48 feet from the ground floor and 55 feet inclusive of any roof stair enclosures.

- The office buildings will be limited to six stories along the Callan Blvd. (east) edge of the project, increasing to a maximum of 12 stories at the center of the project.

III. IMPACTS AND MITIGATIONS

· The Environmental Impact Report lists several impacts created by the project. The following is a summary of the mitigation provided by the project. Some of the mitigation will be provided by the Precise Plan Standards (PPS), some by the Tentative Map Conditions (TMC), some by

the Site and Architectural Reviews (SAR) prior to the issuance of building permits, and some as a requirement of the Building Permits (BP).

oGeology and Soils: Geological, seismic and soils hazards will be miti- gated by strict adherence to the recommendations of a complete geotechnical report, currently in progress (TMC), (BP).

oDrainage: Over 55% of the site will be landscaped minimizing the

amount of storm run off. Since the project is already in the Flood Control District, no area fees are required. The existing system has adequate capacity to handle the storm run off from the project, how- ever, improvements to the system will be made when the project connects with the system (TMC).

oVisual Quality/Community Character:

* Buildings over six stories will be placed on an east/west axis to minimize impacts on the St. Francis views (PSS), (SAR).

* The parking structures will be designed to soften the impacts and landscaping/trellises will be used on the top floors to minimize glare (PSS), (SAR).

oTransportation and Circulation:

* Traffic signals will be installed at the project entrances at the appropriate phase (TMC). Additional traffic improvements will be installed when densities are known (TMC).

III. IMPACTS AND MITIGATIONS - Page Two

* The project will contribute a prorata share to additional traffic improvements such as signals at Hickey Blvd. and I-280 (TMC).

o Climate and Air Quality: Dust control measures, as monitored by Daly City will be required during the construction phase. Construction traffic control will be required (TMC), (BP).

oNoise:

* Noise control measures will be required during construction (TMC).

* All office and residential construction will conform to California Title 24 for sound insulation (BP).

oPublic Services and Utilities:

* The project will provide additional water and sewer mains to serve the project (TMC).

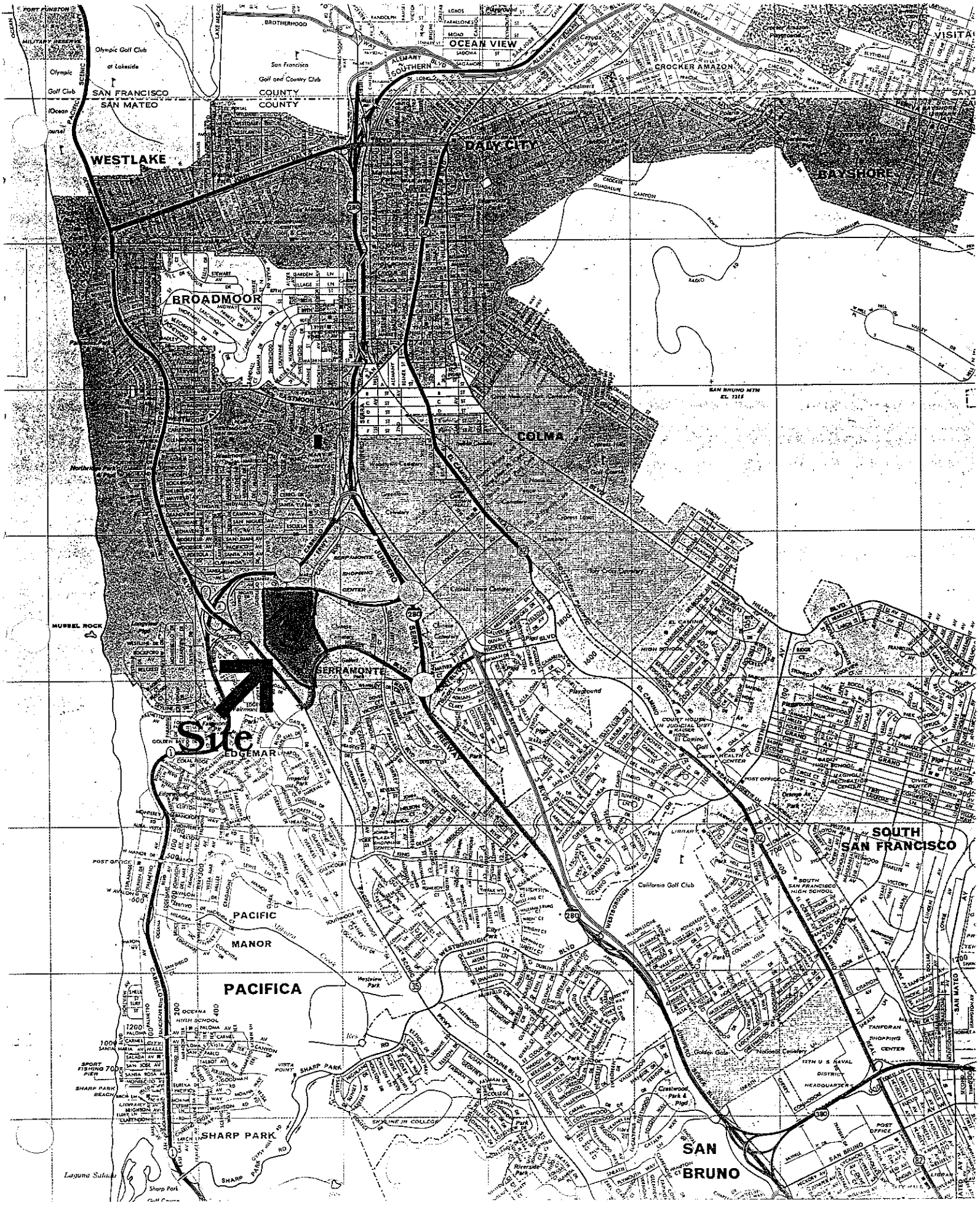
* The project will provide over $450,000 in fees to the Sewer District (TMC).

* The project will provide an additional SFWD meter connection and improvements to the reservoir system (TMC).

* The project will contribute to the Fire Department general equipment funds (TMC). In addition, the project will contribute to a special equipment fund for each midrise building (TMC), (BP).

* The project will contribute to street overlays on Hickey, Serra monte and Callan Boulevards (TMC).

* The project will contribute over $390,000 in park in lieu funds (BP).



Site
WESTLAKE
BROADMOOR
DALY CITY
OCEAN VIEW
CROCKER AMAZON
BAYSHORE
COLMA
SERRAMONTE
EDGEMAR
PACIFIC
MANOR
PACIFICA
SHARP PARK
SOUTH
SAN FRANCISCO
SAN
BRUNO
SAN FRANCISCO
SAN MATEO
COUNTY
COUNTY
Olympic Golf Club
at Lakeside
San Francisco
Golf and Country Club
MUSSEL ROCK
California Golf Club
SAN BRUNO MTN
EL. 1315

FIG 1

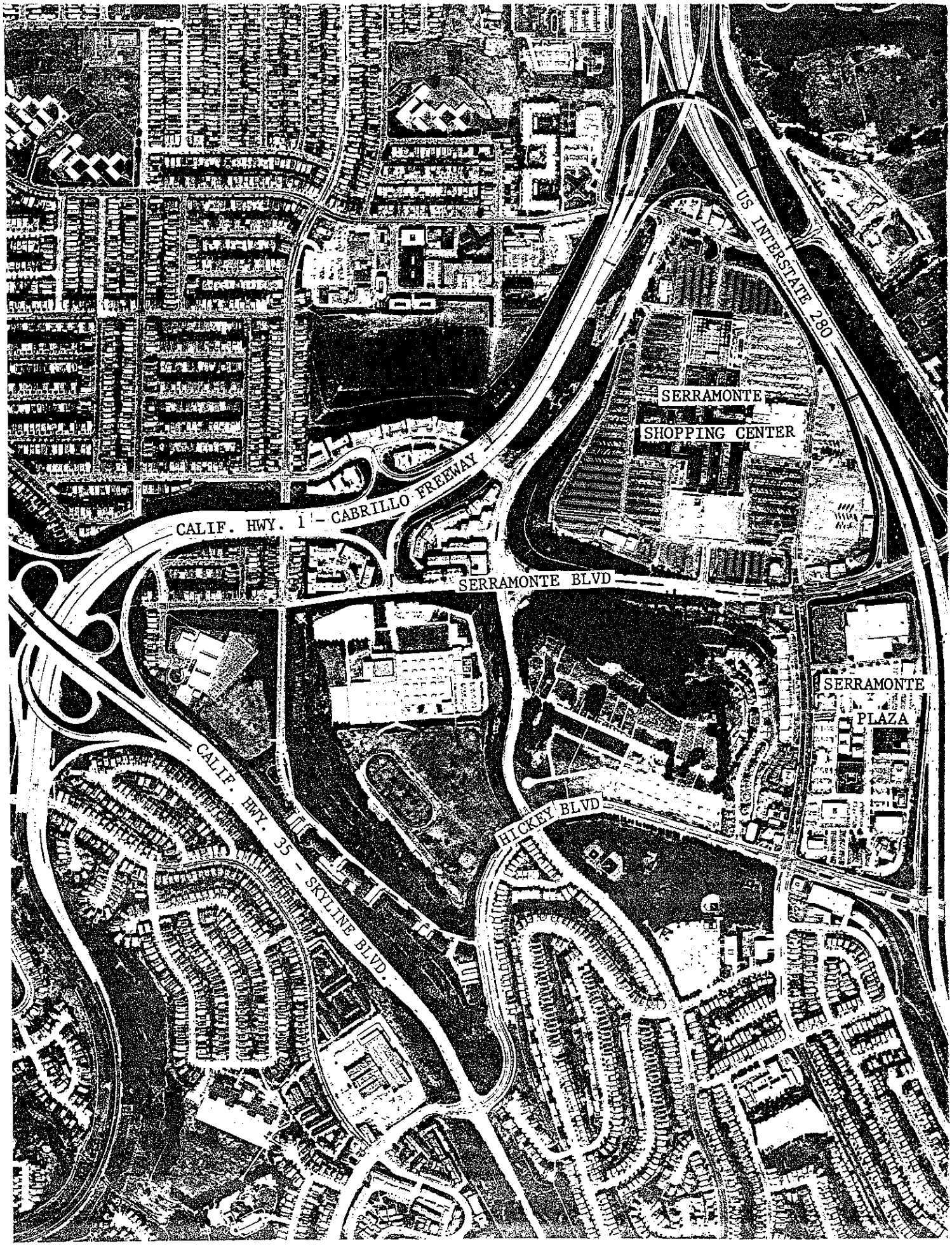

US INTERSTATE 280
SERRAMONTE
SHOPPING CENTER
CALIF. HWY. 1 - CABRILLO FREEWAY
SERRAMONTE BLVD
SERRAMONTE
PLAZA
HICKEY BLVD
CALIF. HWY. 35 - SKYLINE BLVD.

FIG 2

PHASE II | PHASE I

OPEN SPACE

OPEN SPACE

PARCEL I-A	213,242 SF
Office:	240,000 SF

PARCEL II-A	433,291 SF
Office:	500,000 SF

PARCEL I-B	201,806 SF
Residential:	200 UNITS

PARCEL I-C	220,526 SF
Residential:	200 UNITS
Office:	275,000 SF

OPEN SPACE

PARCEL II-B	216,338 SF
Residential:	175 UNITS
Office:	200,000 SF

OPEN SPACE

PHASE II | PHASE I

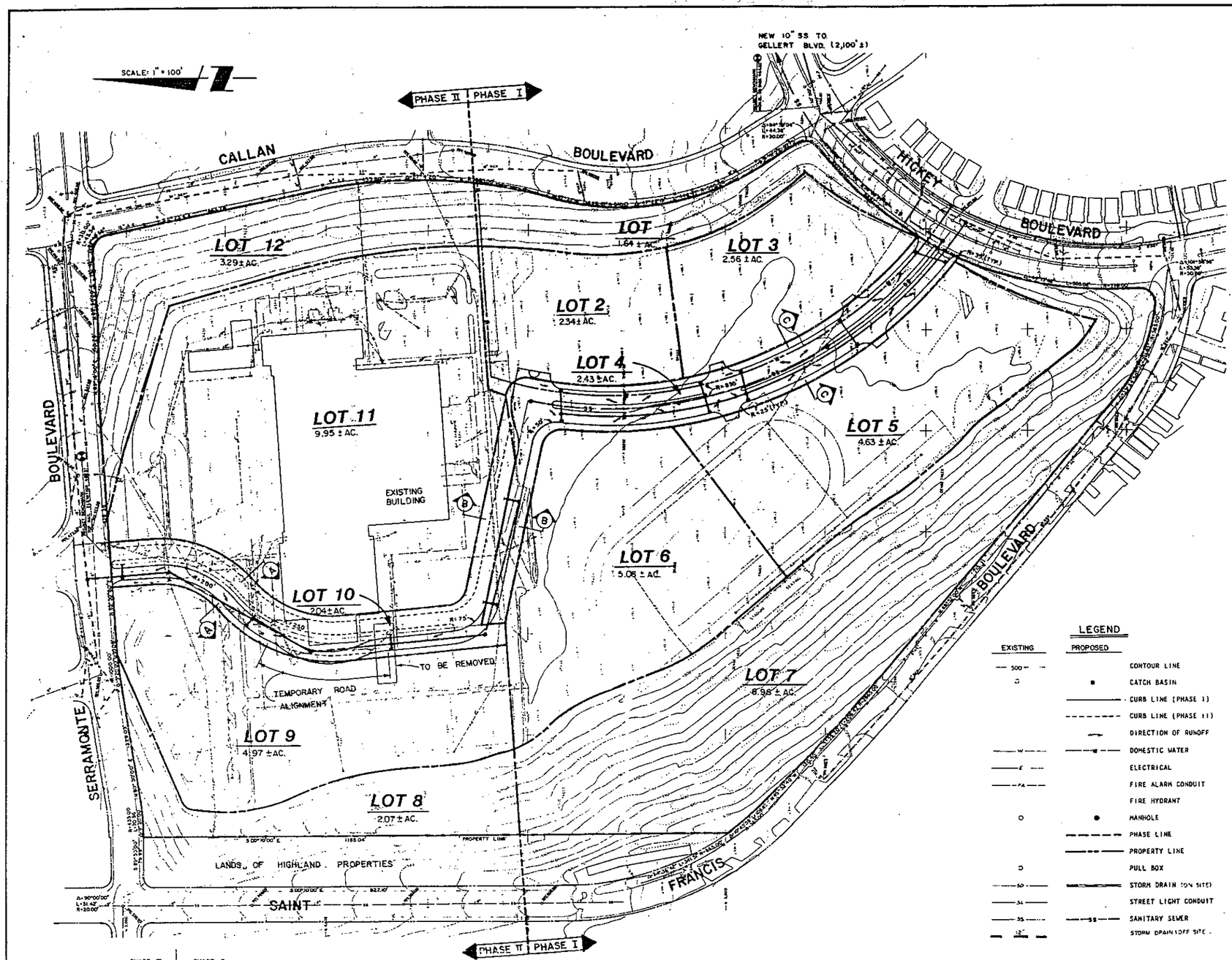
FIG 3

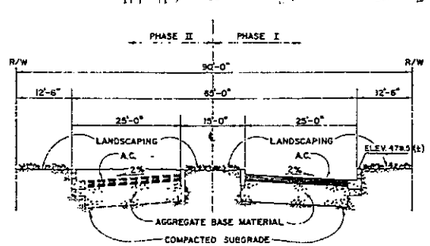
LAND USE PLAN

SERRAMONTE DEL REY
DALY CITY, CALIFORNIA

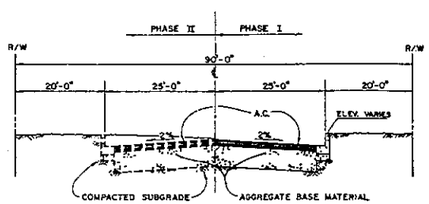
NORTH

5 25 100

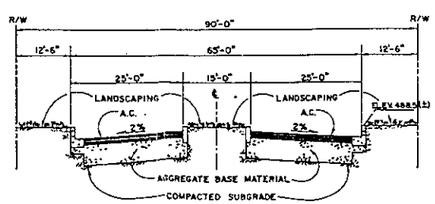




SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



SECTION C-C
N.T.S.

LEGEND

EXISTING	PROPOSED	
500		CONTOUR LINE
		CATCH BASIN
		CURB LINE (PHASE I)
		CURB LINE (PHASE II)
		DIRECTION OF RUNOFF
W	W	DOMESTIC WATER
E		ELECTRICAL
FA		FIRE ALARM CONDUIT
		FIRE HYDRANT
		MANHOLE
		PHASE LINE
		PROPERTY LINE
		PULL BOX
SD		STORM DRAIN (ON SITE)
SL		STREET LIGHT CONDUIT
SS	SS	SANITARY SEWER
12"		STORM DRAIN (OFF SITE)

RECORD OWNER: JEFFERSON UNION HIGH SCHOOL DISTRICT
699 SERRAMONTE BLVD., SUITE 100
DALY CITY, CA 94015

SUBDIVIDER: SOUTHWEST DIVERSIFIED, INC.
155 SANSOME STREET, SUITE 750
SAN FRANCISCO, CA 94104

PREPARER: BRIAN-KANGAS-FOULK & ASSOCIATES
595 PRICE AVENUE
REDWOOD CITY, CA 94063

ASSESSOR'S PARCEL NO.: 091-211-016

AREA: 49.94 ACRES (±)

EXISTING USE: CLOSED HIGH SCHOOL COMPLEX WITH LEASED-OUT PORTIONS FOR OFFICE AND EDUCATIONAL USE.

PROPOSED USE: PLANNED DEVELOPMENT (OFFICE & RESIDENTIAL) UNDER PHASED CONSTRUCTION.

PUBLIC USE: NONE.

WATER SUPPLY: CITY OF DALY CITY MUNICIPAL WATER SYSTEM

SEWAGE DISPOSAL: CITY OF DALY CITY SANITATION SYSTEM

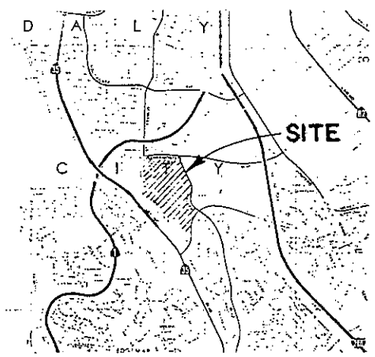
STORM DRAINAGE: CITY OF DALY CITY STORM DRAIN SYSTEM

POWER & GAS: PACIFIC GAS & ELECTRIC (P.G. & E.)

TELEPHONE: PACIFIC BELL

GENERAL NOTES:

1. ALL INTERIOR STREETS WILL BE PRIVATE. STRUCTURAL DESIGN WILL BE TO THE SATISFACTION OF THE CITY ENGINEER.
2. EASEMENTS FOR EMERGENCY VEHICLES AND UTILITIES WILL BE PROVIDED WITHIN ALL PRIVATE INTERIOR STREETS.
3. PARKING, TREE PLANTING AND STREET LIGHTING PLANS WILL BE PROVIDED TO THE SATISFACTION OF THE CITY ENGINEER.



VICINITY MAP

PRELIMINARY

FIG 4

Submitted by:
BRIAN • KANGAS • FOULK & ASSOCIATES
CONSULTING ENGINEERS • PLANNERS • SURVEYORS
595 Price Ave. • Redwood City, CA. 94063 • (415) 368-0412 / (408) 753-9490

Stanley A. Kangas R.C.E. 13776 Date

PRINTED
SEP 11 1985
B-K-F & A

BRIAN · KANGAS · FOULK & ASSOCIATES
CONSULTING ENGINEERS PLANNERS SURVEYORS
595 Price Avenue Redwood City, CA 94063

TENTATIVE MAP
SERRAMONTE DEL REY

DALY CITY, CALIFORNIA

Revisions	No	Date AUG. 85
		Scale 1" = 100'
		Design S.V.
		Drawn B.M.
		Approved S.A.K.
		APPN-85076

Drawing Number
D 85076-2

1 of 1

CALLAN BOULEVARD

HICKEY BOULEVARD

SERRAMONTE BOULEVARD

ST FRANCIS BOULEVARD

FIG 5

ILLUSTRATIVE SITE PLAN

PHASE (2) MAX. OFFICE

SERRAMONTE DEL REY
DALY CITY, CALIFORNIA

NORTH

5 25 100

CALLAN BOULEVARD

HICKEY BOULEVARD

SERRAMONTE BOULEVARD

ST FRANCIS BOULEVARD

FIG 6

ILLUSTRATIVE SITE PLAN

PHASE (2) COMBINATION

SERRAMONTE DEL REY
DALY CITY, CALIFORNIA

NORTH

5 25 100

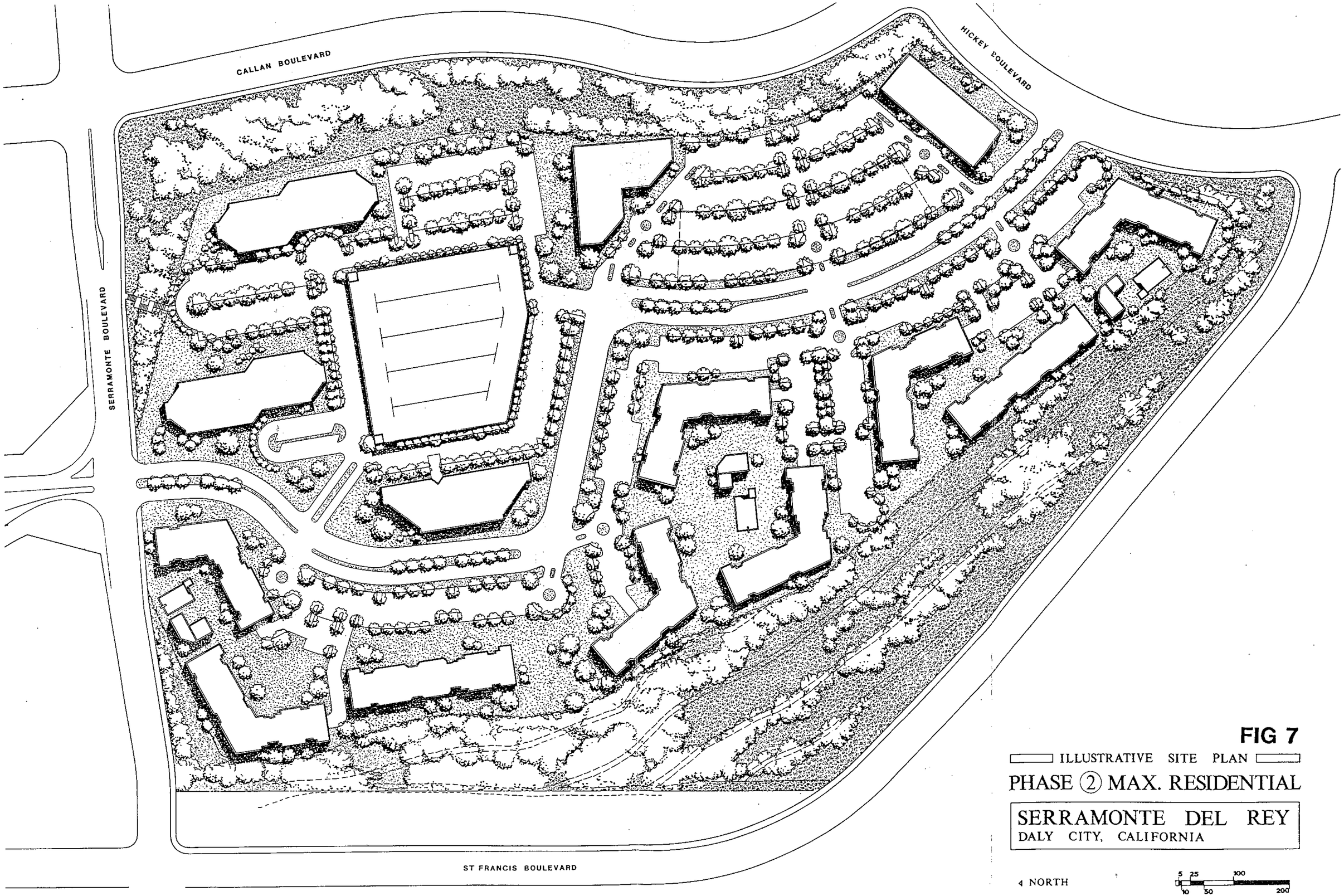


FIG 7

ILLUSTRATIVE SITE PLAN

PHASE ② MAX. RESIDENTIAL

SERRAMONTE DEL REY
DALY CITY, CALIFORNIA

NORTH

5 25 100
10 50 200

CALLAN BOULEVARD

HICKEY BOULEVARD

SERRAMONTE BOULEVARD

ST FRANCIS BOULEVARD

SITE ENTRY

STREETS

PARKING

FIG 8

PARKING & STREETS

SERRAMONTE DEL REY

DALY CITY, CALIFORNIA

NORTH

5 25 100

CALLAN BOULEVARD

HICKEY BOULEVARD

SERRAMONTE BOULEVARD

ST FRANCIS BOULEVARD

OPEN SPACE ON SITES

OPEN SPACE IN COMMON AREAS

FIG 9

OPEN SPACE

SERRAMONTE DEL REY
DALY CITY, CALIFORNIA

NORTH

5 25 100

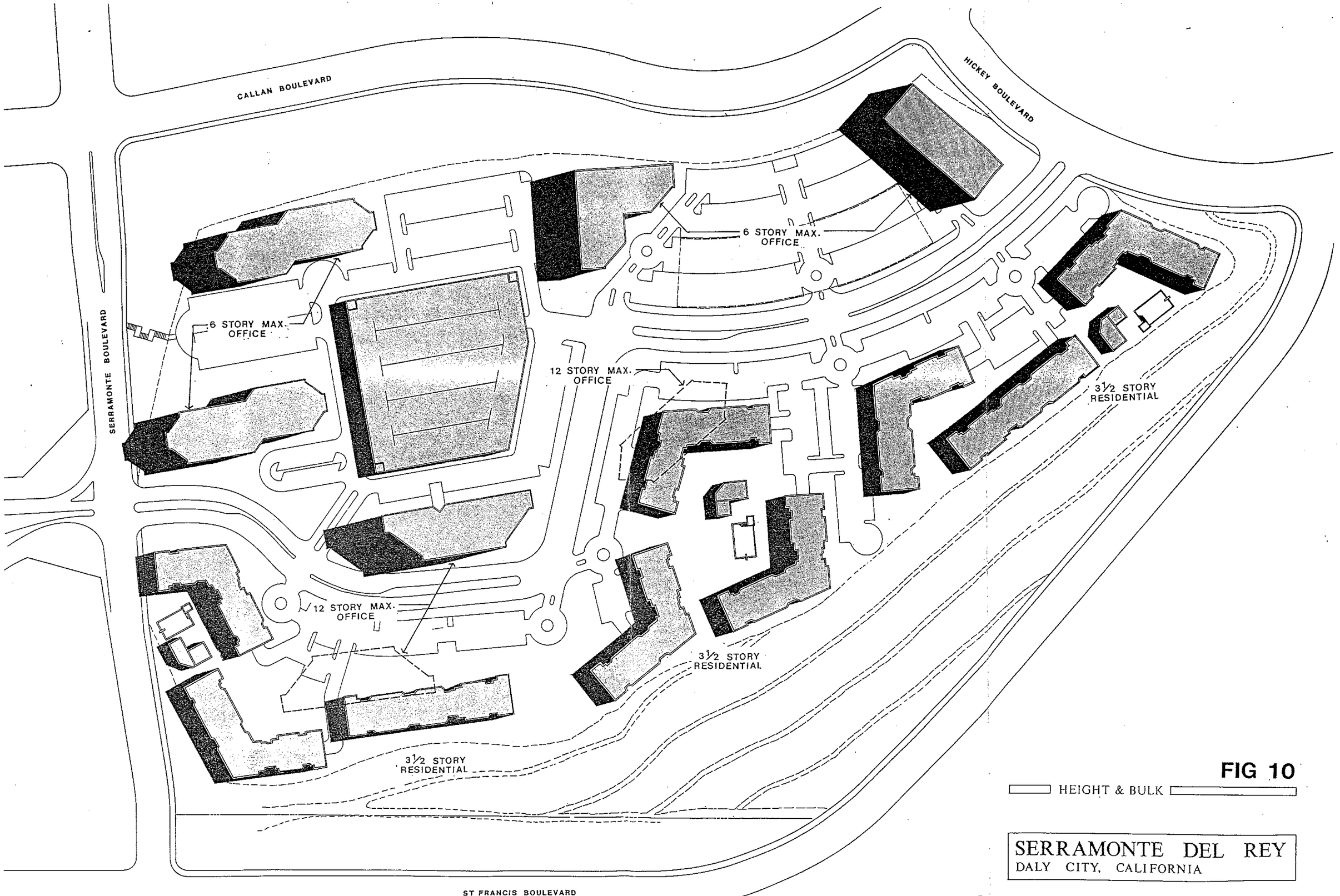
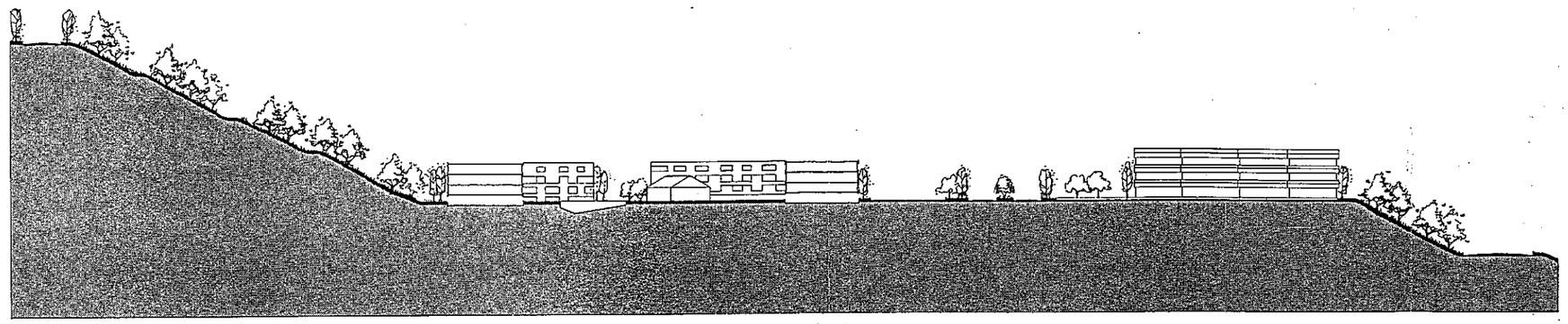


FIG 10

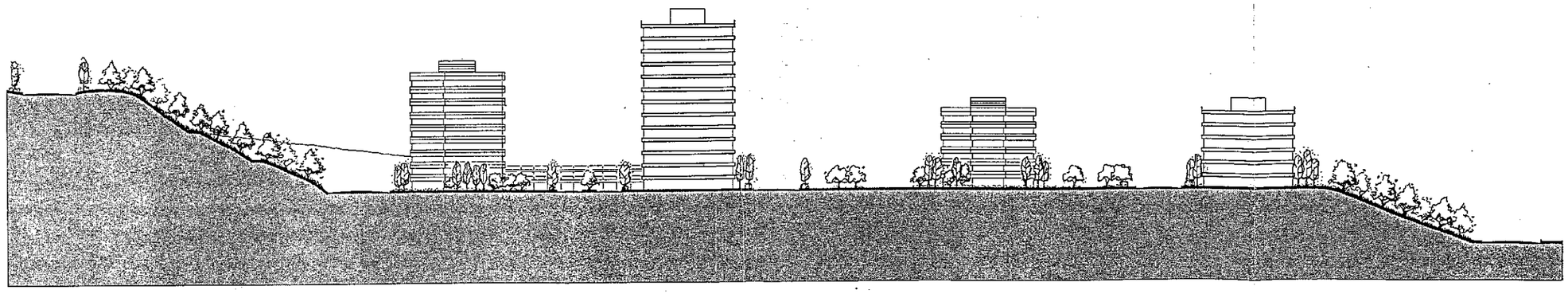
HEIGHT & BULK

SERRAMONTE DEL REY
DALY CITY, CALIFORNIA

5 25 100



SECTION THROUGH PHASE 1: LOOKING NORTH



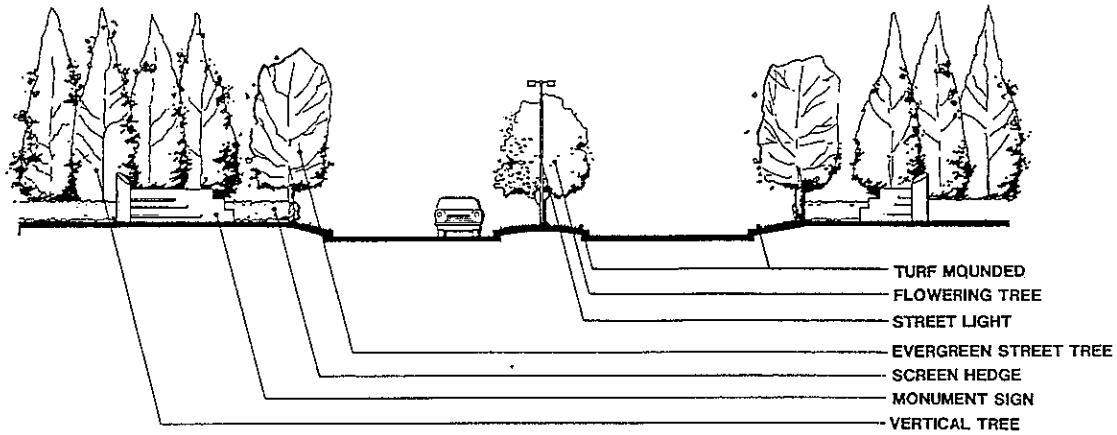
SECTION THROUGH PHASE 2: LOOKING NORTH

FIG 11

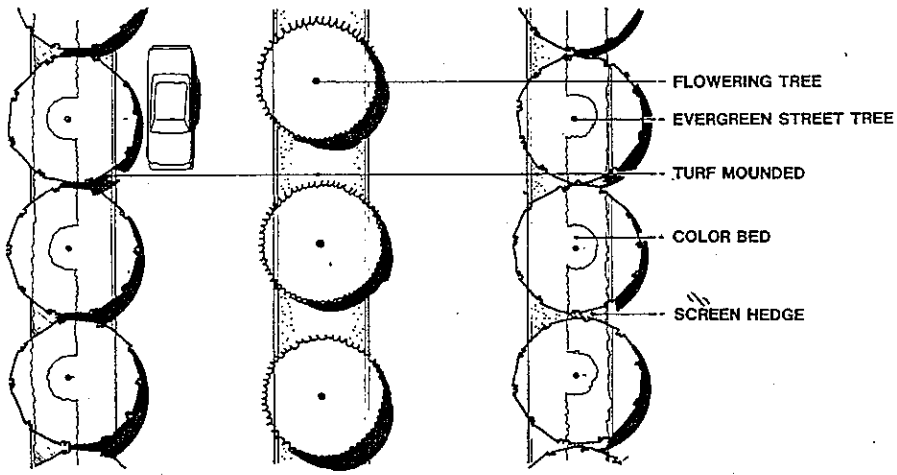
SITE SECTIONS

SERRAMONTE DEL REY
DALY CITY, CALIFORNIA

5 25 100



DETAIL SECTION OF STREET AT MAIN ENTRANCE



DETAIL PLAN OF STREET THROUGH SITE



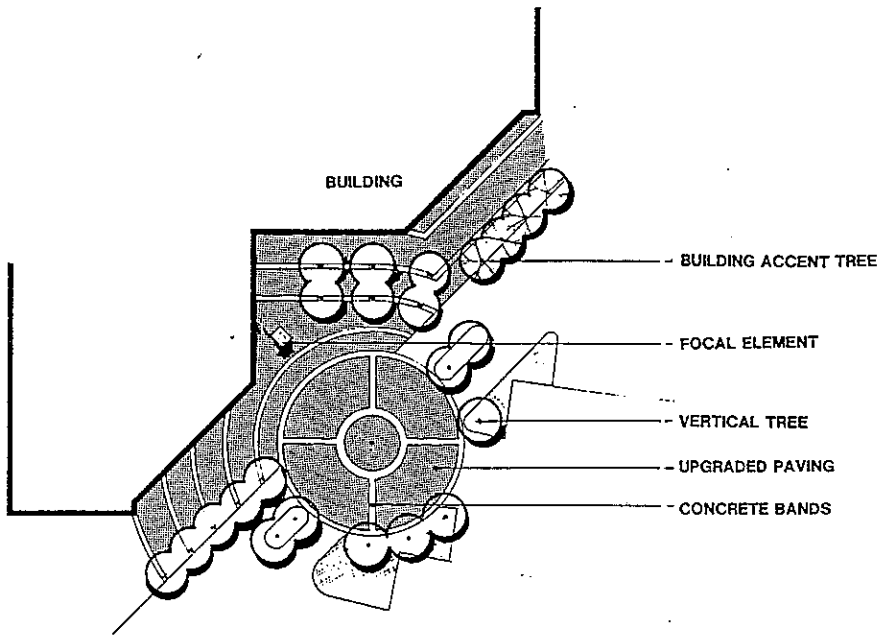
DETAIL SECTION OF STREET THROUGH SITE

FIG 12

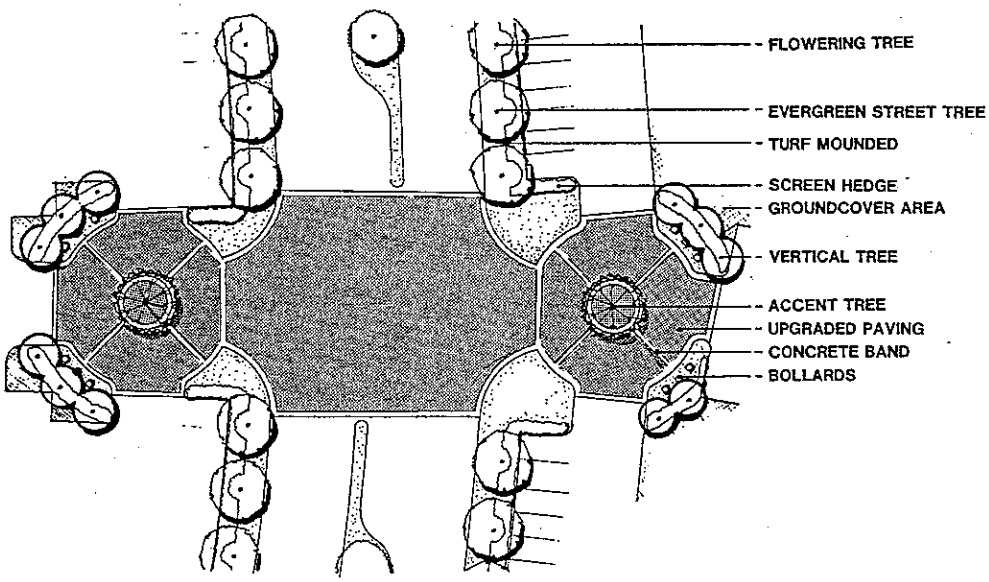
SITE DETAILS

SERRAMONTE DEL REY
DALY CITY, CALIFORNIA

5 25



DETAIL PLAN OF OFFICE BUILDING ENTRY DRIVE



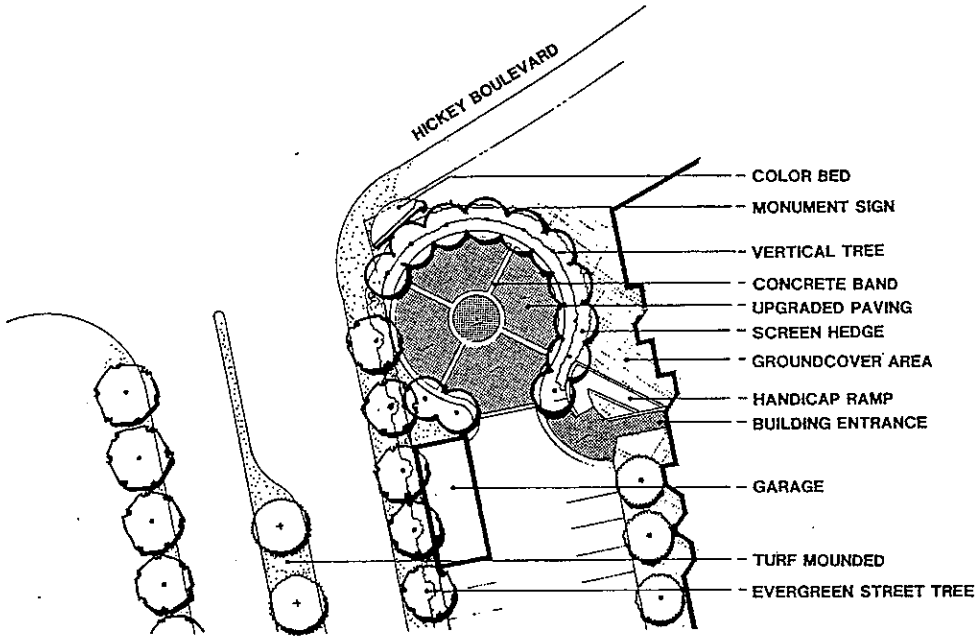
DETAIL PLAN OF RESIDENTIAL ENTRY DRIVE

FIG 13

SITE DETAILS

SERRAMONTE DEL REY
DALY CITY, CALIFORNIA

5 25 100



DETAIL PLAN OF RESIDENTIAL ENTRY DRIVE

FIG 14

SITE DETAILS

SERRAMONTE DEL REY
DALY CITY, CALIFORNIA

5 25 100

file - Serramonte Com Dev
1 Rey

ORDINANCE NO. 1048

AN ORDINANCE OF THE CITY OF DALY CITY AMENDING TITLE 17 (ZONING) OF THE DALY CITY MUNICIPAL CODE

Real property known as the former Serramonte Del Rey High School Site, located at the southwest corner of Serramonte Boulevard and Callan Boulevard, being Parcel Number 091-211-160 (from R-3 Multiple Family Residential District to Planned Development PD-31 District

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

1) Heretofore after hearing duly and regularly conducted, the Planning Commission of the City of Daly City submitted to this City Council its recommendation with respect to the amendment hereinafter described, accompanied by the report of its findings and a summary of its hearing, whereupon this City Council duly and regularly set this matter for hearing.

2) Due and regular notice of such hearing has been given as required by law and such hearing was regularly held by this City Council on October 28, 1985, when all interested persons were heard and any additional evidence presented was received.

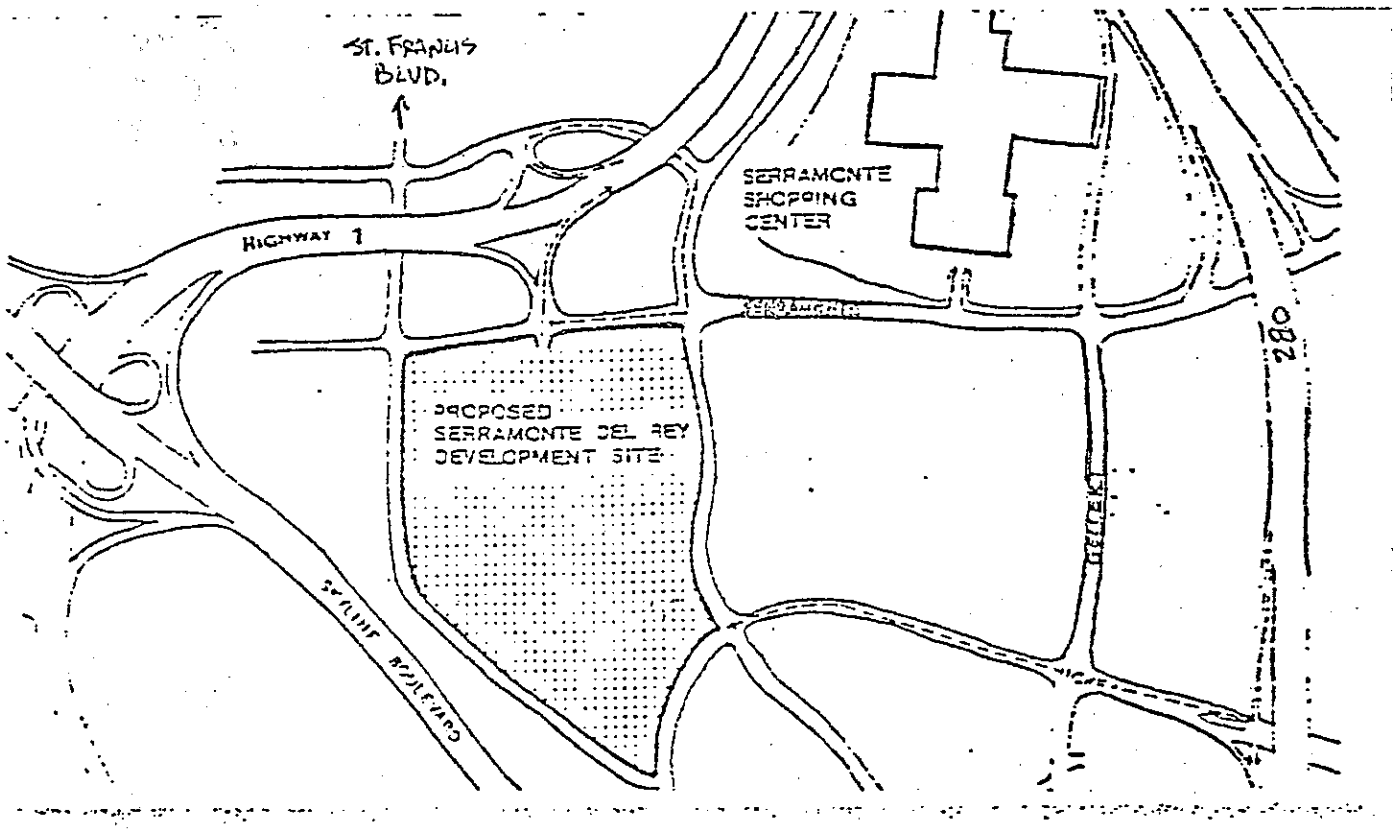
3) This City Council finds and declares that the health, safety, morals and general welfare of the City of Daly City requires that the real property hereinafter described be reclassified to change the zone classification of the property from R-3 Multiple Family Residential District to a Planned Development PD-31 District, as such zones are defined by Ordinance 635 (Zoning Ordinance) and Chapter 17.06 of the Daly City Municipal Code.

4) This Ordinance shall be published once in The Record, a newspaper of general circulation published in the City of Daly City, California.

5) That pursuant to the recommendation of the Planning Commission, the City

All that real property situated in the City of Daly City, County of San Mateo, State of California, formerly known as the Serramonte Del Rey High School Site, located at the southwest corner of Serramonte Boulevard and Callan Boulevard, being Parcel No. 091-211-160.

EXHIBIT "A"



11-C

RESOLUTION NO. 85-317

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY APPROVING AMENDMENT TO THE LAND USE ELEMENT OF THE DALY CITY GENERAL PLAN

Redesignation of that certain property known as the former Serramonte Del Rey High School Site, located at the southwest corner of Serramonte Boulevard and Callan Boulevard, being Parcel No. 091-211-160, from Schools to Special Area

1) Heretofore, after hearing duly and regularly conducted, the Planning Commission of the City of Daly City submitted to this City Council its recommendation with respect to the amendment hereinafter described, accompanied by the report of its findings and a summary of its hearing, whereupon this City Council duly and regularly set this matter for hearing.

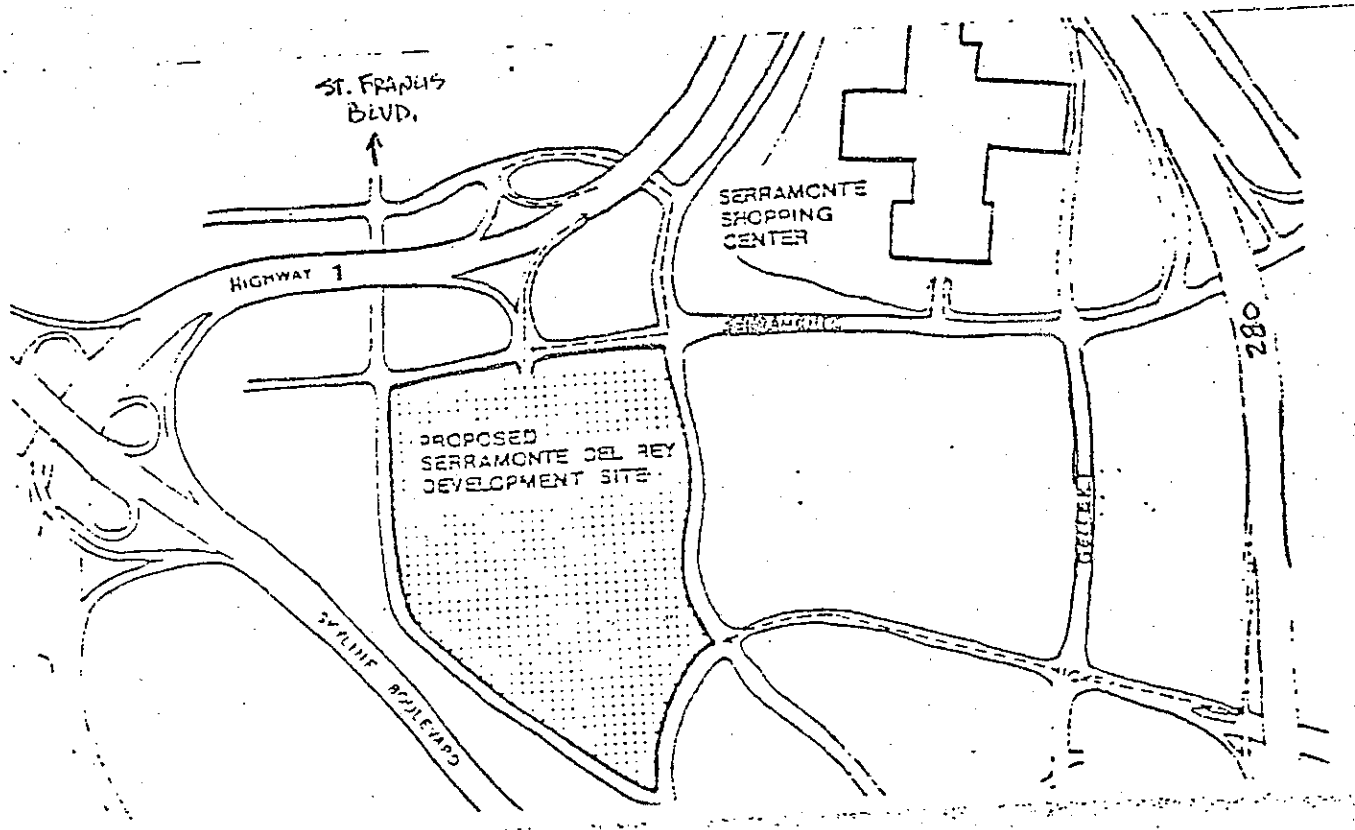
2) Due and regular notice of such hearing has been given as required by law and such hearing was regularly held by this City Council on October 28, 1985, when all interested persons were heard and any additional evidence presented was received.

3) The City Council has read, approved and adopted the Findings and Statement of Facts in support of Findings and Statement of Overriding Considerations presented by the Planning Commission, and the Environmental Impact Report was received, approved and adopted.

4) This City Council finds and declares that the health, safety, comfort, continued orderly growth and general welfare of the City of Daly City requires that the real property set forth on Exhibit "A" attached hereto and by this reference made a part hereof be redesignated from Schools to Special Area, and that the General Plan and Land Use Element of the General Plan be amended to provide therefor, as recommended by the

All that real property situated in the City of Daly City, County of San Mateo, State of California, formerly known as the Serramonte Del Rey High School Site, located at the southwest corner of Serramonte Boulevard and Callan Boulevard, being Parcel No. 091-211-160.

EXHIBIT "A"



FOR PD 31 STANDARDS:

SEE SERRAMONTE DEL REY FILE (aka Physicians' Medical Center)

REPORT ENTITLED:

"PROJECT STUDY, PRECISE PLAN STANDARDS
SERRAMONTE DEL REY
A MIXED USE OFFICE AND RESIDENTIAL DEVELOPMENT"

AFFORDABLE HOUSING PLAN

For
699 Serramonte Blvd., Daly City, CA
JUHSD Faculty and Staff Housing Project

Developer: JUHSD
Contact: Tina Van Raaphorst
Date Submitted: October 9, 2019

Staff has reviewed this Affordable Housing Plan ~~as attached~~, and ensuing correspondence between the City and JUHSD. Staff recommends approval of the Affordable Housing Plan which provides the following:

- 12 inclusionary units priced at or below 70% AMI that will be geographically disbursed throughout the development.
- The inclusionary units may be floating, and will be comprised of five one-bedroom units and seven two-bedroom units.

Staff Review:

Lenelle Suliguin
Housing Coordinator

Betsy ZoBell
HCD Supervisor

Approved by:

Tatum Mothershead, ECD Director

11/12/19

Date

Jefferson Union High School District

ADMINISTRATIVE OFFICES – SERRAMONTE DEL REY
699 Serramonte Boulevard, Suite 100
Daly City, CA 94015-4132
650-550-7900 • FAX 650-550-7888

Board of Trustees
Andrew Lie
Carla Ng-Garrett
Nick Occhipinti
Kalimah Y. Salahuddin
Rosie Tejada

Dr. Terry Deloria
Superintendent

November 6, 2019

Ms. Lenelle D. Suliguin
Housing Coordinator
City of Daly City
City Hall
33 90th Street
Daly City, CA 94015

Re: JUHSD Faculty and Staff Housing Project
699 Serramonte Boulevard, Daly City

Ms. Suliguin,

Thank you for your letter of response (dated October 31, 2019) and the additional time you spent with our team members to review the revisions requested for the Affordable Housing Plan.

First, I want to confirm that JUHSD accepts the requests and/or clarifications that your five-point letter addresses.

In addition, let me offer the following specificity:

- JUHSD will maintain, consistently, the breakdown of five affordable one-bedroom units and seven two-bedroom units.
- These units will be distributed on each of four floors, such that there are three units on the ground level, three units on the second level, three units on the third level, and three units on the fourth level. Furthermore, these units will not be concentrated within each floor.
- Each of these twelve units will be priced at or below 70% AMI.

Acknowledgement:

An approved Affordable Housing Plan is required for project approval. An Affordable Housing Agreement for projects with on-site inclusionary units shall be executed between City and JUHSD prior to issuance of a building permit. The Affordable Housing Agreement shall stipulate that an annual compliance fee shall be charged for each inclusionary unit that is build, will require a marketing plan for the inclusionary units, and specify methods for verifying household incomes and maintaining the affordability of the inclusionary units.

Tina Van Raaphorst
Associate Superintendent, Business Services

11/12/19
Date

CITY OF DALY CITY
333-90TH STREET
DALY CITY, CA 94015-1895

October 31, 2019

Tina Van Raaphorst
Associate Superintendent, Business Services
Jefferson Union High School District
(650) 550-7954
tvanr@juhsd.net

Dear Tina,

Staff have reviewed the Affordable Housing Plan for 699 Serramonte Blvd. and have the following comments:

1. The Developer proposes that the Inclusionary Units will be floating, and that the inclusionary units will be dispersed throughout the building. The unit type distributions are 55 one bedrooms, 61 two bedrooms, and six three bedrooms.

   Staff is amenable to the floating of the inclusionary units as long as the distribution of inclusionary units among unit types remains consistent. For example, at any given time, the 12 inclusionary units will be comprised of five one-bedrooms and seven two-bedrooms.

2. The Inclusionary Ordinance requires that 10% of the 122 units in the project (12) be affordable to low income households. The Developer is proposing to provide more than 12 of the units as affordable and is requesting that any additional affordable units beyond the 12 be counted towards the inclusionary requirements of future developments in the Precise Plan.

   The Affordable Housing Plan is limited to the 122-unit project and this request cannot be addressed in this Affordable Housing Plan. Consideration of the affordable units beyond the 12 as meeting future inclusionary requirements would need to be addressed through a development agreement between the City and the Developer at the time the future development is considered.

3. The Developer is requesting to be exempted from the requirement to pay the City's annual compliance fees. Compliance monitoring of this project represents a true cost to the City and we are unable to provide an exemption for the payment of compliance fees pertaining to the 12 inclusionary units.

4. The Developer is requesting to be exempted from the requirement to submit a marketing plan. The request suggests that there is a marketing plan for the inclusionary units "specific for the City." The City does not expect a separate marketing plan for the inclusionary units, but rather that the marketing for the inclusionary units be incorporated into the marketing plan for the project. The City requires this especially

since the inclusionary units will be floating. The marketing plan shall contain an addendum that describes the income verification process for tenants of the inclusionary units.

5. Section E of the Affordable Housing Plan says the income targeting for the inclusionary units will average 70% AMI. The Inclusionary Housing Ordinance requires that the pricing of the inclusionary units for rental do not exceed a rent priced at 70% AMI. We would not consider a unit priced at greater than 70% AMI as an inclusionary unit.

Please let me know if you would like to meet to discuss these items and the next steps required for getting the Affordable Housing Plan approved. You may also call me at 650-991-8256 or email at lsuliguin@dalycity.org.

Sincerely,

Lenelle Suliguin

Lenelle D Suliguin
Housing Coordinator

Cc: Carmelisa Morales

Affordable Housing Plan – Form B: Provide On-site Inclusionary Units

Project Name: Jefferson Union High School District Faculty and Staff Housing

Project Address: 699 Serramonte Blvd (northwest parking lot)

Project Developer: Jefferson Union High School District

Please complete the following:

A. What is the project type? (attached, semi-attached, detached)	Attached
B. How many units are in the project?	122
C. What is estimated total livable square footage of the project?	99,589 sq. ft.
D. What is the required number of inclusionary units? (10% for rental, 20% for For Sale. Round up for fractions of .5 or greater, round down for fractions of .5 or less).	12
E. What is the income target of the inclusionary units? (low for Rental, Moderate for For Sale)	Low Income rental units, with the average being 70% of AMI
F. Per Section 17.47.080 B of the Inclusionary Housing Ordinance, please provide information on any requests for waivers, concessions, or incentives.	See attached. see City Response dated 10/31/19 JUHSD response dated 11/6/19

Please provide the following information:

i) For all inclusionary units, the number of units, unit type, tenure, number of bedrooms and baths, approximate location/floor plan, size and design, construction and completion schedule;

ii) Phasing of inclusionary units in relation to market rate units;

iii) Any other information that is reasonably necessary to evaluate the compliance of the Affordable Housing Plan.

Acknowledgement:

An approved Affordable Housing Plan is required for project approval. An Affordable Housing Agreement for projects with on-site inclusionary units shall be executed between City and Developer prior to issuance of a building permit. The Affordable Housing Agreement shall stipulate that an annual compliance fee shall be charged for each inclusionary unit that is built, will require a marketing plan for the inclusionary units, and specify methods for verifying household incomes and maintaining the affordability of the inclusionary units.

Signature and date: Ken Raaphorst 10/9/19

Rev. 4/8/2019

F. Per section 17.47.080 B of the inclusionary housing ordinance, please provide information on any request for waivers concessions or incentives.	The District is requesting the right to increase the number of units to be applied towards the inclusionary housing goals in association with the approvals for the Precise Plan subsequent to this approvals process. The Ditrict is requesting exclusion for the City's annual compliance fee requested in the Acknowledgement, as JUHSD, a public entity, will be managing the leasing and compliance of the affordable housing requirements that are agreed to with the City. The District requests that a marketing plan for the inclusionary units not be required specific for the City. Rather, the District will provide certified statements, or another agreed to verification method, so as to minimize administrative time spent by both the District and the City.
Please provide the following information:	
i) For all inclusionary units, the number of units, unit type, tenure, number of bedrooms and baths, approximate location floorplan, size and design, construction and completion schedule	122 Units which shall include (55) 1BR - 1BA, (61) 2 BR - 2BA and (6) 3BR - 2 BA. Plans have been submitted to the City planning department providing floor plans with detailed unit layouts and construction details for review and compliance with the city's goals for inclusionary housing. The very low-income units and the low-income units in the Faculty and Staff Housing Project will not be separated from other units. These units will float as appropriate unit types become available for those in need. JUHSD will be establishing a Housing Subcommittee that is developing criteria for Best Practices for allocating these units based on similar undertakings in other school districts. In short, the District is committed to keeping these units dispersed throughout the building.
ii) Phasing of inclusionary units in relation to market rate units	Units shall be constructed at the same time



Initial Study

Jefferson High Staff Housing Project

Prepared by

In Consultation with

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

November 2019

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

11/14/19
Date

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Appendix G: Water System Model Technical Memorandum
Appendix H: Sanitary Sewer Capacity Evaluation Technical Memorandum

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of Daly City, as the Lead Agency, has prepared this Initial Study for the Jefferson Union High School Faculty and Staff Housing Project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Daly City, California.

The project proposes to construct a 122-unit multi-family residential development and a car barn[1]. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 PUBLIC REVIEW PERIOD

Publication of this Initial Study marks the beginning of a 30-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 30-day public review period should be sent to:

City of Daly City
Department of Economic and Community Development
333 90th Street
Daly City, CA 94015

Carmelisa Morales, Associate Planner
(650) 991-8156
cmorales@dalycity.org

1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

Following the conclusion of the public review period, the City of Daly City will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

1.4 NOTICE OF DETERMINATION

If the project is approved, the City of Daly City will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

[1] The car barn is a parking garage that would operate with a lift system.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Jefferson Union High School Faculty and Staff Housing Project

2.2 LEAD AGENCY CONTACT

City of Daly City
Department of Economic and Community Development
333 90th Street
Daly City, CA 94015

Carmelisa Morales, Associate Planner
(650) 991-8156
cmorales@dalycity.org

2.3 PROJECT APPLICANT

Jefferson Union High School District

2.4 PROJECT LOCATION

The approximately 3.9-acre site comprises the northwest corner of the total 22.3-acre Jefferson Union High School District campus at 699 Serramonte Boulevard. The project is bounded by Serramonte Boulevard to the north, Callan Boulevard to the east, is approximately 0.25-mile from Hickey Boulevard to the southeast, and St. Francis Boulevard to the west. Regional and vicinity maps of the project site are shown in Figures 2.0-1 and 2.0-2. An aerial photograph showing surrounding land uses is shown on Figure 2.0-3.

2.5 ASSESSOR'S PARCEL NUMBER

APN: 091-211-230

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

General Plan: The General Plan designates the property as *Commercial - Office* (*C-O*) which allows for office and locally-serving office commercial uses.

Zoning: The project is zoned as Planned Development PD-31, which allows for development of office and residential.

2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- Environmental Review
- General Plan Amendment
- Planned Development Zoning Amendment
- Design Review

- Building and Grading Permits

Additionally, the project may require a Caltrans Encroachment Permit for improvements to an intersection under Caltrans' jurisdiction.



REGIONAL MAP | FIGURE 2.0-1

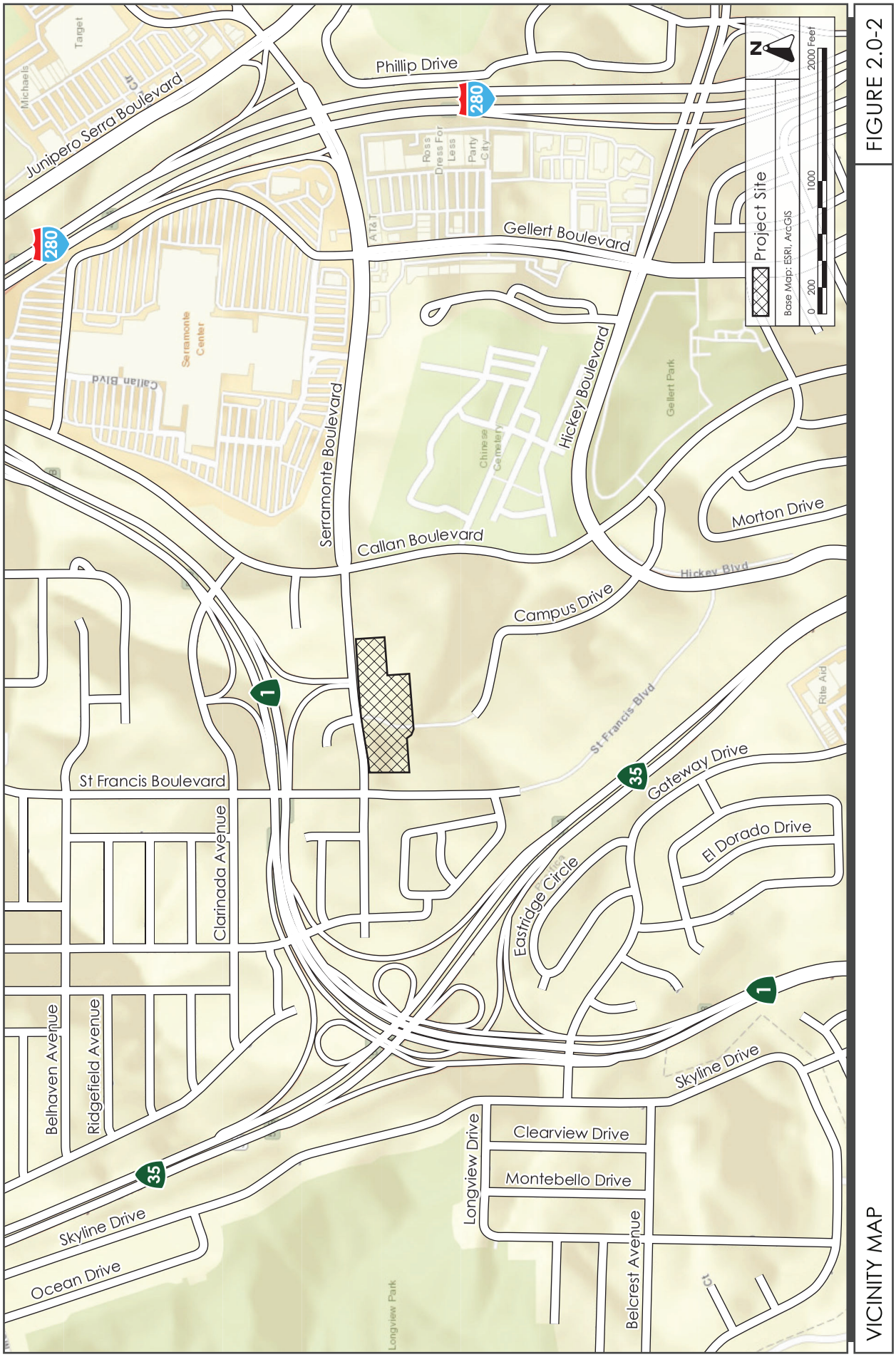


FIGURE 2.0-2

VICINITY MAP

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.0-3

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROPOSED DEVELOPMENT

The applicant, Jefferson Union High School District (JUHSD), proposes to develop 122 multi-family units on an approximately 3.9-acre site. The proposed project is comprised of a single four-story building that surrounds a central courtyard (refer to Figure 3.0-1). The proposed project would provide 58 parking spaces in the western parking lot and 64 parking spaces in an automated lift car barn also located in the western parking lot. Five parking spaces would be provided along the access roadway immediately to the south of the proposed housing, and an additional eight spaces would be provided north of the existing school building entrance. The eastern parking lot would be restriped and provide 48 parking spaces. The total number of parking spaces dedicated to the development is 183 spaces.

The 144,384 s.f. proposed multi-family development would include 55 one-bedroom units ranging from approximately 615 to 760 square feet (s.f.), 61 two-bedroom units ranging from approximately 850 to 1,000 s.f., and six three-bedroom units ranging from approximately 1,060 to 1,250 s.f. in size. Due to the change in elevation on the property, there would be 25 residential units located on the ground floor. The proposed development would also include amenities such as bicycle storage, daycare, co-working space, community room, laundry room, fitness room, and management office on the ground floor (refer to Figure 3.0-2). The remaining 97 residential units would be on the second through fourth floors (refer to Figure 3.0-3).

3.1.1 Building Heights and Setbacks

The u-shaped residential building would be set back approximately 20 to 50 feet from the northern property line. The proposed western parking lot would be set back approximately 50 feet from the western property line. The maximum height of the building and car barn would be approximately 48 feet and 26 feet from the ground floor, respectively (refer to Figures 3.0-4 and 3.0-5).

3.1.2 Site Access and Circulation

Vehicular access to the development would be provided from a primary entrance off of Serramonte Boulevard. The primary driveway would be constructed as a loop road that serves as an egress and ingress. The existing driveway off of Serramonte Boulevard would be closed and Campus Drive would be re-routed to connect to the main driveway. Three on-site walkways connect to Serramonte Boulevard at the northeast corner of the site. Walkways would be constructed along the perimeter of the site, between the buildings on site, and fronting the west parking lot. Crosswalks would be provided across the north-south drive aisle, connecting the residences on the west side to the east parking lot.

3.1.3 Open Space and Landscaping

The project site is currently developed with a parking lot and contains numerous mature trees on-site. The project proposes to remove approximately 90 trees and plant approximately 87 trees around the

site perimeter and in the courtyard area (refer to Figure 3.0-6). The proposed development would include a total open space area of 21,123 square feet.

3.1.4 Construction Schedule

The construction schedule assumes that the project would be built out over a period of approximately 13 months beginning in 2020. The project would be constructed in six different phases: paving demolition, site preparation, grading, building construction, paving, architectural coating. The demolition phase would take approximately 20 days. The site preparation phase would take approximately five days. The grading phase would take approximately eight days. The building construction phase would take approximately 230 days (eight months). The paving phase would take approximately 18 days. The architectural coating phase would take approximately 18 days.

3.1.5 Utility, Drainage, and Off-Site Improvements

The project would connect to existing utilities located in Serramonte Boulevard. The project does not propose to improve any of the other existing utilities serving the site. The proposed drainage system will consist of area drains, drop inlets, manholes, stormwater treatment areas with an overflow structure, and below-grade pipes. The drainage system will convey runoff to the existing outfall located near the main vehicular entrance.

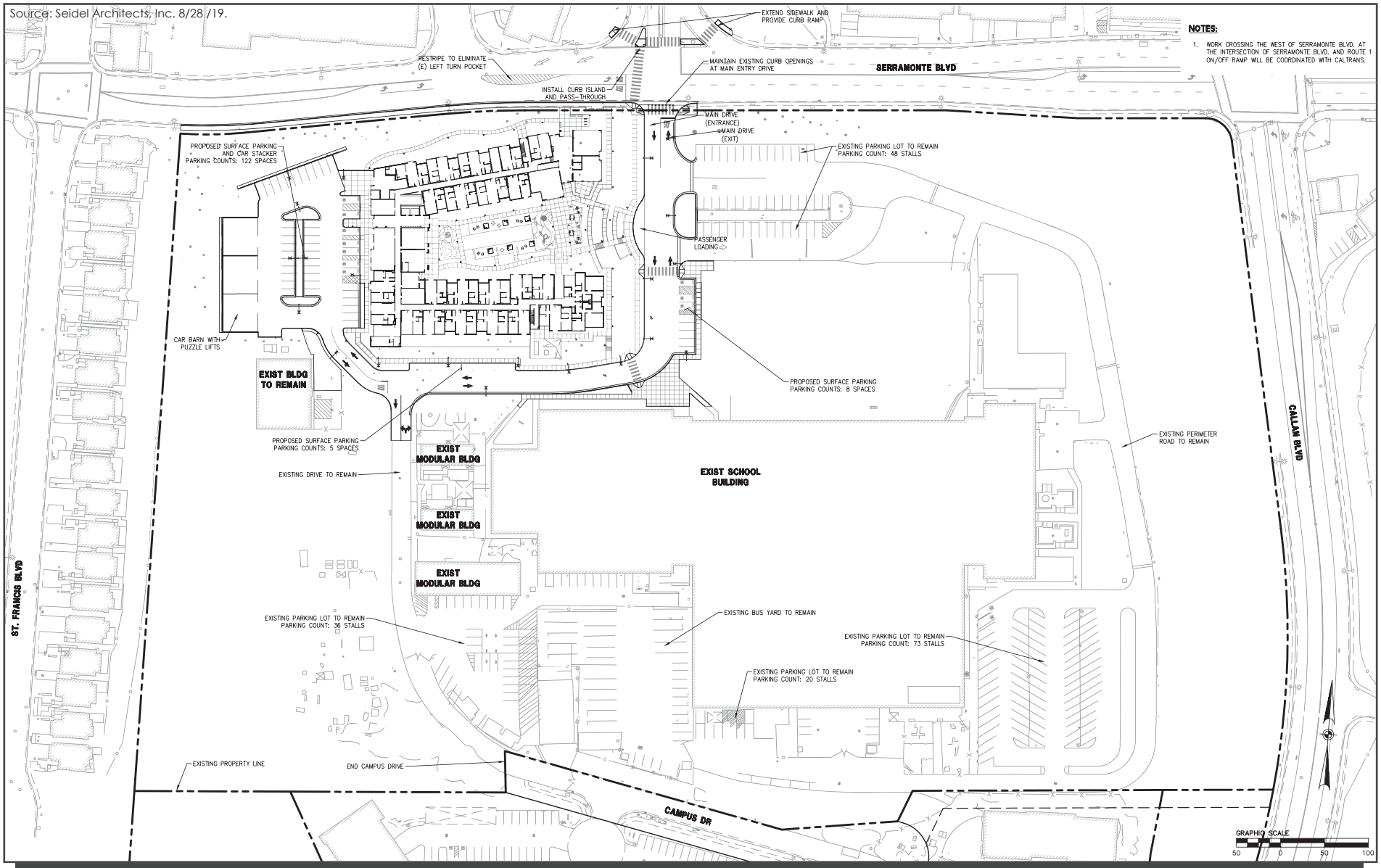
The existing bus stop along the site frontage (on the south side of Serramonte Boulevard) west of the site driveway does not currently provide a bench or shelter. In order to encourage transit usage, and as part of the project's enhancement to the site's frontage along Serramonte Boulevard, the project would install a bus shelter or bench.

At the Serramonte Boulevard/SR 1 ramps intersection, the project would improve pedestrian access between the existing bus stop and the project site by contributing to the installation of a traffic signal, by extending sidewalks, installing curb ramps and curb islands, and pedestrian crosswalks at this intersection. These improvements would require an Encroachment Permit from Caltrans and approval by the City.

3.2 PROPOSED REZONING AND GENERAL PLAN AMENDMENTS

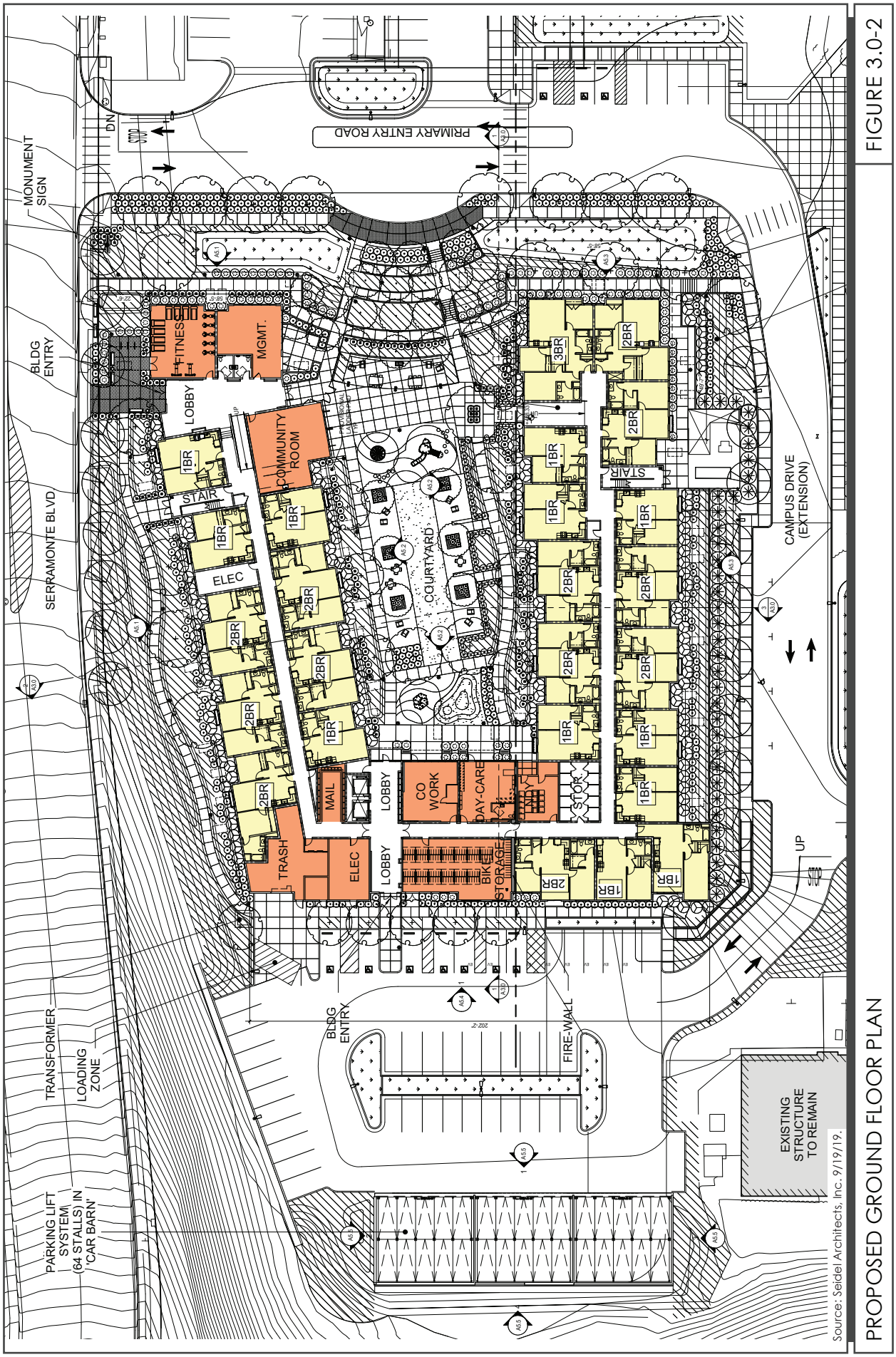
The project site is located at the northwest corner of the Serramonte del Ray campus at 699 Serramonte Boulevard. The project site is designated in the General Plan as *Commercial - Office,* which allows for office and locally-serving office commercial uses. The project proposes a General Plan Amendment to change the designation to *Residential - High Density* which allows residential development of up to 50 dwellings units per acre. The current designation of *Commercial - Office* allows for administrative and professional offices, banks, real estate and title company offices, travel agencies, and photo-copying services with a minimum FAR of 2,500 to 3,000 square feet. The site is currently zoned as Planned Development PD-31 which allows for development of office and residential. The project would amend Planned Development PD-31 to allow for the proposed 122-unit residential development.

Source: Seidel Architects, Inc. 8/28/19.



PROPOSED SITE PLAN

FIGURE 3.0-1



PROPOSED GROUND FLOOR PLAN

FIGURE 3.0-2



Source: Seidel Architects, Inc. 6/14/19.

PROPOSED SECOND FLOOR PLAN

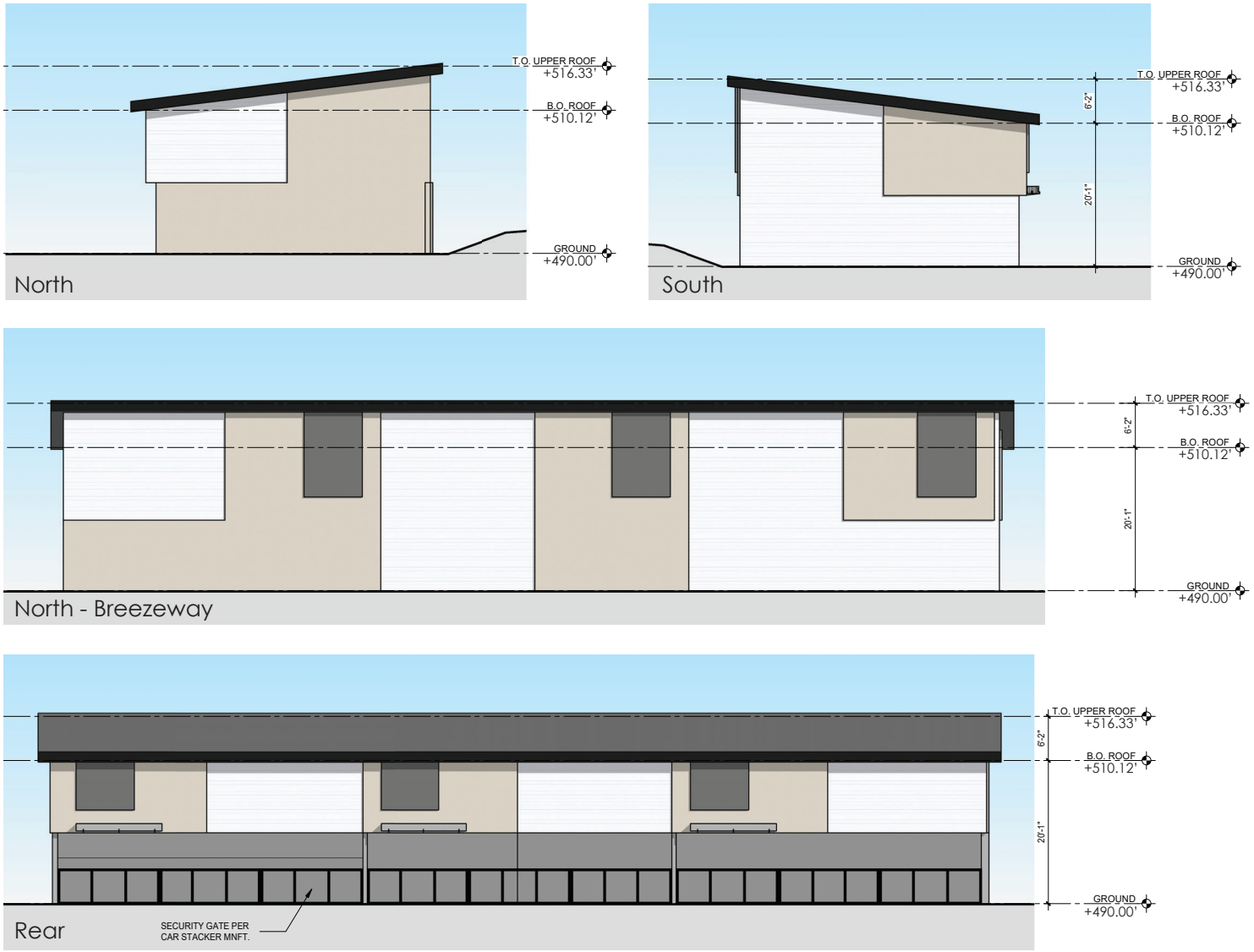
FIGURE 3.0-3





Source: Seidel Architects, Inc. 6/14/19.

PROPOSED RESIDENTIAL BUILDING ELEVATIONS | FIGURE 3.0-4



Source: Seidel Architects, Inc. 6/14/19.

PROPOSED CAR BARN ELEVATIONS | FIGURE 3.0-5



LEGEND

1. PLAY AREA, AGES 2-5
2. PLAY AREA, AGES 5-12
3. EXISTING BUS STOP WITH ADDED BENCHES PER SAMTRANS
4. BBQ AREA w/ PICNIC TABLES AND ARBOR
5. SEATING AT DECOMPOSED GRANITE PAVING
6. ACCESSIBLE RAMP, TYP.
7. STAIRS, TYP.
8. TURF/LAWN
9. DECORATIVE PAVING
10. EXTERIOR WALKWAY
11. BENCHES AT TREES
12. TERRACED LANDSCAPE
13. FIRE LADDER PAD, TYP.
14. 6' HEIGHT METAL PICKET GATE,
15. 6' HEIGHT METAL PICKET FENCE, TYP.
16. BIKE RACK (3 TOTAL)
17. STORMWATER BASIN
18. EXISTING TREES TO REMAIN
19. PEDESTRIAN LIGHT FIXTURE, TYP
20. PARKING & ROAD LIGHT FIXTURE, TYP
21. TRELLIS DOWNLIGHT, TYP
22. SEATWALL

0 10' 20' 40'

Source: Seidel Architects, Inc. 6/14/19.

PROPOSED LAND SCAPE PLAN | FIGURE 3.0-6

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

City of Daly City General Plan

The City of Daly City General Plan includes a Visual Quality section under the Resources Management Element. General Plan policies and tasks relevant to the project with regards to aesthetics are listed below.

Policy	Description
Task CE-20.7	As a part of all new development, require, where appropriate, the provision of pedestrian-oriented signs, pedestrian-scaled lighting, benches, and other street furniture so as to make non-motorized forms of travel comfortable and attractive alternatives to the automobile. Where necessary in new development, the City may require additional sidewalk and/or right-of-way width to accommodate these amenities.
Policy LU-16	Regulate of the size, quantity, and location of signs to maintain and enhance the visual appearance of Daly City.
Policy RME-20	Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly.
Task RME-20.4	Incorporate design features in new development that reflect the character of the neighborhood, to ensure that new construction is compatible with existing development.
Policy LU-17	Ensure that private development is responsible for providing any on-or off-site improvements related to and/or mitigating the impacts it causes.

4.1.1.2 *Existing Conditions*

The 3.9-acre project site comprises the northwest corner of the Jefferson Union High School District and is located in an urban area of Daly City. The project site is bounded by Serramonte Boulevard and a residential neighborhood to the north and northeast, Callan Boulevard to the east, the Jefferson High School District campus to south and southeast, and a residential neighborhood to the west.

The project site is located on a paved parking lot and is mostly visible from surrounding roadways (e.g., Serramonte Boulevard, St. Francis Boulevard). Views of the project site and area are shown in Photos 1-6, below.

Surrounding Visual Character

As described above, the project site is surrounded by development. A residential neighborhood is located to the north, northeast, and west of the project site. The two- and three-story residences surrounding the property are comprised of concrete and gable-style roofs. The remainder of the Jefferson High School District campus is located to the south and southeast of the property and is comprised of one-story and two-story, concrete buildings (refer to Photos 1 through 6).



Photo 1: View of the project site from Serramonte Boulevard facing south.



Photo 2: View of the project driveway and eastern parking lot looking northeast.

PHOTOS 1 & 2



Photo 3: View of the paved parking lot that would be redeveloped with the multi-family residential structure facing west.



Photo 4: View of the paved parking lot and adjacent structures to remain facing southeast.

PHOTOS 3 & 4



Photo 5: View of the Serramonte Boulevard and SR 1 intersection, with the project site to the southeast.



Photo 6: View of the residential building to the northwest of the project site.

PHOTOS 5 & 6

Scenic Vistas and Resources

San Bruno Mountain reaches approximately 1,000 feet in elevation and is visible from various locations throughout the City, including the project site. Views of the coastline are not visible from the project site. The project site is comprised of two surface parking lots and no scenic resources, such as rock outcroppings or historic buildings (refer to Section 4.5 Cultural Resources), are present on the site or in the project area, other than numerous mature trees.

The California Scenic Highways Program, maintained by the California Department of Transportation (Caltrans), designates scenic highways and routes with the intention of protecting and enhancing the scenic beauty of the highways, routes, and adjacent corridors. Designation ensures that new development projects along recognized scenic corridors are designed to maintain the route's scenic potential. There are three eligible State scenic highways within the City of Daly City, although none are officially designated; Skyline Boulevard (State Route (SR) 35), Cabrillo Highway (SR 1), and Junipero Serra (Interstate 280 (I-280)). Scenic potential along these corridors is related to the views of the coast and San Bruno Mountain. SR 1 runs west and north of the project site and provides oblique views of the project site and San Bruno Mountain.

The project site is not visible from any state or County designated scenic highways or roadways.

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
3) Substantially degrade the existing visual character or quality of public views[1] of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact AES-1:	The project would not have a substantial adverse effect on a scenic vista. **(Less Than Significant Impact)**

The City's General Plan does not identify any State or County designated scenic highways located in Daly City. However, several roadways have been recognized as having scenic quality. The General Plan identifies John Daly and Lake Merced Boulevard as scenic corridors, however, these roadways are not located within the vicinity of the project site. There are three eligible State scenic highways within the City of Daly City, though none are officially designated. These highways include Skyline Boulevard (SR 35), Cabrillo Highway (SR 1), and Junipero Serra (I-280). Scenic potential along these corridors is related to the views of the coast and San Bruno Mountain. State Route 1 runs west and north of the project site and provides views of San Bruno Mountain and oblique views of the project site.

The proposed residential building would not obscure views of San Bruno Mountain or the coast from SR-1. The property is not visible from SR 35 or I-280. **(Less Than Significant Impact)**

Impact 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. **(Less Than Significant Impact)**

There are three eligible State scenic highways within the City of Daly City, though none are officially designated. These highways include Skyline Boulevard (SR 35), Cabrillo Highway (SR 1), and Junipero Serra (I-280).

Scenic resources, such as rock outcroppings or historic buildings, are not present on the project site. The trees to be removed as part of the project are common and unremarkable visually. The project would plant 87 replacement trees throughout the site and around the perimeter of the property. The project site is not located along a state scenic highway or a rural scenic corridor. The proposed project would result in a less than significant impact to scenic resources. **(Less Than Significant Impact)**

Impact AES-3:	The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project would not conflict with applicable zoning and other regulations governing scenic quality. **(Less Than Significant Impact)**

The project site is comprised of two paved parking lots on a school district campus. The proposed project is surrounded by residential development to the north, south, and west. The proposed development would be up to 48 feet in height which would be minimized by the existing sloped topography of the site area. The adjacent residential structures to the northeast are three stories and would appear to be of similar scale to the proposed development. For these reasons, the project would maintain the visual characteristics of the residential neighborhood and not degrade the existing visual character of the site or project area. **(Less than Significant Impact)**

Impact 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. **(Less Than Significant Impact)**

Since the City of Daly City is primarily built out, the light and glare that exists within the city is typical of that in an urban setting. Nighttime lighting impacts are considered significant when they interfere with or intrude into neighboring residences. Light pollution is typically related to the use of high voltage light fixtures with inadequate shields and improper positioning or orientation. Compliance with the Design Review process outlined in the City's Zoning Ordinance, which requires that general architectural considerations such as exterior lighting are compatible with the design and character of other adjacent buildings, and proposed General Plan policies requiring design compatibility will reduce light and glare impacts to less than significant. The project is itself a residential project, and nighttime lighting will need to be designed and managed to avoid disrupting project residents as well. For these reasons, the proposed project would not result in significant light and glare impacts. **(Less Than Significant Impact)**

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact AG-1: The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

According to the *San Mateo County Important Farmland 2016* map, the project site is designated as *Urban and Built-Up Land*, meaning that the land contains a building density of at least six units per 10-acre parcel or is used for industrial or commercial purposes, golf courses, landfills, airports, or other utilities.[2] Therefore, the proposed project would not convert farmland to a non-agricultural use. **(No Impact)**

Impact AG-2: The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

[2] California Department of Conservation, Division of Land Resource Protection. *San Mateo County Important Farmland 2016 Map.* February 2018.

The project site is located in an urbanized area in the City of Daly City. The project site does not include active agricultural uses, nor is the site zoned for agricultural uses. Therefore, the proposed project would have no impact on agricultural resources or operations. **(No Impact)**

Impact AG-3:	The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

"Forest land" is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

The project site and surrounding area is not used or zoned for timberland or forest land. Therefore, the project would not impact timberland or forest land. **(No Impact)**

Impact AG-4:	The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

Please see discussion under Impact AG-3, above. **(No Impact)**

Impact AG-5:	The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

According to the San Mateo County Important Farmland 2014 map, the project site and surrounding area are designated as *Urban and Built-Up Land*. The development of the project site would not result in conversion of any forest or farmlands. **(No Impact)**

4.3 AIR QUALITY

The following discussion is based upon an Air Quality and Greenhouse Gas Assessment prepared by Illingworth & Rodkin, Inc. in June 2019. A copy of this report is included in this Initial Study as Appendix A.

4.3.1 Environmental Setting

4.3.1.1 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, O_3, CO, SO_x, NO_x, and lead.

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in additional to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO_X.

Regional

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and

federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.[3]

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Local

Daly City General Plan

City of Daly City Relevant Air Quality Policies

Policies	Description
Policy RME-5:	Assess projected air emissions from new development and associated construction and demolition activities in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, and relative to state and federal standards.
Task RME-5.1	Amend the Planning Division's development review procedures to include a formal step that would help identify how a development project can incorporate design or functional changes that will minimize air quality impacts.
Task RME-5.3	Consider cumulative air quality impacts consistent with the region's Clean Air Plan and State law.
Task RME-5.4	Require the preparation of a Transportation Systems Management plan for new development that has been determined to contribute to a reduction in location air quality. Daly City 2030 General Plan | Resource Management Element 193.
Task RME-5.5	Consult with BAAQMD to identify stationary and mobile TAC sources and determine the need for and requirements of a health risk assessment for proposed developments. type, size and operations of the facility.
Policy RME-6:	Assess projected air emissions from new development and associated construction and demolition activities in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, and relative to state and federal standards.
Task RME-6.1	For new, expanded, or modified development proposals (including tenant improvements) that are potential sources of objectionable smoke and odor, require an analysis of possible smoke and odor impacts and the provision of smoke and odor minimization and control

[3] BAAQMD. *Final 2017 Clean Air Plan.* April 19, 2017. http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans.

measures as mitigation. The requirements for such shall be codified within the Daly City Municipal Code.

Task RME-6.2 Require new residential development projects and projects categorized as sensitive receptors to be located an adequate distance from facilities that are existing and potential sources of odor. An adequate separate distance will be determined based upon the type, size and operations of the facility.

4.3.1.2 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O_3), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.[4] Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

Table 4.3-1: Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
O_3	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions	• Aggravation of respiratory illness • Reduced visibility
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Toxic Air Contaminants (TACs)	Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

High O_3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x. These precursor pollutants react under certain meteorological conditions to form high O_3 levels.

[4] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

Toxic Air Contaminants

TACs are a broad class of compounds known to have health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[5] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

4.3.1.3 *Existing Conditions*

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine.

[5] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed June 16, 2018. https://www.arb.ca.gov/research/diesel/diesel-health.htm.

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for what are commonly referred to as "criteria pollutants," because they set the criteria for attainment of good air quality. Criteria pollutants include carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, and particulate matter (PM).

4.3.1.4 *Climate and Topography*

The project site is located in San Mateo County, which is part of the San Francisco Bay Area Air Basin. The project area's proximity to both the Pacific Ocean and the San Francisco Bay has a moderating influence on its climate.

4.3.1.5 *BAAQMD Guidelines*

The BAAQMD is the regional agency tasked with managing air quality in the region. The BAAQMD is primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Air quality standards are set by the federal government (the 1970 Clean Air Act and its subsequent amendments) and the state (California Clean Air Act and its subsequent amendments). Regional air quality management districts such as BAAQMD must prepare air quality plans specifying how state standards would be met. The BAAQMD's most recently adopted Clean Air Plan is the 2010 Clean Air Plan (2010 CAP). The 2010 CAP provides an updated comprehensive plan to improve the Bay Area's air quality and protect public health, taking into account future growth projections to 2035. The BAAQMD has published CEQA Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects. The thresholds of significance for construction- and operation-related pollutant emissions are shown in Table 4.3-2.

Table 4.3-2:
BAAQMD Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operation Thresholds	
	Average Daily Emissions (pounds/day)	**Annual Daily Emissions** (pounds/year)	**Annual Average Emissions** (tons/year)
Criteria Air Pollutants			
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82	82	15
$PM_{2.5}$	54	54	10
CO	Not Applicable	9.0 ppm (8-hour avg.) or 20.0 ppm (1-hour avg.)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources			
Excess Cancer Risk	10 per one million	10 per one million	
Chronic or Acute Hazard Index	1.0	1.0	

Table 4.3-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	**Construction Thresholds**	**Operation Thresholds**	
	Average Daily Emissions (pounds/day)	**Annual Daily Emissions** (pounds/year)	**Annual Average Emissions** (tons/year)
Incremental Annual Average $PM_{2.5}$	0.3 $\mu g/m^3$	0.3 $\mu g/m^3$	
Health Risks and Hazards for Sensitive Receptors and Cumulative Thresholds for New Sources			
Excess Cancer Risk	100 per one million		
Chronic Hazard Index	10.0		
Annual Average $PM_{2.5}$	0.8 $\mu g/m^3$		
Greenhouse Gas Emissions			
GHG Annual Emissions	1,100 metric tons or 4.6 metric tons per capita		
Notes: ROG = reactive organic gases, NO_x = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5 (µm) or less, and GHG = greenhouse gas.			

4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
2) Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?	☐	☐	☒	☐
3) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
4) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?	☐	☐	☒	☐

Impact AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan. **(Less Than Significant Impact)**

The proposed project will not conflict with the latest Clean Air planning efforts since; (1) the project's operational emissions would be well below the BAAQMD thresholds of significance for air pollutants as discussed below in Impact AIR-2 and development of the project site would be considered urban infill. **(Less Than Significant Impact)**

Impact AIR-2:	The project would not violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation. **(Less Than Significant Impact)**

The 2011 BAAQMD *CEQA Air Quality Guidelines* contain a screening table that lists the minimum unit count for multi-family dwelling unit projects, below which the project would not result in the generation of operational criteria air pollutants that exceed the threshold of significance. The project proposes 122 homes on the project site which does not exceed the screening threshold for operational criteria pollutants or construction criteria pollutants of 451 units and 240 units, respectively. **(Less Than Significant Impact)**

Impact AIR-3:	The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**

Construction emissions would occur as exhaust emissions from construction equipment, truck travel and worker traffic, and from fugitive dust emission associated with demolition and ground disturbance. These two types of emissions (fugitive dust and toxic air contaminants) are discussed below.

Construction Fugitive Dust

Construction activities, particularly site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soil. Fugitive dust emissions would vary depending on the nature and magnitude of construction activity, soil conditions and properties, and local meteorological conditions. Large dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. Nearby residents could be adversely affected by dust generated during construction activities. The BAAQMD considers construction fugitive dust impacts to be less than significant if best management practices are employed to reduce these emissions.

Mitigation Measure: The project proposes to implement the following best management practices identified by the BAAQMD to reduce fugitive dust emissions impacts to a less than significant level:

MM AQ-3.1: The project shall implement the following standard BAAQMD dust control measures during all phases of construction on the project site:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes [as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations (CCR)]. Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- A publicly visible sign shall be posted with the telephone number and person to contact at the City of Daly City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management Air District's phone number shall also be visible to ensure compliance with applicable regulations. **(Less Than Significant With Mitigation Incorporated)**

Construction Toxic Air Contaminants

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. These exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations. Construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors.

A health risk assessment of the project construction activities was conducted that evaluated potential health effects to nearby sensitive receptors from construction emissions of DPM and $PM_{2.5}$. This assessment included dispersion modeling to predict the off-site and on-site concentrations resulting from project construction so that lifetime cancer risks and non-cancer health effects could be evaluated.

Results of the health risk assessment indicate that the incremental residential cancer risk at the maximally exposed individual (MEI) receptor would be 27.0 in one million for infant exposure, which would be greater than the BAAQMD significance threshold of 10 in one million for cancer risk. In addition, the daycare MEI, located in the northeast corner of the daycare area, would have

maximum excess cancer risks of 25.7 in one million, which would also be greater than the BAAQMD significance threshold. Figure 4.3-1 shows the locations of the off-site maximally exposed individual sensitive receptors and TAC exposures.

The maximum modeled annual $PM_{2.5}$ concentration was 0.20 micrograms per meter ($\mu g/m^3$). This $PM_{2.5}$ concentration does not exceed the BAAQMD significance threshold of 0.3 $\mu g/m^3$ and is considered a less than significant impact. The maximum computed hazard index (HI) is 0.03, which is much lower than the BAAQMD significance criterion of a HI greater than 1.0.



LOCATIONS OF OFF-SITE SENSITIVE RECEPTORS AND MAXIMUM TAC IMPACTS | FIGURE 4.3-1

Mitigation Measures: With the implementation of MM AQ-3.1 and AQ-3.2, residential cancer risks would be reduced to a less than significant level.

- **MM AQ-3.2:** All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines with CARB-certified Level 3 Diesel Particulate Filters or equivalent. The use of equipment meeting U.S. EPA Tier 4 standards for particulate matter would also meet this requirement. Alternatively, the use of equipment that includes electric or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement.

Implementation of MM AQ-3.1 is considered to reduce exhaust emissions by five percent and fugitive dust emissions by over 50 percent. Implementation of MM AQ-3.2 would further reduce on-site diesel exhaust emissions by 89 percent, and accordingly would reduce the cancer risk to less than 3.1 in one million, and the mitigated infant cancer risk at the daycare MEI would be less than 3.0 in one million, well below the BAAQMD ten cases per million threshold. After implementation of these mitigation measures, the project would have a less than significant impact with respect to community risk caused by construction activities. **(Less Than Significant Impact With Mitigation Incorporated)**

Impact AIR-4:	The project would not result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people. **(Less Than Significant Impact)**

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and not likely to adversely affect people off-site by resulting in confirmed odor complaints. Occupancy of the residential building would not generate odors that would result in complaints. There were no identified odor sources that would affect the project in terms of generating frequent odor complaints. **(Less Than Significant Impact)**

4.3.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on a project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Daly City has policies that address existing air quality conditions affecting a proposed project.

The proposed project would locate new residences near several stationary sources of TAC emissions, (such as SR 1, Serramonte Boulevard, and Callan Boulevard). Proximity to busy surface streets is also associated with exposure to TACs or $PM_{2.5}$, predominantly from diesel exhaust emissions. The health risks associated with these TAC sources are discussed below.

The exposure level is determined by the modeled concentration; however, it has to be averaged over a representative exposure period. The averaging period is dependent on many factors, but mostly the type of sensitive receptor that would reside at a site. The health risk assessment for the project

conservatively assumed long-term residential exposures. BAAQMD has developed exposure assumptions for typical types of sensitive receptors, including nearly continuous exposures of 70 years for residences. The cancer risk calculations for 70-year residential exposures reflect the use of BAAQMD's most recent cancer risk calculation method that uses age sensitivity factors in calculating cancer risks. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs.

Permitted Stationary Sources Community Risk Impacts

Permitted stationary sources of air pollution near the project site were identified using the BAAQMD's Stationary Source Risk and Hazard Analysis Tool. Two stationary sources (Plant #13900 and #111517) were identified as a diesel-powered generator and gasoline dispensing facility. As shown in Table 4.3-3, the stationary sources within 1,000 feet of the project site were identified to have maximum reported risks or $PM_{2.5}$ concentrations below the BAAQMD thresholds and therefore, considered a less than significant impact. Refer to Appendix A for details regarding the location of the nearby stationary sources and the screening level excess cancer risk to future residents on-site.

Table 4.3-3
Local Community Risks and Hazards from Local Roadways and Stationary Sources

Source	Maximum Cancer Risk (per million)	$PM_{2.5}$ Concentration ($\mu g/m^3$)	Non-Cancer Hazard Index
State Route 1	1.8	0.02	0.01
State Route 35	0.7	0.01	<0.01
Serramonte Boulevard	6.2	0.22	<0.03
Callan Boulevard	0.3	0.01	<0.03
Plant #13900	9.0	--	0.02
Triton Gas Station (Plant #111517)	0.2	--	<0.01
BAAQMD Single-source Threshold	**10 in one million**	**0.3**	**0.1**
Significant?	*No*	*No*	*No*
Cumulative Total	18.2	0.26	<0.11
BAAQMD Cumulative Source Threshold	***100 in one million***	***0.8 µg/m³***	***10.0***
Significant?	*No*	*No*	*No*

Local Roadway Community Risk Impacts

The BAAQMD provides Roadway Screening Analysis Tables that can be used to assess potential excess cancer risk and annual $PM_{2.5}$ concentrations from surface streets for each Bay Area county. Serramonte Boulevard is the highest volume roadway within 1,000 feet of the project site. SR 1 is approximately 500 feet north of the project site and has an estimated cancer risk of 1.8 (below BAAQMD's ten cases per million threshold) and $PM_{2.5}$ of 0.02 $\mu g/m^3$ (below BAAQMD's threshold of 0.3 $\mu g/m^3$). SR 35 is approximately 1,000 feet southwest of the site and produces a cancer risk of 0.7 cases per million and 0.01 $\mu g/m^3$, which are both below the BAAQMD thresholds.

The Average Daily Trip (ADT) volume on Serramonte Boulevard and Callan Boulevard is estimated to be approximately 17,100 ADT and 12,370 ADT, respectively. The BAAQMD Roadway Screening Analysis Calculator for San Mateo County calculated Serramonte Boulevard as an east-west roadway

with the project site south of the roadway, and Callan Boulevard as a north-south roadway with the project site west of the roadway. The estimated cancer risk from Serramonte Boulevard at the project site would be 6.2 cases per million (below BAAQMD's ten cases per million threshold) and $PM_{2.5}$ concentration would be 0.22 $\mu g/m^3$, below the threshold of 0.3 $\mu g/m^3$. The estimated cancer risk from Callan Boulevard at the project site would be 0.3 cases per million (well below BAAQMD's ten cases per million threshold) and $PM_{2.5}$ concentration would be 0.01 $\mu g/m^3$, below the threshold of 0.3 $\mu g/m^3$.

4.4 BIOLOGICAL RESOURCES

The following discussion is based in part on an Arborist Survey prepared by Hortscience/Bartlett Consulting in July 2019. A copy of this report is included as Appendix B of this Initial Study.

4.4.1 Environmental Setting

The project site is located in a developed urban area of Daly City. The project site is comprised of two paved parking lots and contains numerous mature trees on-site and along the site perimeter.

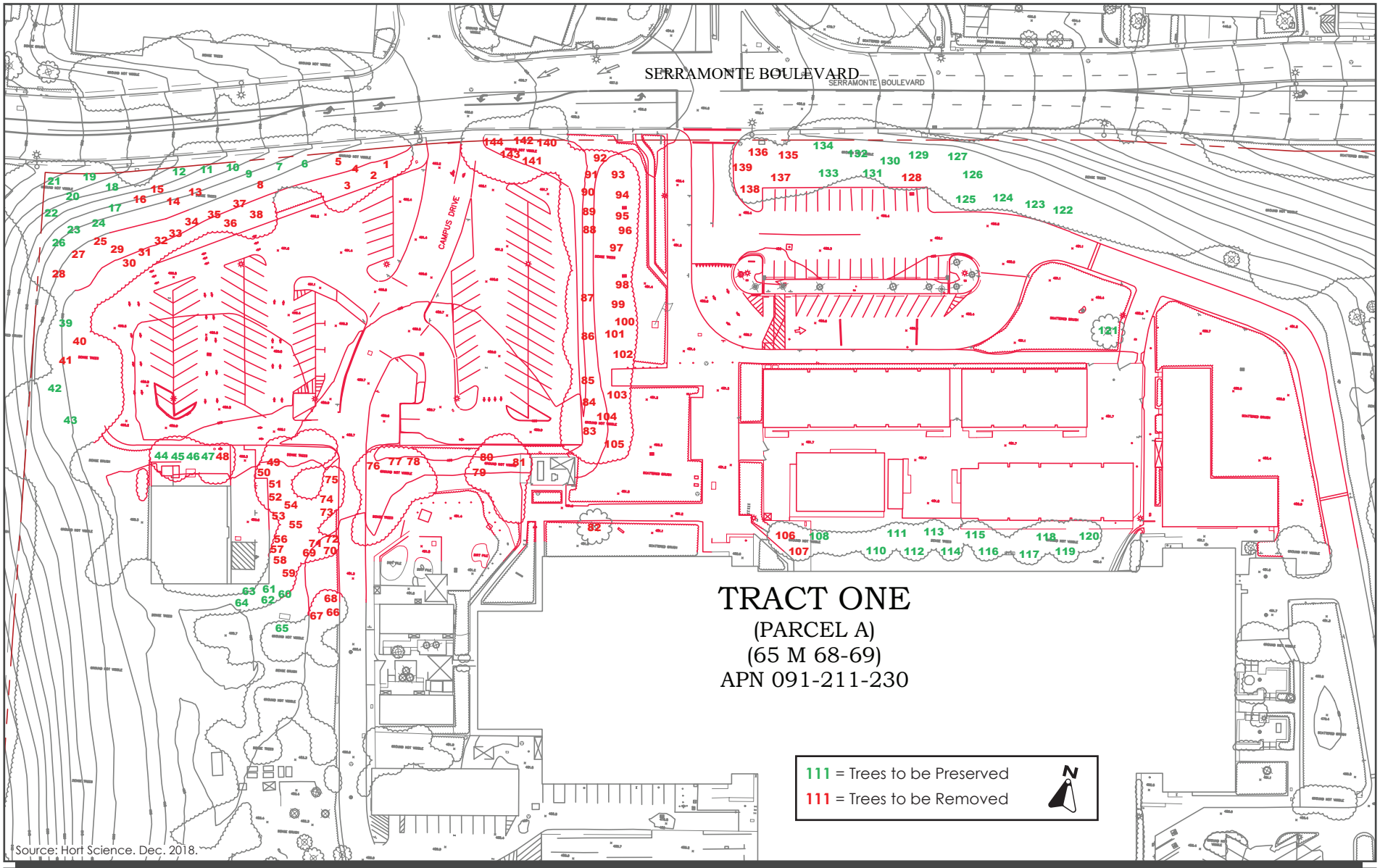
Habitats in developed urban areas are relatively low in species diversity. Species that use this habitat are urban adapted birds, such as Rock Dove, Mourning Dove, House Sparrow, Scrub Jay, and Starling. Based upon the developed habitats surrounding the site, no special-status plant or animal species are expected to be present.

Trees

The project site contains numerous mature trees on-site and along the site perimeter. In December 2018, a tree survey was completed for the project area and assessed 143 trees representing nine species. With the exception of two willows which are native to Daly City, all trees were planted as part of a landscape development.

Monterey pine was the most frequently occurring species with 82 trees. Pines formed a buffer planting between Serramonte Boulevard and the school campus and were also present along the west side of the site. Trees ranged from young to mature in development. Thirty-two trees were in poor condition while 24 trees were in fair condition. As a general observation, tree condition was related to trunk diameter; the smaller trees were in better condition than larger. Factors important in determining tree condition include trunk orientation (lean, bow, sweep), the presence of two or more stems, asymmetric or suppressed form, presence of pine pitch canker (*Fusarium circinatum*) and red turpentine beetle (*Dendroctonus valens*), and overall tree vigor.

Fifteen coast redwoods were located on the east side of the building in the southwest corner of the site, west of Campus Drive. Nine redwoods were in good condition and five were in excellent condition. A summary of the tree survey is included in Table 4.4-1. The tree locations that are indicated whether to remain or be removed are shown on Figure 4.4-1.



TREE ASSESSMENT PLAN

FIGURE 4.4-1

Table 4.4-1 Tree Survey Summary							
Common Name	**Scientific Name**	**Total # of Trees**	**Tree Condition***				
			Dead	**Poor**	**Fair**	**Good**	**Excellent**
Purple Bailey acacia	*Acacia baileyana 'Purpurea'*	2	--	--	--	1	1
Sydney golden wattle	*Acacia longifolia*	1	--	--	1	--	--
Monterey cypress	*Hesperocyparis macrocarpa*	38	--	21	16	--	1
Leptospermum	*Leptospermum laevigatum*	1	--	--	--	1	--
Pacific wax myrtle	*Myrica california*	1	--	--	--	1	--
Monterey pine	*Pinus radiata*	82	2	32	24	16	8
Douglas-fir	*Pseudotsuga menziesii*	1	--	--	1	--	--
Willow	*Salix sp.*	2	--	--	2	--	--
Coast redwood	*Sequoia sempervirens*	15	--	--	1	9	5
Total		**143**	**2**	**53**	**45**	**28**	**15**
Notes: * Suitability of trees for preservation is based upon the age, health and structural condition, ability to safely coexist within a development environment, and invasiveness.							

4.4.1.1 *Regulatory Framework*

Federal Endangered Species Act and California Endangered Species Act

The federal Endangered Species Act and California Endangered Species Act protect listed wildlife species from harm or "take," which can include habitat modification or degradation that directly results in death or injury to a listed wildlife species. The long-term purpose of these laws is to ultimately restore their numbers to where they are no longer threatened or endangered.

Federal Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (FMBTA: 16 U.S.C., scc. 703, Supp. I, 1989) is part of a coordinated effort between the United States, Canada, Mexico, Japan, and Russia to help protect migratory birds in this part of the world. It prohibits killing, taking, selling, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

State Fish and Game Code

Birds of prey, such as owls and hawks, are protected in California under provisions of the State Fish and Game Code, Section 3503.5 (1992), which states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the

nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the California Department of Fish and Wildlife.

City of Daly City Municipal Code

Chapter 12.40 – Urban Forestry

This chapter provides regulations to optimize the use of trees and other landscaping within the city. This chapter requires plans submitted to the City for the construction, repair, or alteration of any building, housing, or structure to include provisions for sufficient guards or protectors to prevent injury to any existing publicly owned trees, shrubs, flowers, or vines. It also imposes conditions regarding the displacement of public trees, where a comparable size tree shall be planted or a fee is paid to the City to cover the cost of replacing a removed tree.

San Bruno Mountain Habitat Conservation Plan

The San Bruno Area Habitat Conservation Plan (HCP) was executed as an Agreement in November 1982 with the US Fish and Wildlife Service, California Department of Fish and Game, County of San Mateo, the cities of Brisbane, Daly City and South San Francisco, and several private property owners. The HCP was created to provide for the indefinite perpetuation of the Mission blue butterfly and to protect habitat of the other Species of Concern. It includes the establishment of public ownership of sufficient habitat area to support the species as well as funding for the ongoing maintenance of the habitat. Funding is provided by limited development that was excluded from such habitat area and devoted to urban uses, including, among others, residential, community service, commercial and recreational uses.

Given that the San Bruno Mountain encompasses approximately 3,600 acres, with various ownerships and within various cities, the HCP presents a single unifying and coordinating document to provide protection, enhancement and funding for the entire San Bruno Mountain ecological community. The HCP provides for the perpetuation of conserved habitat areas through eradication of exotic species; re-vegetation with grassland species; effective yearly monitoring of the species of concern to control reintroduction of exotics; and patrol of the area to discourage destructive human activities.

Portions of three of the four HCP planning areas are located within the jurisdiction of Daly City (Saddle, Radio Ridge, and Guadalupe Hills). Within those areas, all designated development has been completed including Point Pacific, Village in the Park, South Hills Estates, Linda Vista, and Bay Ridge. All of this development resulted in a net gain of available habitat either through dedication, easements, or on-site restoration. Furthermore, all of these projects continue to contribute to a trust fund that is used to maintain and monitor the habitat in perpetuity.

The project site is approximately 1.5 miles southwest of the San Bruno HCP boundary.

City of Daly City General Plan Policies

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to biological resources and are applicable to the proposed project.

City of Daly City Relevant Biological Resource Policies

Policies	Description
Policy LU-17:	Ensure that private development is responsible for providing any on- or off-site improvements related to and/or mitigating the impacts it causes.
Policy LU-18:	Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.
Policy RME-16:	The City shall continue to recognize the importance of the San Bruno Mountain Habitat Conservation Plan (HCP), uphold the integrity of the concepts behind the plan, and respect the agreements that serve to implement it.

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☒	☐	☐
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	☐	☐	☐	☒
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact with Mitigation Incorporated)**

The project site is located on a paved parking lot. No sensitive habitats or habitats suitable for special-status plants or wildlife species occur within or adjacent to the project site. The project would not directly result in impacts to special-status species.

The mature trees on and adjacent to the project site could provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800.

Construction of the project during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute an impact. Construction activities such as tree removal and site grading that disturb a nesting bird or raptor on-site or immediately adjacent to the construction zone would also constitute an impact.

Mitigation Measures: The project will be required to implement the following mitigation measures to reduce impacts to raptors and nesting birds to a less than significant level:

MM BIO – 1.1:

- Pre-construction nesting bird surveys shall be completed prior to tree removal if removal or construction is proposed to commence during the breeding season (February 1 to August 31) in order to avoid impacts to nesting birds. Surveys shall be completed by a qualified biologist no more than 14 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and within 250 feet of the project boundary.

- If an active nest is found in an area that would be disturbed by construction, the ornithologist shall designate an adequate buffer zone (~250 feet) to be established around the nest, in consultation with the California Department of Fish and Wildlife (CDFW). The buffer would ensure that nests shall not be disturbed until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

- The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development, prior to the removal of trees and issuance of a grading permit or demolition permit.

Conformance to State and federal law protecting nesting birds would reduce potential impacts to a less than significant level. **(Less Than Significant Impact With Mitigation Incorporated)**

Impact BIO-2:	The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(No Impact)**

The project site is a paved parking lot and does not contain any riparian habitats or other sensitive natural communities. **(No Impact)**

Impact BIO-3:	The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

The project site is a paved parking lot and devoid of wetlands, marshes, or vernal pools. The project would not impact any federally protected wetlands under the Clean Water Act. **(No Impact)**

Impact BIO-4:	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 nursery sites. **(No Impact)**

The project site is located in an urban area and does not support any watercourse, river, or provide substantial habitat that facilitates the movement of any native resident or migratory fish or wildlife species, other than birds which are discussed in Section 4.4.3(a) above. The project site is a paved parking lot and contains limited potential to serve as a migratory corridor for wildlife. **(No Impact)**

Impact BIO-5:	The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less Than Significant Impact With Mitigation Incorporated)**

The project site contains numerous mature trees on-site and along the site perimeter. Of the total 143 trees assessed, approximately 90 trees would be removed based upon the most current plan set available as of June 2019, 88 of which are located on the property, and two of which are located outside of the project area.. The two Monterey pine trees that are outside the property line are numbered as #5 and #82 on Figure 4.4-1. Tree #5 is located along Serramonte Boulevard, and Tree #82 is located in the southeast corner of the project site. Because these trees are located on school district property, the removal of these trees is not regulated by the City of Daly City. **(Less Than Significant Impact)**

Construction activity, including grading, trenching, and equipment storage, could damage the remaining 53 trees intended to remain.

Mitigation Measures: The following mitigation measures would ensure that the remaining 53 trees would be preserved during construction of the project.

MM BIO-5.1:

Design Measures

- Verify the location and tag numbers of all trees. Include trunk locations and tag numbers on all plans.

- Allow the Consulting Arborist the opportunity to review project plans, including but not limited to, site, grading, drainage and landscape plans

- Design irrigation systems so that no trenching will occur within the TREE PROTECTION ZONE.

Pre-Construction Treatments

- Prepare a site work plan which identifies access and haul routes, construction trailer and storage areas, etc.

- Establish a TREE PROTECTION ZONE around each tree to be preserved. For design purposes, the radius of the TREE PROTECTION ZONE shall be two feet behind the proposed edge of grading. No grading, excavation, construction or storage of materials shall occur within that zone.

- Install protection around all trees to be preserved. Either stack and secure hay bales six feet high around tree trunks or employ a six-foot chain link with posts sunk into the ground. No entry is permitted into a tree protection zone without permission of the City's project manager.

- Trees to be removed shall be felled so as to fall away from the TREE PROTECTION ZONE and avoid pulling and breaking of roots of trees to remain. If roots are entwined, the

consultant shall require first severing the major woody root mass before extracting the trees, or grinding the stump below ground.

- Trees to be retained shall require pruning to provide clearance and/or correct defects in structure. All pruning is to be performed by an ISA Certified Arborist or Certified Tree Worker and shall adhere to the latest editions of the ANSI Z133 and A300 standards as well as the ISA Best Management Practices for Tree Pruning. Pruning contractor shall have the C25/D61 license specification.

Tree Protection Measures During Construction

- Prior to beginning work, the contractors working in the vicinity of trees to be preserved are required to meet with the Consulting Arborist at the site to review all work procedures, access routes, storage areas and tree protection measures.

- Any grading, construction, demolition or other work that is expected to encounter tree roots should be monitored by the Consulting Arborist.

- If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.

- Fences should be erected to protect trees to be preserved. Fences are to remain until all site work has been completed. Fences may not be relocated or removed without permission of the City's Project Manager.

- Any additional tree pruning needed for clearance during construction must be performed by a qualified arborist and not by construction personnel.

- All trees shall be irrigated on a schedule to be determined by the Consulting Arborist. Each irrigation shall wet the soil within the TREE PROTECTION ZONE to a depth of 30-inches.

- Any roots damaged during grading or construction shall be exposed to sound

With the implementation of the above mitigation measures, 53 trees would be preserved and protected during construction, and the impact would be less than significant. (**Less Than Significant Impact With Mitigation Incorporated)**

Impact BIO-6:	The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

The project site is approximately 1.5 miles southwest of the San Bruno HCP boundary. Therefore, the project would not conflict with the provisions of an adopted HCP. **(No Impact)**

4.5 CULTURAL RESOURCES

4.5.1 Environmental Setting

Cultural resources are evidence of past human occupation and activity and include both historical and archaeological resources. These resources may be located above ground or underground and have significance in the history, prehistory, architecture, or culture of the nation, State of California, or local or tribal communities.

The City of Daly City is located in the northwest corner of San Mateo County. The City is urbanized with a variety of residential, commercial, and institutional land uses and has varying topography ranging from relatively flat in the northwest to steep hills in the south, northeast, and along the coast.

The project site is comprised of two paved parking lots in an urban region of the city. The project site is not considered an historic resource under CEQA Guidelines Section 15064(c), nor are any properties in the vicinity listed in the National Register of Historic Places or California Register of Historic Resources. There are no archaeological sites that have been recorded on or immediately adjacent to the project site.

4.5.1.1 *Regulatory Framework*

National Register of Historic Places

The National Register of Historic Places (National Register or NRHP) is the nation's most comprehensive list of historic resources and includes historic resources significant in American history, architecture, archeology, engineering and culture, at the local, state, and national level. National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, describes the Criteria for Evaluation as being composed of two factors. First, the property must be "associated with an important historic context" and second, the property must retain integrity of those features necessary to convey its significance.

The National Register identifies four possible context types or criteria, at least one of which must be applicable at the national, state, or local level. As listed under Section 8, "Statement of Significance," of the National Register Registration Form, these are:

A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
B. Property is associated with the lives of persons significant in our past.
C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D. Property has yielded, or is likely to yield, information important to prehistory or history.

Second, for a property to qualify under the National Register's Criteria for Evaluation, it must also retain historic integrity of those features necessary to convey its significance. While a property's significance relates to its role within a specific historic context, its integrity refers to a property's physical features and how they relate to its significance. To determine if a property retains the

physical characteristics corresponding to its historic context, the National Register has identified seven aspects of integrity:

1. Location – the place where the historic property was constructed or the place where the historic event occurred;
2. Design – the combination of elements that create the form, plan, space, structure, and style of a property;
3. Setting – the physical environment of a historic property;
4. Materials – the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
5. Workmanship – the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
6. Feeling – a property's expression of the aesthetic or historic sense of a particular period of time; and
7. Association – the direct link between an important historic event or person and a historic property.

California Register of Historic Resources (CRHR)

The CRHR establishes a list of properties that are to be protected from substantial adverse change (PRC Section 5024.1). The California Office of Historic Preservation's Technical Assistance Series #6, *California Register and National Register: A Comparison,* outlines the differences between the federal and state processes. The context types to be used when establishing the significance of a property for listing on the California Register are very similar, with emphasis on local and state significance. They are:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
2) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Impact CUL-1:	The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

The project site is a paved parking lot. There are no historic structures (i.e. CRHR or Daly City listed structures or sites) present on or adjacent to the project site. **(No Impact)**

Impact CUL-2:	The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less Than Significant Impact With Mitigation Incorporated)**

Based on the identification of archaeological resources in the City of Daly City according to the NWIC, there are no known archaeological resources within the boundaries of the project site. Project-related grading and excavation during construction could result in significant impacts, if any unknown culturally significant sites are discovered. If archaeological remains were unearthed during project construction, damage to or destruction of significant archaeological remains would be a potentially significant impact.

Mitigation Measures

- **MM CUL-2.1:** *Undiscovered Archaeological Resources.* If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City Planning Manager shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City Planning Manager shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

- **MM CUL-2.2:** *Report of Archaeological Resources.* If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Planning Manager prior to issuance of certificate of occupany. This report shall contain a

description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources. **(Less than Significant Impact With Mitigation Incorporated)**

Impact CUL-3:	The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less Than Significant Impact With Mitigation Incorporated)**

Human remains have the potential to be discovered during construction. If human remains were unearthed during project construction, damage to or destruction of significant archaeological remains would be a potentially significant impact.

Mitigation Measures

- **MM CUL-3.1**: *Human Remains.* If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City Planning Manager and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Daly City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Daly City, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered. **(Less Than Significant Impact With Mitigation Incorporated)**

4.6 ENERGY

4.6.1 Environmental Setting

Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one gallon of water by one degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWh) of electricity are 123,000 BTU, 1,000 BTU, and 3,400 BTU, respectively. Natural gas usage is expressed in terms of therms. A therm is equal to 100,000 BTU.

Electrical energy is expressed in units of kilowatts (kW = 1,000 watts),[6] megawatts (MW = 1,000 kW), gigawatts (GW = one million kW), or terawatts hours (TW = one billion kW). One kilowatt hour (kWh) is equal to 1,000 watts supplied or consumed over the period of an hour. For example, running a 1,000-watt hand-held hair dryer for one hour consumes one kWh.

Total energy usage in California was approximately 7578 trillion BTUs in the year 2014 (the most recent year for which this specific data was available).[7] The breakdown by sector was approximately 19 percent for residential uses, 19 percent for commercial uses, 24 percent for industrial uses, and 38 percent for transportation.[8]

The project site is currently a paved parking lot.

4.6.1.1 *Regulatory Framework*

Federal

At the federal level, energy standards set by the U.S. Environmental Protection Agency (EPA) apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

State

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. In 2008, Executive Order S-14-08 was signed into law requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from

[6] Under the International System of Units (SI), one kWh is equivalent to 3.6 megajoules, which is the amount of energy converted if work is done at an average rate of one thousand watts for one hour.
[7] U.S. EIA. California Energy Consumption Estimates 2013. Accessed October 4, 2017. http://www.eia.gov/state/?sid=CA#tabs-2.
[8] U.S. EIA. California Energy Consumption by End-Use Sector, 2013. Accessed October 4, 2017. http://www.eia.gov/beta/state/seds/data.cfm?incfile=/state/seds/sep_sum/html/sum_btu_1.html&sid=CA.

renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Building Codes

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2016 Title 24 updates went into effect on January 1, 2017.[9] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[10]

The California Green Building Standards Code (CALGreen) establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. The most recent update to CALGreen went in to effect on January 1, 2017, and covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

City of Daly City General Plan

The City of Daly City's General Plan includes specific goals and policies to address energy conservation opportunities within the City. All new residential and nonresidential construction in the City must abide by the State of California's residential building standards for energy efficiency (Title 24 of the California Administrative Code). Title 24 Standards were established in 1978 to ensure that all new construction meets a minimum level of energy efficiency.

Policy	Description
Policy HE-23	Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.
Task HE-23.1	Develop enhanced residential energy efficiency standards (Title 24, California Administrative Code) in all new residential construction which exceeds State-mandated requirements by five percent in 2015, ten percent in 2020, and twenty percent in 2030.
Task HE-23.2	Establish energy and water efficiency upgrade programs that promote energy and water efficiency upgrades in all existing residential buildings. Energy efficiency upgrades promoted as part of this program could include upgrades such as attic insulation, programmable thermostats, heating duct insulation, and water heater insulation. Water efficiency upgrades could include the installation of low-flow shower heads, where feasible, and retrofit of existing toilets to meet low-flush requirements as established by the City. Examples of programs developed as a part of this task could provide financial incentives (e.g., rebates, appliance buy-back, and similar programs) aimed at providing strong incentives to residential building owners to use the programs.

[9] California Building Standards Commission. "Welcome to the California Building Standards Commission". Accessed February 6, 2018. http://www.bsc.ca.gov/.
[10] California Energy Commission (CEC). "2016 Building Energy Efficiency Standards". Accessed February 6, 2018. http://www.energy.ca.gov/title24/2016standards/index.html.

Policy HE-24	Mandate the inclusion of green building techniques into most new construction.
Policy HE-28	Promote alternative sources of energy in all homes.

Daly City's Green Vision

Daly City's Green Vision, A Climate Action Plan (CAP) for 2011-2020 and Beyond, was adopted in December 2010. Daly City's Green Vision guides the City towards a sustainable future that reduces GHG emissions from current levels, while promoting economic prosperity for present and future generation. The Green Vision identifies ten goals and seeks to achieve these goals through cost-effective strategies by the year 2020. The GHG reduction goals include adopting a general plan with measurable policies for sustainable development, reducing energy use in buildings, reducing transportation emissions, reducing solid waste disposal, and GHG emissions reductions from municipal operations. Daly City recently completed an update to the General Plan which incorporated these goals in March 2013.

Green Building Ordinance

Daly City's Green Vision seeks to reduce the City operation's overall carbon footprint through a series of ten goals by the year 2020. The goals cover topics such as reducing solid waste, recycling and reuse of wastewater, preservation of urban forests, adoption of a master pedestrian and bicycle plan, reuse of biosolids, the use of green building standards, and community education.

City of Daly City Municipal Code

Recycling and Diversion of Construction and Demolition, (Municipal Code 15.64): This ordinance requires that construction and demolition projects recycle or reuse 60 percent of the waste generated from the project. This ordinance is consistent with the requirements for construction and demolition debris diversion in CALGreen. Many of the construction materials, such as concrete, asphalt, asphalt singles, gypsum wallboard, wood and metals, can be reused or recycled, thus prolonging our supply of natural resources and potentially saving money in the process.

4.6.1.2 *Existing Conditions*

Electricity

Electricity in San Mateo County in 2016 was consumed primarily by the commercial sector (65 percent), with the residential sector consuming 35 percent. In 2016, a total of approximately 4,340 GWh of electricity was consumed in San Mateo County.[11]

Peninsula Clean Energy (PCE) is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by PCE is delivered through PG&E transmission lines. Commercial and residential customers in San Mateo County are included in the PCE service area and can choose to have 50 to 100 percent of their electricity supplied from carbon free and renewable

[11] CEC. Energy Consumption Data Management System. "Electricity Consumption by County". Accessed January 19, 2018. http://ecdms.energy.ca.gov/elecbycounty.aspx.

sources. Customers are automatically enrolled in the ECOplus plan, which generates its electricity from 85 percent carbon free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon free, renewable sources. [12]

Natural Gas

PG&E provides natural gas services within the City of Daly City. In 2017, approximately 10 percent of California's natural gas supply came from in-state production, while 90 percent was imported from other western states and Canada.[13] In 2016, residential and commercial customers in California used 29 percent, power plants used 32 percent, and the industrial sector used 37 percent. Transportation accounted for one percent of natural gas use in California. In 2017, San Mateo County used approximately 1.7 percent of the state's total consumption of natural gas.[14]

Fuel for Motor Vehicles

In 2017, 15 billion gallons of gasoline were sold in California.[15] The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 13.1 miles-per-gallon (mpg) in the mid-1970's to 22 mpg in 2016.[16] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was subsequently revised to apply to cars and light trucks Model Years 2011 through 2020. [17,18] In 2012, the federal government raised the fuel economy standard to 54.5 miles per gallon for cars and light-duty trucks by Model Year 2025.[19]

[12] Sources: 1) Peninsula Clean Energy. "Frequently Asked Questions." Accessed June 11, 2018. https://www.peninsulacleanenergy.com/resources/frequently-asked-questions/. 2) Peninsula Clean Energy. "Energy Choices." Accessed June 11, 2018. https://www.peninsulacleanenergy.com/our-power/energy-choices/.
[13] California Gas and Electric Utilities. 2017 California Gas Report. Accessed August 27, 2018. https://www.socalgas.com/regulatory/documents/cgr/2017_California_Gas_Report_Supplement_63017.pdf
[14] CEC. "Natural Gas Consumption by County". Accessed February 21, 2019. http://ecdms.energy.ca.gov/gasbycounty.aspx.
[15] California Department of Tax and Fee Administration. Net Taxable Gasoline Gallons. Accessed February 16, 2018. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf.
[16] U.S. EPA. Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles. Accessed August 28, 2018. https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles.
[17] U.S. Department of Energy. Energy Independence & Security Act of 2007. Accessed February 8, 2018. http://www.afdc.energy.gov/laws/eisa.
[18] Public Law 110–140—December 19, 2007. Energy Independence & Security Act of 2007. Accessed February 8, 2018. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.
[19] National Highway Traffic Safety Administration. *Obama Administration Finalizes Historic 54.5 mpg Fuel Efficiency Standards.* August 28, 2012. Accessed February 8, 2018. http://www.nhtsa.gov/About+NHTSA/Press+Releases/2012/Obama+Administration+Finalizes+Historic+54.5+mpg+Fuel+Efficiency+Standards.

4.6.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Impact EN-1:	The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation. **(Less Than Significant Impact)**

The project proposes to develop a 122-unit residential structure and a parking lot.

Energy would be consumed during both the construction and operational phases of the proposed project. Energy requirements throughout the construction phase include energy for the manufacturing and transportation of building materials, preparation of the site, and operation of construction equipment. The operation of the project would consume both electricity and natural gas for building heating and cooling, lighting, cooking, appliances, and water heating. Fuel would also be consumed during vehicle trips to and from the project site.

The proposed project is estimated to use approximately 0.6 GWh of electricity and 10 therms of natural gas per year. It is estimated that project-generated vehicle trips would use approximately 81,880 gallons of gasoline per year.[20] The project is required to comply with the City's Recycling and Diversion of Construction and Demolition Ordinance by recycling at least 60 percent of total waste during demolition or construction. In addition, the project proposes to be constructed in compliance with the 2016 California Green Building Standards Code (Title 24), which requires features that reduce water and energy consumption.

Given the infill location of the project site, the existing pedestrian, bicycle, and transit services in the project area, and the project's compliance with the City's Recycling and Diversion of Construction and Demolition Ordinance and 2016 California Green Building Code, the proposed project would not result in a wasteful, inefficient, and unnecessary consumption of energy. **(Less Than Significant Impact)**

[20] The project's estimated energy use was derived from the air quality and greenhouse gas emissions modeling completed for the project and included in Appendix A of this Initial Study.

Impact EN-2:	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less Than Significant Impact)**

According to the 2013 Integrated Energy Policy Report, in order to meet future energy demand, the state needs sufficient, reliable, and safe energy infrastructure. This includes:

- Improving energy efficiency in California's existing buildings;
- Achieving 10-year energy efficiency targets;
- Inclusion of zero-net-energy buildings in state building standards;
- Overcoming challenges to increased use of geothermal heat and procurement of biomethane;
- Using demand response to meet California's energy needs
- Integrating renewable technologies;
- Developing bioenergy; and
- Evaluating the need for and developing new electricity, natural gas, and transportation fuel infrastructure to maintain energy reliability and support clean energy polices.

The project would result in an increase in demand on existing energy resources; however, the project is required to comply with applicable regulations and City policies (including the Recycling and Diversion of Construction and Demolition Ordinance) that would conserve energy and water, and reduce fuel consumption and waste generation.

California's overall electricity demand is anticipated to increase in the next decade, improvements in efficiency and production capabilities would help mitigate impacts resulting from increased demand. For example, the production of natural gas is anticipated to increase in the future due to recent technological advances and improvements in efficiency. In contrast, demand for natural gas is anticipated to decrease as more energy is generated from renewable sources and efficiency measures reduce the need for additional generation.[21] Based on the above discussion, the existing energy supply and demand described above, and the project's incremental demand, the proposed project is not anticipated to result in a substantial increase in demand on energy resources in relation to existing supplies. **(Less Than Significant Impact)**

[21] California Energy Commission. *2013 Integrated Energy Policy Report*. 2013.

4.7 GEOLOGY AND SOILS

The following discussion is based in part on a Geotechnical Investigation prepared by Slate Geotechnical Consultants in June 2019. A copy of this report is included in Appendix C of this Initial Study.

4.6.3 Environmental Setting

4.6.3.1 *Regulatory Framework*

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act, signed into law December 1972, requires the delineation of zones along active faults in California. The Alquist-Priolo Act regulates development on or near active fault traces to reduce the hazard of fault rupture and to prohibit the location of most structures for human occupancy across these traces. Cities and counties must regulate certain development projects within the delineated zones, and regulations include withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement. Surface fault rupture, however, is not necessarily restricted to the area within an Alquist-Priolo Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides, and its purpose is to protect public safety from the effects of strong ground shaking, liquefaction, landslides, other ground failure, and other hazards caused by earthquakes. The Act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation of the site must be conducted and appropriate mitigation measures incorporated into the project design. Mapping of the San Francisco South Quadrangle in which Daly City is located is currently in progress by the California Department of Conservation under its Seismic Hazards Zonation Program.

2016 California Building Code

The State of California provides minimum standards for structural design and site development through the California Building Code [CBC – California Code of Regulations (CCR), Title 24, part 2]. Local codes are permitted to be more stringent than Title 24 but, at minimum, are required to meet all state standards and enforce the regulations of the 2016 CBC. The City's enforcement of its Building Code ensures the project would be consistent with the CBC.

Chapter 16 of the CBC deals with structural design requirements governing seismically resistant construction. Chapter 18 of the CBC includes the requirements for foundation and soil investigations; excavation, grading, and fill; allowable load-bearing values of soils; and design of foundation walls, retaining walls, embedded post and poles. Chapter 33 of the CBC includes requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes and the

protection of pedestrians and adjoining properties from damage caused by such work. Appendix J of the CBC includes grading requirements for design of excavation of fills and for erosion control.

City of Daly City General Plan

The Seismic Safety Element, as well as the Safety Element of the City's General Plan contains policies, recommendations, and actions to avoid or mitigate geology and soils impacts resulting from development within the City. All future development allowed by the project would be subject to conformance with applicable General Plan policies, including those listed below.

Policy	Description
Policy SE-1.1	Continue to investigate the potential for seismic and geologic hazards as part of the development review process and maintain this information for the public record. Update Safety Element maps as appropriate.
Policy SE-1.2	Require site specific geotechnical, soils, and foundation reports for development proposed on sites identified in the Safety Element and its Geologic and Hazard Maps as having moderate or high potential for ground failure.
Policy SE-1.3	Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties. All proposed development is subject to the City's Zoning Ordinance and Building Codes.
Policy SE-1.4	Prohibit development—including any land alteration, grading for roads and structural development—in areas of slope instability or other geologic concerns unless mitigation measures are taken to limit potential damage to levels of acceptable risk.
Policy SE-1.5	Design and improve all critical care facilities and services to remain functional following the maximum credible earthquake. Avoid placement of critical facilities and high-occupancy structures in areas prone to violent ground shaking or ground failure.
Policy SE-1.6	Work with San Mateo County, California Water Service Company, and the San Francisco Water Department to ensure that all water tanks and San Francisco's main water pipeline are capable of withstanding high seismic stress.
Policy SE-6.1	Regulate building construction practices to prevent hazardous structures and assure structural safety. Measures may include requiring conformance to an accepted set of construction standards, authorizing inspection of suspected dangerous structures, discontinuing improper construction activities, and eliminating hazardous conditions.

4.6.3.2 *Existing Conditions*

The project site and the surrounding parts of Daly City lie in the San Francisco Peninsula which is set within the Coast Ranges Geomorphic Province. The San Francisco Peninsula lies north of the Santa Cruz Mountains where it is flanked by the Pacific Ocean and San Francisco Bay to the west and east, respectively. The Coast Ranges Geomorphic Province is typified by northwest-southeast trending mountain ranges that stretch from the Oregon border to the north to Point Conception to the south. In the San Francisco Bay area, most of the Coast Ranges are underlain by tectonically complex, Jurassic- to Cretaceous-age bedrock of the Franciscan Complex.

The topography in the immediate vicinity of the project site is typified by undulating hills. Ground surface elevations at the project site generally range from 480 to 485 feet above mean sea level (amsl), whereas the San Bruno Mountains to the northeast locally attain elevations in excess of 1,300 feet amsl. Much of the runoff in the Project vicinity flows east to Colma Creek, whose southeast-trending drainage eventually discharges to San Francisco Bay. Based on the geologic mapping conducted by the USGS, the project site is immediately underlain by clastic sediments of the Pliocene to Pleistocene age (i.e., 5 million to 10,000 years before present) Merced Formation, described as medium-grey to yellowish orange, friable to firm sand, silt, and clay with minor amounts of gravel, lignite, and volcanic ash.

On-Site Geologic Conditions

Soils

The project site contains engineered fill as thick as 140 feet due to prior mass grading on-site to create the campus circa 1966. According to a geotechnical investigation, the engineered fill material consist of locally-derived silty sand that was compacted to a relative compaction of at least 90 percent of the tested maximum dry density for the fill material. The project site is characterized has having Site Class D soils which are considered stiff soils.

Groundwater

Groundwater in the project area slopes gently to the northeast. Based on USGS 7.5-minute topographic maps, groundwater flow is estimated to be generally to the south and east towards the San Francisco Bay. Fluctuations in the level of subsurface water can occur due to variations in rainfall, temperature, and other factors.

Liquefaction

Liquefaction is the result of seismic activity and is characterized as the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. On-site soils are found to have a very low potential for liquefaction. The liquefaction susceptibility map produced by the California Geological Survey for the San Francisco Bay Area indicates a very low liquefaction susceptibility level for the project site area.

Landslides

The potential for landsliding or downslope movement is dependent on slope geometry, subsurface soil and groundwater conditions, past slope performance, and the level of ground shaking. According to the General Plan EIR, there is a low potential for landslide risk on the project site. The ground surface on-site is generally level with a well-compacted engineered fill downslope constructed to the east of the site. There is no reported history or evidence of slope instability, nor landslides, mapped at or in the immediate vicinity of the project site. The site is not located in a Seismic Hazard Zone for landsliding.[22]

[22] Telesis Engineers. *Preliminary Assessment of Earthquake-Related Geotechnical/Geologic Hazards for Jefferson Union High School.* August 2018.

Lateral Spreading

Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open face, such as the steep bank of a stream channel. Considering the absence of a free face on or adjacent to the site, as well as the depth and relative thickness of the potentially liquefiable layers, the risk of lateral spreading on the site is low.

4.6.4 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?	☐	☐	☒	☐
- Strong seismic ground shaking?	☐	☐	☒	☐
- Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
- Landslides?	☐	☐	☒	☐
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
4) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐

Impact GEO-1:	The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. **(Less Than Significant Impact)**

Seismic Shaking and Liquefaction

An earthquake of moderate to high magnitude generated within the San Francisco Bay Region could cause considerable ground shaking at the site. Therefore, the project would conform to the standard engineering and building practices and techniques specified in the CBC. The proposed buildings, streets, and utilities would be designed and constructed in accordance with the recommendations of a geotechnical report prepared for the site (refer to Appendix C), which identifies the specific design features related to geologic and seismic conditions.

According to the geotechnical report, existing on-site conditions indicate that there is very low potential for liquefaction to occur due to the presence of stiff soils. The building would meet the requirements of appropriate Building and Fire Codes, as adopted by the City of Daly City. The project, in conformance to applicable regulations and with the implementation of the recommendations in the geotechnical report, would not result in significant impacts from seismicity and seismic-related hazards including ground shaking and liquefaction. **(Less Than Significant Impact)**

Landslides

The ground surface on-site is generally level with a well-compacted engineered fill downslope constructed to the east of the site. There is no reported history or evidence of slope instability, nor landslides, mapped at or in the immediate vicinity of the project site. Therefore, hazards from landslides on-site would be considered less than significant. **(Less Than Significant Impact)**

Impact GEO-2:	The project would not result in substantial erosion or the loss of topsoil. **(Less Than Significant Impact)**

The project site is generally flat. According to the geotechnical investigation, there is no reported history or evidence of slope instability, nor landslides, mapped at or in the immediate vicinity of the site, nor reports of ground failure at the site or in its immediate vicinity during historical earthquakes.

In addition, during construction, the City requires project applicants to submit a stormwater management plan that illustrates full compliance with the Municipal Regional Stormwater NPDES Permit (MRP). This will require the project to include stormwater controls, including site design measures, source controls, treatment measures, low impact development, hydromodification management, and construction best management practices to limit erosion. The City also requires that the project shall comply with the Statewide NPDES General Permit. These measures would help

to control erosion and are discussed further in *Section 4.9 Hydrology and Water Quality*. **(Less Than Significant Impact)**

Impact GEO-3:	The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. **(Less Than Significant Impact)**

Please see discussion of Impact GEO-2, above. **(Less Than Significant Impact)**

Impact GEO-4:	The project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property. **(Less Than Significant Impact)**

Please see discussion of Impact GEO-2, above. **(Less Than Significant Impact)**

Impact GEO-5:	The project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. **(No Impact)**

The project would connect to the City's sewage system and would not be connected to a septic tank. **(No Impact)**

Impact GEO-6:	The project, with mitigation measures, would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less Than Significant Impact With Mitigation Incorporated)**

Paleontological resources are the fossilized remains and/or traces of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains, such as bones, teeth, shells, and wood, are found in geologic deposits (rock formations). Because the proposed project would not excavate into bedrock, and the site is underlain by artificial fill from past significant grading of the hillside when the campus was developed, the likelihood of discovery of significant fossils is very low. The following mitigation measure would ensure that the proper precautions are taken during an inadvertent paleontological discovery.

Mitigation Measure:

- **MM GEO-6.1**: *Unique Paleontological and/or Geologic Features and Reporting*. Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the City's Planning Director notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may

proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

4.7 GREENHOUSE GAS EMISSIONS

The following discussion is based in part on a greenhouse gas emissions assessment completed for the project by Illingworth & Rodkin, Inc. in June 2019. A copy of this assessment in included in Appendix A of this Initial Study.

4.7.1 Environmental Setting

4.7.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO_2 equivalents (CO_2e). The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and SF_6 emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

4.7.1.2 *Regulatory Framework*

State

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO_2E ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per-capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2040. Plan Bay Area 2040 establishes a course for reducing per-capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs). The project site is not located within a PDA.[23]

Regional and Local

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The

[23] Association of Bay Area Governments and Metropolitan Transportation Commission. "Project Mapper." http://projectmapper.planbayarea.org/.

jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

BAAQMD Significance Thresholds

The BAAQMD's CEQA Air Quality Guidelines do not use quantified thresholds for projects that are in a jurisdiction with a qualified GHG reductions plan (i.e., a Climate Action Plan). The plan has to address emissions associated with the period that the project would operate (e.g., beyond year 2020). For quantified emissions, the guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Development of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate. Although BAAQMD has not published a quantified threshold for 2030 yet, this Initial Study utilizes an efficiency metric of 2.8 MT CO2e/year/service population and a bright-line threshold of 660 MT CO2e/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels. The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MT CO2e/year threshold.

Daly City General Plan

The Housing Element of the City's General Plan contains policies, recommendations, and actions to promote energy conservation. Through energy conservation, GHG emissions are reduced. All future development allowed by the project would be subject to conformance with applicable General Plan policies, including the policy listed below.

Policy	Description
Policy HE-23	Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.
Policy HE-24	Mandate the inclusion of green building techniques into most new construction.
Policy HE-28	Promote alternative sources of energy in all homes.

Daly City's Green Vision

Daly City's Green Vision, A Climate Action Plan (CAP) for 2011-2020 and Beyond, was adopted in December 2010. Daly City's Green Vision guides the City towards a sustainable future that reduces GHG emissions from current levels, while promoting economic prosperity for present and future generations. The Green Vision identifies ten goals and seeks to achieve these goals through cost-effective strategies by the year 2020. The GHG reduction goals include adopting a general plan with measurable policies for sustainable development, reducing energy use in buildings, reducing transportation emissions, reducing solid waste disposal, and GHG emissions reductions from municipal operations. Daly City recently completed an update to the General Plan which incorporated these goals in March 2013.

Daly City's Ordinances

The following ordinances consistent with the goals of Daly City's Green Vision were adopted by the City Council in order to protect the environment and health of the community:

Green Building Standards Code (Municipal Code 15.22): The purpose of the ordinance is to adopt and incorporate the California Green Building Standards Code, 2013 edition, for the protection of the public health and safety of its inhabitants.

Recycling and Diversion of Construction and Demolition (Municipal Code 15.64): This ordinance requires that construction and demolition projects recycle or reuse 60 percent of the waste generated from the project. This ordinance is consistent with the requirements for construction and demolition debris diversion in CALGreen. Many of the construction materials, such as concrete, asphalt, asphalt singles, gypsum wallboard, wood and metals, can be reused or recycled, thus prolonging our supply of natural resources and potentially saving money in the process.

4.7.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns. The project site is currently two paved parking lots associated with the District campus and generates GHG emissions through vehicles traveling to and from the site and parking lot lighting.

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☒	☐

Impact GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less Than Significant Impact)**

As recommended by the BAAQMD, the CalEEMod model was used to predict GHG emissions from project construction and operation. Details regarding the model and assumptions are included in Appendix A of this Initial Study.

Construction Emissions

GHG emissions associated with project construction activities (including operation of construction equipment, hauling truck trips, vendor truck trips, and worker trips) were estimated to be 590 MT of carbon dioxide equivalents (CO2e) annually. The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions, though total construction period emissions would not exceed the BAAQMD operational threshold of 660 MT CO_{2e} per year for 2030. The BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction.

The BAAQMD also encourages the incorporation of best management practices, including recycling and reusing construction waste or demolition materials, and using local building materials of at least 10 percent. The project, in compliance with the City's Recycling and Diversion of Construction and Demolition Debris Ordinance, would recycle at least 60 percent of construction waste or demolition materials. **(Less Than Significant Impact)**

Operational Emissions

Project operation would generate GHGs primarily through electricity generation/use and generation of vehicle trips. At full buildout and occupancy, operational GHG emissions from the project are estimated to be 790 MT of CO_2e for 2022 and 665 MT of CO_2e for 2030, which exceeds the 2030 BAAQMD threshold of 660 MT/year of CO_2e. Land use projects with emissions above the 660 MT/year threshold are then subject to the GHG efficiency threshold of 2.8 MT per year per capita (MT/year/capita) to determine impact significance.

Table 4.7-1
Annual Project GHG Emissions (CO_2e) in Metric Tons

Source Category	Existing in 2022	Proposed Project in 2022	Proposed Project in 2030
Area	<1	6	6
Energy Consumption	45	137	137
Mobile	71	728	603
Solid Waste Generation	5	28	28
Water Usage	1	13	13
Total	122	912	787
Net New Emissions		**790**	**665**
Significance Threshold		***660 MT CO_2e***	***660 MT CO_2e***
Service Population Emissions (MT/CO_2e/year/service population)			
Significance Threshold		***2.8***	***2.8***
Significant (Exceeds both thresholds)?		**No**	**No**

The service population assumed for the GHG analysis was 411 future occupants per the 2019 Department of Finance Data. The service population emissions for the year 2022 and 2030 would be 2.2 and 1.9 MT CO_2e /year/capita, respectively, which would not exceed the efficiency metric of 2.8 MT CO_2e/year/capita. **(Less than Significant Impact)**

Impact GHG-2:	The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less Than Significant Impact)**

The project would be consistent with the City's General Plan policies [specifically Policy HE-23 of increasing energy efficiency standards in new and existing housing developments], Green Vision, and Green Building Ordinance because the project proposes to be constructed in compliance with the current California Green Building Standards Code (Title 24), which requires efficient windows, insulation, lighting, ventilation systems, and other features that reduce water and energy consumption. The proposed project also has a low number of vehicle miles traveled (VMT) since many of the future residents would be District employees and would have a short commute or have no commute to work.

The project would comply with the requirements of the Green Building Ordinance and the Title 24 Building Code, which requires proposed buildings to be constructed with various measures that would reduce GHG emissions from the project. For this reason, the project would be consistent with the City's General Plan, Green Vision, and Green Building Ordinance. **(Less Than Significant Impact)**

4.8 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based on a Phase I Environmental Site Assessment prepared by Strata Environmental in May 2018. A copy of this report is included as Appendix D of this Initial Study.

4.8.1 Environmental Setting

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include motor oil and fuel, metals (e.g., lead, mercury, arsenic), asbestos, pesticides, herbicides, and chemical compounds used in manufacturing and other activities. A substance may be considered hazardous if, due to its chemical and/or physical properties, it poses a substantial hazard when it is improperly treated, stored, transported, disposed of, or released into the atmosphere in the event of an accident. Determining if such substances are present on or near project sites is important because exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

4.8.1.1 *Regulatory Framework*

Federal and State

Hazardous Materials Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, and the Resource Conservation and Recovery Act (RCRA). In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. The California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Cortese List

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC), State

Water Resources Control Board (SWRCB), and San Mateo County. The project site is not on the Cortese List.[24]

City of Daly City General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects within the City. The following policies are specific to hazards and hazardous materials and are applicable to the proposed project.

City of Daly City Relevant Hazardous Material Policies

Policy	Description
Policy LU-18	Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.
Task LU-18.1	Ensure that potentially significant environmental impacts associated with development proposals are properly mitigated through conditions of approval, mitigation measures, project design, or project denial. In cases where the impacts may not be completely preventable but will not significantly disrupt the community, the City may recognize that the benefits of a project may outweigh the environmental consequences. In no case shall the City approve a project that endangers the health, safety, or welfare of the public.
Policy SE-4.2	Cooperate with the County of San Mateo in the regulation of hazardous materials and transportation in the Fire Prevention Services Bureau within the City.
Policy SE-4.6	Require the preparation of a risk assessment to determine site suitability for applications for hazardous materials waste management facilities. Establish the distance requirements for these facilities from public assembly, residential or immobile population and recreation areas and structures. Access impacts from seismic, geologic, and flood hazards, impacts on wetlands, endangered species, air quality and emergency response capabilities; and proximity to major transport routes.

4.8.1.2 *Existing Conditions*

Historic Uses and Known Contamination

The project site was undeveloped prior to 1968 and was developed as a high school parking lot since 1969. Therefore, based on historical information, no known contamination has been recorded on the property.

Polychlorinated Biphenyls (PCBs) and Oil-Filled Equipment

Because of their nonflammable characteristics, polychlorinated biphenyls (PCBs) may be found in oil-filled electrical equipment such as transformers, capacitors, switches, compressors, and heat transfer equipment. U.S. EPA regulation 40 CFR, Part 761 identifies three categories for classifying electrical equipment: less than 50 ppm of PCBs, "Non-PCB"; between 50 and 500 ppm, "PCB-Contaminated"; and greater than 500 ppm, "PCB." PCBs can also be found in hydraulic lift systems such as vehicle lifts, hoists, and elevators. Strata Environmental (Strata), the Phase I consultant,

[24] CalEPA. "Cortese List Data Resources". Accessed October 22, 2018. https://calepa.ca.gov/sitecleanup/corteselist.

inspected the property for the presence of liquid-cooled electrical and hydraulic equipment, which could be potential sources of PCBs and/or petroleum impacts to the property.

Strata observed one pad-mounted transformer located on the south-eastern area of the project site, to the north of the adjacent JUHSD building, in a secured (fenced) area. The transformer is owned by Pacific Gas and Electric (PG&E). Strata could not observe any labeling regarding PCB content from outside the restricted area. Therefore, the oil-filled transformer must be assumed to be PCB-contaminated (range of contamination 50 to 499 ppm) according to U.S. EPA guidance.

However, because the transformer is owned by the utility (PG&E), any release of PCBs from the transformer would be the responsibility of the utility. Further, Strata did not observe evidence of any fires, spills, weeps, stains, or other indications of oil leakage, nor did the site contact report any such incidences associated with the transformer. Except for the pad-mounted transformer, Strata observed no other potential sources of PCBs on the property. Strata did not identify any outstanding issues regarding the potential impact of PCBs to the environmental condition of the project site.

4.8.1.3 *Off-Site Sources of Contamination*

According to the Phase I Environmental Site Assessment prepared for this project, the Exxon gas station (located to the east and downslope of the site) was identified as a small quantity generator of hazardous wastes generating between 100 kg and 1,000 kg of hazardous waste per month. The site had historical releases of hazardous materials that were under the authority of the San Francisco Bay Regional Water Quality Control Board (RWQCB) Region 2 and the San Mateo County Local Oversight Program (SMCLOP). The site was then granted case closure by the RWQCB and the SMCLOP in September of 2001. Based on the closed status of the LUST case and the cleanup activities completed, and the fact that this is not located on the Jefferson High School District campus and is down gradient, this site is not expected to represent a significant environmental concern.

The Jefferson Union High School District had one 550-gallon used oil UST installed in 1969 that was closed in 1979. There were no reported releases and therefore the site is not expected to represent an environmental concern.

4.8.1.4 *Other Hazards*

Airports

The San Francisco International Airport is located approximately 6.7 miles southeast of the project site. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77), requires that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. For the project site, any structure exceeding 200 feet in height above ground would require submittal to the FAA for airspace safety review. The proposed project has a height ranging between 47 and 58 feet, therefore, notification to the FAA would not be required.

Any proposed land use policy actions, including the proposed General Plan amendment/rezoning,

that affect properties within the ALUCP Area B boundary in Daly City (such as the project site) must be referred to the C/CAG Board for an ALUCP consistency review and determination. The Plan would first go to the C/CAG Airport Land Use Committee for review and a recommendation to the C/CAG Board. The Board will consider the ALUC recommendation and evaluate the consistency of the General Plan amendment with the relevant airport/land use compatibility policies and criteria contained in the adopted ALUCP. The C/CAG Board consistency determination must occur before the Daly City City Council can approve the proposed project. If the C/CAG Board determines the project inconsistent, the City Council can override the Board's determination with a supermajority vote upon making necessary findings.

Wildland Fire Hazards

The project site is not located within a Very-High Fire Hazard Severity Zone for wildland fires.

4.8.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
2) 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?	☐	☐	☒	☐
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	☐	☐	☒	☐
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
6) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Impact HAZ-1:	The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. **(Less Than Significant Impact)**

The proposed multi-family housing development would not involve the transport, use, storage or disposal of reportable quantities of hazardous materials. Residents would likely use and store small quantities of household hazardous wastes (i.e., ammonia, paints, oils) which would not be considered significant. During construction, the project may store fuels and chemicals used in the construction of the proposed buildings. **(Less Than Significant Impact)**

Impact 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. **(Less Than Significant Impact)**

The project does not contain contaminated soil or groundwater and therefore would not create a significant hazard to the public through reasonably foreseeable upset. **(Less Than Significant Impact)**

Impact HAZ-3:	The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant Impact)**

The project proposes to construct a multi-family development on the Jefferson Union High School District campus, which contains an adult education school and a preschool. Residents on-site would likely use and store small quantities of household hazardous wastes (i.e., ammonia, paints, oils) which would not be considered significant. Therefore, the proposed residential uses would not use or emit significant quantities of hazardous materials that would have any effect on the Jefferson Union High School District campus. **(Less Than Significant Impact)**

Impact HAZ-4:	The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. **(Less than Significant Impact)**

The project is not located on a site which is included on a list of hazardous materials sites and, therefore, is not anticipated to have any impact on adjacent uses from existing conditions on the site. **(Less Than Significant Impact)**

Impact HAZ-5:	The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

The project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight.

These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. For the project site, any proposed structure of a height greater than 200 feet above ground is required under FAR Part 77 to be submitted to the FAA for review.

The proposed project will be 48 feet in height to the top of the roof. The project site is approximately 480 to 485 feet above mean sea level (amsl). Therefore, the total height of the structure would not exceed 533 feet amsl, which falls under the FAR Part 77 height restrictions of 685 feet amsl, i.e. 200 feet above the site's elevation of 485 feet amsl. **(Less Than Significant Impact)**

Impact HAZ-6:	The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

Compliance with the California Building and Fire Code requirements as amended by the City of Daly City will ensure that people in the new residential development is not exposed to health hazards or potential health hazards. The alignments of the drive aisles on-site and the radii of the corners and curbs are adequate to accommodate the circulation of emergency vehicles. **(Less Than Significant Impact)**

Impact HAZ-7:	The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. **(No Impact)**

The proposed project area is entirely urbanized and does not contain wildlands, nor is it adjacent to wildlands. Therefore, no discussion of wildland fires is included, and wildland hazards are not a concern.[25] **(No Impact)**

[25] City of Daly City. *General Plan Environmental Impact Report, Hazards and Hazardous Materials.* 2012.

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Water Quality Overview

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Federal

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) in order to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRM) that identify Special Flood Hazard Areas (SFHA). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

State

Statewide Construction General Permit

The SWRCB has implemented a NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and

the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Stormwater Permit (MRP)

The San Francisco Bay RWQCB has issued a Municipal Regional Stormwater NPDES Permit[26] (MRP) to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Marin, San Francisco, Contra Costa, Napa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.

Provision C.3 – New Development and Redevelopment

Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated and maintained.

In addition to water quality controls, the MRP requires all new and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to beneficial uses of local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if they do not meet the size threshold, drain into tidally influenced areas or directly into the Bay, drain into hardened channels, or are infill projects in subwatersheds or catchment areas that are greater than or equal to 65 percent impervious.

4.9.1.2 *Existing Conditions*

Surface Water

The project site is located within the Colma Creek Watershed which extends from San Bruno Mountain to its outlet at the San Francisco Bay just north of the San Francisco Airport and south of Point San Bruno. The project site currently functions as a paved parking lot and contains several mature trees. The development location is tributary to a storm drain line in Serramonte Boulevard.

Groundwater

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

[26] MRP Number CAS612008

basin extends from Golden Gate Park in the north and past the San Francisco International Airport in the south. The basin extends to the west beneath the Pacific Ocean at least as far as the San Andreas Fault and to the east an unknown distance beneath San Francisco Bay. 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 fill. 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 quantities of water 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 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 silt and clay strata are referred to as "confined." Both unconfined and confined conditions occur in the Westside Basin. The project site is not located within a natural or facility groundwater recharge area.[27]

4.9.2.2 *Flooding*

The Federal Emergency Management Agency (FEMA) has developed a Flood Hazard Boundary Map (FHBM) and has designated Daly City as a Non-Special Flood Hazard Area (NSFHA). The project site is not located in a 100-year floodplain.

4.9.2.3 *Dam Inundation, Seiches, Tsunamis, and Mudflow Hazards*

No areas in the city are subject to dam inundation. There are no water bodies in Daly City so there is no threat of seiches. A tsunami inundation map prepared by the California Department of Conservation shows a portion of the coast in Daly City as a tsunami inundation area. However, the project site is outside of the tsunami inundation area.

4.9.2.4 *Water Quality*

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as "non-point" source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Surface runoff from roads are collected by storm drains and discharged into Colma Creek. The runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, and animal feces), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

Under existing conditions, the project site consists of a paved parking lot and driveway. The existing ground coverage is approximately 108,830 square-feet impervious surfaces (64.7 percent impervious) and 59,490 sf pervious surfaces (35.3 percent pervious). Site elevations vary from approximately elevation 495 feet to the west and 480 at the main parking lot near the entrance to the site. Stormwater onsite is collected in area drains or inlets and conveyed in below grade pipes to the

[27] City of Daly City. *General Plan Environmental Impact Report, Hydrology.* 2012.

storm drain outfall located in the existing parking lot near the main vehicular entrance. The outfall discharges to an existing 24-inch storm drain main in Serramonte Boulevard that flows to the east.

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede groundwater management of the basin?	☐	☐	☒	☐
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
- result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
- impede or redirect flood flows?	☐	☐	☒	☐
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less Than Significant Impact)**

Construction

Potential negative impacts related to water quality are constrained by existing regulatory systems from the federal to the local level. The Clean Water Act sets minimum water quality standards for all surface waters in the U.S. and requires that industrial, municipal, and construction-related sources of pollution are regulated through the NPDES. The City requires project applicants to submit a stormwater management plan that illustrates full compliance with the Municipal Regional Stormwater NPDES Permit (MRP). This will require the project to include stormwater controls, including site design measures, source controls, treatment measures, low impact development, hydromodification management, and construction best management practices. The City also requires that the project shall comply with the Statewide NPDES General Permit. The SWMPPP Stormwater Management Plan provides programs that commit the City to attaining water quality standards, prevent disposal of hazardous materials, and minimize discharge of sediments into creeks. These policies are reinforced by the discharge prohibitions and requirements for reducing pollutants in storm water in Title 14 and Title 15 of the Municipal Code. Adherence to regulations, policies and standards will ensure that impacts to water quality will be less than significant. **(Less Than Significant Impact)**

Post-Construction Water Quality Impacts

The proposed ground coverage consists of approximately 120,300 square feet impervious surfaces (71.5 percent impervious) and 47,970 square feet pervious surfaces (28.5 percent pervious). The project will increase the amount of impervious surfaces from the existing condition and will require detention to control the peak flow leaving the site. Overall, the proposed condition will increase the site's impervious footprint by approximately 11,520 square feet. The proposed drainage system will consist of area drains, drop inlets, manholes, and stormwater treatment areas with overflow structure, and below grade pipes. The proposed project would have 13 drainage management areas with self-treating landscaping and bioretention zones to treat runoff. The drainage system will convey runoff to the existing outfall located near the main vehicular entrance. With the implementation of stormwater treatment measures, the project would result in less than significant impacts to water quality. **(Less Than Significant Impact)**

Table 4.9-1
Pervious and Impervious Surfaces On-Site

Site Surface	Existing/Pre-Construction (S.F.)	%	Project/Post-Construction (SF)	%	Difference (S.F.)	%
Impervious	108,830	64.7	120,300	71.5	+11,520	+6.8
Pervious	59,440	35.3	47,970	28.5	-11,520	-6.8
Total	168,270	100	168,270	100		

Impact HYD-2:	**The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede groundwater management of the basin. (Less than Significant Impact)**

Daly City receives a large portion of its water supply from the San Francisco Public Utilities Commission (SFPUC) and supplements the SFPUC supply with groundwater pumped from six local wells. During dry periods, groundwater makes up a larger proportion (up to 45 percent) of the City's supply. The proposed project, consisting of 122 multi-family units, would not be expected to result in the need for excessive groundwater pumping from the local wells, and would therefore not substantially decrease groundwater supplies. (see water supply discussion in Section 4.18 Utilities and Service Systems)

There are no designated groundwater recharge areas within the Westside Groundwater Basin. The principal sources of recharge are direct infiltration of rainfall, infiltration of irrigation water, and leakage from water and sewer pipes.[28] As shown in Table 4.9-1, the proposed project would slightly reduce the overall perviousness of the site, resulting a corresponding decrease in infiltration capacity. However, the project's Stormwater Management Plan shows numerous self-retaining, self-treating, and bioretention areas within the landscaping that could provide opportunities for stormwater infiltration. The project would therefore not be expected to substantially interfere with groundwater recharge or impede groundwater management of the basin. **(Less Than Significant Impact)**

Impact HYD-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 or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less Than Significant Impact)**

There are no waterways on the project site and, therefore, redevelopment of the project site would not alter the course of a stream or river. Construction on the site will comply with the City's stormwater regulations to ensure construction activities on the site do not result in increased soil or exceed capacity of the drainage system, or add substantial sources of polluted runoff erosion or siltation off-site. **(Less Than Significant Impact)**

Impact HYD-4:	The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(No Impact)**

[28] *San Francisco Bay Hydrologic Region Westside Groundwater Basin*, California's Groundwater Bulletin 118, January 20, 2006.

The project site is not located in a 100-year floodplain and, therefore, would not place housing within a 100-year flood hazard area or impede or redirect flood flows within a 100-year flood hazard area. The project site, due to its topography, is not subject to seiche, tsunami, or mudslide hazards. **(No Impact)**

Impact HYD-5:	The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

As previously described, the project site is located within the Westside Groundwater Basin. There are existing groundwater management plans for the northwestern portion (North Westside Groundwater Basin Management Plan) and the southern portion (South Westside Basin Groundwater Management Plan) of the Basin. Although the project site technically lies outside of the boundaries of these two management plans, it is within the City of Daly City, which would be the water service provider for the project and is a participant in the South Westside Basin Groundwater Management Plan. The City would implement the groundwater protection and management goals and objectives of the Plan. The project, which proposes to redevelop an existing parking lot into a multi-family housing development, would not conflict with or obstruct the implementation of the Plan. **(Less Than Significant Impact)**

4.10 LAND USE AND PLANNING

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport and Federal Aviation Regulations, Part 77

In 1967, the State legislature adopted legislation requiring the establishment of airport land use commissions in counties with one or more airports serving the general public. Amendments adopted by the legislature in 1970 required each commission to develop comprehensive airport land use compatibility plans (ALUCPs). The purpose of the ALUCPs is to provide for the orderly growth of airports and the surrounding areas to minimize the public's exposure to excessive noise and safety hazards.

The project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the ALUCP.

Furthermore, properties located within the 70 dB CNEL aircraft noise contour for SFO warrant land use controls to promote noise compatibility. The project site is not located within SFO's 70 dB CNEL aircraft noise contour.

The ALUCP also includes airspace protection/height limitation criteria based on Federal Avigation Regulations. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. For the project site, any proposed structure of a height greater than approximately 200 feet above mean ground level is required under FAR Part 77 to be submitted to the FAA for review.

Any proposed land use policy actions, including the proposed General Plan amendment/rezoning, that affect properties within the ALUCP Airport Influence Area B boundary in Daly City (such as the project site), must be referred to the C/CAG Board for an ALUCP consistency review and determination. The Plan would first go to the C/CAG Airport Land Use Committee for review and a recommendation to the C/CAG Board. On September 12, 2019, the Board considered the ALUC recommendation and evaluated the consistency of the project with the relevant airport/land use

compatibility policies and criteria contained in the adopted ALUCP. The C/CAG Board determined the proposed General Plan Amendment and Rezoning and related project entitlements were consistent with relevant ALUCP policies, with a required condition of approval related to real estate disclosure requirements regarding the site's location within the AIA.

City of Daly City General Plan

The project site is designated as *Commercial – Office* in the City's General Plan. The project proposes a General Plan Amendment to *Residential – High Density* to accommodate the proposed residential development. The Land Use Element of the City's General Plan contains policies, recommendations, and actions to avoid or mitigate land use impacts resulting from development within the City. All future development allowed by the project would be subject to conformance with applicable General Plan policies, including those listed below.

Policy	Description
Policy LU-10	Ensure that new single-family homes and duplexes complement the scale, character, and street relationship of existing homes of the neighborhood in which they are constructed.
Task HE-20.1	Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multi-family residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.

City of Daly City Zoning Ordinance

The Zoning Ordinance is provided in Title 17 of the Daly City Municipal Code. The Zoning Ordinance helps promote public health, safety, morals, convenience, comfort, prosperity and general welfare of residents in the City.

The project site is zoned *Planned Development (PD-31)*. This district is designed to accommodate various types of development such as neighborhood and district shopping centers, professional and administrative areas, single-family and multiple-family residential development, commercial service centers and industrial parks or any other use of combination of uses which can appropriately be made a part of a planned development.[29] Currently, the PD-31 zoning district allows the construction of a 175 residential units and 200,000 s.f. of office space. The project proposes an amendment to the PD-31 zoning specific to the 122-unit development.

4.10.1.2 *Existing Conditions*

The project site is located in an urban area with residential uses to the north and west, and a variety of institutional, quasi-public, and commercial uses to the south and east. The project site is bounded by Serramonte Boulevard to the north, Callan Boulevard to the east, Campus Drive to the south and residential buildings on the west. The layout and design of the project does not include any features that would physically divide the community (e.g., impeding roadways or sidewalks).

[29] City of Daly City Municipal Code Chapter 17.28

The project site is currently a paved parking lot and includes a drive way off of Serramonte Boulevard and numerous mature trees. The site is located approximately 1.7 miles southwest of the San Bruno Habitat Conservation Plan boundary. The site is not used for agricultural or forestry uses.

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Physically divide an established community?	☐	☐	☒	☐
2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Impact LU-1: The project would not physically divide an established community. **(Less Than Significant Impact)**

The project site is located in a developed urban area with residential uses to the north and west, and a variety of institutional uses to the south and east. Implementation of the proposed project would result in the construction of 122 multi-family units on the site. The layout and design of the project does not include any features that would physically divide the community (e.g., impeding roadways or sidewalks). For these reasons, the project would not physical divide an established community. **(Less Than Significant Impact)**

Impact LU-2: The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less Than Significant Impact)**

The project site is located in the Serramonte Planning Area, which is the newest large-scale subdivision in Daly City. The project site is designated in the General Plan as *Commercial-Office,* which allows for office and locally-serving commercial uses. In order for the proposed multi-family development to comply with the General Plan, a General Plan Amendment is proposed to *Residential - High Density* which allows residential development of up to 50 dwellings units per acre.

Since the project is an affordable housing project, it would be consistent with the City's Inclusionary Housing Ordinance which was approved in December of 2018. According to the Ordinance, a lack of new affordable units will have a substantial negative impact on the environment because: (1) housing will have to built elsewhere, far from employment centers and therefore commutes will increase, causing increased traffic and transit demand and consequent noise and air pollution; and (2) City businesses will find it more difficult to attract and retain the workers they need. Affordable housing policies contribute to a healthy job and housing balance by providing more affordable housing close to employment centers.

Thus, since this project is proposed on the Jefferson Union High School District, it aligns with the goals of the City's Inclusionary Housing Ordinance in providing affordable housing to staff who work in the school district and can easily get to work. Based on the above discussion, the project would be consistent with the City's General Plan and Inclusionary Housing Ordinance. **(Less Than Significant Impact)**

4.11 MINERAL RESOURCES

4.11.1 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Impact MIN-1: The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)**

The San Mateo County General Plan identifies 13 mineral resources found in San Mateo County and classifies these resources into four categories. Seven of these minerals: chromite, clay, expansible shale, mercury, sand and gravel, sands (specialty), and stone (dimension), are not likely to be used primarily because of limited quantities, urbanization or economic infeasibility.

Due to the fact that the project site is located on urban land in the City of Daly City, there are no significant mineral resources on or in the vicinity of the project site. **(No Impact)**

Impact MIN-2: The project would not result in the loss of availability of locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. **(No Impact)**

Please see the discussion for MIN-1, above. **(No Impact)**

4.12 NOISE

4.12.1 Environmental Setting

4.12.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[30] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

4.12.1.2 *Regulatory Framework*

Federal

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 4.12-1 below. There are established criteria for frequent events (more

[30] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day). These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 4.12-1: Groundborne Vibration Impact Criteria

Land Use Category	Groundborne Vibration Impact Levels (VdB inch/sec)		
	Frequent Event	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83

Source: Federal Transit Administration. *Transit Noise and Vibration Assessment Manual.* September 2018.

State

California Building Standards Code

The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources not exceed 45 L_{dn}/CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

Local

Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport

As discussed in more detail in Section 4.10 Land Use, the project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the ALUCP. The site is located outside of the SFO 70 dB CNEL noise contour.

City of Daly City General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to noise and vibration and are applicable to the proposed project.

City of Daly City Relevant Noise and Vibration Policies

Policies	Description
Policy NE-3	Maintain a CNEL level of not more than 70 dBA L_{eq} in residential areas.
Task NE-3.1	Continue to enforce the environmental noise requirements of the State Building Code (Title 24).
Task NE-5.1	Additional noise studies should be conducted in "Conditionally Acceptable" noise environments to ensure adequate mitigation features are employed. Usually conventional construction with closed windows and fresh air supply systems will maintain a healthy noise environment.
Task NE-2.1	Use the Noise Control Guidelines to assess the suitability of a site for new development in combination with the noise contours to accurately identify areas that may need additional noise study and mitigation. Noise mitigations include additional insulation, double glazing of windows and increasing building setbacks from the noise source. Mitigations should also be creative and attractive whenever possible and appropriate. Creative noise mitigation measures can include incorporation of fountains using water to mask freeway noise and noise walls of an appropriate scale painted with decorative murals.
Task HE-4.2	For all development proposals with the 65dB CNEL noise contour, the City shall require a noise study that identifies the proposed project's compliance with requirement of Task 4.1. If the project qualifies for review under the California Environmental Quality Act (CEQA), the City shall incorporate the noise study and any mitigation measures into the CEQA document and shall adopt findings that the project, as conditioned, complies with the interior noise level requirement.
Policy NE-1	Use the future noise contour map to identify existing and potential noise impact areas.
Task NE-9.1	Depending upon the hours of operation, intensity of use, and the location of sensitive receptors in the area, the expansion or change of use could cause noise impacts. Acoustical studies should be performed, at the applicant's expense, during the discretionary and environmental review processes and conditions should be placed on the project accordingly.
Task NE-11.3	Require all future development within the Airport Influence Area B boundary for San Francisco International Airport to conform to the relevant height/airspace protection, aircraft noise, and safety policies and land use compatibility criteria contained within the most recent adopted version of the comprehensive airport/land use compatibility plan (ALUCP) for the environs of San Francisco International Airport.

City of Daly City Municipal Code

Title 9 – Public Peace, Morals and Welfare

Chapter 9.22 of the Daly City Municipal Code contains language to protect residents from excessive noise exposure. Section 9.22.010 prohibits an individual from causing a disturbance such that it disturbs the public peace off-site. Section 9.22.020 states that no person shall maintain, operate, or conduct any loudspeaker or amplifier in such a manner as to cause the sound to be projected outside any building or out of doors in any part of the City without first obtaining a permit to do so. Section 9.22.030 deals more specifically with noise and states that between the hours of 10:00 p.m. and 6:00 a.m. no person shall cause, create, or permit any noise which may be heard beyond the confines of the property of origin. The Police Department enforces Chapter 9.22 of the Municipal Code.

Title 15 – Buildings and Construction

Section 15.00.130 requires any home, constructed after January 1, 1993 or renovated at a cost equal to twenty-five percent or more of the value of the home and located within the 65 CNEL (FAA approved) contour map that is illustrated on the Aircraft Noise Soundproofing Project Area Map, must be insulated to meet standards applied in noise insulation programs supported by the Federal Aviation Administration. The project site is not within the 65 CNEL noise contour.

Title 17 – Zoning

Title 17 of the Daly City Municipal Code provides for discretionary review of projects through the use permit and variance process. An application for development is analyzed in light of many concerns including comparing the proposed use against the noise contours and Noise Compatibility Guidelines. The Planning Division attaches conditions of project approval to reduce noise impacts to future occupants of the proposed development as well as conditioning times construction activities may occur in order to reduce noise impacts to surrounding land uses.

4.12.1.3 *Existing Conditions*

The project site is bounded by Serramonte Boulevard to the north, a variety of institutional, quasi-public, and commercial uses to the east and south, and residences to the west. The noise environment on the project site results primarily from vehicular traffic along Serramonte Boulevard and aircraft departures from the San Francisco International Airport (SFO). According to the General Plan EIR, the existing roadway noise ranges between 65 to 70 dBA. The project site is not within the 65 CNEL noise contour for SFO.

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
2) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Impact NOI-1: The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less Than Significant Impact With Mitigation Incorporated)**

Permanent Noise Impacts

The proposed project would add a total of approximately 893 total average daily trips on to surrounding roadways including Serramonte Boulevard and Callan Boulevard. This would not double the existing volumes of traffic on Serramonte Boulevard or Callan Boulevard and therefore would not result in a permanent increase in ambient noise levels in the vicinity of the project area. **(Less Than Significant Impact)**

Temporary Noise Impacts

The construction schedule assumes that the project would be built out over a period of approximately 13 months beginning in 2020. The project would be constructed in six different phases: paving demolition, site preparation, grading, building construction, paving, architectural coating. The demolition phase would take approximately 20 days. The site preparation phase would take approximately five days. The grading phase would take approximately eight days. The building construction phase would take approximately 230 days (eight months). The paving phase would take approximately 18 days. The architectural coating phase would take approximately 18 days. The project does not include construction activities that would generate substantial loud noise such as building demolition, excessive grading or soil removal, and pile driving.

Project implementation would result in intermittent short-term noise impacts resulting from construction-related activities. However, this temporary impact would be reduced via implementation of Best Management Practices (BMPs). BMPs are required at the time of building permit issuance for all development and would reduce any impacts of additional noise level exposure to insignificance. Such BMPs include requirements for construction vehicles and equipment to be

properly muffled. Construction hours would be limited to 8:00 AM to 5:00 PM, Mondays through Fridays. Construction on weekends and holidays will be prohibited to avoid inconveniencing neighbors.

Mitigation Measure: The applicant shall incorporate the following practices into the construction documents to be implemented by the project contractor:

MM NOI – 1.1:

- Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
  - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;
  - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
  - Locate stationary equipment to minimize noise impacts on the community;
  - Minimize backing movements of equipment;
- Use quiet construction equipment whenever possible;
- Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible;
- Prohibit unnecessary idling of internal combustion engines; and
- Select routes for movement of construction-related vehicles and equipment in conjunction with the Daly City Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible.
- The project sponsor shall designate a "disturbance coordinator" for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.
- The construction contractor shall send advance notice to neighborhood residents within 300 feet of the project site regarding the construction schedule and including the telephone number for the disturbance coordinator at the construction site.

With the implementation of the following mitigation measures, the proposed project would reduce noise impacts to a less than significant level. **(Less Than Significant Impact With Mitigation Incorporated)**

Impact NOI-2:	The project would not result in generation of, excessive groundborne vibration or groundborne noise levels. **(Less than Significant Impact)**

Construction of the proposed residential development would not require pile driving or other significant vibration caused by construction activity. Therefore, the construction of the proposed

development would not generate vibration levels that exceed limits defined by the City of Daly City. **(Less Than Significant Impact)**

4.13 POPULATION AND HOUSING

4.13.1 Environmental Setting

4.13.1.1 *Regulatory Framework*

4.13.1.2

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[31] The City of Daly City's Housing Element and related land use policies were last updated in 2014.

Regional and Local

Plan Bay Area 2040

Plan Bay Area 2040 is a long-range transportation, land-use, and housing plan intended support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution and GHG emissions in the Bay Area. Plan Bay Area 2040 promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).[32] The site is not located within a PDA.

ABAG allocates regional housing needs to each city and county within the nine-county San Francisco Bay Area, based on statewide goals. ABAG also develops forecasts for population, households, and economic activity in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Regional Forecast of Jobs, Population, and Housing, which is an integrated land use and transportation plan through the year 2040 (upon which Plan Bay Area 2040 is based).

[31] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed April 27, 2019. http://hcd.ca.gov/community-development/housing-element/index.shtml.
[32] Association of Bay Area Governments and Metropolitan Transportation Commission. "Project Mapper." http://projectmapper.planbayarea.org/.

4.13.1.3 *Existing Conditions*

According to California Department of Finance 2019 Census data, Daly City's population for 2019 was 109,122 persons.[33] In 2019, there were 33,363 households with an average of 3.37 persons per household.[34]

The jobs/housing balance is the relationship between the number of housing units required as a result of local jobs and the number of residential units available in the City. This relationship is quantified by the jobs/employed resident ratio. When the ratio reaches 1.0, a balance is struck between the supply of local housing and local jobs. The jobs/employed resident ratio is determined by dividing the number of local jobs by the number of employed residents that can be housed in local housing. The jobs/employed residents' ratio for Daly City in 2010 was 0.41, which means that there were 0.41 jobs for every employed resident in the City.

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact POP-1: The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). **(Less Than Significant Impact)**

Implementation of the project will create more housing by adding a net increase of 122 dwelling units to the City's housing supply. This increase in housing would result in a net increase in local population by approximately 411 residents.[35] The number of additional residents will be part of the planned growth in the General Plan, which accommodates an increased population of up to approximately 2,157 new dwelling units. Therefore, the project would not result in additional

[33] State of California, Department of Finance. E-1 Population Estimates for Cities, Counties, and the State—January 1, 2018 and 2019. July 2019. Available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/
[34] State of California, Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State—2011-2019 with 2010 Census Benchmark. July 2019. Available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/
[35] Based on the latest Department of Finance data, the average residents per household is 3.37. 3.37 residents per household x 122 net new units = 411 residents.

housing than currently anticipated in the General Plan and the impact would be less than significant. **(Less Than Significant Impact)**

Impact POP-2:	The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(No Impact)**

The project site is currently a paved parking lot. Therefore, the City would not require replacement housing to be constructed as there is no existing housing on the property. There would be no impact. **(No Impact)**

4.14 PUBLIC SERVICES

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Regional and Local

City of Daly City Capital Plan

In 2008, the City expanded its Capital Plan to cover a 20-year period. It was estimated that 2.8 million square feet of commercial space and 2,641 residential units would be added to the City, which is slightly more than projected with the 2013 General Plan. The study also projected the extent of capital improvements for public facilities which would be needed in the City over the same time period. The City identified the capital improvements which would be needed to provide City services to all areas over the next 20 years. The relationship between the additional projected commercial and residential development and the need for improvements in public facilities were analyzed. The City formulated impact fees that are based on the extent to which any need for new public facilities is attributed to new development.

Daly City General Plan Relevant Public Service Policies

Policies	Description
SE-3.1	Support and maintain the City's Insurance Service Office (ISO) rating of a Class 2, which establishes the fire insurance rates for the City.
SE-3.2	Provide for a seven (7) minute total reflex time for arrival of a first due company to 90 percent of all emergency incidents.
SE-3.3	Provide for an eleven (11) minute total reflex time for arrival of multiple fire companies to 90 percent of all structure fires.
SE-3.4	Maintain fire company reliability, whereby 90 percent of all incidents are handled by the district fire company.

4.14.1.2 *Existing Conditions*

Fire Protection

The City of Daly City is served by the North County Fire Authority (NCFA), a Joint Powers Authority (JPA) which currently serves the communities of Brisbane, Daly City, and Pacifica. The NCFA responds to all fires, hazardous materials spills, and medical emergencies in the City. The closest station to the project site is Station No. 94, located at 444 Gellert Boulevard, approximately 0.7 miles southeast of the project site.

Police Protection Service

Police protection services for the project site are provided by the Daly City Police Department, which is headquartered at 333 90th Street, approximately two miles north of the project site. The Daly City Police Department employs 111 sworn and 43 non-sworn personnel.

Schools

The project site is located within the Jefferson Elementary Unified School District, and the Jefferson Union High School District. Students in the project area would attend Daniel Webster Elementary School and Fernando Rivera Middle School. Students would attend one of the four high schools, Terra Nova High School, Oceana High School, Westmoor High School, or Jefferson High School, depending on the capacity of each facility. The closest high school to the project site is Westmoor High School, approximately 1.7 miles from the project site.

Parks

The City currently has a number of public and private recreational open spaces. Public recreational open space consists of City parks and related facilities, and State and County parks. Private recreational open space consists of private golf and country clubs which limit access only to members.

Thirteen municipal parks and twelve tot lots are located in Daly City, resulting in a total of 82.95 acres of developed public recreational open space. The City has 27 recreational facilities dispersed throughout the various City neighborhoods to serve residents. Gellert Park is located directly south of Hickey Boulevard, approximately 0.7 miles southeast of the project site.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire Protection?	☐	☐	☒	☐
2) Police Protection?	☐	☐	☒	☐
3) Schools?	☐	☐	☒	☐
4) Parks?	☐	☐	☒	☐
5) Other Public Facilities?	☐	☐	☒	☐

Impact PS-1: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services. **(Less Than Significant Impact)**

As part of the permitting process, the North County Fire Department would review project plans before permits are issued to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project in compliance with all applicable state and city fire safety regulations. Because the proposed project is not anticipated to generate additional demand for fire protection services, and would not result in the need for new or expanded facilities, the project's potential impact on fire protection services would be less than significant. **(Less Than Significant Impact)**

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. **(Less Than Significant Impact)**

The proposed project would not result in an increased demand for police services or require the expansion or construction of police facilities. The project's potential impact on police services would be less than significant. (**Less Than Significant Impact)**

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. **(Less Than Significant Impact)**

According to historic enrollment rates for school districts in Daly City (2012), enrollment in Jefferson Elementary School District has remained stable, and enrollment in Jefferson Union High School District has slightly declined within the last decade. According to the Developer Fee Justification Study for Jefferson Elementary School District published in 2014, the state-wide student generation factor which identifies the number of students per housing unit is 0.5 for grades K-8.[36] Therefore, using this rate, the proposed project would generate approximately 61 new students that would attend Daniel Webster Elementary and Fernando Rivera Middle School. The Jefferson Union High School District has a student yield factor of 0.08 high school students per new multi-family dwelling unit.[37] Therefore, the residential development would result in approximately nine new students attending Terra Nova High School, Oceana High School, Westmoor High School, or Jefferson High School depending on the capacity at each facility. Table 3.11-3 of the General Plan EIR presented future enrollment within the various school districts that serve Daly City, and concluded that after accommodating modest growth in student population from General Plan buildout, the Jefferson Elementary School District would have available capacity of 693 students, and Jefferson High School District would have available capacity of 573 students. Therefore, while the proposed project involves a General Plan Amendment to allow housing and represents an additional 61 elementary students and nine new high school students beyond what was projected in the General Plan EIR, adequate capacity exists within both the elementary school and high school districts serving the project population. Under, Section 65996 of the State Government Code, payment of school impact fees established by SB 50 is deemed to constitute full and complete mitigation for school impacts from development. Fulfillment of this requirement would mitigate the development of residential uses' impacts to schools to a less than significant level. **(Less Than Significant Impact)**

[36] Jefferson Elementary School District. *Developer Fee Justification Study for Jefferson Elementary School District.* February 2014. Accessed July 21, 2017.
[37] ESA Associates. *Brisbane Baylands Draft EIR*, page 4.L-21. June 2013. Accessed July 20, 2017.

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. **(Less Than Significant Impact)**

The City of Daly City is served by several parks and recreational facilities, including 13 municipal parks and 12 tot lots, resulting in a total of 82.95 acres of developed public recreational open space which equals approximately 0.82 acres per 1,000 residents. However, according to the General Plan EIR, this parkland to population ratio does not take into account the numerous regional park facilities accessible to residents.

San Bruno Mountain State and County Park, a 2,063-acre park located in the Hillside Planning Area, includes multiple recreational facilities and trails. At the coastline, Thornton Beach State Park includes a panoramic overlook and parking lot adjacent to Highway 1, at the end of John Daly Boulevard. Lake Merced, which is adjacent to the city limits, north of the Westlake Planning Area, is a freshwater lake located in San Francisco but utilized by many Daly City residents due to its proximity. Lake Merced includes a circuit path all the way around as well as facilities such as picnic areas and barbeques. Additionally, the Fort Funston/Golden Gate National Recreation Area is also adjacent to the city limits, north of the Westlake Planning Area, and includes multiple trails. The abundance of regional open space around Daly City indicates that residents have access to more open space than shown in the above ratio, although these facilities are trail-oriented, rather than active facilities (such as those that include playfields).

Based on the City's current parkland dedication ratio of three acres per 1,000 residents in the Municipal Code, the City will need to provide 15.8 acres of parkland to meet future need resulting from anticipated population growth (without ameliorating existing deficiencies). To meet this demand, the General Plan proposes a task to develop part of the 140-acre undeveloped Mussel Rock area into a park for community use. The program for the park will be further developed through Program RME-3 which calls for the preparation of a Parks and Recreation Analysis and Master Plan. The Parks and Recreation Analysis and Master Plan will address existing and future opportunities for parks and recreational services for the city and guide the planning, selection, dedication and funding of future park land in the city. The Master Plan would allow priorities to be adopted and identify park site locations and development plans be determined at the time the acquisition and development process begins. The General Plan includes policies and programs to help parkland development to meet additional recreational need, which would reduce impact to a less than significant level. The existing park facilities that would serve future project residents would not suffer from physical deterioration from overuse given the modest project population and the City's ongoing maintenance activities. **(Less Than Significant Impact)**

Impact PS-5:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities. **(Less Than Significant Impact)**

The proposed residential development, with the addition of approximately 411 residents, would not result in the need for other government facilities, such as libraries, to be constructed. **(Less Than Significant Impact)**

4.15 RECREATION

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Local

Parkland Dedication

The City of Daly City Municipal Code currently has parkland dedication standards within Title 16 – Subdivisions. Section 16.30.400 of the Municipal Code has a standard for parks of three acres per 1,000 people. This requirement may be satisfied through either on-site park construction, land dedication, or an in-lieu fee equal to the land value plus ten percent towards costs of off-site improvements.[38]

City of Daly City General Plan Policies

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to recreational resources and are applicable to the proposed project.

City of Daly City Relevant Recreation Policies

Policy	Description
Program RME-3	The preparation of a Parks and Recreation Analysis and Master Plan is proposed to address existing and future opportunities for parks and recreational services for the City. Envisioned as a ten-year plan, the Master Plan is to be a comprehensive document that will include a format for the planning, selection, dedication and funding of future park land in the City. A park system analysis would inventory existing park sites and outline future needs of the current park space. The proposed Master Plan will focus on the planning for new sites or expanding and/or improving existing sites. In addition, the Master Plan would allow priorities to be adopted and individual park site locations and development plans.
Task RME-12.1	Program for and undertake improvements to develop Mussel Rock Park as a passive recreational area for community use (see also Task CST-1.4). All improvements within the park shall be in substantial conformance with a Public Access Management Plan prepared for the site which shall include the following:

[38] City of Daly City. *Municipal Code 16.30.050.* Accessed July 20, 2017.

	1. Public access paths provided in such a way as to ensure connectivity, maximize utility, and provide access along the entirety of the park site. 2. Public access amenities (such as benches, table and chairs, bicycle racks, trash and recycling receptacles, etc.), including benches in the public view overlook at appropriate locations. 3. Public access signs to facilitate, manage, and provide public access to the park, including the provision of directional signs. 4. At a minimum, two interpretive panels relevant to the site shall be provided at locations that maximize their utility.
Program RME-14	Prioritize the dispersal of park in-lieu fees collected from the development of new subdivisions to ensure that the fees are spent in the appropriate areas (see Program RME-3).

4.15.1.2 *Existing Conditions*

Thirteen municipal parks and twelve tot lots are located in Daly City, resulting in a total of 82.95 acres of developed public recreational open space. School playgrounds also provide recreational open space opportunities in the City. The City has twenty-seven recreational facilities dispersed throughout the various City neighborhoods to serve city residents.

As discussed in Section 4.14 Public Services, Gellert Park is located directly south of Hickey Boulevard, approximately 0.7 miles southeast of the project site.

4.15.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Impact REC-1:	The project would not increase in 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. **(Less Than Significant Impact)**

The City of Daly City is served by several parks and recreational facilities, including 13 municipal parks and 12 tot lots, resulting in a total of 82.95 acres of developed public recreational open space which equals approximately 0.82 acres per 1,000 residents. However, according to the General Plan

EIR, this parkland to population ratio does not consider the numerous regional park facilities accessible to residents.

San Bruno Mountain State and County Park, a 2,063-acre park located in the Hillside Planning Area, includes multiple recreational facilities and trails. At the coastline, Thornton Beach State Park includes a panoramic overlook and parking lot adjacent to Highway 1, at the end of John Daly Boulevard. Lake Merced, which is adjacent to the city limits, north of the Westlake Planning Area, is a freshwater lake located in San Francisco but utilized by many Daly City residents due to its proximity. Lake Merced includes a circuit path all the way around as well as facilities such as picnic areas and barbeques. Additionally, the Fort Funston/Golden Gate National Recreation Area is also adjacent to the city limits, north of the Westlake Planning Area, and includes multiple trails. The abundance of regional open space around Daly City indicates that residents have access to more open space than shown in the above ratio, although these facilities are trail-oriented, rather than active facilities (such as those that include playfields).

Based on the City's current parkland dedication ratio of three acres per 1,000 residents in the Municipal Code, the City will need to provide 15.8 acres of parkland to meet future need resulting from anticipated population growth (without ameliorating existing deficiencies). To meet this demand, the General Plan proposes a task to develop part of the 140-acre undeveloped Mussel Rock area into a park for community use. The program for the park will be further developed through Program RME-3 which calls for the preparation of a Parks and Recreation Analysis and Master Plan. The Parks and Recreation Analysis and Master Plan will address existing and future opportunities for parks and recreational services for the city and guide the planning, selection, dedication and funding of future park land in the city. The Master Plan would allow priorities to be adopted and identify park site locations and development plans be determined at the time the acquisition and development process begins. The General Plan includes policies and programs to help parkland development to meet additional need which would reduce impact to a less than significant level.

In addition, the City of Daly City Municipal Code currently has parkland dedication standards within Title 16 – Subdivisions. Section 16.30.040 of the Municipal Code has a standard for parks of three acres per 1,000 people. In order to meet this requirement, the proposed project would be required to allot 1.16[39] acres of land as parkland or pay an in-lieu fee equal to the value of the land (plus ten percent toward costs of off-site improvements) according to the Municipal Code parkland dedication standard. Since the project would develop housing and is not suited for public parkland, the project proposes to pay in-lieu fees to offer recreational demand for parkland. **(Less Than Significant Impact)**

Impact REC-2:	The project would not include recreational facilities or require the construction of expansion of recreational facilities which might have an adverse physical effect on the environment. **(Less Than Significant Impact)**

Please see the above discussion for Impact REC-1. **(Less Than Significant Impact)**

[39] 3.18 x 3 acres x 122 New Dwelling Units/ 1,000 residents = 1.16 acres of parkland

4.16 TRANSPORTATION

The following is based upon a Transportation Impact Analysis prepared for the project by Hexagon Transportation Consultants in September 2019. A copy of the report is included in Appendix E of this Initial Study.

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Regional Transportation Planning

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes the region's Sustainable Communities Strategy (integrating transportation, land use, and housing to meet GHG reduction targets set by CARB) and Regional Transportation Plan (including a regional transportation investment strategy for revenues from federal, state, regional and local sources over the next 24 years).

Senate Bill 743

Senate Bill 743 (SB 743), which became effective September 2013, initiated reforms to the CEQA Guidelines to establish new criteria for determining the significance of transportation impacts that "promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses." Specifically, SB 743 directs the Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines to replace automobile delay—as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion—with vehicle miles traveled (VMT) as the recommended metric for determining the significance of transportation impacts. OPR has approved the CEQA Guidelines implementing SB 743. Beginning on July 1, 2020, the provisions of SB 743 will apply statewide.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant, or not. Notably, projects that locate within one half mile of transit, such as this project, should be considered to have a less than significant transportation impact based on OPR guidance.

Local

San Mateo County Congestion Management Program

The City/County Association of Governments (C/CAG), as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation

needs, develop procedures to alleviate and control congestion, and promote countywide solutions. Also included in the CMP is the Traffic Impact Analysis (TIA) Policy, which provides uniform procedures to analyze traffic impacts.

4.16.1.2 *Methodology*

Daly City Level of Service Standards

Traffic conditions were evaluated using level of service (LOS). LOS is a qualitative description of operating conditions ranging from LOS A (free-flow conditions with little or no delay) to LOS F (jammed conditions with excessive delays). The analysis methods for signalized and unsignalized intersections are described below.

Signalized Intersections

The intersection analysis for signalized intersections is based on the *2010 Highway Capacity Manual* LOS methodology. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City's General Plan has established that if the addition of project traffic degrades an intersection LOS to below LOS D during weekday morning and evening peak traffic periods, the project would have a significant impact on traffic. For intersections operating at LOS E or F, any increase in delay is considered a significant impact. The correlation between the levels of service and average control delay for signalized intersections is shown in Table 4.16-1 below.

Table 4.16-1:
Signalized Intersection Level of Service Standards

Level of Service	Description	Average Control Delay Per Vehicle (seconds)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop compared to LOS A, causing high levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0

Table 4.16-1: Signalized Intersection Level of Service Standards		
Level of Service	**Description**	**Average Control Delay Per Vehicle (seconds)**
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high V/C ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels	Greater than 80.0

Unsignalized Intersections

According to Daly City's General Plan, the minimum acceptable standard for unsignalized intersection operations is LOS D. The correlation between the levels of service and average control delay for unsignalized intersections is provided in Table 4.16-2 below.

Table 4.16-2: Unsignalized Intersection Level of Service Standards		
Level of Service	**Description**	**Average Control Delay Per Vehicle** (seconds)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	Greater than 50.0

Caltrans Level of Service Standards

Some of the project's study intersections are maintained by Caltrans and are State highway facilities. As stated in the Caltrans' Guide for the preparation of Traffic Impact Studies: "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and "D" on State highway facilities, however, Caltrans acknowledges that may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing Measure of Effectiveness (MOE) should be maintained." Because Daly City is the lead agency for this project, the LOS standards and impact criteria used in this report were based on Daly City standards.

Study Intersections

The traffic analysis evaluated the impacts of the proposed project on one signalized intersection and four unsignalized intersections during the weekday AM and PM peak hour and PM school peak hour periods of traffic. The AM peak hour is between 7:00 AM and 9:00 AM and the PM peak hour period is between 4:00 PM and 6:00 PM. The school PM peak hour is between 2:00 PM and 4:00 PM. The study intersections are listed below and shown on Figure 4.16-1.

1. St. Francis Boulevard and Clarinada Avenue
2. SR 1 SB ramps and Clarinada Avenue
3. St. Francis Boulevard and Serramonte Boulevard
4. SR 1 NB ramps and Serramonte Boulevard
5. Callan Boulevard and Serramonte Boulevard

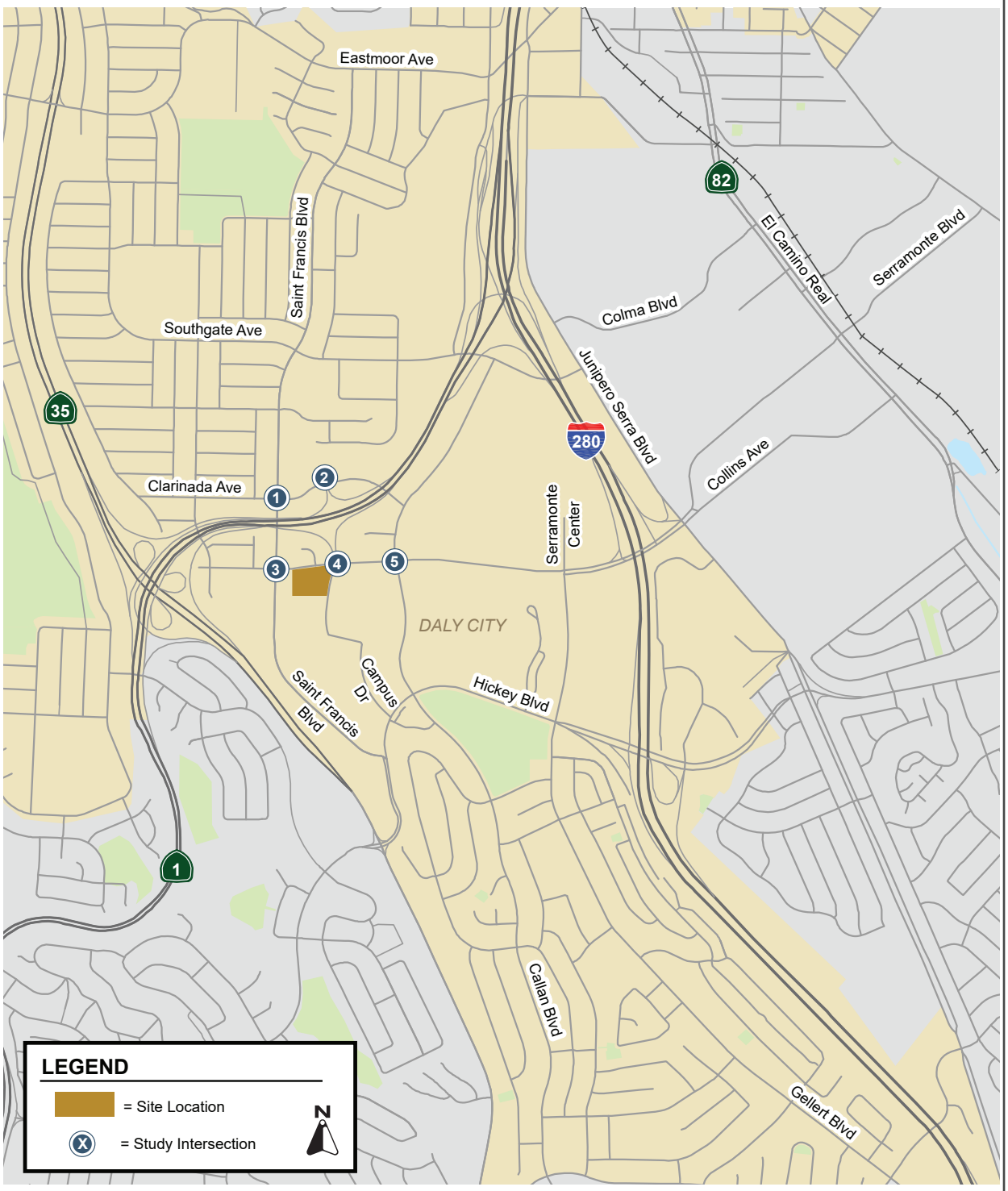
None of the study intersections are Congestion Management Program (CMP) intersections.

Traffic Scenarios Analyzed

Traffic conditions at study intersections were evaluated for two scenarios: existing conditions and existing plus project. Table 4.16-3 below describes each scenario.

Table 4.16-3:
Traffic Scenarios Analyzed

Scenario	Description
Existing Conditions	Existing conditions are represented by existing peak hour traffic volumes on the existing roadway network.
Existing Plus Project Conditions	Existing plus project conditions were estimated by adding projected project peak hour trips generated by the proposed residential project to the existing condition. Project generated traffic was estimated using data provided by the Jefferson Union School District and the vehicular trip generation rates recommended by the Institute of Transportation Engineers manual entitled *Trip Generation, 10th Edition*.



Source: Hexagon Transportation Consultants, Inc.

STUDY INTERSECTIONS | FIGURE 4.16-1

4.16.1.3 *Existing Conditions*

Roadway Network

Regional access to the project site is provided by Interstate 280 (I-280) and State Route 1 (SR 1). Local access to the project site is provided via Serramonte Boulevard, Callan Boulevard, St. Francis Boulevard, and Clarinada Avenue

Regional Access

Interstate 280 (I-280) is an eight- to twelve-lane freeway with a posted speed limit of 65 miles per hour. The north-south freeway connects Daly City with nearby cities, such as San Francisco and San Bruno, and regional destinations, such as San Jose. It also provides access to the greater freeway network with direct connections to Interstates 680 and 880, U.S. Highway 101, and State Routes 1, 92, and 85. The project is served by an interchange at Serramonte Boulevard. The Serramonte Boulevard interchange provides access to and from I-280 north of the site, via southbound off-ramps from and northbound on-ramps to I-280.

State Route 1 (*SR 1*) is a four- to eight-lane freeway in the vicinity of the project with a posted speed limit of 65 miles per hour. It provides regional access to the project site from San Francisco to the north via its interchange with I-280. The project is served by a hook-ramp interchange on SR 1. The northbound SR 1 off- and on-ramps at Serramonte Boulevard provide direct access into and out of the site at the SR 1 NB ramps/Project Driveway & Serramonte Boulevard intersection. Access to and from southbound SR 1 is provided by the southbound SR 1 on- and off-ramps at Clarinada Avenue.

Local Access

Serramonte Boulevard is a four-lane, east-west roadway that extends from Hillside Boulevard (in the Town of Colma) in the east, to St. Francis Boulevard in the west. The 600-foot segment of Serramonte Boulevard between St. Francis Boulevard and the SR 1 NB ramps/Campus Drive/Project Driveway intersection is two-lanes wide. Serramonte Boulevard provides direct access to the project site via the project driveway located directly opposite the SR 1 northbound ramps. The posted speed limit is 30 mph in the project vicinity.

Callan Boulevard is a two- to four-lane, north-south roadway that connects Southgate Avenue, Serramonte Boulevard, and residential land uses to the south of Hickey Boulevard. Within the vicinity of the project, parking is allowed in the east side of the roadway and sidewalks are present along both sides of the street.

Clarinada Avenue is a two- to four-lane, east-west street that connects residential land uses west of St. Francis Boulevard with Callan Boulevard and two lanes south of Serramonte Boulevard. South of Hickey Boulevard, Callan Boulevard has two lanes with a two-way center left-turn lane.

Campus Drive is a two-lane, north-south private street that provides access to both Serramonte Boulevard to the north and Hickey Boulevard to the south. It provides direct access to the project site via Serramonte Boulevard and the SR 1 northbound ramps. Campus Drive intersects Serramonte Boulevard opposite the intersection at Kent Court. Campus Drive was redesigned with a gate at the southern entrance to the district campus to prohibit access between Serramonte Boulevard and

Hickey Boulevard and is proposed as part of the current staff housing project to be realigned to intersect Serramonte Boulevard opposite the SR 1 northbound ramps.

Pedestrian and Bicycle Facilities

There are existing Class II bike lanes in the following locations near the project vicinity:

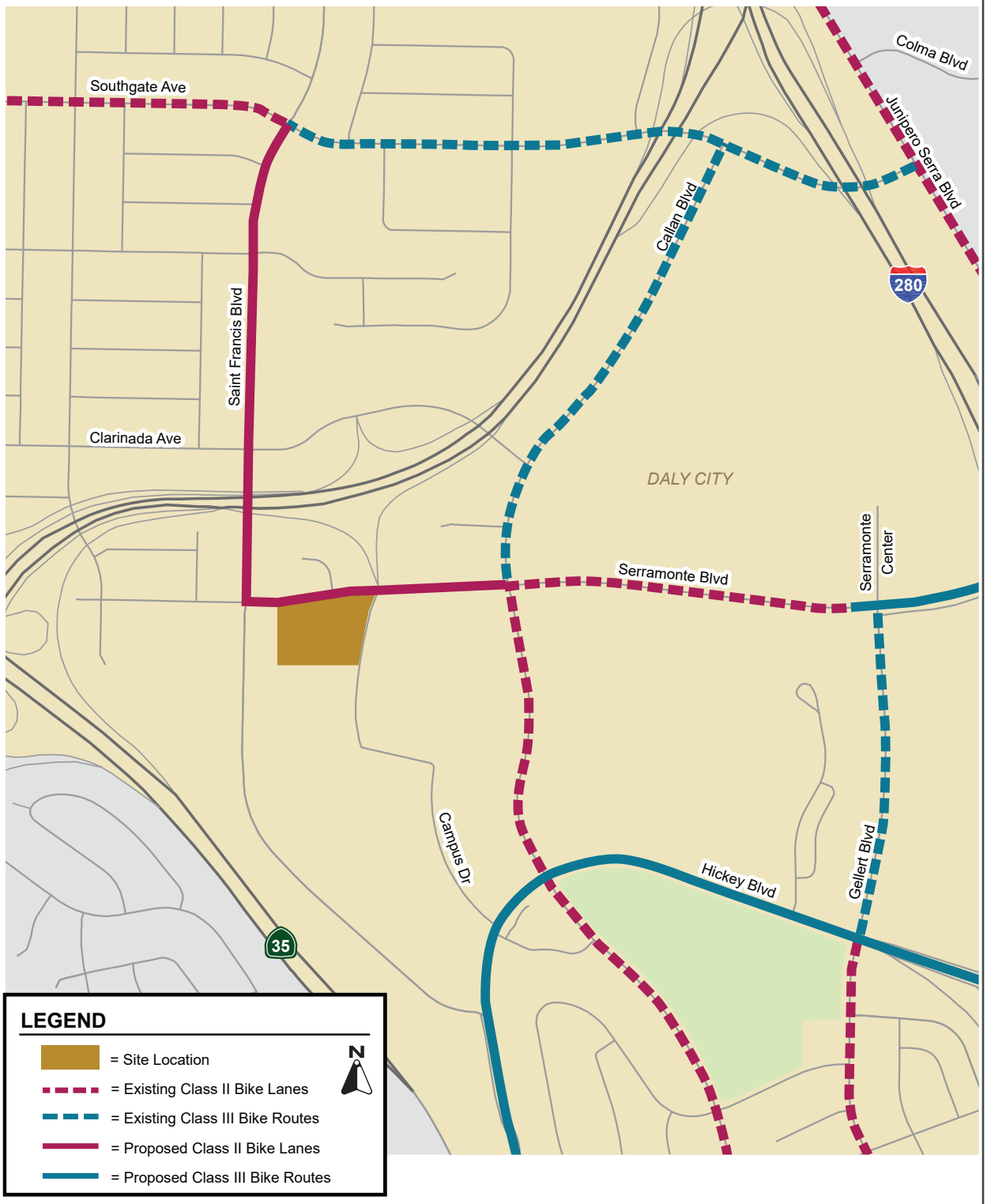
- Serramonte Boulevard between Callan Boulevard and Gellert Boulevard;
- Serramonte Boulevard between St. Francis Boulevard and Callan Boulevard
- Serramonte Boulevard between Gellert Boulevard and Junipero Serra Boulevard
- Saint Francis Boulevard between Serramonte Boulevard and Southgate Avenue
- Callan Boulevard from Serramonte Boulevard to the southern city limit at King Drive;
- Southgate Avenue west of St. Francis Boulevard;
- Gellert Boulevard south of Hickey Boulevard; and
- Junipero Serra Boulevard from F Street to Hickey Boulevard
- Hickey Boulevard between SR 35 (city limit) and Junipero Serra Boulevard

The existing Class III bike routes in the area are:

- Callan Boulevard between Serramonte Boulevard and Southgate Avenue;
- Gellert Boulevard between Serramonte Boulevard and Hickey Boulevard; and
- Southgate Avenue between St. Francis Boulevard and Junipero Serra Boulevard

Figure 4.16-2 shows the existing and proposed bicycle facilities.

Pedestrian activity was observed during the traffic counts. The count periods were 7:00 AM to 9:00 AM and 2:00 PM to 6:00 PM. Pedestrian activity at the St. Francis Boulevard/Clarinada Avenue intersection is fairly heavy, ranging between 40 and 80 pedestrian crossings per hour. Pedestrian volumes at the Callan Boulevard/ Serramonte Boulevard intersection range between 25 and 50 pedestrian crossings per hour. Pedestrian volumes directly in front of the project site were fairly light, ranging from 10 to 25 pedestrian crossings per hour.



Source: Hexagon Transportation Consultants, Inc.

EXISTING AND PROPOSED BICYCLE FACILITIES | FIGURE 4.16-2

Transit Service

Existing transit service to the study area is provided by the San Mateo County Transit District (SamTrans). Figure 4.16-3 shows the existing transit service routes in the study area.

SamTrans

SamTrans is the administrative body for the principal public transit and transportation programs in San Mateo County. The nearest bus service is provided by Lines 24 and 120, with bus stops directly fronting the project site. According to the U.S. Census, bus trips comprise approximately 11 percent of the total commute mode share in the City of Daly City.

SamTrans provides bus service near the project site via Routes 16, 24, 28, 112, 120, 121, 122 and 130. The Serramonte Transit Center is located in the Serramonte Shopping Center, approximately 0.5-mile from the project site, and serves Routes 16, 28, 112, 120, 121, 122 and 130. A description of all routes is provided in Table 4.16-4.

Table 4.16-4:
Existing SamTrans Bus Service near the Project Site

Bus Route	Serving	Service During Peak Periods (minutes)
16	Serramonte Shopping Center and Terra Nova High School	Limited service on school days only.
24	Summit Shasta High School and Old County Road/San Francisco Avenue	Limited service on school days only.
28	Serramonte Shopping Center and South San Francisco High School	Limited service on school days only.
112	Colma BART and Linda Mar Shopping Center	1 per hour on weekdays and weekends.
120	Brunswick/Templeton and Colma BART	4-6 per hour on weekdays, and 3-4 per hour on weekends.
121	Pop Street/Bellevue Avenue and Skyline College	2 per hour on weekdays, and 1 per hour on weekends.
122	South San Francisco BART and Stonestown/SF State	2 per hour on weekdays and weekends.
130	Airport/Linden and Serramonte Center	4 per hour on weekdays, 2 per hour on weekends.

Existing Intersection Levels of Service

The results of the intersection LOS analysis under existing conditions are summarized in Table 4.16-7. The results show that all study intersections in the project area currently operate at LOS D or better during both AM and PM peak hours, except for the intersection of the Southbound SR 1 Ramps and Clarinada Avenue which operates at LOS E during the AM Peak Hour. Additional information about existing levels of service, including the level of service calculation sheets, are included in Appendix E of this Initial Study.



Source: Hexagon Transportation Consultants, Inc.

EXISTING TRANSIT SERVICE ROUTES | FIGURE 4.16-3

Existing Queuing Analysis at Existing Intersections

A queuing analysis for existing intersections in the project vicinity was performed to determine the adequacy of existing vehicle storage capacity. This analysis was done using the 95th percentile queue length, which indicates the maximum queue length likely to be experienced under normal conditions. There are only two locations where the project would add significant left turn traffic where there is a left turn lane. Under existing conditions, the available queue storage length currently accommodates the existing vehicle storage for the eastbound left-turn pocket at the intersection of Callan Boulevard and Serramonte Boulevard, and the westbound left-turn pocket at the intersection of SR 1 southbound ramps and Clarinada Avenue. Left turn queues spilling out of a turn pocket are an issue because, if the left turn pocket length is inadequate, the vehicle spill over blocks the adjacent through lane.

4.16.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?	☐	☒	☐	☐
2) For a land use project, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☒	☐
4) Result in inadequate emergency access?	☐	☐	☒	☐

Impact TRN-1: The project with mitigation would not conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths. **(Less Than Significant Impact With Mitigation Incorporated)**

Project Trip Generation Estimates

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

Project trip estimates for the proposed project are based on trip generation rates obtained from the *Institute of Transportation Engineers' (ITE's) Trip Generation Manual, Tenth Edition,* and data provided by the District for faculty/staff housing.
The housing facility will be occupied primarily by the district workforce, comprising of school faculty and their spouses, and support staff. Based on the bell schedules of the district's high schools, faculty/school staff would typically arrive at their schools within a one-hour window between 7:00 AM and 8:00 AM, which is a narrower time frame than the typical 7:00 to 9:00 AM window represented by the ITE Trip Generation rates. This compressed departure time frame would cause the faculty/school staff trip rates to be higher than those of their spouses, which are assumed to follow the typical 7:00 to 9:00 AM departure window. Because of this, the trips generated by faculty/school staff were calculated separately using data provided by the District, as shown in Table 4.16-5.

Using the above assumptions, the workforce housing project is expected to generate a total of 92 new AM peak hour trips, 68 new school PM peak hour trips, and 68 new commute PM peak hour trips. The project generation estimates are shown in Table 4.16-5.

Table 4.16-5:
Project Trip Generation Estimates

Land Use	Commute AM Peak Hour			School PM Peak Hour			Commute PM Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trips generated by Faculty	7	66	74	41	5	46	41	5	46
Trips generated by Faculty Spouses/Domestic Partners	4	14	18	14	8	22	14	8	22
Total Project Trips	***12***	***80***	***92***	***55***	***13***	***68***	***55***	***13***	***68***

Sources:
[1] District data estimates
[2] Multi-Family Housing Low Rise (220) ITE Trip Generation, 10th Edition, regression equations.

As noted above, project trip estimates have been derived based on assumptions reflecting the intended future occupancy of the proposed units by District staff and faculty. However, for comparison purposes, the following discussion presents the expected trip generation if the proposed multi-family units were treated as a standard housing development with anyone (meeting income requirements) living there.

As shown in Table 4.16-6 below, the following information is included to compare the traffic volumes with project occupant assumptions (as outlined above) and using standard multi-family-housing assumptions (using typical ITE rates for a low-rise multi-family housing project). Using standard ITE trip generation rates, the proposed project would generate 56 AM peak hour trips and 68 PM peak hour trips. The District data assumptions used to prepare the traffic analysis are therefore conservative and assume more peak hour traffic would be generated by the project than using generic ITE rates. This is primarily a result of the assumption that District staff would be largely traveling during the 7:00-8:00AM compressed commute hour, while a generic population would travel over a two-hour window, with resulting lower peak hour volumes, i.e. more trips occur before and after the peak hour, compared to the assumptions used for the District assumptions. The net result is using

standard ITE rates would cause a decrease in peak hour trips and reduced LOS impacts, compared to what is presented below.

Table 4.16-6:
Project Trip Generation Estimates using ITE Rate 220

Land Use	Rates	Number of Dwelling Units	Total Peak Hour Trips
ITE 220 AM	0.46	122	56
ITE 220 PM	0.56	122	68

Source:
[1] Multi-Family Housing Low Rise (220) ITE Trip Generation, 10th Edition, regression equations.

Intersection Level of Service

The project trips, as represented in the project trip distribution discussed above, were added to existing traffic volumes to obtain existing plus project traffic volumes. Intersection levels of service were evaluated against City of Daly City and Caltrans standards. The results of the intersection LOS analysis under existing plus project conditions are summarized in Table 4.16-7 below.

Table 4.16-7:
Existing and Existing Plus Project Intersection Levels of Service – Signalized Intersections

Study Intersection		Peak Hour	Existing Condition		Existing Plus Project Condition		
			Average Delay (sec.)[1]	LOS	Average Delay (sec.)[1]	LOS	Increase in Avg. Delay
1	St. Francis & Clarinada Avenue*	AM	13.8	B	14.7	B	+0.9
		SPM	13.4	B	14.0	B	+0.6
		PM	15.8	C	16.7	C	+0.9
2	SR 1 SB Ramps & Clarinada Avenue*	AM	13.9	B	14.4	B	+0.5
		SPM	19.6	C	20.5	C	+0.9
		PM	**45.4**	**E**	***48.8***	***E***	+3.4
3	St. Francis & Serramonte Boulevard*	AM	14.7	B	15.4	C	+0.7
		SPM	11.1	B	11.8	B	+0.7
		PM	10.8	B	11.2	B	+0.4
4	SR 1 NB Ramps & Serramonte Boulevard*	AM	28.7	D	***35.8***	***E***	+7.1
		SPM	13.1	B	13.9	C	+0.8
		PM	17.0	C	18,7	C	+1.7
5	Callan Boulevard and Serramonte Boulevard	AM	25.6	C	26.7	C	+1.1
		SPM	23.8	C	23.5	C	-0.3
		PM	25.2	C	25.5	C	+0.3

Notes:
BOLD text indicates an unacceptable LOS.

Table 4.16-7:
Existing and Existing Plus Project Intersection Levels of Service – Signalized Intersections

Study Intersection	Peak Hour	Existing Condition		Existing Plus Project Condition		
		Average Delay (sec.)[1]	LOS	Average Delay (sec.)[1]	LOS	Increase in Avg. Delay

Bold Italic indicates a significant project impact.
[1] Delay shown for the signalized intersections is the weighted average control delay for all turning movements approaching the intersection.
* Unsignalized Intersection

The City of Daly City has a threshold of significance of LOS D for unsignalized intersections. The need for signalization is assessed on the basis of the peak-hour volume signal warrant described in the California Manual on Uniform Traffic Control Devices (CA MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal. The peak-hour volume signal warrant analysis was conducted for the four unsignalized intersections under existing and existing plus project conditions.

As shown in Table 4.16-7, the following unsignalized intersections would be impacted by the project according to the peak-hour signal warrant:

- SR 1 SB Ramps & Clarinada Avenue
- SR 1 NB Ramps & Serramonte Boulevard

Mitigation Measures:

- **MM TRN-1.1:** A traffic signal is warranted at the intersection of SR 1 southbound ramps and Clarinada Avenue. This improvement is scheduled in the City of Daly City General Plan to be constructed in the next decade. Accordingly, the applicant shall pay their fair share contribution for the improvement, and the City will implement the improvement within a 10-year timeframe, as specified in the City's General Plan.

The project would add 35 AM, 22 school PM, and 22 PM peak-hour trips to the SR 1 southbound ramps and Clarinada Avenue intersection. As a result, signalizing this intersection would improve the LOS from E to B and reduce impacts to a less than significant level. **(Less Than Significant Impact With Mitigation Incorporated)**

- **MM TRN-1.2:** A traffic signal with crosswalks across Serramonte Boulevard is warranted at the intersection of SR 1 northbound ramps and Serramonte Boulevard. This improvement is scheduled in the City of Daly City General Plan to be constructed in the next decade. Accordingly, the applicant shall pay their fair share contribution for the improvement and the City will implement the improvement within a 10-year timeframe, as specified in the City's General Plan.

The project would add 92 AM, 68 school PM, and 68 PM peak-hour trips to the intersection. As a result, signalizing this intersection would improve the LOS from E to C and reduce impacts to a less than significant level. **(Less Than Significant Impact With Mitigation Incorporated)**

Pedestrian

Overall, the volume of pedestrian trips generated by the project is expected to be relatively low and not exceed the carrying capacity of the sidewalks and crosswalks nearby. Nearly all of the streets in the project vicinity have sidewalks and crosswalks at intersections. Currently, there is an existing bus stop on the north side of Serramonte Boulevard, opposite the project site, just west of the SR 1 ramps. There is no crosswalk across Serramonte Boulevard at the SR 1 ramps intersection, and it is anticipated that the project would add to the demand for this crossing. With the implementation of TRN-1.2, the installation of a traffic signal at the intersection of SR 1 southbound ramps and Serramonte Bouelvard, pedestrian crosswalks would be added at this intersection and improve pedestrian access between the existing bus stop and the project site. This improvement would require coordination with Caltrans through an Encroachment Permit since this intersection is under Caltrans' jurisdiction. **(Less Than Significant Impact With Mitigation Incorporated)**

Bicycle Facilities

According to the U.S. Census/City of Daly City General Plan, approximately one percent of the proposed project's users could be expected to commute via bike to and from the project site. For the proposed project, this would equate to approximately one new bike trip during each of the AM, school PM, and PM peak hours. The low volume of bicycle trips expected to be generated by the project would not exceed the bicycle-carrying capacity of the streets surrounding the site, and the increase in bicycle trips would not, by itself, require new off-site bicycle facilities.

There are existing Class III bike routes on Serramonte Boulevard fronting the project site. **(Less Than Significant Impact)**

Transit Service

For the proposed project, this would equate to 10 new transit trips during the AM peak hour and seven (7) new transit trips during each of the school PM and PM peak commute hours. This volume of riders would not exceed the carrying capacity of the existing bus service near the project site.

While the project would not create a significant impact to transit operations, the existing bus stop along the site frontage (on the south side of Serramonte Boulevard) west of the site driveway does not currently provide a bench or shelter. In order to encourage transit usage, and as part of the project's enhancement to the site's frontage along Serramonte Boulevard, the project would install a bus shelter or bench. Providing an upgrade to the bus stop, either with a bench or shelter, would encourage transit ridership. Therefore, the proposed project would not create an adverse impact to transit service in the area. **(Less Than Significant Impact)**

Impact TRN-2:	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact)**

According to the state's Technical Advisory on Evaluating Transportation Impacts in CEQA that was published in December 2018, affordable housing projects are presumed to have less than significant impacts on vehicles miles traveled (VMT). Specifically, the Technical Advisory explains that adding affordable housing to infill locations generally improves jobs-housing match and in turn shortens commutes and reduces VMT. Furthermore, low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available.

In areas where existing jobs housing match is closer to optimal, affordable housing nevertheless generates less VMT than market- rate housing. Therefore, since the proposed project provides affordable housing for on-site staff at the JUHSD campus or faculty at nearby local schools, VMT impacts would be less than significant. The proposed project is also within 0.5-mile of transit, and therefore, VMT impacts would be less than significant. **(Less Than Significant Impact)**

Impact TRN-3:	The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less Than Significant Impact)**

The project access driveway on Serramonte Boulevard provides direct access to the on-site circulation via the main north-south drive aisle. The main north-south drive aisle extends approximately 260 feet southward from Serramonte Boulevard to a ninety-degree curve that extends westward about 265 feet on the main east-west drive aisle along the south frontage of the site where it connects to Campus Drive via a three-legged intersection. From the junction with Campus Drive, the main east-west drive aisle extends northwestward about 100 feet toward the project's west parking lot. The east parking lot is accessed from the main north-south drive aisle via the two previously mentioned east-west parking aisles. At its east end, the east lot also connects to the existing Perimeter Road.

Circulation in both parking lots consists of 26-foot wide, two-way drive aisles with perpendicular (90-degree) parking along both sides. The turning radii between intersecting drive aisles are not specified on the site plan, but based on the specified scale, a reasonable estimate would be an inside radius of five feet. The circulation layout in both lots provides a simple circulation pattern with no dead-end aisles and parking spaces that are generally easy to access. The proposed project would not increase hazards due to incompatible uses or design. **(Less Than Significant Impact)**

Impact TRN-4:	The project would not result in inadequate emergency access. **(Less Than Significant Impact)**

The proposed project's alignments of drive aisles, and the radii of the corners and curbs are adequate to accommodate circulation of emergency vehicles and would be reviewed by City staff. Therefore, the project would not result in inadequate emergency access. **(Less Than Significant Impact)**

4.17 TRIBAL CULTURAL RESOURCES

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Assembly Bill (AB) 52, effective July of 2015, established a new category of resources for consideration by public agencies when approving discretionary projects under CEQA, called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Culturally affiliated tribes must request notification of a lead agency that a project is under review. No tribes have requested to be notified by the City for projects pursuant to AB 52.

Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or when it is concluded that mutual agreement cannot be reached.

Under AB 52, a TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources[40]
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
- A resource determined by the lead agency to be a TCR.

Senate Bill 18

The intent of Senate Bill 18 (SB 18) is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. SB 18 tribal consultation was initiated by the City on August 20, 2019. The City received no comment.

4.17.1.2 *Existing Conditions*

The project site is currently developed as two paved parking lots.

[40] See Public Resources Code section 5024.1. The State Historical Resources Commission oversees the administration of the CRHR and is a nine-member state review board that is appointed by the Governor, with responsibilities for the identification, registration, and preservation of California's cultural heritage. The CRHR "shall include historical resources determined by the commission, according adopted procedures, to be significant and to meet the criteria in subdivision (c) (Public Resources Code, Section 5024.1 (a)(b)).

4.17.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying this criteria, the significance of the resource to a California Native American tribe shall be considered.	☐	☒	☐	☐

Impact TCR-1: The project would not adversely impact tribal cultural resources. **(Less Than Significant Impact With Mitigation Incorporated)**

No tribes have contacted the City to request notification under AB 52.

The project site is entirely developed with two paved parking lots and no tribal cultural resources are known to occur on the property. In the event that an inadvertent discovery of a tribal cultural resource is made, mitigation measures MM CUL-2.1, MM CUL-2.2, and MM CUL-3.1 will be implemented, as stated in Section 4.5 Cultural Resources of this Initial Study. **(Less Than Significant Impact With Mitigation Incorporated)**

4.18 UTILITIES AND SERVICE SYSTEMS

This discussion is based in part on a Hydrology and Hydraulics Technical Memorandum in August 2019 by BKF Engineers, a Hydraulic Analysis in October 2019 by Brown and Caldwell Engineers, and a Sanitary Sewer Capacity Evaluation Technical Memorandum by Woodard & Curran in October 2019. Copies of these reports are included as Appendices F, G, and H of this Initial Study.

4.18.1 Environmental Setting

4.18.1.1 *Water*

Water service to the project site is provided by the Daly City Department of Water and Wastewater Resources (DWWR). The City relies on local groundwater pumping from six municipal wells and water supply purchases from the San Francisco Public Utilities Commission (SFPUC).[41] The City also uses tertiary recycled water from the North San Mateo County Sanitation District wastewater treatment plant, to offset potable/aquifer water demands. Recycled water is currently available at the project site.

Currently, the water system in the project vicinity consists of a six-inch line in Serramonte Boulevard north of the site and a 10-inch water line at the norther terminus of Campus Drive, south of the project site.

4.18.1.2 *Storm Drainage*

As discussed in *Section 4.9 Hydrology and Water Quality,* the project site is located within the Colma Creek Watershed which extends from San Bruno Mountain to its outlet at the San Francisco Bay just north of the San Francisco Airport and south of Point San Bruno. The project site currently functions as a paved parking lot and contains several mature trees. The development location is tributary to a storm drain line in Serramonte Boulevard. Storm drain lines in the project area are provided and maintained by the City of Daly City Department of Water and Wastewater Resources. The City's stormdrain system is designed to retain runoff flows during a two-hour storm event with a ten-year frequency, e.g. a storm event with an intensity expected every ten or so years.

4.18.1.3 *Wastewater/Sanitary Sewer System*

Wastewater collection and treatment for Daly City is managed by the North San Mateo County Sanitation District (NSMCSD), which is a subsidiary of the City of Daly City. Wastewater produced within the District is treated at the NSMCSD Treatment Plant (WWTP), which is located at the corner of John Daly Boulevard and Lake Merced Boulevard.
Sanitary sewer lines in the project area are maintained by the City of Daly City Department of Water and Wastewater Resources. There is an existing eight-inch sanitary sewer line that extends from Campus Drive from the south to Serramonte Boulevard to the north. Flow from the site enters the City's system upstream of Serramonte Boulevard in eight-inch sewers and the continues north through the Serramonte Center development crossing the I-280 freeway to Junipero Serra Boulevard and then north along Junipero Serra Boulevard. From there, the trunk sewers flow west and north to the WWTP. Downstream of the site, there are identified capacity issues with sewer lines in the

[41] City of Daly City. *General Plan Environmental Impact Report. Utilities and Service Systems.* 2012.

Serramonte Center and the 21-inch trunk sewer crossing the I-280 freeway to Junipero Serra Boulevard.

The City of Daly City's WWTP has an average dry weather flow design capacity of 10.3 million gallons per day (GPD). However, the NSMCSD discharges and operates the WWTP at or below the permitted average dry weather flow rate of eight million GPD (averaged over 3 consecutive dry months) and does not anticipate a need to increase the permitted flow rate in the next five years.

4.18.1.4 *Solid Waste*

Solid waste is collected from Daly City homes and businesses and is processed by Republic Services of Daly City at its Mussel Rock Transfer Station. Materials that cannot be recycled or composted are transferred to the Ox Mountain Sanitary Landfill near Half Moon Bay. In 2001, Browning-Ferris Industries, owner of the Ox Mountain Landfill, obtained a revised solid waste facility permit for Ox Mountain to increase the permitted disposal acreage from 173 acres to 191 acres and to change the closure date of the facility from 2018 to 2023, with a longer period of operation allowed pending renewal of the landfill's permit. According to Allied Waste, owner and operator of the Ox Mountain Landfill, the landfill is expected to reach capacity in 2028. The evaluation on volumetric capacity is ongoing at Ox Mountain. Capacity may change based on such factors such as amount of waste landfilled, compaction rates, waste settlement, and cover soil use, and therefore the closure date may also change.

4.18.1.5 *Applicable Plans, Policies, and Regulations*

Assembly Bill 939

Assembly Bill 939 (AB 939) established the CIWMB (now CalRecycle) and required all California counties to prepare integrated waste management plans. AB 939 required all municipalities to divert 50 percent of the waste stream by the year 2000.

2016 California Green Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2016 Title 24 updates went into effect on January 1, 2017.[42] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[43]

The California Green Building Standards Code (CALGreen) establishes mandatory green building standards for buildings in California. The most recent updates to CALGreen went in to effect on January 1, 2017, and covers five categories: planning and design, energy efficiency, water efficiency

[42] California Building Standards Commission. "Welcome to the California Building Standards Commission". Accessed February 6, 2018. http://www.bsc.ca.gov/.
[43] California Energy Commission (CEC). "2016 Building Energy Efficiency Standards". Accessed February 6, 2018. http://www.energy.ca.gov/title24/2016standards/index.html.

and conservation, material and resource efficiency, and indoor environmental quality.

City of Daly City General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to utilities and service systems and are applicable to the proposed project.

City of Daly City Relevant Utilities and Service System Policies

Policy	Description
Policy RME-1	Reduce average per capita demand by implementing cost effective water conservation programs that address all applicable methods of water conservation.
Task RME-1.1	Enforce the provisions of the Indoor Water Use Efficiency Ordinance through an extensive public outreach campaign to residents and contractors, to be completed by 2014.
Policy RME-2	Require drought resistant landscaping and water conserving irrigation methods in new development, and encourage the replacement of existing water-intensive landscaping.
Task RME-2.1	Enforce the provisions of the Water Conservation in Landscaping Ordinance and conduct a public education effort to ensure that residents, businesses, and contractors are aware of the Ordinance provisions.
Policy RME-3	Continue to use recycled wastewater for irrigating and explore opportunities to expand capacity to accommodate its use in development projects, landscaped medians, golf courses, cemeteries, parks, and school playgrounds.
Policy RME-4	For development projects which will create water demand exceeding a pre-defined amount, require that developers provide a water supply analysis for the project to demonstrate water availability to adequately serve the proposed project.
Policy RME-8	Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater Municipal Regional Stormwater NPDES Permit by incorporating controls that reduce water quality impacts over the life of the project in way that is both technically and economically feasible, and reduces pollutants in stormwater discharges to the maximum extent practicable.
Task RME-8.4	Assess projected stormwater impacts from new development in conformance with the San Mateo County Water Pollution Prevention Program, CEQA Guidelines and relative to state and federal standards.
Task RME-8.2	Evaluate acceptable development standards for stormwater treatment mechanisms and publish such standards for distribution to developers. Such standards shall be based on a thorough evaluation of modern stormwater control mechanisms and shall, to the extent feasible, consider soil conditions in various parts of Daly City.
Policy RME-9	Balance stormwater mitigation measures with the other inherent benefits of higher density development that is in close proximity to public transit, i.e., reduction of Vehicle Miles Traveled (VMT) on local and regional roadways, to the ex-tent permitted under the Municipal Regional Stormwater Permit.

City of Daly City Relevant Utilities and Service System Policies

Policy	Description
Policy CST-7	Through the development of a Stormwater Management Program, ensure that all new development complies with applicable Municipal Regional Stormwater NPDES Permit requirements by incorporating controls that reduce water quality impacts over the life of the project in way that is both technically and economi-cally feasible, and reduces pollutants in stormwater discharges to the maximum extent practicable.
Policy IN-3.7	Design new projects to minimize potential damage due to stormwaters and flooding to the site and other properties.

Daly City Urban Water Management Plan (2015)

The Urban Water Management Plan (UWMP) is a long range plan that assesses the City's water supply over a 25-year planning horizon (2040) to ensure adequate water supplies to meet existing and future demands for water. The UWMP presents forecasted supplies and demands, describes conservation programs, and includes a water shortage contingency analysis.

Daly City Municipal Code

Chapter 17.41, Water Conservation, establishes regulations to implement water conservation practices on existing and new landscapes. For projects containing more than 1,000 square feet of irrigated landscape, a landscape permit is required which requires irrigation design review. Further, this Chapter mandates that any owner of landscape of over one acre in size shall comply with local agency programs that may be instituted relating to irrigation audits, surveys and water use analysis, and shall maintain landscape irrigation facilities to prevent water waste and runoff.

4.18.2 Impacts Evaluation

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

a, b, e) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Would the project result in a 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?

Pursuant to the Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act, the RWQCB regulates wastewater discharges to surface waters, such as San Francisco Bay, through the NPDES program. Wastewater permits contain specific requirements that limit the pollutants it discharges. As required by the RWQCB, the WWTP monitors its wastewater to ensure that it meets all requirements. The RWQCB routinely inspects treatment facilities to ensure permit requirements are met.

Sewage from development on the project site would be treated at the WWTP in accordance with the existing NPDES permit. The 122 new residential units would contribute an estimated additional average base wastewater flow of 20,740 GPD.[44]

The project proposes to relocate a portion of the existing sewer line that runs through the site to accommodate the proposed development. The proposed on-site sewer system will intercept the existing eight-inch line with the proposed roadway and install a new 10-inch sewer line that runs easterly then northerly to a manhole located near the main vehicular entrance to the campus. From this manhole, the sewer system would tie into the existing manhole in Serramonte Boulevard that the existing eight inch-line does.

[44] Sewage demand is typically 85 percent of a project's residential water demand, estimated at 24,660 GPD. Source: Woodard & Curran, Inc. *Sanitary Sewer Capacity Evaluation*. October 25, 2019.

According to a Sanitary Sewer Capacity Evaluation Technical Memorandum prepared by *Woodard & Curran*, the increased wastewater generated by the project would not cause any capacity deficiencies in the rerouted on-site sewers or in the sewers on Serramonte Boulevard downstream, however, the project flows would contribute to capacity deficient sewers in the Serramonte Center and the 21-inch trunk sewer crossing the I-280 freeway to Junipero Serra Boulevard. The need for a 30-inch relief sewer line parallel to the 21-inch sewer crossing I-280 was identified in the 2009 Collection System Evaluation and Improvement Plan, and the project would be required to contribute a proportional fair share contribution toward the construction of the relief sewer line. According to DWWR staff, the relief sewer line is anticipated to be categorically exempt from CEQA, and the installation of the sewer line is anticipated to coincide with the JUHSD Faculty and Staff housing project. **(Less Than Significant Impact)**

c) *Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The project site currently functions as a paved parking lot and contains several mature trees. The proposed ground coverage consists of approximately 120,300 square feet impervious surfaces (71.5 percent impervious) and 47,970 square feet pervious surfaces (28.5 percent pervious).

The project will increase the amount of impervious surfaces from the existing condition and will require detention to control the peak flow leaving the site. Overall, the proposed condition will increase the site's impervious footprint by approximately 11,520 square feet. The proposed drainage system will consist of area drains, drop inlets, manholes, stormwater treatment areas with an overflow structure, and below grade pipes. The proposed project would have 13 drainage management areas with self-treating landscaping and bioretention zones to treat runoff. The drainage system will convey runoff to the existing outfall located near the main vehicular entrance to an existing 24-inch storm drain main in Serramonte Boulevard that flows to the east.

According to a Hydrology and Hydraulics Study prepared by *BKF Engineers*, the project would not increase the flow or volume from the 10-year storm in that post-construction stormwater runoff would directed to adequately sized on-site retention facilities and would not exceed the City's storm drainage system capacity, and the project would not require the construction of new or expanded off-site storm drain facilities.

The City requires that the project's hydraulic calculations for both pre-construction and post-construction stormwater runoff would be provided to the City's Engineering Division. As a condition of approval, the City would require that on-site drainage would detain runoff in excess of the existing flows during a two-hour ten-year frequency storm. Flow rates entering each section of the City's storm drain system shall not exceed the pre-development condition for a two-hour ten-year frequency storm. **(Less Than Significant Impact)**

d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The City DWWR purchases water from the San Francisco Public Utilities Commission (SFPUC). Although the project proposes an increased population on the project site, the project water demand has been accounted for in the City's Urban Water Management Plan. The 122 residential units with approximately 411 residents would require approximately 24,660 GPD, based on water demand of 60 gallons per capita per day.[45]

Currently, the water system in the project vicinity consists of a six-inch line in Serramonte Boulevard and a 10-inch water line at the norther terminus of Campus Drive, south of the project site. The project would connect the existing 10-inch and six-inch water lines to the south and north of the site, respectively, by installing a 10-inch water line within the project site to complete a loop in the water network. Based on the technical memorandum, there is adequate capacity in the system adjacent to the site to accommodate the proposed project. **(Less Than Significant Impact)**

f, g) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Would the project comply with federal, state and local statues and regulations related to solid waste?*

Waste generation and disposal data for Daly City is maintained by CalRecycle. According to the CalRecycle, the total amount of solid waste landfilled in 2015 was 59,861 tons, which equals a solid waste generation rate of approximately 3.0 pounds per resident per day. Assuming this rate remains stable, the additional 411 residents projected under the proposed project would generate approximately 1,233 pounds (0.62 tons) of landfilled solid waste per day.[46] The project would increase solid waste generation in the City by substantially less than one percent and therefore would not significantly impact landfill capacity. **(Less Than Significant Impact)**

4.18.3 Conclusion

The project would not result in any utility or service facility exceeding its current capacity or require the construction of new infrastructure or service facilities. **(Less Than Significant Impact)**

[45] Hydraulic Analysis for the Jefferson Union High School District Faulty and Staff Housing Project, October 2019, Brown and Caldwell.
[46] CalRecycle Disposal Reporting System, available at www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx. Accessed September 12, 2017.

4.19 WILDFIRE

4.19.1 Environmental Setting

4.19.1.1 *Existing Conditions*

The project is developed as a paved parking lot in an urban portion of Daly City. The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
1) Impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

4.20.1 Impact Discussion

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

Impact MFS-1: The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed in the individual sections, the proposed project would not degrade the quality of the environment with the implementation of identified mitigation measures. As discussed in *Section* 4.4 Biological Resources, the project would not impact sensitive habitat or species but requires the implementation of appropriate mitigation measures for nesting preconstruction bird surveys. There are no historic buildings on-site or in the immediate project vicinity as discussed in Section 4.5 Cultural Resources. However, the project requires implementation of appropriate mitigation measures if project construction encounters buried archaeological resources. **(Less Than Significant Impact With Mitigation Incorporated)**

Impact MFS-2:	The project does not have impacts that are individually limited, but cumulatively considerable. **(Less than Significant Impact with Mitigation Incorporated)**

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Because criteria air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by BAAQMD and used by the City of Daly City were developed such that a project-level impact would also be a cumulatively considerable impact. The project would not result in a significant emissions of criteria air pollutants or GHG emissions and, therefore, would not make a substantial contribution to cumulative air quality or GHG emissions impacts. The discussion in *Section 4.3 Air Quality* provides analysis of the cumulative health risk effects of the project's TACs emissions during construction, and concluded those effects would be reduced to less than significant level with identified mitigation.

With the implementation of mitigation measures and standard permit conditions, residential development on the site would not result in significant geology and soils or hydrology and water quality impacts and would not contribute to cumulative impacts to these resources. Also, the project would not impact agricultural and forest resources, aesthetics, public services, cultural resources, or mineral resources and, therefore, the project would not contribute to a significant cumulative impact on these resources.

Biological Resources

The proposed project, in conjunction with cumulative projects, would not result in the loss of sensitive habitat. Nearby projects, including the Serramonte Views housing and hotel project and the Serramonte Shopping Center improvements, would require pre-construction nesting bird surveys as mitigation. Therefore, the project and other cumulative projects would have a less than significant impact on nesting birds given that the pre-construction nesting surveys ensure nesting activity is not distrupted. **(Less Than Significant Impact With Mitigation Incorporated)**

Noise

Typically, a three (3) dBA noise increase would be perceivable by sensitive receptors. In order for traffic noise to increase by 3 dBA, traffic volumes would need to double along a local roadway. Under the cumulative condition reflecting General Plan buildout roadway volumes, the proposed project and future development under the General Plan would not double existing daily traffic volumes along Serramonte Boulevard such that sensitive receptors would be affected by significant traffic related noise from cumulative projects. **(Less Than Significant Impact)**

Traffic

While there are various regional transportation improvements planned by the year 2035, it is assumed that the transportation network in the project vicinity under cumulative conditions (reflecting future growth under the General Plan and other growth forecast in the regional model used to predict General Plan buildout conditions) would be the same as that described under existing conditions. However, the City's General Plan identifies the following intersections to have installed traffic signals by 2035:

- St. Francis Boulevard and Clarinada Avenue
- SR 1 SB Ramps and Clarinada Avenue
- SR 1 NB Ramps/Project Driveway and Serramonte Boulevard

The results of the cumulative analysis show that the existing unsignalized intersection of SR 1 southbound ramps and Clarinada Avenue would operate at LOS E or worse during all peak hours both without and with the project. It also shows that the unsignalized intersection of SR 1 northbound ramps and Serramonte Boulevard would operate at LOS E or worse during the AM and PM peak hours both without and with the project. The other existing unsignalized study intersections would operate at LOS C or better during all peak hours under cumulative conditions without and with the project. An evaluation of traffic signal warrants indicates that, as in the existing plus project scenario, the signal warrant would be met for the intersections of SR 1 SB Ramps and Clarinada Avenue and SR 1 NB Ramps and Serramonte Boulevard. It is assumed that by the year 2035, the signals would already be installed (per MM TRN-1.1 and TRN-1.2) and thus the project would have a less than significant cumulative impact. **(Less Than Significant Impact With Mitigation Incorporated)**

Utilities

The several utilities analyses completed for the project presented in *Section 4.18 Utilities and Service Systems* have accounted for forecast cumulative demands based on adopted plans by the utility providers, and concluded the project would not contribute to cumulative impacts to water facilities, storm drain facilities, or solid waste facilities. The sewer capacity study concluded the project would contribute to existing capacity deficiencies in the sewers in the Serramonte Center and the 21-inch trunk sewer crossing the I-280 freeway to Junipero Serra Boulevard. The need for a 30-inch relief sewer line parallel to the 21-inch sewer crossing I-280 was identified in the 2009 Collection System Evaluation and Improvement Plan, and the project would be required to contribute a proportional fair share contribution toward the construction of the relief sewer line. According to DWWR staff, the relief sewer line is anticipated to be categorically exempt under CEQA, and will be installed on approximately the same timeframe as the JUHSD Faculty and Staff Housing project. **(Less Than Significant Impact)**

Impact MFS-3:	The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. **(Less than Significant Impact with Mitigation Incorporated)**

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.

Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include construction TACs and noise. However, implementation of mitigation measures and General Plan policies would reduce these impacts to a less than significant level. No other direct or indirect adverse effects on human beings have been identified. **(Less Than Significant Impact With Mitigation Incorporated)**

SECTION 5.0 REFERENCES

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of Daly City
Department of Economic and Community Development
Michael Van Lonkhuysen, Planning Manager
Carmelisa Morales, Associate Planner

6.2 CONSULTANTS

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
Akoni Danielsen, Principal Project Manager
Zach Dill, Graphics Artist

SECTION 7.0 ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	Asbestos containing material
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practice
Caltrans	California Department of Transportation
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CBC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CNEL	Community Noise Equivalent
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
dB	Decibel
DNL	Day/Night Average Sound Level
DPM	Diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse gas
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
MBTA	Migratory Bird Treaty Act

MND	Mitigated Negative Declaration
MRP	Municipal Regional Stormwater NPDES Permit
MT	Metric tons
MTC	Metropolitan Transportation Commission
NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NOD	Notice of Determination
NOI	Notice of Intent
OITC	Outdoor-Indoor Transmission Class
PDA	Priority Development Area
PM	Particulate matter
PPV	Peak Particle Velocity
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Allocation
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SFHA	Special Flood Hazard Areas
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
STC	Sound Transmission Class
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
UST	Underground storage tank
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UWMP	Urban water management plan

ERRATA
Initial Study and Mitigated Negative Declaration
Jefferson Union High School District Faculty and Staff Housing Project
SCH No. 2019119065

File Nos.: **GPA-9-18-13666, ZC-9-18-13662, DR-9-18-13665, CEQA-9-18-13664**

Location: **699 Serramonte Boulevard, Daly City**

The Initial Study and Mitigated Negative Declaration for the Jefferson Union High School District Faculty and Staff Housing Project was revised to include the following errata to correct and address errors in the document. Deletions are shown as ~~strikethrough~~ text and additions are shown in underlined text.

Title Page ~~Jefferson High Staff Housing Project~~

Jefferson Union High School District Faculty and Housing Project

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The applicant, Jefferson Union High School District (JUHSD), proposes to develop 122 multi-family units on an approximately 3.9-acre site. The proposed project is comprised of a single four-story building that surrounds a central courtyard (refer to Figure 3.0-1). The proposed project would provide ~~58~~ 44 parking spaces in the western parking lot and ~~64~~ 78 parking spaces in an automated lift car barn also located in the western parking lot. Five parking spaces would be provided along the access roadway immediately to the south of the proposed housing, and an additional eight spaces would be provided north of the existing school building entrance. The eastern parking lot would be restriped and provide 48 parking spaces. The total number of parking spaces dedicated to the development is 183 spaces.

Page 105-106

Impact REC-1: The project would not increase in 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. (Less Than Significant Impact)

The City of Daly City is served by several parks and recreational facilities,

including 13 municipal parks and 12 tot lots, resulting in a total of 82.95 acres of developed public recreational open space which equals approximately 0.82 acres per 1,000 residents. However, according to the General Plan EIR, this parkland to population ratio does not consider the numerous regional park facilities accessible to residents.

San Bruno Mountain State and County Park, a 2,063-acre park located in the Hillside Planning Area, includes multiple recreational facilities and trails. At the coastline, Thornton Beach State Park includes a panoramic overlook and parking lot adjacent to Highway 1, at the end of John Daly Boulevard. Lake Merced, which is adjacent to the city limits, north of the Westlake Planning Area, is a freshwater lake located in San Francisco but utilized by many Daly City residents due to its proximity. Lake Merced includes a circuit path all the way around as well as facilities such as picnic areas and barbeques. Additionally, the Fort Funston/Golden Gate National Recreation Area is also adjacent to the city limits, north of the Westlake Planning Area, and includes multiple trails. The abundance of regional open space around Daly City indicates that residents have access to more open space than shown in the above ratio, although these facilities are trail-oriented, rather than active facilities (such as those that include playfields).

Based on the City's current parkland dedication ratio of three acres per 1,000 residents in the Municipal Code, the City will need to provide 15.8 acres of parkland to meet future need resulting from anticipated population growth (without ameliorating existing deficiencies). To meet this demand, the General Plan proposes a task to develop part of the 140-acre undeveloped Mussel Rock area into a park for community use. The program for the park will be further developed through Program RME-3 which calls for the preparation of a Parks and Recreation Analysis and Master Plan. The Parks and Recreation Analysis and Master Plan will address existing and future opportunities for parks and recreational services for the city and guide the planning, selection, dedication and funding of future park land in the city. The Master Plan would allow priorities to be adopted and identify park site locations and development plans be determined at the time the acquisition and development process begins. The General Plan includes policies and programs to help parkland development to meet additional need which would reduce impact to a less than significant level. The existing park facilities that would serve future project residents would not suffer from physical deterioration from overuse given the modest project population and the City's ongoing maintenance activities. **(Less Than Significant Impact)**

~~In addition, the City of Daly City Municipal Code currently has parkland dedication standards within Title 16 – Subdivisions. Section 16.30.040 of the Municipal Code has a standard for parks of three acres per 1,000 people. In order~~

~~to meet this requirement, the proposed project would be required to allot 1.1639 acres of land as parkland or pay an in-lieu fee equal to the value of the land (plus ten percent toward costs of off-site improvements) according to the Municipal Code parkland dedication standard. Since the project would develop housing and is not suited for public parkland, the project proposes to pay in-lieu fees to offer recreational demand for parkland.~~ **~~(Less Than Significant Impact)~~**

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

MEMORANDUM

DATE: January 7, 2020

TO: Carmelisa Morales, City of Daly City

FROM: Akoni Danielsen, Principal Project Manager

SUBJECT: **Jefferson Union High School District Faculty and Staff Housing Project 699 Serramonte Blvd. – Responses to Public Comments**

The purpose of this memo is to address certain issues and comments pertaining to the Jefferson Union High School District Faculty and Staff Housing Project at 699 Serramonte Blvd. raised in letters from Caltrans and the Department of Toxic Substances Control (DTSC), both dated December 18, 2019.

Copies of the Caltrans and DTSC comment letters are included as Attachments A and B, respectively. The comments did not raise any significant new information related to new or substantially more severe significant environmental impacts than were previously identified in the Initial Study/Mitigated Negative Declaration.

Summary of Caltrans Comments:

Comment A: The only substantive Caltrans comment requiring a response pertains to vehicle storage capacity at nearby study intersections. Specifically, Caltrans requested that the City should determine whether there is adequate storage capacity available for the turning movements at the intersections and at the Serramonte Boulevard off-ramp within the study limits of the project. If it is determined that there is inadequate storage capacity, the project shall mitigate the project impacts on these ramps and intersections and/or contribute fair share fees for these mitigations:

> **Response A:** Tables 8 and 9 in the project transportation impact analysis (TIA) evaluated vehicle queues at locations where the project would add significant traffic. At the intersection of SR-1 Ramps at Clarinada Avenue, the added project traffic per lane would be fewer than nine trips during the highest peak hour of the day to the SR-1 off ramp. This equates to fewer than one new trip every six minutes, which would result in little practical change in the existing queues (i.e. this amount of traffic is within the error typically implicit in traffic counts). In addition, this location has been identified by the City of Daly City for installation of a traffic signal in the General Plan. This improvement would increase the efficiency of the traffic operations at the intersection and ultimately reduce vehicular queues. It was

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recommended in the project TIA and identified as mitigation measure **MM TRN-1.1** in the Initial Study/Mitigated Negative Declaration that the project make a fair share contribution for this improvement.

At the off-ramp from SR-1 at Serramonte Boulevard, the project would add 21 school PM peak hour trips and 21 PM commute hour trips to the southbound shared left-through movement. This movement currently has approximately 375 feet of queuing storage. During the existing plus project school PM peak hour condition, results from the Synchro model indicate the 95th percentile queue would be fewer than three vehicles (or 75 feet). During the existing plus project commute PM peak hour condition, results from the Synchro model indicate the 95th percentile queue would be fewer than five vehicles (or 125 feet). Thus, the existing storage would be adequate to accommodate project traffic.

In the far term, this intersection has also been identified in the Daly City General Plan for signalization. This improvement would increase the efficiency of the traffic operations at the intersection and ultimately reduce vehicular queues. It was recommended in the project TIA and identified as mitigation measure **MM TRN-1.2** in the Initial Study/Mitigated Negative Declaration that the project make a fair share contribution for this improvement.

Summary of DTSC Comments:

Comment B: DTSC staff cautions that the Phase I Environmental Site Assessment (ESA) conducted for the site does not eliminate the possibility that contamination is present, and the site cannot be assumed to not be contaminated. Further, the site contains a PG&E transformer, which must be assumed to be PCB contaminated, and therefore contamination is present on site and needs to be resolved.

Response B: *Strata Environmental Services, Inc.* conducted the Phase I ESA, and has provided a detailed written response to the DTSC letter, included as Attachment C to this memo. The Phase I ESA did not identify any Recognized Environmental Conditions (RECs) in connection with the property and therefore concluded contamination at the project site is unlikely, and preparation of a Phase 2 ESA was not recommended.

The Phase I ESA noted the presence of the PG&E transformer, including the presumption that the transformer contains fluid with PCBs. However, *Strata* did not observe, and environmental records do not indicate, evidence of fires, spill, weeps, stains, or other indications of releases to the environment in connection with the transformer. The DTSC comment states a presumption, without evidence, that the transformer has contaminated the site, but that is not borne out by *Strata's* visual observation and available environmental records. For this reason, the DTSC comment amounts to speculation, and *Strata* concluded contamination of the project site from the transformer is unlikely.

Comment C: The project includes residential uses with a preschool. Soil gas should be properly characterized for potential vapor intrusion. A Phase 2 ESA or other environmental sampling is

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recommended to eliminate any concerns regarding soil or soil vapor exposure to protect construction workers and future residents, students, and workers during operation.

Response C: It should be clarified the project does not include a preschool, rather it includes on-site daycare. As for completing a Phase 2 ESA or other site soil and groundwater sampling, the property was undeveloped before 1970 and has always been a parking lot since the school was constructed. These uses and related activities are not indicative of use, handling, or potential releases of hazardous substances to the environment, and *Strata* found no evidence of soil, groundwater, or vapor contamination at the subject site or adjoining properties, and therefore does not recommend environmental media testing, as suggested by DTSC. There is no apparent basis for the concern of potential vapor intrusion.

Comment D: The discussion under Impact HAZ-3 regarding potential impacts to the nearby school doesn't acknowledge the potential for dust to migrate to the school. Potentially contaminated soil would be disrupted during construction and potentially impact the school and surrounding residences. A dust control plan and air monitoring plan should be developed.

Response D: As documented by *Strata*, given there is no likelihood of contamination as discussed in prior responses above, DTSC concerns including contaminated dust migrating from the project site and construction worker exposure to soil are not expected to be material risks. As with any development site, construction dust will be controlled by implementation of BAAQMD-recommended best management practices identified as **MM AQ-3.1** in the Initial Study.

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ATTACHMENT A

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DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
www.dot.ca.gov

Making Conservation a California Way of Life.

December 18, 2019

SCH: 2019119065
GTS# 04-SM-2019-00288
GTS ID: 17857
PM: SM-1-47.095

Carmelisa Morales, Associate Planner
City of Daly City
333 90th St.
Daly City, CA 94015

Project: Jefferson Union High School Faculty and Staff Housing Project – Mitigated Negative Declaration (MND)

Dear Carmelisa Morales:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the November 2019 MND.

Project Understanding

The applicant, Jefferson Union High School District (JUHSD), proposes to develop 122 multi-family units on an approximately 3.9-acre site. The proposed project is comprised of a single four-story building that surrounds a central courtyard. The total number of parking spaces dedicated to the development is 183 spaces. The proposed development would also include amenities such as bicycle storage, daycare, co-working space, community room, laundry room, fitness room, and management office on the ground floor. Regional access is provided across the street from the proposed project at State Route (SR)-1.

Highway Operations

The project should determine whether there is adequate storage capacity available for the turning movements at the intersections and at the Serramonte Boulevard off-ramp within the study limits of the project. If it is determined that there is inadequate storage capacity, the project shall mitigate the project impacts on these ramps and intersections and/or contribute fair share fees for

these mitigations. The project sponsor shall coordinate with Caltrans, the County Transportation Authority, and the City of Daly City to implement mitigation measures for the impacted intersections owned by Caltrans.

Additionally, the project applicant shall follow Caltrans' Intersection Control Evaluation (ICE) Traffic Operations Policy Directive for any changes proposed to the existing traffic control on State route ramps.

Lead Agency

As the Lead Agency, the City of Daly City is responsible for all project mitigation, including any needed improvements to SR-1. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto SR-1 requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit https://dot.ca.gov/programs/traffic-operations/ep/applications/

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Mark Leong at 510-286-5528 or mark.leong@dot.ca.gov.

Sincerely,

MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

c. State Clearinghouse

ATTACHMENT B

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From: Roman, Isabella@DTSC
To: Carmelisa Morales
Subject: Jefferson High Staff Housing Project IS Comment
Date: Wednesday, December 18, 2019 11:40:35 AM

Hello,

I represent a responsible agency reviewing the Initial Study for the Jefferson High Staff Housing Project.

Impact HAZ-3 says the following: "The project does not contain contaminated soil or groundwater and therefore would not create a significant hazard to the public through reasonably foreseeable upset." A Phase 1 Environmental Site Assessment (ESA) was conducted for the site; however Phase 1 ESAs do not eliminate the possibility of contamination being present, but they may give an indication of how likely it is that contamination is present. The Phase 1 did not conduct any testing of the soil and groundwater, therefore it cannot be assumed that the site is not contaminated. Additionally, it is stated the site contains a transformer which must be assumed to be PCB contaminated. Regardless of whether this is PG&E's responsibility, this means that contamination is present on site. This issue needs to be resolved.

The proposed project includes residential uses with a preschool. The project would also have a courtyard. Soil gas should be properly characterized before allowing residential use due to the potential for vapor intrusion. A preschool would be serving a susceptible population (children), so these concerns should be addressed before project construction and operation. Depending on the construction details of the courtyard, residents could also be exposed to soil in the courtyard. I would recommend conducting a Phase 2 ESA or other environmental sampling to eliminate any concerns regarding soil or soil vapor exposure. Conducting sampling activities would be best in order to protect construction workers during construction as well as future residents, students and workers during project operation.

Additionally, Impact HAZ-3 describes use of small quantities of hazardous waste to not have any effect on the nearby school. This discussion doesn't acknowledge the potential for dust to migrate to the school. Potentially contaminated soil would be disrupted during construction and would have the potential to impact the nearby school and surrounding residential uses. In addition to taking soil samples, a dust control plan and air monitoring plan should also be developed for protection of the surrounding community.

Please feel free to reach out if you have any questions or concerns.

Sincerely,

Isabella Roman
Environmental Scientist
Site Mitigation and Restoration Program
Department of Toxic Substances Control
700 Heinz Avenue Suite 200

ATTACHMENT C

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December 26, 2019

Alan M. Katz, President
Brookwood Group
One Embarcadero, Suite 500
San Francisco, California 94111

Response to DTSC Comments
Jefferson Union High School District (JUHSD) Property

Dear Alan:

Strata Environmental Services, Inc. (Strata) reviewed comments prepared by Ms. Isabella Roman, Environmental Scientist, Department of Toxic Substances Control (DTSC) on December 18, 2019 for the JUHSD Faculty & Staff Housing project (Project) at 699 Serramonte Boulevard, Daly City, California 94015 (Property). This letter addresses those comments respecting the environmental condition of the Property.

Strata conducted a Phase I Environmental Site Assessment (ESA) for the northwest quadrant of the Property (project site) in May 2018 in accordance with the requirements of American Society for Testing and Materials (ASTM) Practice E 1527-13 and the U.S. Environmental Protection Agency (EPA) Standards and Practices for All Appropriate Inquiries (AAI) (40 CFR Part 312). The purpose of the Phase I ESA was to identify recognized environmental conditions (RECs) in connection with the project site, if any, based on state and federal record information, physical setting records, historical research and on-site reconnaissance observations by a Strata environmental professional. RECs, as defined by the ASTM standard, are the presence and/or migration of hazardous substances or petroleum products in any form including solid and liquid at the surface or subsurface, and vapor in the subsurface.

Phase I ESAs are a widely recognized tool used to understand environmental conditions including potential contamination. The Strata Phase I ESA for the Property did not identify any RECs in connection with the Property and therefore concluded contamination at the project site is unlikely.

On-site Transformer
DTSC cites the Strata Phase I ESA respecting one pad-mounted transformer located on the south-eastern boundary of the project site in a secured (fenced and concrete containment structure) area. Because Strata could not observe labeling regarding PCB content from outside the restricted area, EPA guidance presumes the di-electric fluid inside the transformer may contain PCBs at a potential concentration of 50 to 499 ppm. The EPA term, "PCB-contaminated" is used to describe the level of PCBs in the di-electric fluid inside the transformer. Moreover, Strata did not observe and environmental records did not reveal evidence of fires, spills, weeps, stains, or other indications of releases or potential releases to the environment in connection the on-site transformer. Strata concluded contamination of the project site from the transformer is unlikely.

Soil, Groundwater and Vapor Testing
Environmental media testing is typically recommended when RECs are identified indicating likely presence of hazardous substances or petroleum products and additional information is needed to confirm the contamination is present. The Property was undeveloped before 1970 when the school was constructed. The project site has always been a parking lot since around 1970. These uses and related activities are not indicative of use, handling or potential releases of hazardous substances to the environment. Because Strata concluded contamination is unlikely at the project site, testing is not recommended. Strata found no evidence of soil, groundwater or vapor contamination on the project site

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or adjoining properties. According to the State Water Resources Control Board GeoTracker, no contaminated sites are identified in the property vicinity. GeoTracker is the Water Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites. Strata does not recommend soil, groundwater, or vapor testing without justification.

Other Potential Risks
DTSC recommends soil gas characterization at the proposed preschool and courtyard, and a dust control plan/and air monitoring plan for protection of the surrounding community. If contamination is unlikely as the Strata Phase I ESA and available information sources indicate, DTSC concerns including dust migrating from the project site and construction worker exposure to soil are not expected to be material risks. Also, small quantities of hazardous waste, if any, handled properly are considered a de minimis concern.

If you have questions or require additional information, please advise.

Sincerely,

STRATA ENVIRONMENTAL SERVICES, INC.



Paul S. Platillero, P.E.



Charles W. Ferst, P.E.

CWF:adc

Enclosure

Mitigation Monitoring and Reporting Program

Jefferson Union High School District Faculty and Staff Housing Project

November 2019

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
Air Quality				
Impact AQ-1: The project would generate fugitive dust during construction activities that would affect nearby residents, if best management practices are not implemented.	**MM AQ-1:** The project shall implement the following standard BAAQMD dust control measures during all phases of construction on the project site: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a grading permit.	Director of Economic and Community Development

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes [as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations (CCR)]. Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • A publicly visible sign shall be posted with the telephone number and person to contact at the City of Daly City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management Air District's phone number shall also be visible to ensure compliance with applicable regulations.			
Impact AQ-2: The project would result in	**MM AQ-2:** All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for	The applicant and contractors shall be	All measures shall be printed on all	Director of Economic and

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
incremental cancer risks greater than the BAAQMD significance thresholds if best management practices are not implemented.	more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines with CARB-certified Level 3 Diesel Particulate Filters or equivalent. The use of equipment meeting U.S. EPA Tier 4 standards for particulate matter would also meet this requirement. Alternatively, the use of equipment that includes electric or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement.	responsible for implementing the mitigation measures during all phases of construction.	construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a grading permit.	Community Development
Biological Resources				
Impact BIO-1: Project construction could impact nesting birds on or adjacent to the site, if present.	**MM BIO-1:** In compliance with federal and state regulations and protocol, the project proposes to implement the following mitigation measure, to reduce impacts to a less than significant level: • Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay area extends from February 1 through August 31. • If it is not possible to schedule construction and tree removal between September and January, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure	The project applicant and contractors shall be responsible for implementing the mitigation measures prior to project construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a grading permit.	Director of Economic and Community Development

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the early part of the breeding season (February 1 through April 30) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1 through August 31). • Pre-construction surveys shall be conducted by a qualified biologist or ornithologist for nesting birds within the on-site trees as well as all trees within 250 feet of the site. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone to be established, typically 250 feet for raptors and 100 feet for non-raptors around the nest, to ensure that nests of bird species protected by the MBTA or Fish and Game code shall not be disturbed during project construction. • A final report of nesting birds, including any protection measures, shall be submitted to the Director of Community Development prior to the issuance of a grading permit or demolition permit.		A final report of nesting birds, including any protection measures, shall be submitted to the Director of Community Development prior to the issuance of a grading permit or demolition permit	

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
Impact BIO-2: Construction activity could damage the trees intended to remain on site.	**MM BIO-2:** The following measures would ensure that the remaining 53 trees would be preserved during construction of the project. <u>Design Measures</u> • Verify the location and tag numbers of all trees. Include trunk locations and tag numbers on all plans. • Allow the Consulting Arborist the opportunity to review project plans, including but not limited to, site, grading, drainage and landscape plans • Design irrigation systems so that no trenching will occur within the TREE PROTECTION ZONE. <u>Pre-Construction Treatments</u> • Prepare a site work plan which identifies access and haul routes, construction trailer and storage areas, etc. • Establish a TREE PROTECTION ZONE around each tree to be preserved. For design purposes, the radius of the TREE PROTECTION ZONE shall be two feet behind the proposed edge of grading. No grading, excavation, construction or storage of materials shall occur within that zone.	The project applicant and contractors shall be responsible for implementing the mitigation measures prior to project construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a grading permit.	Director of Economic and Community Development

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	• Install protection around all trees to be preserved. Either stack and secure hay bales six feet high around tree trunks or employ a six-foot chain link with posts sunk into the ground. No entry is permitted into a tree protection zone without permission of the City's project manager. • Trees to be removed shall be felled so as to fall away from the TREE PROTECTION ZONE and avoid pulling and breaking of roots of trees to remain. If roots are entwined, the consultant shall require first severing the major woody root mass before extracting the trees, or grinding the stump below ground. • Trees to be retained shall require pruning to provide clearance and/or correct defects in structure. All pruning is to be performed by an ISA Certified Arborist or Certified Tree Worker and shall adhere to the latest editions of the ANSI Z133 and A300 standards as well as the ISA Best Management Practices for Tree Pruning. Pruning contractor shall have the C25/D61 license specification.			

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	<u>Tree Protection Measures During Construction</u> • Prior to beginning work, the contractors working in the vicinity of trees to be preserved are required to meet with the Consulting Arborist at the site to review all work procedures, access routes, storage areas and tree protection measures. • Any grading, construction, demolition or other work that is expected to encounter tree roots should be monitored by the Consulting Arborist. • If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied. • Fences should be erected to protect trees to be preserved. Fences are to remain until all site work has been completed. Fences may not be relocated or removed without permission of the City's Project Manager. • Any additional tree pruning needed for clearance during construction must be performed by a qualified arborist and not by construction personnel. • All trees shall be irrigated on a schedule to be determined by the Consulting Arborist. Each			

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	irrigation shall wet the soil within the TREE PROTECTION ZONE to a depth of 30-inches. • Any roots damaged during grading or construction shall be exposed to sound			
Cultural Resources				
Impact CUL-1: Construction activities could disturb unknown buried archaeological resources.	**MM CUL-1.1:** *Undiscovered Archaeological Resources.* If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City Planning Manager shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City Planning Manager shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's	The project applicant and contractors shall be responsible for implementing the mitigation measures before and during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a grading permit.	Director of Economic and Community Development

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC. **MM CUL-1.2:** *Report of Archaeological Resources.* If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Planning Manager prior to issuance of certificate of occupancy. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.		If archaeological resources are identified, a final report shall be submitted to the City's Planning Manager prior to issuance of certificate of occupancy.	
Impact CUL – 2: The project may encounter buried remains during site grading.	**MM CUL – 2:** *Human Remains*. If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City Planning Manager and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be	The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior	Director of Economic and Community Development

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Daly City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Daly City, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.		to the issuance of a grading permits.	
Geology and Soils				
Impact GEO-1: The project could disturb buried paleontological resources.	**MM GEO-1:** *Unique Paleontological and/or Geologic Features and Reporting.* Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the City's Planning Director notified immediately. A qualified	The project applicant and contractors shall be responsible for implementing the mitigation measures	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed	Director of Economic and Community Development

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.	during all phases of construction.	by the Director of Economic and Community Development prior to the issuance of a grading permits. If completed, the paleontological assessment shall be submitted to the City	
Noise and Vibration				
Impact NOI – 1: Construction activities in relation to ambient noise conditions over extended periods could result in potentially significant impacts.	**MM NOI-1:** The applicant shall incorporate the following practices into the construction documents to be implemented by the project contractor: • Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures: o Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site; o Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;	The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a grading permit.	Director of Economic and Community Development

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	o Locate stationary equipment to minimize noise impacts on the community; • Minimize backing movements of equipment; • Use quiet construction equipment whenever possible; • Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible; • Prohibit unnecessary idling of internal combustion engines; and • Select routes for movement of construction-related vehicles and equipment in conjunction with the Daly City Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible. • The project sponsor shall designate a "disturbance coordinator" for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and			

MITIGATION MONITORING AND REPORTING PROGRAM Jefferson Union High School District Faculty and Staff Housing Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	would implement reasonable measures to correct the problem. • The construction contractor shall send advance notice to neighborhood residents within 300 feet of the project site regarding the construction schedule and including the telephone number for the disturbance coordinator at the construction site.			
Transportation				
Impact TR-1: The following unsignalized intersections would be impacted by the project according to the peak-hour signal warrant: • SR 1 SB Ramps & Clarinada Avenue • SR 1 NB Ramps & Serramonte Boulevard	**MM TRN-1.1:** A traffic signal is warranted at the intersection of SR 1 southbound ramps and Clarinada Avenue. This improvement is scheduled in the City of Daly City General Plan to be constructed in the next decade. Accordingly, the applicant shall pay their fair share contribution for the improvement, and the City will implement the improvement within a 10-year timeframe, as specified in the City's General Plan. **MM TRN-1.2:** A traffic signal with crosswalks across Serramonte Boulevard is warranted at the intersection of SR 1 northbound ramps and Serramonte Boulevard. This improvement is scheduled in the City of Daly City General Plan to be constructed in the next decade. Accordingly, the applicant shall pay their fair share contribution for the improvement and the City will implement the improvement within a 10-year timeframe, as specified in the City's General Plan.	The project applicant shall pay their fair share contribution and the City will implement the improvement within a 10-year timeframe, as specified in the City's General Plan.	Payment of fair share contribution prior to the issuance of a grading permit.	Director of Economic and Community Development

Source: *Jefferson Union High School District Faculty and Staff Housing Project Initial Study*. November 2019.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY AMENDING THE DALY CITY ZONING MAP BY AMENDING ORDINANCE NO. 1048 TO PLANNED DEVELOPMENT ZONE (PD -71A) AND ESTABLISHING PLANNED DEVELOPMENT STANDARDS

(699 Serramonte Boulevard, Daly City, APN 091-211-230)

BE IT ORDAINED by the City Council of the City of Daly City, as follows:

Section 1. Findings. The City Council of the City of Daly City finds that, as conditioned, Planned Development PD-1-15-10255 (Precise Plan) for Planned Development PD-71, is in compliance with Title 17 of the Daly City Municipal Code (Zoning Ordinance), as well as the General Plan of the City of Daly City, as amended and as to each element of the Daly City General Plan. Approval of the zone change will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood or be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the City of Daly City.

Section 2. Environmental Compliance – Mitigation Monitoring Program.

The City Council has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project will not have a significant impact on the environments. The Daly City Planning Commission and City staff recommend that a Mitigated Negative Declaration per Section 15070(a) of the CEQA Guidelines be adopted for this project.

The City Council approves a mitigation monitoring and reporting program (MMRP) for this project and hereinafter finds that the mitigated negative declaration, to and including the MMRP complies and conforms with the California Environmental Quality Act and the Guidelines implementing the Act.

Section 2. Zoning Reclassification. The zoning as designated upon the "Official Zoning Map" of the City of Daly City, as adopted by Daly City Ordinance No. 635, and thereafter amended from time to time, is hereby changed as to the parcel identified on the attached map incorporated herein by this reference, to Planned Development Zoning PD-31A, which hereinafter provides for a change of boundary on the "Official Zoning Map" and the establishment of specific standards for development on the subject property. All improvement shall comply with the Planned Development Standards hereinafter adopted for Planned Development PD-31A.

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PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-31A

[*Please refer to Attachment E for detailed Planned Development Standards]*

The purpose and intent of these Planned Development Standards for PD-31A is to establish a Planned Development Zoning District for property located at 699 Serramonte Boulevard, Daly City, consisting of Assessor's Parcel Numbers is 091-211-230, 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. 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. The Planning Division may approve minor changes of the approved plans due to code requirements or conditions of approval.

C. 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.

II. PERMITTED USES

The sole permitted uses of the subject property shall be multi-residential housing, with a maximum limit of 122 dwelling units.

III. DEVELOPMENT STANDARDS

A. Unit Maximum: The number of dwelling units shall not exceed 122;

B. Parking: The project shall continually provide a total of 217 off-street parking spaces for the apartment building residents and 158 parking spaces for h te othe

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ruses on the site. A parking management plan shall be continually in effect at the site and shall be effective to all site occupants;

C. **Additions to Structures:** No structural expansions or additions shall be permitted;

D. **Project Affordability:** The project shall be subject to the requirements of the Affordable Housing Plan (AHP) as approved by the City Manager, and provides for the construction of 12 affordable units which will subject to the details set forth in the AHP;

E. **Building Area Limit:** There shall be no additional square footage allowed in PD-31A beyond what is permitted by the Design Review Committee. Prior to construction, the Planning Division is authorized to approve minor additions or alterations to square footage for the proposed project, if such changes are to meet specific code requirements and do not affect the overall mass of the building; and

F. **Building Height Limit:** The maximum height allowed for PD-31A is ___feet.

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Section 3. Summary 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 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.

Section 4. Environmental Determination: The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15378, that this Ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a project as provided by the Act, in that it does not have a potential for resulting in a detrimental physical change in the environment, directly or ultimately, as provided in Title 14, Section 15378(a), and that it is also exempt under the definition of "project" in Section 15378(b)(3) in that it concern general policy and procedure making.

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

Introduced this _____ day of _____ 2020.

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 _____ 2020 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

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City Council Meeting Agenda Report

Item # ____

Meeting Date: January 13, 2020

Subject: Introduction of an Ordinance Adding Chapter 5.92 to the Daly City Municipal Code and Adoption of the Short-Term Rental Fees

Recommended Action

Introduce the attached revised Ordinance adding Chapter 5.92 to the Daly City Municipal Code adopting regulations for Short-Term Rentals and adopt Resolution approving Short-Term Rental Permit Fees.

City Council Discussion

The proposed Ordinance and Short-Term Rental Permit Fees were introduced to the City Council at their meeting on October 14, 2019. After receiving public input and discussion with staff, the City Council directed staff to review the comments received and revise the Ordinance accordingly. The Council continued discussion of the Ordinance to their meeting on October 28, 2019. At their meeting on October 28, 2019, the Council continued discussion of the Ordinance to their meeting on November 25, 2019 to allow for enough time for a time-sensitive item on the agenda that evening. At their meeting on November 25, 2019, four out of the five Council members were in attendance. After a public hearing was conducted, the Council decided to continue discussion of the Ordinance to the January 13, 2019 meeting so all Council members can be in attendance. The Council also directed staff to consider the public input received. A discussion of the comments received is provided in the Public Comments section and revisions to the Ordinance based on public and City Council comments are provided in the Revisions to the Ordinance section of this staff report.

Background

In April 2018, the City Council convened a Task Force to discuss issues and potential regulations related to short-term rentals (i.e. homeowners renting their entire home or individual rooms within their home on a short-term basis (i.e., 30 days or less)). At the Task Force meeting on April 25, 2018, staff provided an overview of the short-term rental market in Daly City, the associated potential revenue loss, and steps other cities have taken to address the impacts of short-term rentals. Task Force members expressed their concerns and made suggestions such as requiring owner-occupancy, not allowing short-term rentals in City-approved accessory dwelling units, and limiting the number of days a homeowner can use their home as a short-term rental. On March 11, 2019, the Task Force findings and an overview of the current short-term rental market in Daly City were presented to the City Council. Upon review of the information presented and input from staff and the public, the City Council directed staff to develop a Short-Term Rental Ordinance.

On October 14, 2019, the proposed Ordinance and Short-Term Rental Permit Fees were introduced to the City Council. After public input was gathered and discussion with staff, the City Council directed staff to review the comments received and revise the Ordinance accordingly. The Council continued discussion of the Ordinance to their meeting on October 28, 2019. At their October 28,

2019 meeting, the Council continued discussion of the Ordinance to allow for enough time for a time-sensitive item on the agenda that evening. The Council continued discussion of the Ordinance to their meeting on November 25, 2019. At their November 25, 2019 meeting, four out of the five Council members were in attendance. After a public hearing was conducted, the Council decided to continue discussion of the Ordinance to tonight's meeting so all Council members can be in attendance. The Council also directed staff to consider the public input received.

The following report will summarize the ordinance development process, public comments received, and proposed changes to the Ordinance.

Discussion

Staff retained the consulting and data collection services of Host Compliance, a firm that provides short-term rental compliance monitoring and enforcement solutions to local governments, to advise staff through the ordinance formulation process. Host Compliance provided a list of cities of comparable size and population density to Daly City for staff to review such as Pasadena and West Hollywood in Southern California and Bellingham in Washington. Staff also reviewed the Short-Term Rental Ordinances of other Bay Area cities such as Redwood City and Berkeley and contacted staff from some cities to gather feedback on their experience with the implementation process. Host Compliance also provided data on the scale and scope of the short-term rental market in Daly City. The staff reports for the past City Council meetings reported 485 short-term rental units and 702 active listings in Daly City on various platforms. As of January 3, 2020, there were 549 short-term rental units and 788 active listings in Daly City of various platforms, a 13 percent and 12 percent increase respectively.

In August, staff met with representatives from Airbnb, a hosting platform that provides a means through which a host may offer a dwelling unit, or portion thereof, for home-sharing, to learn about voluntary collection agreements (VCA), an agreement between a city and a hosting platform where the hosting platform collects TOT on behalf of the city. VCAs do not typically require hosting platforms to disclose any information on each short-term rental advertised on their platforms and the TOT collected for each short-term rental. The hosting platform will simply submit the TOT collected as one payment to the city on a pre-established basis. In addition, hosted and un-hosted stay limits are not typically enforced by a hosting platform. Airbnb is in the process of reviewing the City's TOT regulations to determine the feasibility of a VCA with the City of Daly City.

Staff sent courtesy notices for the October 14, 2019 and November 25, 2019 meetings to property owners who were identified hosts of short-term rentals in Daly City, the Short-Term Rental Task Force, and other interested parties. Information on the proposed Ordinance and the scheduled public hearings were also included in the City water bills and online such as on the City website and social media platforms. Staff also sent courtesy notices and posted information online for tonight's meeting.

Public Comments

Staff received public comments related to the Ordinance both in writing and verbally at the City Council meeting on October 14, 2019 and November 25, 2019. The comments came from various

perspectives including hosts of short-term rentals, residents living near short-term rentals, and other interested parties.

The benefits of short-term rentals expressed in the comments include guests contributing to Daly City's economy when they visit local retail and commercial uses, opportunities for owners and tenants to earn supplemental income which can assist with home maintenance costs and other financial needs, and more flexibility to check on the conditions of the home and use the home for family and other personal needs compared to long-term rentals. Comments also indicated hosting platforms allow hosts to screen their guests which have resulted in law-abiding and respectful guests.

The concerns related to short-term rentals expressed in the comments are the nuisances they have created for Daly City residents and neighborhoods. Neighborhoods are changing as homes are converted from long-term rentals to short-term rentals. Some homes are functioning as hotels and hostels with multiple bookings per night. Guests are not respectful of neighbors and their properties and contribute to the parking issues in Daly City. Loud parties often occur late into the night and early morning. Trash is left out for several days and eventually spews out onto neighboring properties and sidewalks due to wind and wild animals. The nuisances created by short-term rentals have increased police activity and overall safety concerns in residential neighborhoods.

The comments received also included suggestions for the Ordinance such as eliminating the owner-occupancy requirement, increasing the day limit for un-hosted stays, requiring explicit written permission from the owner for tenant-operated short-term rentals, and adding a grandfather clause for hosts already operating short-term rentals. However, other comments were in support of the Ordinance as proposed.

Revisions to the Ordinance

As proposed, the Short-Term Rental Ordinance aims to prevent long-term rental units from being replaced with short-term rentals, protect affordable housing units from conversion, preserve and protect neighborhood character and livability from nuisances that are often associated with short-term rentals, provide alternative forms of lodging, and generate City revenue to share City infrastructure cost and other public expenditures by operation of short-term rentals under established standards.

The proposed revisions to the Ordinance and staff's response to the concerns and suggestions raised by the public and City Council are summarized below. The proposed draft and the previous three drafts of the Ordinance showing what was revised after each meeting are included in this report as Attachments A through D.

1. Eligible Hosts: After reviewing the Short-Term Rental Ordinances of other cities and consulting with Host Compliance, staff determined many cities allow both owners and tenants to rent their primary residences for home-sharing. The Ordinance was revised to allow both owners and tenants to rent their primary residences as short-term rentals. Both the tenant and host would be responsible for any nuisance violations arising at a property

during short-term rental activities. This change was reflected in the second and third drafts of the Ordinance presented to the City Council at their October 28, 2019 and November 25, 2019 meetings (Attachments B and C). This change is also included in the proposed draft (Attachment D).

2. Eligible Units and Properties: Since a tenant would be allowed to rent their primary residence as a short-term rental, the Ordinance was revised to permit short-term rentals in duplexes and properties with multiple rental units in addition to single-family residences, condominiums, duplexes, and townhomes. For owner-occupied properties with multiple rental units, the owner of such property may only host a short-term rental in the dwelling unit that is their primary residence. These changes were reflected in the second and third drafts of the Ordinance (Attachments B and C). This change is also included in the proposed draft (Attachment D).

3. Primary Residency Requirement: The Ordinance aims to prevent long-term rental units from being replaced with short-term rentals and preserve and protect neighborhood character and livability from nuisances that are often associated with short-term rentals. Therefore, the primary residency requirement has not changed from the first draft of the Ordinance. The dwelling unit must be the owner or tenant's primary residence which means they must reside there for a minimum of nine months per year.

4. Hosted and Un-Hosted Stays Limits: Since the Ordinance was revised to remove the owner-occupancy requirement and would allow tenant-operated short-term rentals, staff does not recommend a change in the day limit for un-hosted stays (i.e. the host is off-site during the guest's stay) and therefore the un-hosted stay limit was not changed. Un-hosted stays would be limited to a maximum of 90 days per year while hosted stays (i.e. the host is on-site throughout the guest's stay) would have no limit to the number of days per year.

5. Booking Limit: The booking limit which limits a property to one short-term rental booking per day was not changed. However, the Ordinance was revised to clarify that a booking may consist of the short-term rental of one or more bedrooms in the home or the short-term rental of the entire home. The Ordinance was also revised to clarify that a short-term rental may operate in conjunction with a long-term rental, the rental of a primary residence for periods of more than 30 consecutive days, in the home since the Ordinance does not regulate long-term rentals.

6. Parking: The Ordinance includes restrictions that would limit the number of days, guests, and bookings for short-term rentals. These restrictions may help with the parking issues in residential neighborhoods and therefore staff does not recommend increasing the parking requirement for short-term rentals. Therefore, the parking requirement has not changed since the first draft of the Ordinance. As proposed, no additional parking would be required for short-term rentals, but existing on-site parking spaces must be made available to guests.

7. Permit and Business License Requirements: Prospective hosts, owners and tenants who intend to use their primary residences as a short-term rental, would be required to obtain a Short-Term Rental Permit from the Planning Division and an annual business license from the Finance Department which includes payment of all quarterly Transient Occupancy Taxes (TOT) associated with the short-term rental. The business license and Short-Term

Rental Permit will expire on September 30th of each year and may be renewed if the host meets all the renewal requirements. The Ordinance was revised to require a notarized supplemental authorization form to be submitted with the Short-Term Rental Permit application if the host is not the owner of the dwelling unit or property. These changes were reflected in the second and third drafts of the Ordinance (Attachments B and C). This change is also included in the proposed draft (Attachment D).

8. Insurance Requirement: Staff determined the requirement that the host provide evidence of insurance coverage specifically short-term rentals is not necessary and therefore this requirement was removed from the Ordinance.

9. Enforcement: The parking requirement has not changed since the first draft of the Ordinance. Failure to comply with any provision of the Ordinance could lead to the property becoming ineligible for renewal at the next renewal period or suspension of the Short-Term Rental Permit. The City will have the sole discretion to suspend the Short-Term Rental permit of any property being used for short-term rental with one or more violations. If the property has been issued three violations between the date the Short-Term Rental permit was issued and the next renewal period, the property will become automatically ineligible for renewal of the Short-Term Rental permit at the next renewal period of that calendar year.

10. Amnesty Period: The second and third drafts of the Ordinance were revised to clarify that short-term rentals with a business license operating on or before the enactment of this Ordinance would be considered existing, unpermitted uses. This change is also included in the proposed draft (Attachment D). In addition, since an amnesty period ending on September 30, 2020 after the effective date of this Ordinance is being provided, staff does not recommend a grandfather clause which would allow existing short-term rentals to continue to operate without complying with this Ordinance.

11. Local Coastal Program Amendment Requirement: Staff was informed by the California Coastal Commission (CCC) that a Local Coastal Program (LCP) Amendment is required to apply the Ordinance to properties located in the Coastal Zone. Therefore, the Ordinance will not apply to properties within the Coastal Zone until the California Coastal Commission certifies an amendment to the City's local coastal program pursuant to Section 30514 of the California Public Resources Code. This change was reflected in the second and third drafts of the Ordinance (Attachments B and C). This change is also included in the proposed draft (Attachment D).

Fees

Pursuant to Sections 5.16.020 and 5.15.050 of the Daly City Municipal Code, businesses and individuals who operate businesses or long-term property rentals in Daly City must pay a minimum of $110.00 annually. Additional language applies to gross receipts. Since this payment scheme is already universally used for business licenses in Daly City, the Finance Department recommends the same fee apply for business licenses for short-term rentals.

Pursuant to Resolution No. 13-170, the hourly cost of Planning services is $165.00. Planning staff anticipates the review of a new Short-Term Rental Permit will amount to approximately one hour of staff time and one-half hour for the renewal of a Short-Term Rental Permit. However, Planning staff anticipates some reviews may amount to more than one hour of staff time. In addition, the estimated costs for software and contractual services for compliance and monitoring of short-term rentals are as follows:

Estimated Costs for Enforcement and Monitoring Services (Per Short-Term Rental Listing/Unit Per Year)	
Address Identification	$22.50
Compliance Monitoring	$12.00
Rental Activity Monitoring	$16.00
24/7 Dedicated Hotline	$9.60
Total Per Listing/Unit Per Year	**$60.10**

Therefore, the Finance Department recommends that the Planning Permit fees be set at $225.00 for a new Short-Term Rental Permit and $142.50 for the renewal of a Short-Term Rental Permit. For reviews that exceed one hour of staff time, fees will be charged at the hourly rate for Planning services. Furthermore, Planning staff will review the fees for the Short-Term Rental Permit after the first renewal period in 2020 to determine if the reviews exceed one-half hour of staff time and should be revised.

Environmental Assessment

Pursuant to Title 14 of the California Code of Regulations, Section 15378, staff has determined that the proposed Short-Term Rental Ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a project as defined by the Act, in that it does not have a potential for resulting in a detrimental physical change in the environment, directly or ultimately, as provided in Title 14, Section 15378(a). The Ordinance is also exempt under the definition of "project" in Section 15378(b)(3) in that it concerns general policy and procedure making.

Findings

Staff recommends that the City Council approve the proposed Short-Term Rental Ordinance subject to the following findings:

1. The project is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a project as defined by the Act. The Ordinance is also exempt under the definition of "project" in Section 15378(b)(3) in that it concerns general policy and procedure making.

2. Notice of the public hearings was published in the local newspaper on September 29, 2019 and November 14, 2019.

3. The Ordinance addresses the potential impacts related to short-term rentals in Daly City and incorporates the information presented to the City Council at their March 11, 2019 meeting and input from staff and the public.

4. Staff has reviewed the public comments related to short-term rentals received in writing and verbally at the City Council meeting on October 14, 2019 and November 25, 2019 and revised the Ordinance accordingly.

5. The Ordinance seeks to generate City revenue as a contribution to City infrastructure costs and other public expenditures associated with the operation of short-term rentals under established standards.

6. The Ordinance focuses on preventing long-term rental units from being replaced with short-term rentals and protecting affordable housing units from conversion to short-term rentals.

7. The Ordinance aims to preserve and protect neighborhood character and livability from nuisances that could be often associated with short-term rentals.

RECOMMENDATION

Staff recommends that the City Council:

1. Introduce the attached Ordinance adding Chapter 5.92 to the Daly City Municipal Code adopting regulations for Short-Term Rentals.

2. Adopt Resolution approving the proposed Short-Term Rental Permit Fees.

3. Affirm the Environmental Assessment.

Respectfully submitted,

Carmelisa Morales Associate Planner	Tatum Mothershead Director of Economic and Community Development	Todd High Director of Finance

Attachments

Attachment A – First Draft of Short-Term Rental Ordinance from October 14, 2019 Meeting
Attachment B – Second Draft of Short-Term Rental Ordinance from October 28, 2019 Meeting
Attachment C – Third Draft of Short-Term Rental Ordinance from November 25, 2019 Meeting
Attachment D – Proposed Draft of Short-Term Rental Ordinance

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY ADDING CHAPTER 5.92 TO THE DALY CITY MUNICIPAL CODE RE: SHORT-TERM RENTALS

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DALY CITY DOES ORDAIN AS FOLLOWS:

SECTION 1. Chapter 5.92 of Title 5 of the Daly City Municipal Code is hereby added to read as follows:

Chapter 5.92
SHORT-TERM RENTALS

5.92.010 Purpose
5.92.020 Applicability
5.92.030 Definitions
5.92.040 Eligibility
5.92.050 Requirements
5.92.060 Fees
5.92.070 Expiration and Renewal
5.92.080 Enforcement
5.92.090 Amnesty Period for Short-Term Rentals

5.92.10 – Purpose.

The purposes of the Short-Term Rentals related regulations contained in this Chapter are:

A. To prevent long-term rental units from being replaced with Short-Term Rentals and protect affordable housing units from conversion.
B. To preserve and protect neighborhood character and livability from nuisances that are often associated with Short-Term Rentals.
C. To generate City revenue to share City infrastructure cost and other public expenditures by operation of Short-Term Rentals under established standards.
D. To provide alternative forms of lodging.

5.92.020 – Applicability.

The following standards apply to short-term rentals whereby a dwelling unit is shared, in whole or in part, for transient occupancy as a way of generating rental income.

5.92.030 – Definitions.

For the purposes of this Chapter, the following terms shall have the following meanings:

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A. **“Bedroom”** means a part or division of a building enclosed by walls, floor, and ceiling intended and designed for sleeping.
B. “**Guest”** means any person who exercises occupancy or is entitled to occupancy by reason of concession, permit, right of access, license or other agreement for a period of thirty consecutive calendar days or less, counting portions of calendar days as full days. Any such person so occupying space in a home shall be deemed to be a transient until the period of thirty days has expired unless there is an agreement in writing between the host and the guest providing for a longer period of occupancy. In determining whether a person is a transient, uninterrupted periods of time extending both prior and subsequent to the effective date of the ordinance codified in this chapter may be considered.
C. **“Home-sharing**” means an accessory use of a primary residence for the purposes of providing temporary lodging, for compensation, for periods of 30 consecutive days or less.
D. **“Host**” means an owner of a dwelling unit who rents his/her primary residence for home-sharing under this Chapter.
E. **“Hosted stay**” means a home-sharing activity whereby the host remains on-site throughout the guest’s stay (except during daytime and/or work hours).
F. **“Hosting platform**” means a business or person that provides a means through which a Host may offer a dwelling unit, or portion thereof, for home-sharing. A Hosting Platform is usually, though not necessarily, provided through an internet-based platform. It generally allows a property owner or tenant to advertise the dwelling unit through a website provided by the Hosting Platform and provides a means for potential guests to arrange short-term rentals, whether the guests pays rent directly to the Host or to the Hosting Platform.
G. **“Primary residence**” means a host's permanent residence or usual place of return for housing as documented by evidence of occupancy as determined by the Finance Department and Planning Department. A person may have only one primary residence and must reside there for a minimum of nine (9) months per year.
H. **“Un-hosted stay”** means a home-sharing activity whereby the host remains off-site during the guest's stay.
I. **“Vacation rental”** means a dwelling unit that is not a primary residence and which is available for temporary lodging for compensation. The term "vacation rental" shall not include single-room occupancy buildings, bed and breakfast inns, hotels, or corporate housing.

5.92.040 – Eligibility.

A. Short-term rentals shall be permitted in single-family residences, townhomes, and condominiums. For the purposes of this Chapter, a condominium is defined as a single, individually-owned dwelling unit in a multi-unit building in which the owner holds sole title to the unit, but owns land and common property (i.e. elevators, halls, roof, stairs,

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etc.) jointly with other unit owners, and shares the upkeep expenses on the common-property with them. This Chapter does not grant any permission that invalidates or supersedes provisions regarding home-sharing to properties subject to the rules of a homeowners or condominium association.

B. Short-term rentals are not permitted on properties with accessory dwelling units, inclusionary housing or other income-restricted housing units, and non-owner-occupied properties including properties with multiple dwelling units.

5.92.050 – Requirements.

The host is required to obtain a business license from the Finance Department and Short-Term Rental permit from the Planning Division before renting any primary residence to any guest.

A. **Business License**. To apply for a business license, a host shall file an application with the Finance Department as stipulated in Chapter 5.12 (*Licensing Regulations*) and obtain a Transient Occupancy Registration Certificate from the Finance Department as stipulated in Chapter 3.32 (*Transient Occupancy Tax*).

B. **Short-Term Rental Permit**. To apply for a Short-Term Rental permit, a host shall file an application with the Planning Division on a form provided by the Planning Division, and shall include all information required by the instructions on the application and the guidelines necessary to implement this Chapter.

    a. **Eligibility Requirements**. The following requirements must be met for approval of a Short-Term Rental permit:

        i. The host shall sign a notarized affidavit confirming the following:

            1. The short-term rental unit is his/her primary residence
            2. The designated local responsible contact person will be available 24 hours per day
            3. The short-term rental is legally permitted and habitable based on building permit history. In the absence of a building permit record demonstrating such, the Building Official shall determine if the accessory structure is suitable for habitability and an inspection of the accessory structure may be required.
            4. The space used for short-term rental meets or exceeds fire and life safety requirements, including installation of smoke and carbon monoxide detectors, and adequate means of egress.
            5. The host has signed an indemnification and hold harmless agreement in a form approved by the City Attorney, agreeing to indemnify, save, protect, hold harmless, and defend the City of Daly City, the City Council of the City of Daly City, individually and collectively, and the City of Daly City representatives, officers, officials, employees, agents, and volunteers from any and all claims, demands, damages, fines, obligations, suits, judgments,

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penalties, causes of action, losses, liabilities, or costs at any time received , incurred, or accrued as a result of, or arising out of host's actions or inaction in the operation, occupancy, use, and/or maintenance of the property.

6. The host has provided evidence of insurance coverages specifically for short-term rentals.
7. The host shall adhere to the short-term rental regulations listed in Sections 5.92.050.C and 5.92.050.D.

b. For properties with active business licenses for short-term rentals issued prior to January 1, 2020, compliance with this Chapter shall be required upon expiration of said business license.

C. **Short-Term Rental Regulations**.

a. Un-hosted stays shall be limited to a maximum of 90 days per year. There shall be no limit for hosted stays.
b. Short-term rentals shall not be used by more than two guests per bedroom plus two additional guests at one time.
c. Short-term rentals shall be limited to one booking per property per day.
d. No additional parking shall be required for short-term rentals. Existing on-site parking spaces shall be made available to short-term renters.
e. Short-term rentals shall not adversely affect the residential character of the neighborhood nor shall the use generate noise, vibration, glare, odors, or other effects that unreasonably interfere with any person's reasonable enjoyment of his or her residence. To this effect, the short-term rental activity shall comply with all provisions of the Daly City Municipal Code, including, but not limited to Chapter 8.32 (*Litter*), Chapter 9.22 (*Disturbing the Peace*), and Chapter 10.40 (*Residential Parking Permits*).
f. No person shall advertise, undertake, maintain, authorize, book, or facilitate any renting to guests in a manner that does not comply with this Chapter.
g. No person shall advertise any short-term rental without a City issued short-term rental permit number depicted in a visible location on the advertisement, including any listing on a hosting platform.
h. No signs shall be posted on the exterior of the dwelling unit advertising the presence of the short-term rental use.
i. Commercial events including, but not limited to weddings, banquets, and corporate events, are prohibited from occurring as part of the short-term rental use. The dwelling shall not be short-term rented for the sole purpose of accommodating such uses.
j. No person shall offer or engage in short-term rental in any part of the property not approved for residential use, including but not limited to, a vehicle parked on the property, a storage shed, trailer, garage, or any temporary structure like a tent.

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D. **Host Requirements**.

a. The host shall be responsible for any nuisance violations arising at a property during short-term rental activities.
b. The host shall identify a local responsible contact person to be available twenty-four (24) hours per day during the term of any hosted or unhosted stay who shall respond to any concerns or requests for assistance related to the condition, operation, or conduct of guests of the short-term rental. The local responsible contact person shall take immediate remedial action as needed to resolve such concerns or requests for assistance.
c. The host shall provide and maintain fire extinguishers, smoke detectors, carbon monoxide detectors, and information related to emergency exit routes and emergency contact information.
d. The host shall keep and preserve all records as may be necessary to determine the amount of such tax as he/she may have been liable for the collection of and payment to the City, including the number and length of each short-term rental stay, and the price paid for each stay. The Finance Department and Planning Department shall have the right to inspect these records at all reasonable times. Hosts shall provide a copy of the records from the last year to the Finance Department at the time of renewing the short-term rental permit.
e. The host shall fully comply with all the requirements of Chapter 3.32 (*Transient Occupancy Tax*) and any successor sections.

5.92.060 – Fees.

The City Council shall establish and set by Resolution all fees and charges as may be necessary to effectuate the purpose of this Chapter.

5.92.070 – Expiration and Renewal.

A. A Short-Term Rental permit is valid for the same duration as the associated business license which expires on September 30th of the year the business license is issued. It may not be transferred, does not run with the land, and is valid only at the original short-term rental site. The Short-Term Rental permit shall automatically expire upon sale or transfer of the property. No registration may be assigned, transferred, or loaned to any other person.
B. A short-term rental permit may be renewed if the host meets the following renewal requirements:
    a. Payment of registration renewal fees and all required transient occupancy tax remittance associated with the short-term rental. The host shall submit such information concerning the short-term rental activity as may be required to enable the Finance Department to verify the amount of tax paid.

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b. Is deemed to have been in conformance with the provisions of this Chapter for the past year.
c. Documents and provides any changes that have occurred to the information on the current short-term rental permit.
d. Submits short-term rental records as required in Section 5.70.040.D for the last year.

C. Failure to renew prior to the expiration date will result in expiration of the short-term rental permit.

5.92.080 – Enforcement.

A. Failure to comply with any provision of this Chapter may constitute a violation.
B. If the same property being used for short-term rental has been issued three violations between the date the Short-Term Rental permit was issued and the next renewal period, the property shall become ineligible for renewal of the short-term rental permit at the next renewal period of that calendar year. At the start of the renewal period of the next following calendar year, the eligibility of said property shall be reinstated.
C. The City has the sole discretion to suspend the Short-Term Rental permit of any property being used for short-term rental with one or more violations pursuant to Chapter 8.16 (*Property Maintenance and Nuisance Abatement)* of the Daly City Municipal Code. If a Short-Term Rental permit is revoked, the owner must wait at least one calendar year before an application for short-term rental can be filed for that property.
D. Any person convicted of violating any provision of this Chapter in a criminal case or found to be in violation of this chapter in a civil case brought by a law enforcement agency shall be ordered to reimburse the City and other participating law enforcement agencies their full investigative costs, pay all back Transient Occupancy Taxes, and remit all illegally obtained rental revenue to the City so that it may be returned to the short-term rental guests or used to compensate victims of illegal short-term rental activities.
E. Any person who violates any provision of this Chapter shall be subject to administrative fines and administrative penalties pursuant to Chapter 8.16 (*Property Maintenance and Nuisance Abatement)* of the Daly City Municipal Code.
F. The remedies provided in this Section are not exclusive, and nothing in this Chapter shall preclude the use or application of any other remedies, penalties, or procedures established by law. The City may pursue any other administrative or judicial legal remedies available, including, but not limited to, civil injunctions, license revocations, and civil penalties for violations of this Chapter.

5.92.090 – Amnesty Period for Short-Term Rentals.

Short-term rentals operating on or before the enactment of this Chapter shall be considered existing, unpermitted uses. An amnesty period of nine (9) months ending on September 30, 2020 after the effective date of this Chapter is being provided to allow these existing, unpermitted uses

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to be legalized by conforming to the requirements of this Chapter, including compliance with operating standards, registration, and recordkeeping obligations. Existing short-term rental uses that do not conform to the requirements of this Chapter on or before September 30th, 2020 after the effective date of this Chapter shall cease operation and be prohibited from resuming unless and until the use conforms to the requirements of this Chapter.

SECTION 2. Severability. If any section, subsection, provision or part of this Ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this Ordinance, and the application of such provision to other person or circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this Ordinance are severable.

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

SECTION 4. Publication and Effective Date. Pursuant to the provisions of Government Code Section 36933, a summary of this ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post it in the City Clerk's Office a certified copy of this ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall (1) publish the summary and (2) post in the City Clerk's Office a certified copy of the full text of this ordinance along with the names of those City Council members voting for and against this ordinance or otherwise voting. This ordinance shall become effective on January 1, 2020.

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Introduced this _____day of_____, 2019.

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_____, 2019, 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

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ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY ADDING CHAPTER 5.92 TO THE DALY CITY MUNICIPAL CODE RE: SHORT-TERM RENTALS

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DALY CITY DOES ORDAIN AS FOLLOWS:

SECTION 1. Chapter 5.92 of Title 5 of the Daly City Municipal Code is hereby added to read as follows:

Chapter 5.92
SHORT-TERM RENTALS

5.92.010 Purpose
5.92.020 Applicability
5.92.030 Definitions
5.92.040 Eligibility
5.92.050 Requirements
5.92.060 Fees
5.92.070 Expiration and Renewal
5.92.080 Enforcement
5.92.090 Amnesty Period for Short-Term Rentals

5.92.10 – Purpose.

The purposes of the Short-Term Rentals related regulations contained in this Chapter are:

A. To prevent long-term rental units from being replaced with Short-Term Rentals and protect affordable housing units from conversion.
B. To preserve and protect neighborhood character and livability from nuisances that are often associated with Short-Term Rentals.
C. To generate City revenue to share City infrastructure cost and other public expenditures by operation of Short-Term Rentals under established standards.
D. To provide alternative forms of lodging.

5.92.020 – Applicability.

The following standards apply to short-term rentals located outside the Coastal Zone whereby a dwelling unit is shared, in whole or in part, for transient occupancy as a way of generating rental income. For short-term rentals located in the Coastal Zone, the following standards shall apply upon certification of a Local Coastal Program Amendment.

5.92.030 – Definitions.

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For the purposes of this Chapter, the following terms shall have the following meanings:

A. **"Bedroom"** means a part or division of a building enclosed by walls, floor, and ceiling intended and designed for sleeping.

~~A.~~**B.** **"Condominium"** means a single, individually-owned dwelling unit in a multi-unit building in which the owner holds sole title to the unit, but owns land and common property (i.e. elevators, halls, roof, stairs, etc.) jointly with other unit owners, and shares the upkeep expenses on the common-property with them.

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~~B.~~C. "**Guest"** means any person who exercises occupancy or is entitled to occupancy by reason of concession, permit, right of access, license or other agreement for a period of thirty consecutive calendar days or less, counting portions of calendar days as full days. Any such person so occupying space in a home shall be deemed to be a transient until the period of thirty days has expired unless there is an agreement in writing between the host and the guest providing for a longer period of occupancy. In determining whether a person is a transient, uninterrupted periods of time extending both prior and subsequent to the effective date of the ordinance codified in this chapter may be considered.

~~C.~~D. **"Home-sharing**" means an accessory use of a primary residence for the purposes of providing temporary lodging, for compensation, for periods of 30 consecutive days or less.

~~D.~~E. **"Host**" means an ~~owner~~ owner or tenant of a dwelling unit who rents his/her primary residence for home-sharing under this Chapter.

~~E.~~F. **"Hosted stay**" means a home-sharing activity whereby the host remains on-site throughout the guest's stay (except during daytime and/or work hours).

~~F.~~G. **"Hosting platform**" means a business or person that provides a means through which a Host may offer a dwelling unit, or portion thereof, for home-sharing. A Hosting Platform is usually, though not necessarily, provided through an internet-based platform. It generally allows a property owner or tenant to advertise the dwelling unit through a website provided by the Hosting Platform and provides a means for potential guests to arrange short-term rentals, whether the guests pays rent directly to the Host or to the Hosting Platform.

~~G.~~H. **"Primary residence**" means a host's permanent residence or usual place of return for housing as documented by evidence of occupancy as determined by the Finance Department and Planning Department. A person may only have one primary residence and must reside there for a minimum of nine (9) months per year.

~~H.~~I. **"Un-hosted stay"** means a home-sharing activity whereby the host remains off-site during the guest's stay.

J. **"Vacation rental"** means a dwelling unit that is not a primary residence and which is available for temporary lodging for compensation. The term "vacation rental" shall not include single-room occupancy buildings, bed and breakfast inns, hotels, or corporate housing.

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~~I.~~

5.92.40 ~~5.92.040~~ – Eligibility.

A. Short-term rentals shall be permitted in single-family residences, condominiums, duplexes, townhomes, and properties with multiple rental units. For owner-occupied properties with multiple rental units, the owner of such property may only host a short-term rental in the dwelling unit that is their primary residence.~~townhomes, and condominiums. For the purposes of this Chapter, a condominium is defined as a single, individually-owned dwelling unit in a multi-unit building in which the owner holds sole title to the unit, but owns land and common property (i.e. elevators, halls, roof, stairs, etc.) jointly with other unit owners, and shares the upkeep expenses on the common property with them. This Chapter does not grant any permission that invalidates or supersedes provisions regarding home-sharing to properties subject to the rules of a homeowners or condominium association.~~

B. Short-term rentals shall ~~are~~ not be permitted in inclusionary housing or other income-restricted housing units or on properties with accessory dwelling units.~~, inclusionary housing or other income-restricted housing units, and non-owner-occupied properties including properties with multiple dwelling units.~~

~~B.~~C. Vacation rentals, as defined in this Chapter, are prohibited and shall not be operated in the City.

5.92.050 – Requirements.

The host is required to obtain a business license from the Finance Department and Short-Term Rental permit from the Planning Division before renting any primary residence to any guest.

A. **Business License**. To apply for a business license, a host shall file an application with the Finance Department as stipulated in Chapter 5.12 (*Licensing Regulations*) and obtain a Transient Occupancy Registration Certificate from the Finance Department as stipulated in Chapter 3.32 (*Transient Occupancy Tax*).

B. **Short-Term Rental Permit**. To apply for a Short-Term Rental permit, a host shall file an application with the Planning Division on a form provided by the Planning Division, and shall include all information required by the instructions on the application and the guidelines necessary to implement this Chapter.

   a. **Eligibility Requirements**. The following requirements must be met for approval of a Short-Term Rental permit:

      i. The host shall sign a notarized affidavit confirming the following:

         1. The short-term rental unit is his/her primary residence. If the host is not the property owner, a notarized supplemental authorization form signed by all property owners must be submitted with the application.

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2. The designated local responsible contact person will be available twenty-four (24) hours per day.
3. The short-term rental is legally permitted and habitable based on building permit history. In the absence of a building permit record demonstrating such, the Building Official shall determine if the accessory structure is suitable for habitability and an inspection of the accessory structure may be required.
4. The space used for short-term rental meets or exceeds fire and life safety requirements, including installation of smoke and carbon monoxide detectors, and adequate means of egress.
5. The host has signed an indemnification and hold harmless agreement in a form approved by the City Attorney, agreeing to indemnify, save, protect, hold harmless, and defend the City of Daly City, the City Council of the City of Daly City, individually and collectively, and the City of Daly City representatives, officers, officials, employees, agents, and volunteers from any and all claims, demands, damages, fines, obligations, suits, judgments, penalties, causes of action, losses, liabilities, or costs at any time received , incurred, or accrued as a result of, or arising out of host's actions or inaction in the operation, occupancy, use, and/or maintenance of the property.
6. The host has provided evidence of insurance coverages specifically for short-term rentals.
7. The host shall adhere to the short-term rental regulations listed in Sections 5.92.050.C and 5.92.050.D.

b. For properties with active business licenses for short-term rentals issued prior to January 1, 2020, compliance with this Chapter shall be required upon expiration of said business license.

C. **Short-Term Rental Regulations**.

a. Un-hosted stays shall be limited to a maximum of 90 days per year. There shall be no limit for hosted stays.

~~a.~~b. If a dwelling unit is subject to the rules of a homeowners' or condominium association, this Chapter shall not grant any permission that invalidates or supersedes provisions regarding home-sharing.

~~b.~~c. Short-term rentals shall not be advertised for or used by more than two guests per bedroom plus two additional guests at one time.

~~c.~~d. Short-term rentals shall be limited to one booking per property per day.

~~d.~~e. No additional parking shall be required for short-term rentals. Existing on-site parking spaces shall be made available to ~~short-term renters~~guests.

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~~e.~~f. Short-term rentals shall not adversely affect the residential character of the neighborhood nor shall the use generate noise, vibration, glare, odors, or other effects that unreasonably interfere with any person's reasonable enjoyment of his or her residence. To this effect, the short-term rental activity shall comply with all provisions of the Daly City Municipal Code, including, but not limited to Chapter 8.32 (*Litter*), Chapter 9.22 (*Disturbing the Peace*), and Chapter 10.40 (*Residential Parking Permits*).

~~f.~~g. No person shall advertise, undertake, maintain, authorize, book, or facilitate any renting to guests in a manner that does not comply with this Chapter.

~~g.~~h. No person shall advertise any short-term rental without a City issued short-term rental permit number depicted in a visible location on the advertisement, including any listing on a hosting platform.

~~h.~~i. No signs shall be posted on the exterior of the dwelling unit advertising the presence of the short-term rental use.

~~i.~~j. Commercial events including, but not limited to weddings, banquets, and corporate events, are prohibited from occurring as part of the short-term rental use. The dwelling shall not be short-term rented for the sole purpose of accommodating such uses.

~~j.~~k. No person shall offer or engage in short-term rental in any part of the property not approved for residential use, including but not limited to, a vehicle parked on the property, a storage shed, trailer, garage, or any temporary structure like a tent.

D. **Host Requirements**.

a. The host, and the property owner if the host is the tenant, shall be responsible for any nuisance violations arising at a property during short-term rental activities.

b. The host shall identify a local responsible contact person to be available twenty-four (24) hours per day during the term of any hosted or unhosted stay who shall respond to any concerns or requests for assistance related to the condition, operation, or conduct of guests of the short-term rental. The local responsible contact person shall take immediate remedial action as needed to resolve such concerns or requests for assistance.

c. The host shall provide and maintain fire extinguishers, smoke detectors, carbon monoxide detectors, and information related to emergency exit routes and emergency contact information.

d. The host shall keep and preserve all records as may be necessary to determine the amount of such tax as he/she may have been liable for the collection of and payment to the City, including the number and length of each short-term rental stay, and the price paid for each stay. The Finance Department and Planning Department shall have the right to inspect these records at all reasonable times. Hosts shall provide a copy of the records from the last year to the Finance Department at the time of renewing the short-term rental permit.

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e. The host shall fully comply with all the requirements of Chapter 3.32 (*Transient Occupancy Tax*) and any successor sections.

5.92.060 – Fees.

The City Council shall establish and set by Resolution all fees and charges as may be necessary to effectuate the purpose of this Chapter.

5.92.070 – Expiration and Renewal.

A. A Short-Term Rental permit is valid for the same duration as the associated business license which expires on September 30th of the year the business license is issued. It may not be transferred, does not run with the land, and is valid only at the original short-term rental site. The Short-Term Rental permit shall automatically expire upon sale or transfer of the property. No registration may be assigned, transferred, or loaned to any other person.
B. A short-term rental permit may be renewed if the host meets the following renewal requirements:
    a. Payment of registration renewal fees and all required transient occupancy tax remittance associated with the short-term rental. The host shall submit such information concerning the short-term rental activity as may be required to enable the Finance Department to verify the amount of tax paid.
    b. Is deemed to have been in conformance with the provisions of this Chapter for the past year.
    c. Documents and provides any changes that have occurred to the information on the current short-term rental permit.
    d. Submits short-term rental records as required in Section 5.70.040.D for the last year.
C. Failure to renew prior to the expiration date will result in expiration of the short-term rental permit.

5.92.080 – Enforcement.

A. Failure to comply with any provision of this Chapter may constitute a violation.
B. If the same property being used for short-term rental has been issued three violations between the date the Short-Term Rental permit was issued and the next renewal period, the property shall become ineligible for renewal of the short-term rental permit at the next renewal period of that calendar year. At the start of the renewal period of the next following calendar year, the eligibility of said property shall be reinstated.
C. The City has the sole discretion to suspend the Short-Term Rental permit of any property being used for short-term rental with one or more violations pursuant to Chapter 8.16 (*Property Maintenance and Nuisance Abatement)* of the Daly City Municipal Code. If a

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Short-Term Rental permit is revoked, the ~~owner~~ host must wait at least one calendar year before an application for short-term rental can be filed for that property.

D. Any person convicted of violating any provision of this Chapter in a criminal case or found to be in violation of this chapter in a civil case brought by a law enforcement agency shall be ordered to reimburse the City and other participating law enforcement agencies their full investigative costs, pay all back Transient Occupancy Taxes, and remit all illegally obtained rental revenue to the City so that it may be returned to the short-term rental guests or used to compensate victims of illegal short-term rental activities.

E. Any person who violates any provision of this Chapter shall be subject to administrative fines and administrative penalties pursuant to Chapter 8.16 (*Property Maintenance and Nuisance Abatement)* of the Daly City Municipal Code.

F. The remedies provided in this Section are not exclusive, and nothing in this Chapter shall preclude the use or application of any other remedies, penalties, or procedures established by law. The City may pursue any other administrative or judicial legal remedies available, including, but not limited to, civil injunctions, license revocations, and civil penalties for violations of this Chapter.

5.92.090 – Amnesty Period for Short-Term Rentals.

Short-term rentals with a business license operating on or before the enactment of this Chapter shall be considered existing, unpermitted uses. An amnesty period of nine (9) months ending on September 30, 2020 after the effective date of this Chapter is being provided to allow these existing, unpermitted uses to be legalized by conforming to the requirements of this Chapter, including compliance with operating standards, registration, and recordkeeping obligations. Existing short-term rental uses that do not conform to the requirements of this Chapter on or before September 30th, 2020 after the effective date of this Chapter shall cease operation and be prohibited from resuming unless and until the use conforms to the requirements of this Chapter.

SECTION 2. Severability. If any section, subsection, provision or part of this Ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this Ordinance, and the application of such provision to other person or circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this Ordinance are severable.

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

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SECTION 4. Publication and Effective Date. Pursuant to the provisions of Government Code Section 36933, a summary of this ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post it in the City Clerk's Office a certified copy of this ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall (1) publish the summary and (2) post in the City Clerk's Office a certified copy of the full text of this ordinance along with the names of those City Council members voting for and against this ordinance or otherwise voting. This ordinance shall become effective on January 1, 2020.

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Introduced this _____day of_____, 2019.

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_____, 2019, 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

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ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY ADDING CHAPTER 5.92 TO THE DALY CITY MUNICIPAL CODE RE: SHORT-TERM RENTALS

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DALY CITY DOES ORDAIN AS FOLLOWS:

SECTION 1. Chapter 5.92 of Title 5 of the Daly City Municipal Code is hereby added to read as follows:

Chapter 5.92
SHORT-TERM RENTALS

5.92.010 Purpose
5.92.020 Applicability
5.92.030 Definitions
5.92.040 Eligibility
5.92.050 Requirements
5.92.060 Fees
5.92.070 Expiration and Renewal
5.92.080 Enforcement
5.92.090 Amnesty Period for Short-Term Rentals

5.92.10 – Purpose.

The purposes of the Short-Term Rentals related regulations contained in this Chapter are:

A. To prevent long-term rental units from being replaced with Short-Term Rentals and protect affordable housing units from conversion.
B. To preserve and protect neighborhood character and livability from nuisances that are often associated with Short-Term Rentals.
C. To generate City revenue to share City infrastructure cost and other public expenditures by operation of Short-Term Rentals under established standards.
D. To provide alternative forms of lodging.

5.92.020 – Applicability.

The following standards apply to short-term rentals whereby a dwelling unit is shared, in whole or in part, for transient occupancy as a way of generating rental income.

5.92.030 – Definitions.

For the purposes of this Chapter, the following terms shall have the following meanings:

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A. **“Bedroom”** means a part or division of a building enclosed by walls, floor, and ceiling intended and designed for sleeping.

~~A.~~**B.** **“Condominium”** means a single, individually-owned dwelling unit in a multi-unit building in which the owner holds sole title to the unit, but owns land and common property (i.e. elevators, halls, roof, stairs, etc.) jointly with other unit owners, and shares the upkeep expenses on the common-property with them.

~~B.~~C. “**Guest”** means any person who exercises occupancy or is entitled to occupancy by reason of concession, permit, right of access, license or other agreement for a period of thirty consecutive calendar days or less, counting portions of calendar days as full days. Any such person so occupying space in a home shall be deemed to be a transient until the period of thirty days has expired unless there is an agreement in writing between the host and the guest providing for a longer period of occupancy. In determining whether a person is a transient, uninterrupted periods of time extending both prior and subsequent to the effective date of the ordinance codified in this chapter may be considered.

~~C.~~D. **“Home-sharing**” means an accessory use of a primary residence for the purposes of providing temporary lodging, for compensation, for periods of 30 consecutive days or less.

~~D.~~E. **“Host**” means an ~~owner~~ owner or tenant of a dwelling unit who rents his/her primary residence for home-sharing under this Chapter.

~~E.~~F. **“Hosted stay**” means a home-sharing activity whereby the host remains on-site throughout the guest’s stay (except during daytime and/or work hours).

~~F.~~G. **“Hosting platform**” means a business or person that provides a means through which a Host may offer a dwelling unit, or portion thereof, for home-sharing. A Hosting Platform is usually, though not necessarily, provided through an internet-based platform. It generally allows a property owner or tenant to advertise the dwelling unit through a website provided by the Hosting Platform and provides a means for potential guests to arrange short-term rentals, whether the guests pays rent directly to the Host or to the Hosting Platform.

~~G.~~H. **“Primary residence**” means a host's permanent residence or usual place of return for housing as documented by evidence of occupancy as determined by the Finance Department and Planning Department. A person may only have one primary residence and must reside there for a minimum of nine (9) months per year.

~~H.~~I. **“Un-hosted stay”** means a home-sharing activity whereby the host remains off-site during the guest's stay.

J. **“Vacation rental”** means a dwelling unit that is not a primary residence and which is available for temporary lodging for compensation. The term "vacation rental" shall not include single-room occupancy buildings, bed and breakfast inns, hotels, or corporate housing.

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5.92.40 ~~5.92.040~~ – Eligibility.

A. Short-term rentals shall be permitted in single-family residences, condominiums, duplexes, townhomes, and properties with multiple rental units. For owner-occupied properties with multiple rental units, the owner of such property may only host a short-term rental in the dwelling unit that is their primary residence.~~townhomes, and condominiums. For the purposes of this Chapter, a condominium is defined as a single, individually-owned dwelling unit in a multi-unit building in which the owner holds sole title to the unit, but owns land and common property (i.e. elevators, halls, roof, stairs, etc.) jointly with other unit owners, and shares the upkeep expenses on the common property with them. This Chapter does not grant any permission that invalidates or supersedes provisions regarding home-sharing to properties subject to the rules of a homeowners or condominium association.~~

B. Short-term rentals shall ~~are~~ not be permitted in inclusionary housing or other income-restricted housing units or on properties with accessory dwelling units.~~, inclusionary housing or other income-restricted housing units, and non-owner-occupied properties including properties with multiple dwelling units.~~

~~B.~~C. Vacation rentals, as defined in this Chapter, are prohibited and shall not be operated in the City.

5.92.050 – Requirements.

The host is required to obtain a business license from the Finance Department and Short-Term Rental permit from the Planning Division before renting any primary residence to any guest.

A. **Business License**. To apply for a business license, a host shall file an application with the Finance Department as stipulated in Chapter 5.12 (*Licensing Regulations*) and obtain a Transient Occupancy Registration Certificate from the Finance Department as stipulated in Chapter 3.32 (*Transient Occupancy Tax*).

B. **Short-Term Rental Permit**. To apply for a Short-Term Rental permit, a host shall file an application with the Planning Division on a form provided by the Planning Division, and shall include all information required by the instructions on the application and the guidelines necessary to implement this Chapter.

   a. **Eligibility Requirements**. The following requirements must be met for approval of a Short-Term Rental permit:

      i. The host shall sign a notarized affidavit confirming the following:

         1. The short-term rental unit is his/her primary residence. If the host is not the property owner, a notarized supplemental authorization form signed by all property owners must be submitted with the application.
         2. The designated local responsible contact person will be available twenty-four (24) hours per day.

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3. The short-term rental is legally permitted and habitable based on building permit history. In the absence of a building permit record demonstrating such, the Building Official shall determine if the accessory structure is suitable for habitability and an inspection of the accessory structure may be required.
4. The space used for short-term rental meets or exceeds fire and life safety requirements, including installation of smoke and carbon monoxide detectors, and adequate means of egress.
5. The host has signed an indemnification and hold harmless agreement in a form approved by the City Attorney, agreeing to indemnify, save, protect, hold harmless, and defend the City of Daly City, the City Council of the City of Daly City, individually and collectively, and the City of Daly City representatives, officers, officials, employees, agents, and volunteers from any and all claims, demands, damages, fines, obligations, suits, judgments, penalties, causes of action, losses, liabilities, or costs at any time received , incurred, or accrued as a result of, or arising out of host's actions or inaction in the operation, occupancy, use, and/or maintenance of the property.
6. The host has provided evidence of insurance coverages specifically for short-term rentals.
7. The host shall adhere to the short-term rental regulations listed in Sections 5.92.050.C and 5.92.050.D.

b. For properties with active business licenses for short-term rentals issued prior to January 1, 2020, compliance with this Chapter shall be required upon expiration of said business license.

C. **Short-Term Rental Regulations**.

a. Un-hosted stays shall be limited to a maximum of 90 days per year. There shall be no limit for hosted stays.

~~a.~~b. If a dwelling unit is subject to the rules of a homeowners' or condominium association, this Chapter shall not grant any permission that invalidates or supersedes provisions regarding home-sharing.

~~b.~~c. Short-term rentals shall not be advertised for or used by more than two guests per bedroom plus two additional guests at one time.

~~c.~~d. Short-term rentals shall be limited to one booking per property per day.

~~d.~~e. No additional parking shall be required for short-term rentals. Existing on-site parking spaces shall be made available to ~~short-term renters~~guests.

~~e.~~f. Short-term rentals shall not adversely affect the residential character of the neighborhood nor shall the use generate noise, vibration, glare, odors, or other effects that unreasonably interfere with any person's reasonable enjoyment of his

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or her residence. To this effect, the short-term rental activity shall comply with all provisions of the Daly City Municipal Code, including, but not limited to Chapter 8.32 (*Litter*), Chapter 9.22 (*Disturbing the Peace*), and Chapter 10.40 (*Residential Parking Permits*).

~~f.~~g. No person shall advertise, undertake, maintain, authorize, book, or facilitate any renting to guests in a manner that does not comply with this Chapter.

~~g.~~h. No person shall advertise any short-term rental without a City issued short-term rental permit number depicted in a visible location on the advertisement, including any listing on a hosting platform.

~~h.~~i. No signs shall be posted on the exterior of the dwelling unit advertising the presence of the short-term rental use.

~~i.~~j. Commercial events including, but not limited to weddings, banquets, and corporate events, are prohibited from occurring as part of the short-term rental use. The dwelling shall not be short-term rented for the sole purpose of accommodating such uses.

~~j.~~k. No person shall offer or engage in short-term rental in any part of the property not approved for residential use, including but not limited to, a vehicle parked on the property, a storage shed, trailer, garage, or any temporary structure like a tent.

D. **Host Requirements**.

a. The host, and the property owner if the host is the tenant, shall be responsible for any nuisance violations arising at a property during short-term rental activities.

b. The host shall identify a local responsible contact person to be available twenty-four (24) hours per day during the term of any hosted or un-hosted stay who shall respond to any concerns or requests for assistance related to the condition, operation, or conduct of guests of the short-term rental. The local responsible contact person shall take immediate remedial action as needed to resolve such concerns or requests for assistance.

c. The host shall provide and maintain fire extinguishers, smoke detectors, carbon monoxide detectors, and information related to emergency exit routes and emergency contact information.

d. The host shall keep and preserve all records as may be necessary to determine the amount of such tax as he/she may have been liable for the collection of and payment to the City, including the number and length of each short-term rental stay, and the price paid for each stay. The Finance Department and Planning Department shall have the right to inspect these records at all reasonable times. Hosts shall provide a copy of the records from the last year to the Finance Department at the time of renewing the short-term rental permit.

e. The host shall fully comply with all the requirements of Chapter 3.32 (*Transient Occupancy Tax*) and any successor sections.

5.92.060 – Fees.

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The City Council shall establish and set by Resolution all fees and charges as may be necessary to effectuate the purpose of this Chapter.

5.92.070 – Expiration and Renewal.

A. A Short-Term Rental permit is valid for the same duration as the associated business license which expires on September 30th of the year the business license is issued. It may not be transferred, does not run with the land, and is valid only at the original short-term rental site. The Short-Term Rental permit shall automatically expire upon sale or transfer of the property. No registration may be assigned, transferred, or loaned to any other person.
B. A short-term rental permit may be renewed if the host meets the following renewal requirements:
    a. Payment of registration renewal fees and all required transient occupancy tax remittance associated with the short-term rental. The host shall submit such information concerning the short-term rental activity as may be required to enable the Finance Department to verify the amount of tax paid.
    b. Is deemed to have been in conformance with the provisions of this Chapter for the past year.
    c. Documents and provides any changes that have occurred to the information on the current short-term rental permit.
    d. Submits short-term rental records as required in Section 5.70.040.D for the last year.
C. Failure to renew prior to the expiration date will result in expiration of the short-term rental permit.

5.92.080 – Enforcement.

A. Failure to comply with any provision of this Chapter may constitute a violation.
B. If the same property being used for short-term rental has been issued three violations between the date the Short-Term Rental permit was issued and the next renewal period, the property shall become ineligible for renewal of the short-term rental permit at the next renewal period of that calendar year. At the start of the renewal period of the next following calendar year, the eligibility of said property shall be reinstated.
C. The City has the sole discretion to suspend the Short-Term Rental permit of any property being used for short-term rental with one or more violations pursuant to Chapter 8.16 (*Property Maintenance and Nuisance Abatement)* of the Daly City Municipal Code. If a Short-Term Rental permit is revoked, the ~~owner~~ host must wait at least one calendar year before an application for short-term rental can be filed for that property.
D. Any person convicted of violating any provision of this Chapter in a criminal case or found to be in violation of this chapter in a civil case brought by a law enforcement agency shall be ordered to reimburse the City and other participating law enforcement

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agencies their full investigative costs, pay all back Transient Occupancy Taxes, and remit all illegally obtained rental revenue to the City so that it may be returned to the short-term rental guests or used to compensate victims of illegal short-term rental activities.

E. Any person who violates any provision of this Chapter shall be subject to administrative fines and administrative penalties pursuant to Chapter 8.16 (*Property Maintenance and Nuisance Abatement)* of the Daly City Municipal Code.

F. The remedies provided in this Section are not exclusive, and nothing in this Chapter shall preclude the use or application of any other remedies, penalties, or procedures established by law. The City may pursue any other administrative or judicial legal remedies available, including, but not limited to, civil injunctions, license revocations, and civil penalties for violations of this Chapter.

5.92.090 – Amnesty Period for Short-Term Rentals.

Short-term rentals with a business license operating on or before the enactment of this Chapter shall be considered existing, unpermitted uses. An amnesty period of nine (9) months ending on September 30, 2020 after the effective date of this Chapter is being provided to allow these existing, unpermitted uses to be legalized by conforming to the requirements of this Chapter, including compliance with operating standards, registration, and recordkeeping obligations. Existing short-term rental uses that do not conform to the requirements of this Chapter on or before September 30th, 2020 after the effective date of this Chapter shall cease operation and be prohibited from resuming unless and until the use conforms to the requirements of this Chapter.

SECTION 2. Severability. If any section, subsection, provision or part of this Ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this Ordinance, and the application of such provision to other person or circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this Ordinance are severable.

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

SECTION 4. Publication and Effective Date. Pursuant to the provisions of Government Code Section 36933, a summary of this ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post it in the City Clerk's Office a certified copy of this ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall

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(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 on January 1, 2020. For properties within the Coastal Zone, this Ordinance shall not become effective until the California Coastal Commission certifies an amendment to the City's local coastal program pursuant to Section 30514 of the California Public Resources Code.

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Introduced this _____day of_____, 2019.

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_____, 2019, 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

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ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY ADDING CHAPTER 5.92 TO THE DALY CITY MUNICIPAL CODE RE: SHORT-TERM RENTALS

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DALY CITY DOES ORDAIN AS FOLLOWS:

SECTION 1. Chapter 5.92 of Title 5 of the Daly City Municipal Code is hereby added to read as follows:

Chapter 5.92
SHORT-TERM RENTALS

5.92.010 Purpose
5.92.020 Applicability
5.92.030 Definitions
5.92.040 Eligibility
5.92.050 Requirements
5.92.060 Fees
5.92.070 Expiration and Renewal
5.92.080 Enforcement
5.92.090 Amnesty Period for Short-Term Rentals

5.92.10 – Purpose.

The purposes of the Short-Term Rentals related regulations contained in this Chapter are:

A. To prevent long-term rental units from being replaced with Short-Term Rentals and protect affordable housing units from conversion.
B. To preserve and protect neighborhood character and livability from nuisances that are often associated with Short-Term Rentals.
C. To generate City revenue to share City infrastructure cost and other public expenditures by operation of Short-Term Rentals under established standards.
D. To provide alternative forms of lodging.

5.92.020 – Applicability.

The following standards apply to short-term rentals whereby a dwelling unit is shared, in whole or in part, for transient occupancy as a way of generating rental income.

5.92.030 – Definitions.

For the purposes of this Chapter, the following terms shall have the following meanings:

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A. **“Bedroom”** means a part or division of a building enclosed by walls, floor, and ceiling intended and designed for sleeping.

B. **“Condominium”** means a single, individually-owned dwelling unit in a multi-unit building in which the owner holds sole title to the unit, but owns land and common property (i.e. elevators, halls, roof, stairs, etc.) jointly with other unit owners, and shares the upkeep expenses on the common-property with them.

C. “**Guest”** means any person who exercises occupancy or is entitled to occupancy by reason of concession, permit, right of access, license or other agreement for a period of thirty consecutive calendar days or less, counting portions of calendar days as full days. Any such person so occupying space in a home shall be deemed to be a transient until the period of thirty days has expired unless there is an agreement in writing between the host and the guest providing for a longer period of occupancy. In determining whether a person is a transient, uninterrupted periods of time extending both prior and subsequent to the effective date of the ordinance codified in this chapter may be considered.

D. **“Home-sharing**” means an accessory use of a primary residence for the purposes of providing temporary lodging, for compensation, for periods of 30 consecutive days or less.

E. **“Host**” means an owner or tenant of a dwelling unit who rents ~~his/her~~ their primary residence for home-sharing under this Chapter.

F. **“Hosted stay**” means a home-sharing activity whereby the host remains on-site throughout the guest’s stay (except during daytime and/or work hours).

G. **“Hosting platform**” means a business or person that provides a means through which a Host may offer a dwelling unit, or portion thereof, for home-sharing. A Hosting Platform is usually, though not necessarily, provided through an internet-based platform. It generally allows a property owner or tenant to advertise the dwelling unit through a website provided by the Hosting Platform and provides a means for potential guests to arrange short-term rentals, whether the guests pay rent directly to the Host or to the Hosting Platform.

H. **“Primary residence**” means a host's permanent residence or usual place of return for housing as documented by evidence of occupancy as determined by the Finance Department and Planning Department. A person may only have one primary residence and must reside there for a minimum of nine (9) months per year.

I. **“Un-hosted stay”** means a home-sharing activity whereby the host remains off-site during the guest's stay.

J. **“Vacation rental”** means a dwelling unit that is not a primary residence and which is available for temporary lodging for compensation. The term "vacation rental" shall not include single-room occupancy buildings, bed and breakfast inns, hotels, or corporate housing.

5.92.40 – Eligibility.

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A. Short-term rentals shall be permitted in single-family residences, condominiums, duplexes, townhomes, and properties with multiple rental units. For owner-occupied properties with multiple rental units, the owner of such property may only host a short-term rental in the dwelling unit that is their primary residence.
B. Short-term rentals shall not be permitted in inclusionary housing or other income-restricted housing units or on properties with accessory dwelling units.
C. Vacation rentals, as defined in this Chapter, are prohibited and shall not be operated in the City.

5.92.050 – Requirements.

The host is required to obtain a business license from the Finance Department and Short-Term Rental permit from the Planning Division before renting any primary residence to any guest.

A. **Business License**. To apply for a business license, a host shall file an application with the Finance Department as stipulated in Chapter 5.12 (*Licensing Regulations*) and obtain a Transient Occupancy Registration Certificate from the Finance Department as stipulated in Chapter 3.32 (*Transient Occupancy Tax*).
B. **Short-Term Rental Permit**. To apply for a Short-Term Rental permit, a host shall file an application with the Planning Division on a form provided by the Planning Division, and shall include all information required by the instructions on the application and the guidelines necessary to implement this Chapter.
    a. **Eligibility Requirements**. The following requirements must be met for approval of a Short-Term Rental permit:
        i. The host shall sign a notarized affidavit confirming the following:
            1. The short-term rental unit is ~~his/her~~their primary residence. If the host is not the property owner, a notarized supplemental authorization form signed by all property owners must be submitted with the application.
            2. The designated local responsible contact person will be available twenty-four (24) hours per day.
            3. The short-term rental is legally permitted and habitable based on building permit history. In the absence of a building permit record demonstrating such, the Building Official shall determine if the accessory structure is suitable for habitability and an inspection of the accessory structure may be required.
            4. The space used for short-term rental meets or exceeds fire and life safety requirements, including installation of smoke and carbon monoxide detectors, and adequate means of egress.
            5. The host has signed an indemnification and hold harmless agreement in a form approved by the City Attorney, agreeing to indemnify, save, protect, hold harmless, and defend the City of

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Daly City, the City Council of the City of Daly City, individually and collectively, and the City of Daly City representatives, officers, officials, employees, agents, and volunteers from any and all claims, demands, damages, fines, obligations, suits, judgments, penalties, causes of action, losses, liabilities, or costs at any time received , incurred, or accrued as a result of, or arising out of host's actions or inaction in the operation, occupancy, use, and/or maintenance of the property.

~~6. The host has provided evidence of insurance coverages specifically for short-term rentals.~~

~~7.~~6. The host shall adhere to the short-term rental regulations listed in Sections 5.92.050.C and 5.92.050.D.

b. For properties with active business licenses for short-term rentals issued prior to January 1, 2020, compliance with this Chapter shall be required upon expiration of said business license.

C. **Short-Term Rental Regulations**.

a. Un-hosted stays shall be limited to a maximum of 90 days per year. There shall be no limit for hosted stays.

b. If a dwelling unit is subject to the rules of a homeowners' or condominium association, this Chapter shall not grant any permission that invalidates or supersedes provisions regarding home-sharing.

c. Short-term rentals shall not be advertised for or used by more than two guests per bedroom plus two additional guests at one time.

d. Short-term rentals shall be limited to one booking per property per day. A booking may consist of the short-term rental of one or more bedrooms in the home or the short-term rental of the entire home. A short-term rental may operate in conjunction with a long-term rental, the rental of a primary residence for periods of more than 30 consecutive days, in the home.

e. No additional parking shall be required for short-term rentals. Existing on-site parking spaces shall be made available to guests.

f. Short-term rentals shall not adversely affect the residential character of the neighborhood nor shall the use generate noise, vibration, glare, odors, or other effects that unreasonably interfere with any person's reasonable enjoyment of his or her residence. To this effect, the short-term rental activity shall comply with all provisions of the Daly City Municipal Code, including, but not limited to Chapter 8.32 (*Litter*), Chapter 9.22 (*Disturbing the Peace*), and Chapter 10.40 (*Residential Parking Permits*).

g. No person shall advertise, undertake, maintain, authorize, book, or facilitate any renting to guests in a manner that does not comply with this Chapter.

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h. No person shall advertise any short-term rental without a City issued short-term rental permit number depicted in a visible location on the advertisement, including any listing on a hosting platform.
i. No signs shall be posted on the exterior of the dwelling unit advertising the presence of the short-term rental use.
j. Commercial events including, but not limited to weddings, banquets, and corporate events, are prohibited from occurring as part of the short-term rental use. The dwelling shall not be ~~short-term~~advertised or rented for the sole purpose of accommodating such uses.
k. No person shall offer or engage in short-term rental in any part of the property not approved for residential use, including but not limited to, a vehicle parked on the property, a storage shed, trailer, garage, or any temporary structure like a tent.

D. **Host Requirements**.

a. The host, and the property owner if the host is the tenant, shall be responsible for any nuisance violations arising at a property during short-term rental activities.
b. The host shall identify a local responsible contact person to be available twenty-four (24) hours per day during the term of any hosted or un-hosted stay who shall respond to any concerns or requests for assistance related to the condition, operation, or conduct of guests of the short-term rental. The local responsible contact person shall take immediate remedial action as needed to resolve such concerns or requests for assistance.
c. The host shall provide and maintain fire extinguishers, smoke detectors, carbon monoxide detectors, and information related to emergency exit routes and emergency contact information.
d. The host shall keep and preserve all records as may be necessary to determine the amount of such tax as he/she may have been liable for the collection of and payment to the City, including the number and length of each short-term rental stay, and the price paid for each stay. The Finance Department and Planning Department shall have the right to inspect these records at all reasonable times. Hosts shall provide a copy of the records from the last year to the Finance Department at the time of renewing the short-term rental permit.
e. The host shall fully comply with all the requirements of Chapter 3.32 (*Transient Occupancy Tax*) and any successor sections.

5.92.060 – Fees.

The City Council shall establish and set by Resolution all fees and charges as may be necessary to effectuate the purpose of this Chapter.

5.92.070 – Expiration and Renewal.

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A. A Short-Term Rental permit is valid for the same duration as the associated business license which expires on September 30th of the year the business license is issued. It may not be transferred, does not run with the land, and is valid only at the original short-term rental site. The Short-Term Rental permit shall automatically expire upon sale or transfer of the property. No registration may be assigned, transferred, or loaned to any other person.
B. A short-term rental permit may be renewed if the host meets the following renewal requirements:
    a. Payment of registration renewal fees and all required transient occupancy tax remittance associated with the short-term rental. The host shall submit such information concerning the short-term rental activity as may be required to enable the Finance Department to verify the amount of tax paid.
    b. Is deemed to have been in conformance with the provisions of this Chapter for the past year.
    c. Documents and provides any changes that have occurred to the information on the current short-term rental permit.
    d. Submits short-term rental records as required in Section 5.70.040.D for the last year.
C. Failure to renew prior to the expiration date will result in expiration of the short-term rental permit.

5.92.080 – Enforcement.

A. Failure to comply with any provision of this Chapter may constitute a violation.
B. If the same property being used for short-term rental has been issued three violations between the date the Short-Term Rental permit was issued and the next renewal period, the property shall become ineligible for renewal of the Short-Term Rental permit at the next renewal period of that calendar year. At the start of the renewal period of the next following calendar year, the eligibility of said property shall be reinstated.
C. The City has the sole discretion to suspend the Short-Term Rental permit of any property being used for short-term rental with one or more violations pursuant to Chapter 8.16 (*Property Maintenance and Nuisance Abatement)* of the Daly City Municipal Code. If a Short-Term Rental permit is revoked, the host must wait at least one calendar year before an application for short-term rental can be filed for that property.
D. Any person convicted of violating any provision of this Chapter in a criminal case or found to be in violation of this chapter in a civil case brought by a law enforcement agency shall be ordered to reimburse the City and other participating law enforcement agencies their full investigative costs, pay all back Transient Occupancy Taxes, and remit all illegally obtained rental revenue to the City so that it may be returned to the short-term rental guests or used to compensate victims of illegal short-term rental activities.

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E. Any person who violates any provision of this Chapter shall be subject to administrative fines and administrative penalties pursuant to Chapter 8.16 (*Property Maintenance and Nuisance Abatement)* of the Daly City Municipal Code.
F. The remedies provided in this Section are not exclusive, and nothing in this Chapter shall preclude the use or application of any other remedies, penalties, or procedures established by law. The City may pursue any other administrative or judicial legal remedies available, including, but not limited to, civil injunctions, license revocations, and civil penalties for violations of this Chapter.

5.92.090 – Amnesty Period for Short-Term Rentals.

Short-term rentals with a business license operating on or before the enactment of this Chapter shall be considered existing, unpermitted uses. An amnesty period of nine (9) months ending on September 30, 2020 after the effective date of this Chapter is being provided to allow these existing, unpermitted uses to be legalized by conforming to the requirements of this Chapter, including compliance with operating standards, registration, and recordkeeping obligations. Existing short-term rental uses that do not conform to the requirements of this Chapter on or before September 30th, 2020 after the effective date of this Chapter shall cease operation and be prohibited from resuming unless and until the use conforms to the requirements of this Chapter.

SECTION 2. Severability. If any section, subsection, provision or part of this Ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this Ordinance, and the application of such provision to other person or circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this Ordinance are severable.

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

SECTION 4. Publication and Effective Date. Pursuant to the provisions of Government Code Section 36933, a summary of this ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post it in the City Clerk's Office a certified copy of this ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall (1) publish the summary and (2) post in the City Clerk's Office a certified copy of the full text of this ordinance along with the names of those City Council members voting for and against this ordinance or otherwise voting. This ordinance shall become effective on January 1, 2020. For

properties within the Coastal Zone, this Ordinance shall not become effective until the California Coastal Commission certifies an amendment to the City's local coastal program pursuant to Section 30514 of the California Public Resources Code.

Introduced this _____ day of _____, ~~2019~~2020.

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 _____, ~~2019~~2020, 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

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City Council Meeting Agenda Report

Item # ____

Meeting Date: January 13, 2020

Subject: Use Permit UPR-6-19-14071 and Design Review DR-11-19-14321 – Hilldale School Expansion at 25 and 79 Florence Street

Recommended Action

Approve the Use Permit and Design Review permits, subject to the Findings and Conditions as outlined herein.

Planning Commission Discussion

On December 3, 2019, the Planning Commission voted 4-0 (Commissioners Crump absent) to recommend the City Council approve Use Permit UPR-6-19-14071 and Design Review DR-11-19-14321. Planning Commission discussion topics are provided in bold italics.

Background

The applicant, John Sittner, requests to modify an application approved by the City Council in 2018 to increase the enrollment of the Hilldale School located at 25 Florence Street from 150 to 210 students (see Attachment A – Site location). The applicant has previously received approvals to expand the school, most recently in November 2018, when the City Council granted approval to increase the student enrollment from 119 to 150 students and build associated classroom space for the enrollment increase (see Attachment B – 2018 Approved Plans). To accommodate the additional parking required by the Zoning Ordinance to accommodate the increased enrollment, the applicant also received approval to construct a six-space carport accessible through a driveway extension to be constructed in the Thiers Street right-of-way south of the project site.

According to Planning Division records, the portion of the site located at 25 Florence Street has been used as a nursery school since the 1940s. In 1963, the City Council granted approval to expand the school to the property which encompasses both 79 and 83 Florence Street to accommodate a total enrollment of 84 students. A Condition of Approval issued at that time required that the nursery school use at 25 Florence Street be terminated upon completion of the new school. In 1965, the owner of the nursery school obtained approval to keep the portion of the school at 25 Florence Street operational, citing a lack of financing to fully place all 84 students at the 83 Florence Street portion of the project. In 1974, the City Council granted a Use Permit to "expand a private primary school," ostensibly allowing an increase of enrollment at the school from 84 students to 119 students but requiring any increase in enrollment to cease the use of 25 Florence Street as a nursery school. A subsequent request for a Use Permit in 1983 to expand the school to a portable classroom to be situated at the 79 Florence Street portion of the property was denied citing, among other things, the lack of parking, potential code issues, and a disorderly expansion of the school.

The site is zoned R-1 Single-Family with a General Plan Land Use designation of Residential – Low Density. Because the zoning district in which the school is located requires a use permit for private schools and there is an existing use permit applicable to the site, a use permit is necessary for the proposed project. The City Council should be aware that the use permit under consideration would replace any previous use permits applicable to the subject property.

Project Description

Presently, the school consists of three buildings located at 25 Florence Street, 79 Florence Street, and 83 Florence Street, situated on two properties. These buildings are approximately 2,200, 3,500, and 2,200 square feet each, respectively. The buildings at 79 Florence and 83 Florence are adjacent to each other on one parcel near the intersection of Thiers and Florence, while the third building at 25 Florence is situated on the third parcel more northerly on Florence, approaching the entrance to the Pointe Pacific neighborhood. Vehicular access and parking for the buildings at 79 Florence and 83 Florence is provided in the public right-of-way south of 83 Florence and in the two-car driveway of 79 Florence. Additionally, the building at 25 Florence Street provides informal parking for three vehicles, although egress from these spaces requires vehicles to back into Florence Street, which is suboptimal given the driveway location at the base of the Pointe Pacific egress driveway.

Under the site plan approved in 2018, parking for the enrollment increase to 150 students was to be provided in a six-space carport beneath the new Building C and in the driveway adjacent to 79 Florence. The applicant also committed to improving the Thiers Street right-of-way with nine spaces which were to be available to the public at large and are not counted toward meeting the parking required for the proposed school population.

The existing enrollment allocation at the school is as follows:

	School Year				
Grade	15-16	16-17	17-18	18-19	19-20
Pre-K	13	12	10	15	0
Kindergarten #1	18	18	18	19	16
Kindergarten #2					14
First #1	16	18	18	18	18
First #2					
Second #1	18	16	18	18	18
Second #2					
Third	13	18	16	17	18
Fourth	16	13	18	16	17
Fifth	13	16	13	17	16
Sixth	4	8	11	13	16
Seventh	4	4	11	12	13
Eighth	3	3	4	10	12
Total	118	126	137	155	158

As indicated in the table above, the applicant has continued the enrollment increase begun in the 2016-17 school year without completing the improvements approved in the 2018 site plan, although construction drawings are in plan check to implement the improvements. The applicant contends that in order to continue operation of the school during a yearlong construction project, and to provide access to the construction area, the classrooms must be built to their ultimate expansion prior to constructing the parking/patio structure(s).

According to the applicant, the requested enrollment increase to 210 students is necessary because the approved plans for 10 new classrooms together with six new parking spaces has proved to be more expensive than originally bid by the contractor and the lender has made a requirement that the school have approval for more enrollment which can support the school's operating with an improved debt coverage ratio and increased working capital (see Attachment C – Applicant Use Permit Amendment Request).

The amended application therefore expands the previously proposed construction of a six-space carport beneath the new Building C to a 12-space carport, to provide additional parking required by the Zoning Ordinance associated with the proposed enrollment increase to 210 students (see Attachment D – Revision to 2018 Project Plans). The expanded carport would be achieved by expanding the previously-approved Building "C," thereby demolishing the existing four-classroom building that exist in this location. As was the case in the previous approval, the project site plan would continue to allow the construction of three new buildings on the property totaling 6,858 square feet of classroom and support space, and a 1,340 square foot covered patio. A student drop-off area would also be provided on the north side of the Thiers Street right-of-way extension.

The continued enrollment increase at the school without the construction of additional parking facilities is concerning and technically not permitted by the Zoning Ordinance. Staff is therefore recommending a Condition of Approval that the applicant notify parents and staff that the future enrollment at the school beyond a one-year year grace period for the 2021-22 school year could be reduced due to limitations associated with the use permit issued by the City of Daly City.

The City Council should also be aware that although the project site plan indicates that the driveway in front of 79 Florence would be occupied by an ADA-compliant space, the Building Division does not believe that the driveway could accommodate such a space and that the ADA space would instead need to be provided elsewhere on the site. Therefore, the two spaces that exist in the 79 Florence Street driveway would remain and an additional ADA-compliant space would need to be situated elsewhere on the property. A Condition of Approval has been added requiring the provision of such a space elsewhere on-site.

- ***Commissioner Proaño inquired about a letter sent to the Commission by a member of the public expressing concerns about signs the school has placed reserving spaces for teachers in the public right-of-way. John Sittner, applicant and owner of Hilldale School, stated that placing such signs was well-intentioned in the hopes that teachers would use the spaces instead of taking up neighborhood parking spaces. He added that the school would be starting construction this spring, which includes permanent parking spaces. Commissioner Villanueva asked if a Condition of Approval regarding the signs might be appropriate. Staff has added Condition of Approval #4 which requires that the applicant obtain an encroachment permit for these signs.***

Use Permit

As indicated previously, private schools in the R-1 Single Family Residential District require a use permit, as do any physical or capacity expansions related to them. Given that the existing school provides only two recognized parking spaces and much of the student drop-off and faculty parking occurs at the Florence Street right-of-way or unimproved right-of-way south the 83 Florence, staff has historically been apprehensive about proposals to expand school enrollment.

The Zoning Ordinance requires parking at private schools to be one space for each full-time equivalent (FTE) employee, plus one space for every ten children. Using the 2015-16 school year baseline (118 students plus 17.5 FTE staff), the school required 30 parking spaces. At the proposed full enrollment anticipated for the 2021-2022 school year, the applicant anticipates 210 students and 20.5 FTE employees, which would require 42 parking spaces.

The proposed student enrollment increase from 119 to 210 students would therefore result in the need for 12 additional parking spaces, which the applicant has proposed providing in a carport beneath the revised Building C. Given the current lack of code-required parking, the school buildings are considered non-conforming to the Zoning Ordinance. The Zoning Ordinance typically allows modifications to non-conforming buildings if no structural alterations are made, if the modification does not increase the degree of non-conformity. Since the applicant has proposed providing parking that would accommodate the additional student and teacher population proposed, the expansion of the school capacity by 91 students is permissible.

While staff had been hesitant to support the previous expansion request, the proposed drop-off in an expanded Thiers Street right-of-way is a significant improvement over the previously-approved plan, providing improved on-site pedestrian circulation and improved traffic safety at the school by allowing student drop-off removed from Florence Street, while potentially relieving traffic congestion there.

Staff is therefore recommending approval of the project, including student capacity expansion, subject to the aforementioned requirement that the school notify parents and staff that the future enrollment at the school beyond a one-year year grace period for the 2021-22 school year could be reduced due to limitations associated with the use permit issued by the City of Daly City. The City Council may wish to consider additional Conditions of Approval which relate to the overall operation of the school. These could include limiting playground hours, restricting the use of exterior bells or mechanical means to communicate to students, or other measures intended to make the school a better neighbor to the existing residents it surrounds.

- ***Jose Carino, resident of 200 Thiers Street, stated that his reason for present concern was that he was exiting his garage on the morning of the Planning Commission meeting that a person dropping their child off at Hilldale School did not stop for the stop sign on Wyandotte. He stated the proposal would add 120 cars per day and that his family would be affected by the proposal. Commissioner Proaño stated that it was her understanding that a letter went out from the school to parents and that hopefully he would see a difference. Commissioner Satorre suggested that perhaps the homeowner's association in the area could converse with the school about the traffic situation. Letters to the***

Planning Division concerning the project from Jose, Ruth, and Rhoda Carino are provided as Attachment E to this staff report.

Architectural Design

The project proposed the construction of three new buildings on the property totaling 6,858 square feet of classroom and support space, and a 1,340 square foot covered patio. The modification to Building C adds no new classroom space or floor area to the school. As approved in 2018, the exterior of all new buildings would be clad with a horizontal siding material painted red, white, and blue, and the each building would receive a standing seam metal roof. The City Council should note that the applicant has employed this same color scheme as the Brookfield School which the applicant operates in Sacramento (see Attachment C – Architectural Concept). Staff supports and recommends approval of the architectural concept with the addition of corbel window accents reflected in the Brookfield campus buildings.

Fiscal Analysis and Impacts

The proposed project would add an incremental demand for City services. Prior to full project implementation, which may include various improvements to the site, the project applicant will be required to pay building permit, plan check, and AB 1600 fees to the City.

Environmental Assessment

The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, (State CEQA Guidelines) Section 15332 – In-fill Development. Section 15332 makes specific findings that must be made in order to qualify for this exemption.

Findings

The Planning Commission has found that, as conditioned, the approval of Use Permit UPR-6-19-14071 and Design Review DR-11-19-14321 would be in compliance with Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood, nor be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the City. These findings are based on the following facts:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the City Council will conduct a public hearing on January 13, 2020; notice of said hearing was published in a newspaper of general circulation on December 12, 2019, posting and first class mailing to property owners within 300 feet;

2. The proposed project complies with applicable provisions of the Title 17 (Zoning) of The Daly City Municipal Code, include Chapter 17.20 – R-1 Light Commercial District, Chapter 17.44 – Use Permits, Chapter 17.42 – Non-Conforming Uses, and Chapter 17.45 – Design Review;

3. The proposed student enrollment increase would result in the need for 12 additional parking spaces and the applicant is proposing construction of a covered parking area that would provide 12 additional spaces. An accessible space would be provided exclusive of these spaces. Since the applicant has proposed providing parking that would accommodate the additional student and teacher population proposed, the expansion of the school capacity by 91 students is permissible;

4. The proposed drop-off in an expanded Thiers Street right-of-way is a significant improvement over the previously-approved plan, providing improved on-site pedestrian circulation and traffic safety at the school by allowing student drop-off removed from Florence Street, while potentially relieving traffic congestion there.

5. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, public safety and similar elements have been designed to provide a desirable environment;

6. General architectural considerations have been incorporated in order to ensure the compatibility of this development with its design concept and the character of on-site signage. These considerations include, but are not limited to, the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, and colors;

7. General landscape considerations of Chapter 17.41, Landscaping, will be provided to ensure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public; and

8. The project will minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

Conditions of Approval

The Planning Commission recommends the City Council approve UPR-6-19-14071 and Design Review DR-11-19-14321, subject to the following conditions and Daly City General Conditions of Approval. Minor deviations from the conditions of approval may be approved by the Planning Division. Significant deviations will require review and approval by the Planning Commission and City Council.

A . DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval, and minor changes

to the plan, must be reviewed and approved by the Planning Division prior to the change. Major site or architectural modifications shall be treated as an amendment and shall be subject to review by the Planning Commission and City Council.

2. The approvals granted herein shall be valid for a period of one year. If building permits have not been issued within this timeframe, the applicant shall apply for a time extension.

3. The applicant shall notify parents and staff that the future enrollment at the school beyond a one-year year grace period for the 2021-22 school year could be reduced due to limitations associated with the use permit issued by the City of Daly City.

4. The applicant shall obtain an encroachment permit for any parking signs placed in the public right-of-way.

Operational Restrictions

5. No increase in school enrollment shall occur until the applicant has constructed and the Planning Division has accepted the approved drop-off and covered parking.

Site Design

6. The applicant shall triple-stake all trees, including street trees, and this staking shall be subject to initial inspection by the City. Trees shall remain triple-stake through the establishment period.

Building Design

7. The applicant shall add, where appropriate, window corbels for added visual interest to the proposed building design.

8. The applicant shall develop an attractive design scheme for any required retaining wall that incorporates split face block, colored concrete, or other attractive material, together with landscape vine plantings, .e.g. cats claw, at the wall top to further reduce the wall's massive appearance.

Stormwater Treatment

9. 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.

10. The applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit submittal. The applicant shall pay the entire cost of the third-party reviewer, beginning with a $10,000 deposit from which the

Planning Division may draw to pay for the costs from the third-party review and associated inspections.

11. 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.

12. 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.

13. 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.

B. BUILDING DIVISION

14. The applicant shall provide accessible path of travel from 25 Florence school site to 29 Florence recreation structure, or, provide an accessible parking at the 79 Florence recreation structure (CBC11B-201.1).

15. Each structure shall be provided with accessible toilets for each sex (CBC 11B-213.3).

16. The total number of toilet plumbing fixtures shall be in conformance with CPC Table 4-2.

17. The applicant shall provide parking spaces in compliance with ADA exclusive of the driveway adjacent to 79 Florence Street.

C. ENGINEERING DIVISION

18. The applicant shall provide a letter indicating the owner understands that the parking on Thiers Street is public parking and not parking for the school. The owner should also acknowledge the parking may be eliminated and changes/improvements within the City right-of-way are at the City's discretion.

19. The applicant shall show how the loading, unloading, queueing and movement of all vehicles will work with the "Keep Clear" and "Loading Zone", including access to the adjacent water reservoir dirt access road.

20. Show the dirt access road to the water reservoir.

21. Show and label all property lines and right-of-way lines.

22. No private improvements are allowed in the existing or proposed public right-of-way.

23. No public right-of-way shall be used in the determination of any mandatory private parking requirements.

24. Right-of-way dedication will be required for the portion of the cul-de-sac that is outside of the City's right-of-way. The applicant shall provide all legal descriptions, exhibits, reimbursement of public notifications, recordation and all the processing requirements for the right-of-way dedication for the portion of the cul-de-sac at the end of Thiers Street.

25. Plans submitted for building or grading permit shall show all existing and proposed utilities, on-site and in the street, including water, sanitary sewer and storm drain mains.

26. The applicant shall be financially responsible for all project-related storm drainage improvements on- and off-site, as required and approved by the City Engineer in accordance with City Standards.

27. An encroachment permit is required prior to any work or underground utilities installation within the public right-of-way.

28. Following new utility installation, the applicant shall replace areas of street pavement, sidewalk, curb and gutter damaged by construction. Such repair shall be per City Standard Specifications.

29. All roof drainage shall be directed toward the curb gutter through pipes underneath the City sidewalk. There shall be no storm water sheet flow over the sidewalk.

30. Any new street trees shall be maintained by the building owner in perpetuity, with irrigation tied to and maintained by the private developer.

31. Any retaining wall supporting or adjoining a City Street or emergency access easement shall be designed for a useful service life for no less than 100 years.

32. All improvement plans for roadways shall comply with City Standard Drawing S-1 or as approved by the City Engineer.

33. Grading exceeding 50 cubic yards shall require approval of plans and a grading permit. A licensed Civil Engineer shall prepare the grading plans and erosion control plan in conformance with a soil report prepared by a licensed soil engineer or qualified civil engineer in compliance with the NPDES requirements prior to any work on the property.

34. All project improvements shall be ADA compliant. The applicant shall repair and make the sidewalk along all the property frontages ADA compliant to current City Standards.

35. All storm water compliance and detention facilities shall be located on private property and maintained by the property owner. Storm water compliance measures shall include provisions for full trash capture in the catch basins.

36. The on-site drainage system shall be designed to detain on-site all flows in excess of the existing flows during a ten-year frequency storm. The flow rate entering the City's storm

drain system shall not exceed the pre-development condition. The associated Storm Water Study shall conform to City Design Standards.

37. All utilities shall be provided through underground service connections. Any required transformers shall be located outside of the Right-Of-Way.

38. A detailed off-site improvement plan and Construction Operation plan shall be submitted for review and approval by the City Engineer prior to issuance of any permits. The Construction Operation plan shall address truck traffic, issues regarding dust, noise, and vehicular and pedestrian safety, storage of construction materials, placement of sanitary facilities, parking for construction vehicles, and parking for construction personnel.

39. Applicant shall record a covenant against the property, in a form approved by the City Engineer, indicating the owner will modify the loading zone on Thiers Street such that vehicles waiting to drop-off/pick-up students are not queued within the City right-of-way when future development requires extending Thiers Street east to Orange Street. The applicant will be financially responsible for all improvements necessary to modify the loading zone.

40. The applicant shall install a gate to prevent vehicles from accessing the parking stalls under Building C during active use of the loading zone. The gates shall be employed prior to the start of the morning drop-off and afternoon pick-up periods to prevent vehicles from driving into or out from the parking stalls. Gates shall not swing into the public right-of-way to open.

D. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

41. The applicant shall, through the Engineering Department, contract with the City's third party consultant, to determine the system's ability to serve the project and determine if any water system improvements are required. All costs associated with the analysis and any necessary water improvements required by the analysis, shall be borne by the applicant.

42. The applicant shall, through the Engineering Department, contract with the City's third party consultant, to determine the system's ability to serve the project and determine if any collection system improvements are required. All costs associated with the analysis and any necessary collection system improvements required by the analysis, shall be borne by the applicant.

43. The project limits and landscaping appear to extend outside of the property. Clearly identify property line and work limits.

44. The project shall not impact the city right of way or access to the city reservoir at any time.

45. There shall be no parking in the city right of way that interferes with access to the reservoir.

46. The existing city infrastructure shall not be impacted in any way.

E. NORTH COUNTY FIRE AUTHORITY (FIRE DEPARTMENT)

47. The project shall comply with 2013 CFC Chapter 9 section 907 Fire Alarm and Detections systems

48. The project shall comply with 2013 CFC Chapter 8 for Interior Finish, Decorative materials and Furniture for an E occupancy

49. Fire Sprinklers are required per Municipal Code, and 2013 CFC Chapter 9 Section 903. Note: Fire Sprinkler/Riser Underground

50. Fire system underground supply mains shall be submitted on a separate permit or in conjunction with fire sprinkler submittal. All fire service back flow devices must be reduced pressure principle detector assemblies (RPDA) that are on the University of Southern California (USC) approved back flow list and be NSF 61 compliant.The submission shall be submitted to the Water Department and approved by them prior to issuing of a permit.

51. Fire system underground supply mains shall be submitted on a separate permit or in conjunction with fire sprinkler submittal. All fire service back flow devices must be reduced pressure principle detector assemblies (RPDA) that are on the University of Southern California (USC) approved back flow list and be NSF 61 compliant. The submission shall be submitted to the Water Department and approved by them prior to issuing of a permit.

52. Premises Identification - Project shall comply with 2013 CFC Chapter 5, Section 505.1 and 2 as amended by DCMC 15.32.070.

53. The project shall comply with fire flows per 2013 CFC Appendix B for buildings with fire sprinklers and obtain a fire flow report from the local water provider showing a flow of per Table B105.1 E Occupancies

54. Contact fire administration 650 991-8138 to request and schedule a fire safety inspection. Maintain a current yearly fire safety inspection

55. 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.

56. The project shall comply with 2013 CFC Appendix D. for fire apparatus access requirements. There shall be no framing or vertical construction until all fire service features are in place. 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.

57. The project shall comply with hydrant location and spacing per 2013 CFC Appendix C

58. The project shall comply with 2013 CFC Appendix D. for fire apparatus access requirements to within 150 feet of all portions of the building.

59. The project shall provide and install a key box and prior to final provide key for entry to the building per 2013 CFC Chapter 5 Section 506. Application for a Know Box can be obtained at fire administration 10 Wembley Drive, Daly City.

60. The project shall comply with 2013 CFC section 903.4 and 903.4.2 Alarms as amended by DCMC 15.32.110. – Provide a horn/strobe on the address side of the building.

61. The project shall comply with the 2013 CFC Chapter 33 – Fire Safety During Construction and Demolition

Recommendations

The Planning Commission recommends that the City Council do the following:

1. Adopt the Findings as outlined herein;

2. Affirm the Environmental Assessment;

3. Approve Use Permit UPR-6-19-14071 and Design Review DR-11-19-14321, subject to the Conditions of Approved outlined herein.

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

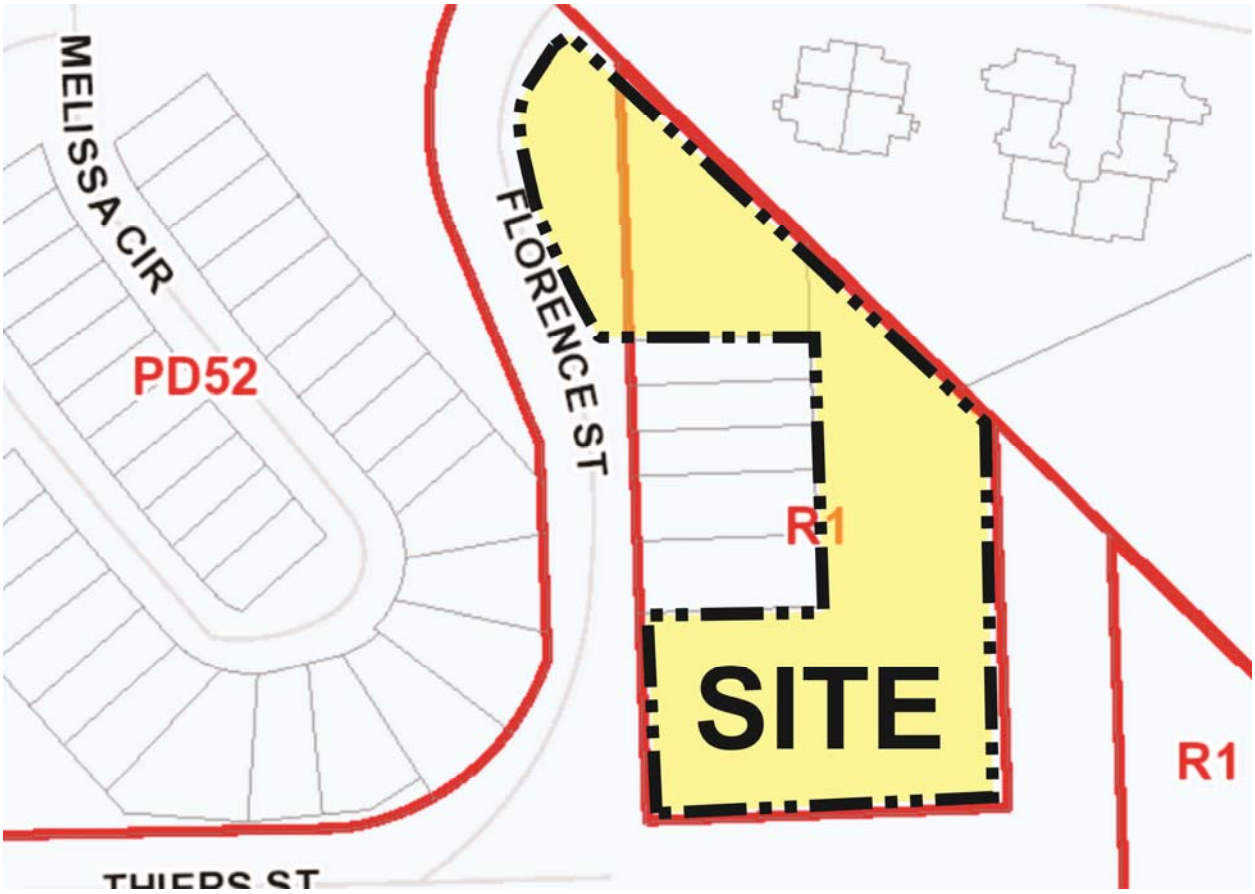
Respectfully submitted,

Michael Van Lonkhuysen
Planning Manager

Tatum Mothershead
Director of Economic and Community Development

Attachments

Attachment A – Location Map
Attachment B – 2018 Approved Plans
Attachment C – Applicant Use Permit Amendment Request
Attachment D – Revision to 2018 Approved Plans
Attachment E – Letters from Jose, Ruth, and Rhoda Carino


MELISSA CIR
PD52
FLORENCE ST
R1
SITE
R1
THIERS ST

HILLDALE SCHOOL CLASSROOMS

79 FLORENCE STREET
DALY CITY, CA 94014

THE HILLDALE SCHOOL

PROJECT INFORMATION

ASSESSOR'S PARCEL:	003-401-010 (NEW STRUCTURES) 003-401-020 (79 FLORENCE) 003-401-030 (25 FLORENCE)
JOB SITE ADDRESS:	79 FLORENCE STREET DALY CITY, CA 94014
USE ZONE:	I (INSTITUTIONAL)
LOT SIZE:	±42,253 S.F. (0.97 ACRES)
TOTAL OFF-STREET PARKING:	9 SPACES
EXISTING REGULAR PARKING:	2 SPACES
NEW REGULAR PARKING:	6 SPACES
NEW VAN ACCESSIBLE PARKING:	1 SPACES
TOTAL ON-STREET PARKING (EXISTING):	16 SPACES
CODE AUTHORITY:	TITLE 19, CCR, PUBLIC SAFETY, SFM REG. 2016 CA ADMIN. CODE TITLE 24, PART 1 2016 CA BUILDING CODE (CBC) TITLE 24, PT. 2 2016 CA ELEC. CODE (CEC) TITLE 24, PT. 3 2016 CA MECH. CODE (CMC) TITLE 24, PT. 4 2016 CA PLUM. CODE (CPC) TITLE 24, PT. 5 2016 CA ENERGY CODE CCR TITLE 24, PT. 6 2016 CA FIRE CODE (CFC) CCR TITLE 24, PT. 9 2016 CA GREEN BLDG. STANDARDS, TITLE 24, PT. 11 2016 CA REFERENCED STANDARDS, TITLE 24, PT. 12

VICINITY MAP



BUILDING DATA

OCC. CLASSIFICATION AND USE:	E (EDUCATIONAL), S-1 (STORAGE)
BUILDING CONSTRUCTION TYPE:	II-B
NUMBER OF STORIES:	2
HEIGHT OF BUILDINGS:	
NEW CLASSROOM BLDG. A:	+31'-4" (FROM TOP OF SLAB)
NEW CLASSROOM BLDG. B:	+18'-7" (FROM TOP OF SLAB)
NEW COVERED PATIO/ CARPT. BLDG. C:	+28'-4" (FROM TOP OF SLAB)
GROSS AREA OF BUILDINGS:	
EXISTING CLASSROOM BLDG. 1:	± 3,171 S.F.
EXISTING CLASSROOM BLDG. 2:	± 2,664 S.F.
NEW CLASSROOM BLDG. A:	4,562 S.F.
FIRST FLOOR AREA:	2,279 S.F.
SECOND FLOOR AREA:	2,283 S.F.
SECOND FLOOR DECK AREA:	960 S.F.
NEW CLASSROOM BLDG. B:	2,296 S.F.
NEW COVERED PATIO/ GARPT. BLDG. C:	2,680 S.F.
FIRST FLOOR AREA:	1,340 S.F.
SECOND FLOOR AREA:	1,340 S.F.
AREA OF PROJECT:	18,800 S.F.
SEPARATED OR NON-SEPARATED USE:	NON-SEPARATED
ALLOWABLE HEIGHT IN FEET:	75 FEET - WITHOUT AREA INCREASE (PER CBC TABLE 504.3)
ALLOWABLE NUMBER OF STORIES:	3 STORIES - WITHOUT AREA INCREASE (PER CBC TABLE 504.4)
ALLOWABLE AREA PER FLOOR:	43,500 S.F. - WITHOUT HEIGHT INCREASE (PER CBC TABLE 506.2)
FIRE SPRINKLERS:	YES
TYPE:	AUTOMATIC / WET / NFPA13
FIRE ALARM:	YES
TYPE:	AUTOMATIC / MONITORED
OTHER FIRE PROTECTION SYSTEM:	NO
SMOKE CONTROL SYSTEM:	NO
TOTAL OCC. LOAD FOR ALL BUILDINGS:	272 OCCUPANTS

SHEET INDEX

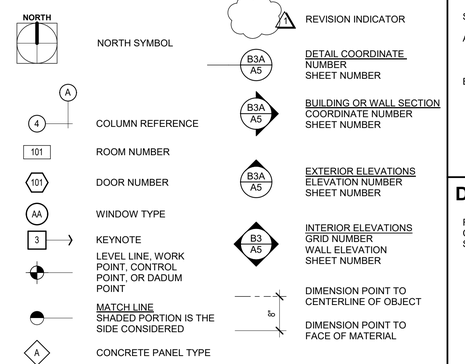
ARCHITECTURAL

A0.0	COVER SHEET WITH GENERAL DATA.
A1.1	OVERALL SITE PLAN.
A1.2	PARTIAL SITE PLAN.
A2.0	BLDG. A - FLOOR PLANS.
A2.1	BLDG. A - ROOF PLAN.
A2.2	BLDG. B - FLOOR & ROOF PLANS.
A2.3	BLDG. C - FLOOR & ROOF PLANS.
A3.0	BLDG. A - EXTERIOR ELEVATIONS.
A3.1	BLDG. A - EXTERIOR ELEVATIONS.
A3.2	BLDG. B - EXTERIOR ELEVATIONS.
A3.3	BLDG. C - EXTERIOR ELEVATIONS.
A3.4	BLDG. A - SECTIONS.
A3.5	BLDG. B & C - SECTIONS.
A7.0	PERSPECTIVES.

ABBREVIATIONS

℄	PROPERTY LINE	C.I.	CAST IRON	DTL.	DETAIL	FLASH.	FLASHING	I.D.	INSIDE DIAMETER	M.R.	MOISTURE RESISTANT	P.LAM.	PLASTIC LAMINATE	S.B.	SPLASH BLOCK	T.J.	TRUSS JOIST
&	AND	C.J.	CONSTRUCTION JOINT	D/W	DISHWASHER	FLEX.	FLEXIBLE	IN.	INCHES	M.S.	MACHINE SCREW	PLAS.	PLASTER	S.C.	SOLID CORE	T.O.	TOP OF
<	ANGLE			DWG.	DRAWING	FLR.	FLOOR	INFO.	INFORMATION	M.T.	METAL THRESHOLD	PLWD.	PLYWOOD	S.C.D.	SEAT COVER DISPENSER	T.P.D.	TOILET PAPER DISPENSER
@	AT	CL.	CLOSET	(E)	EXISTING	FLUOR.	FLUORESCENT	INST.	INSTALL	MTD.	MOUNTED	P.M.	PRESSED METAL				
℄	CENTERLINE	CLG.	CEILING	EA.	EACH	F.O.	FACE OF	INSUL.	INSULATION	MTL.	METAL	PORC.	PORCELAIN	S.D.	SOAP DISPENSER	TRANS.	TRANSOM
Ø	DIAMETER	CLR.	CLEAR	E.D.F.	ELECTRIC DRINKING FOUNTAIN	F.O.B.	FACE OF BRICK	INT.	INTERIOR	MUL.	MULLION	PR.	PAIR	SECT.	SECTION	T-U	TILT-UP
#	NUMBER	C.M.U.	CONCRETE MASONRY UNIT	E.J.	EXPANSION JOINT	F.O.C.	FACE OF CONCRETE					PREFAB.	PREFABRICATED	S.F.	SQUARE FEET	T.V.	TELEVISION
d	PENNY			EL.	ELEVATION	F.O.F.	FACE OF FINISH	JAN.	JANITOR	(N)	NEW	PRELIM.	PRELIMINARY	SHR.	SHOWER	TYP.	TYPICAL
		COL.	COLUMN	ELEC.	ELECTRICAL	F.O.M.	FACE OF MASONRY	JST.	JOIST	N/A	NOT APPLICABLE	PROP.	PROPERTY	SHT.	SHEET	T.F.C.I.	TENANT FURNISH CONTACTOR INSTALL
A.B.	ANCHOR BOLT	COMP.	COMPOSITION	ELEV.	ELEVATOR	F.O.S.	FACE OF STUDS			NAT.	NATURAL	P.S.F.	POUND PER SQUARE FOOT	SHTG.	SHEATHING		
ABV.	ABOVE	CONC.	CONCRETE	EMER.	EMERGENCY	F.O.SF.	FACE OF STORE-FRONT			N.I.C.	NOT IN CONTRACT	P.S.I.	POUND PER SQUARE INCH	SIM.	SIMILAR	U.B.C.	UNIFORM BUILDING CODE
A/C	AIR CONDITIONING	CONF.	CONFERENCE	ENCL.	ENCLOSURE	F.S.R.	FIRE SPRINKLER RISER			NO.	NUMBER			SKLT.	SKYLIGHT		
A.C.	ASPHALTIC CONCRETE	CONN.	CONNECT(ION)	ENGR.	ENGINEER			K.D.	KILN-DRIED	NOM.	NOMINAL	PT.	POINT	SMAGNA	SHEET METAL & A/C CONTRACTORS	U.N.O.	UNLESS NOTED OTHERWISE
ACOUS.	ACOUSTIC(AL)	CONST.	CONSTRUCT(ION)	EQ.	EQUAL	FT.	FOOT/FEET	K.P.	KICK PLATE	N.T.S.	NOT TO SCALE	P.T.	PRESSURE TREATED				
ADJ.	ADJUSTABLE	CONT.	CONTINUOUS	EQPT.	EQUIPMENT	FTG.	FOOTING					PTD.	PAINTED	S.N.D.	SANITARY NAPKIN DISPENSER	UR.	URINAL
A.F.F.	ABOVE FINISH FLOOR	CONTR.	CONTRACTOR	EXH.	EXHAUST	FURR.	FURRING	LAB.	LABORATORY							V.B.	VAPOR BARRIER
		COORD.	COORDINATE	EXP.	EXPOSED			LAM.	LAMINATE	O/	OVER			S.N.R.	SANITARY NAPKIN RECEPTACLE	VERT.	VERTICAL
AGG.	AGGREGATE	CORR.	CORRIDOR	EXT.	EXTERIOR	GA.	GAUGE	LAV.	LAVATORY	OBS.	OBSCURE	QTR.	QUARTER			VEST.	VESTIBULE
AL.	ALUMINUM	C.T.	CERAMIC TILE	F.A.	FIRE ALARM	GALV.	GALVANIZE	LB.	POUND	O.C.	ON CENTER			S & R	SHELF AND ROD	V.G.	VERTICAL GRAIN
ANOD.	ANODIZED	CTR.	CENTER	FAB.	FABRICATE	G.B.	GRAB BAR	L.H.	LEFT HAND	O.D.	OUTSIDE DIAMETER			SPEC.	SPECIFICATION	V.T.	VINYL TILE
APPROX.	APPROXIMATE	CTSK.	COUNTERSINK	F.A.U.	FORCED AIR UNIT	G.D.	GARBAGE DISPOSAL	L.L.	LIVE LOAD	O.F.C.I.	OWNER FURNISHED CONTRACTOR INSTALLED	R.	RISER	S.S.	SERVICE SINK		
ASPH.	ASPHALT(IC)	CU.	CUBIC	F.B.O.	FURNISHED BY OTHERS	G.I.	GALVANIZED IRON	LT(G).	LIGHT(ING)			RAD.	RADIUS	S.ST.	STAINLESS STEEL		
AUTO.	AUTOMATIC	CUR.	CURTAIN	GL.	GLASS/GLAZING			LVR.	LOUVER			R.D.	ROOF DRAIN	STAG.	STAGGERED	W/	WITH
		C.W.	COLD WATER	F.D.	FLOOR DRAIN	GLU-LAM	GLUE-LAMINATED			OFF.	OFFICE	REINF.	REINFORCING	STD.	STANDARD	W.C.	WATER CLOSET
				FDN.	FOUNDATION	G.WB.	GYPSUM WALLBOARD	M.A.	MASONRY ANCHOR	O.H.	OVERHEAD	RECEP.	RECEPTACLE	S.T.C.	SOUND TRANSMISSION COEFFICIENT	W.DW.	WINDOW
BD.	BOARD			F.E.	FIRE EXTINGUISHER	H.B.	HOSE BIBB	MAS.	MASONRY	OPNG.	OPENING	REF.	REFRIGERATOR			W.GL.	WIRE GLASS
BLDG.	BUILDING	DBL.	DOUBLE	F.E.C.	FIRE EXTINGUISHER CABINET	H.C.	HOLLOW CORE	MATL.	MATERIAL	OPP.	OPPOSITE	REINF.	REINFORCING	STL.	STEEL	W.H.	WATER HEATER
BLK(G).	BLOCK(ING)	DEMO.	DEMOLITION			HDBD.	HARDBOARD	MAX.	MAXIMUM	O.R.D.	OVERFLOW ROOF DRAIN	REQD.	REQUIRED	STOR.	STORAGE	W.I.	WROUGHT IRON
BLW.	BELOW	D.F.	DRINKING FOUNTAIN	F.F.	FINISH FLOOR	HDR.	HEADER	M.B.	MACHINE BOLT			RES.	RESILIENT	STRL.	STRUCTURAL	W/O	WITHOUT
BM.	BEAM	D.F./L.	DOUGLAS FIR/ LARCH	F.G.	FIXED GLASS	HDWR.	HARDWARE	MDO.	MEDIUM DENSITY OVERLAY			RESN.	RESAWN	SUBFLR.	SUBFLOOR	W.O.	WHERE OCCURS
BOT.	BOTTOM			F.H.	FIRE HYDRANT	HORZ.	HORIZONTAL			PART.	PARTITION	RET.	RETURN	SUSP.	SUSPENDED	W.P.	WATERPROOF
B.O.	BOTTOM OF OR BACK OF	DIA.	DIAMETER	F.H.C.	FIRE HOSE CABINET	HR.	HOUR	MECH.	MECHANICAL	P.B.	PROTECTION BOARD	REV.	REVISION	S.V.	SHEET VINYL	W.R.	WASTE RECEPTACLE
BRK.	BREAK	DIAG.	DIAGONAL	F.H.S.	FLAT HEAD SCREW	HT.	HEIGHT	MEMB.	MEMBRANE	P.C.P.	PORTLAND CEMENT PLASTER	R.H.	RIGHT HAND			W.S.	WOOD SCREW
B.U.R.	BUILT UP ROOF	DIM.	DIMENSION	FIN.	FINISH	H.V.A.C.	HEATING, VENTILATING AND AIR CONDITIONING	MEZZ.	MEZZANINE	P.D.F.	POWER DRIVEN FASTENER	RM.	ROOM	T.	TREAD	WT.	WEIGHT
		D.L.	DEAD LOAD	FIX.	FIXTURE			MFR.	MANUFACTURE(R)			RND.	ROUND	T-24	CALIF. TITLE 24	W.W.F.	WELDED WIRE FABRIC
		DN.	DOWN	FL.	FLUSH			MIN.	MINIMUM			R.O.	ROUGH OPENING	T&B	TOP AND BOTTOM		
CAB.	CABINET	DR.	DOOR	F.R.P.	FIBERGLASS REINFORCED PANEL	H.W.	HOT WATER	MIR.	MIRROR	PERF.	PERFORATED	R.O.W.	RIGHT OF WAY	TEL.	TELEPHONE	YD.	YARD
CEM.	CEMENT	D.S.	DOWNSPOUT			HDCP.	HANDICAPPED	MISC.	MISCELLANEOUS	PERM.	PERMANENT	RSN.	ROUGH SAWN	TEMP.	TEMPERED		
								MIX.	MIXTURE	PERP.	PERPENDICULAR	RT.	RIGHT	T&G	TONGUE AND GROOVE		
								M.O.	MASONRY OPENING	PL.	PLACE	RWD.	REDWOOD	THRU.	THROUGH	ZN.	ZINC
												R.W.L.	RAIN WATER LEADER				

SYMBOLS



SCOPE OF WORK

SCOPE OF WORK UNDER THIS PERMIT IS LIMITED TO:

A. CONSTRUCTION OF THREE NEW CLASSROOM AND COVERED PATIO/ CARPORT BUILDINGS. WORK TO INCLUDE MECHANICAL (HVAC), ELECTRICAL WITH EXTERIOR LIGHTING AND PLUMBING IMPROVEMENTS.

B. SITE AND LANDSCAPE IMPROVEMENTS INCLUDING GRADING/ DRAINAGE, UTILITIES, SITE LIGHTING AND SITE ACCESSIBILITY.

DEFERRED SUBMITTALS

FIRE/ SMOKE ALARMS. ALARM SYSTEM TO PROVIDE BOTH AUDIBLE AND VISIBLE ALARMS COMPLYING WITH NFPA 72 AND CHAPTER 9 SECTIONS 907.5.2.1, 907.5.2.3 AND CBC SECTION 1114B.2.2.

Comstock Johnson
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JOB TITLE:

DESIGN DEVELOPMENT FOR:
HILLDALE SCHOOL CLASSROOMS
79 FLORENCE STREET
DALY CITY, CA 94014
THE HILLDALE SCHOOL

REVISIONS:

	DATE	DESCRIPTION

DATE	20 JULY 2018
DRAWN	JJR / YT
JOB NO.	2017049.00
SHEET	A0.0
	COVER SHEET
	OF 0 SHEETS

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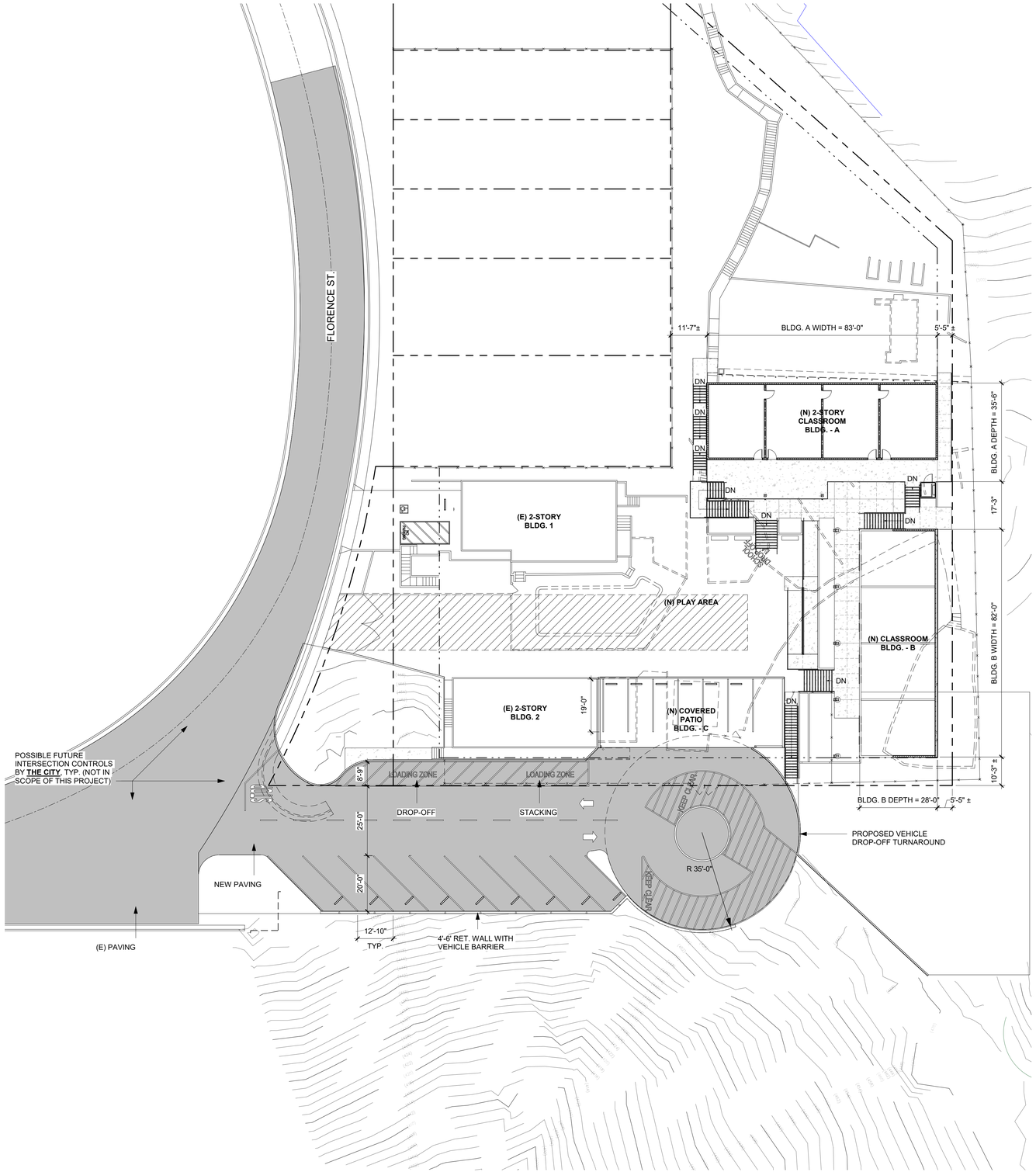

D5 OVERALL SITE PLAN

SCALE: 1" = 20'-0"

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CONSTRUCTION DOCUMENTS FOR:

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SHEET
A1.1
OVERALL SITE PLAN

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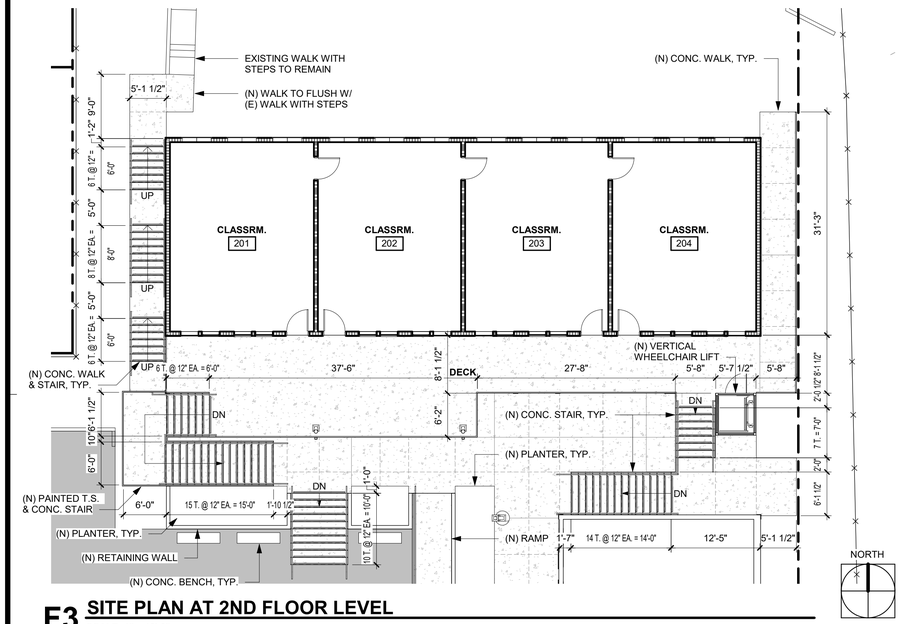
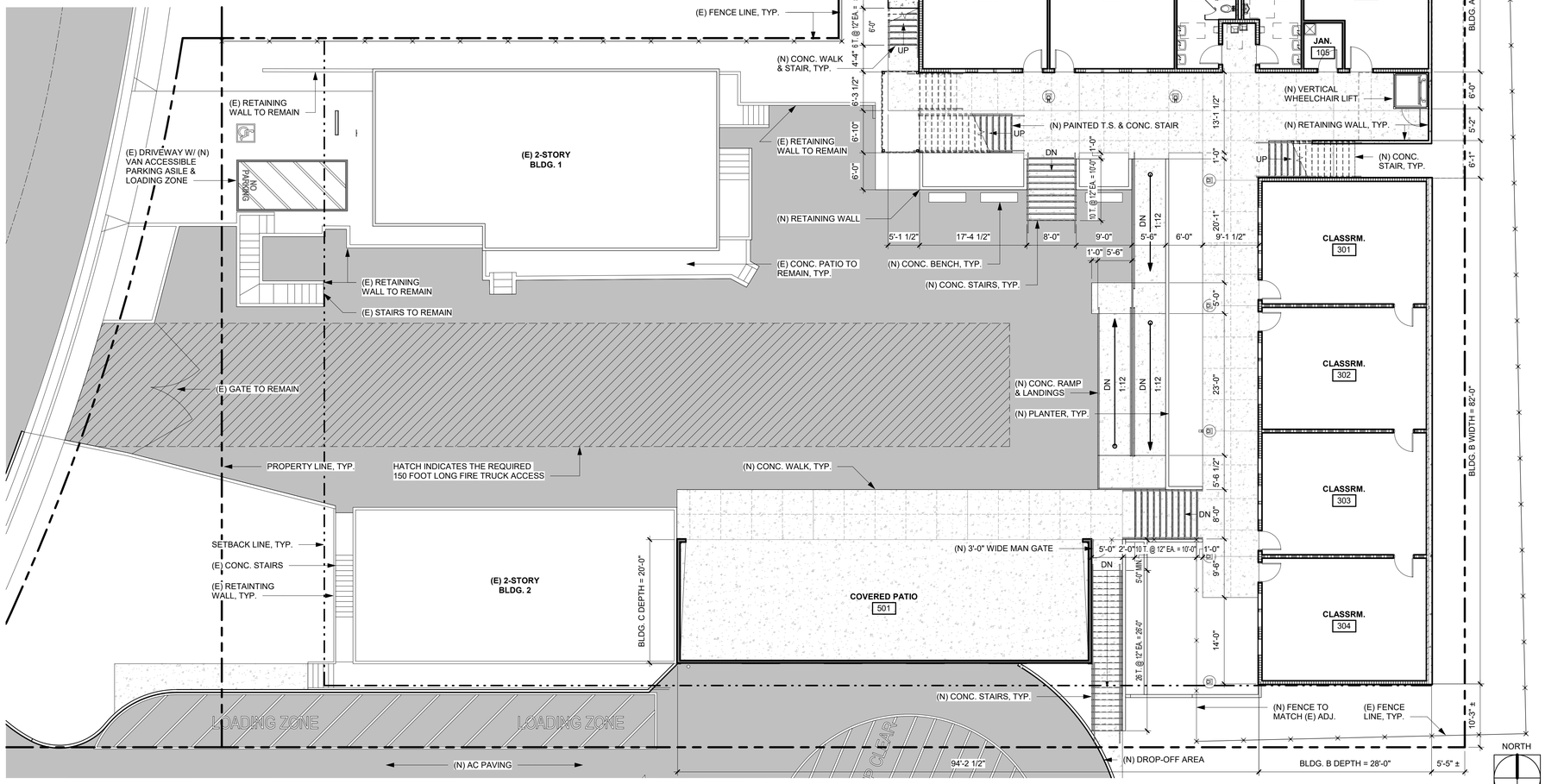


F3 **SITE PLAN AT 2ND FLOOR LEVEL**
SCALE: 1" = 10'-0"



F5 **SITE PLAN AT 1ST FLOOR LEVEL**
SCALE: 1" = 10'-0"

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SHEET
A1.2
PARTIAL SITE PLAN

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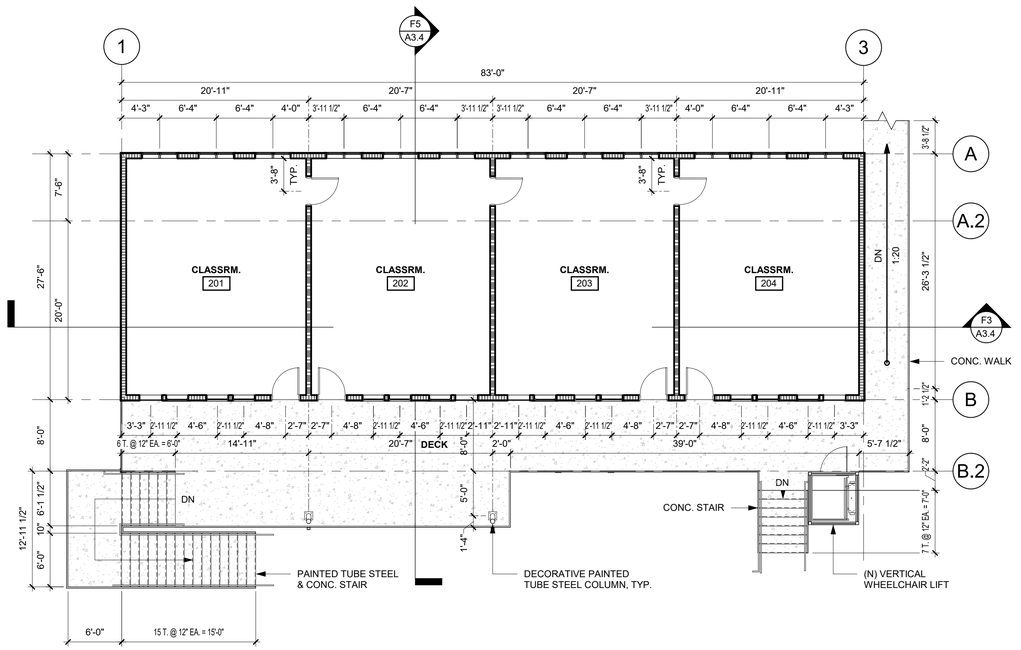
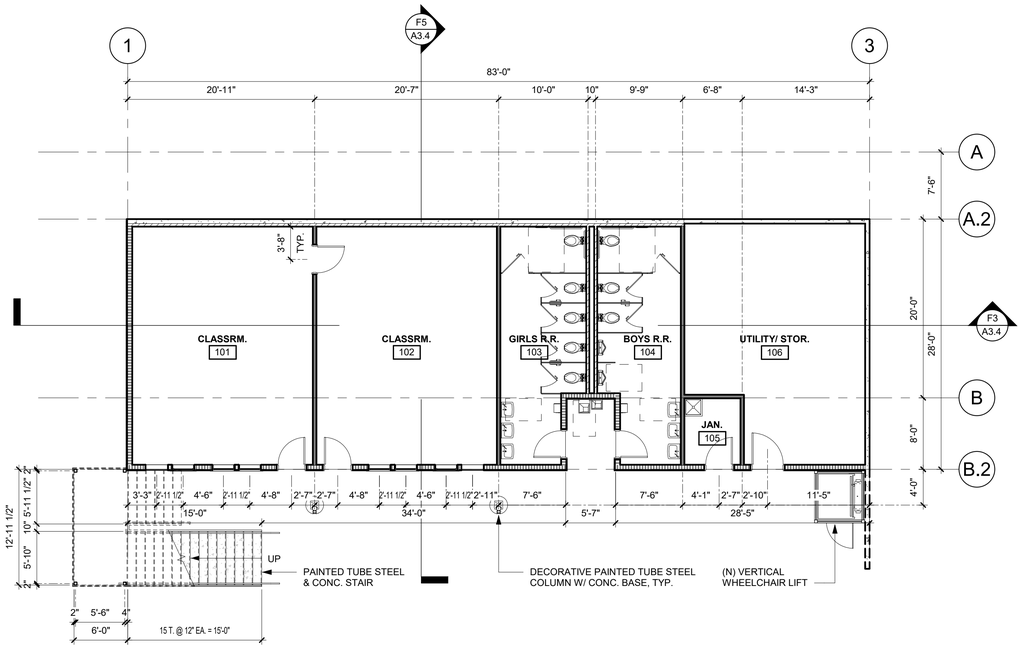


NORTH

E3 BLDG. A - 2ND FLOOR PLAN

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



NORTH

E5 BLDG. A - 1ST FLOOR PLAN

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

WALL TYPE LEGEND - BLDG. A

EXTERIOR RETAINING WALL WITH FURRING:
CORE - 6" CONCRETE WALL, SEE STRUCT'L. DRAWINGS FOR SPEC'S.
FIN. INT. - (1) LAYER OF 5/8" TYPE "X" GYP. WB. O/ 2x4 WOOD STUD FURRING O/ CONT. SPRAY-ON MEMBRANE OR LIQUID RUBBER WATERPROOFING (FULL HEIGHT OF CONCRETE WALL), TO HARD LID CEILING ABOVE OR TO +6" ABOVE AT LAY-IN CEILING.

EXTERIOR RETAINING WALL:
CORE - 6" CONCRETE WALL, SEE STRUCT'L. DRAWINGS FOR SPEC'S., SEAL WITH SPRAY-ON MEMBRANE OR LIQUID RUBBER WATERPROOFING (FULL HEIGHT OF WALL) ON INTERIOR SIDE.

EXTERIOR LAP SIDING WALL:
CORE - 2x6 WOOD STUDS AT 1'-4" O.C., FRAME TO FLOOR OR ROOF DECK ABOVE.
FIN. EXT. - CEMENT FIBER LAP SIDING O/ (2) LAYERS OF BLDG. WRAP O/ 3/8" OSB OR EQUAL CDX SHEATHING, FULL HEIGHT OF WALL.
FIN. INT. - (1) LAYER OF 5/8" TYPE "X" GYP. WB. TO HARD LID CEILING ABOVE OR TO +6" ABOVE AT LAY-IN CEILING.

INTERIOR 5" PARTITION WALL:
CORE - 2x4 WOOD STUDS AT 1'-4" O.C., FRAME TO FLOOR OR ROOF DECK ABOVE.
FINISH - (1) LAYER OF 5/8" TYPE "X" GYP. WB. ON EA. SIDE TO HARD LID CEILING ABOVE OR TO +6" ABOVE AT LAY-IN CEILING.

INTERIOR 7" PARTITION WALL:
CORE - 2x6 WOOD STUDS AT 1'-4" O.C., FRAME TO FLOOR OR ROOF DECK ABOVE.
FINISH - (1) LAYER OF 5/8" TYPE "X" GYP. WB. ON EA. SIDE TO HARD LID CEILING ABOVE OR TO +6" ABOVE AT LAY-IN CEILING.

INTERIOR 4" FURRING WALL:
STUDS - 2x4 WOOD STUDS AT 1'-4" O.C., TO HARD LID CEILING ABOVE OR TO +6" ABOVE AT LAY-IN CEILING.
FINISH - (1) LAYER OF 5/8" TYPE "X" GYP. WB. ON FINISH SIDE, FULL HEIGHT OF STUDS.

NOTE: INSTALL 2x BLOCKING AS REQUIRED IN WALLS FOR PLUMBING LINES, FIXTURES AND RESTROOM ACCESSORIES.

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SHEET
A2.0
BLDG. A - FLOOR PLANS

OF 0 SHEETS

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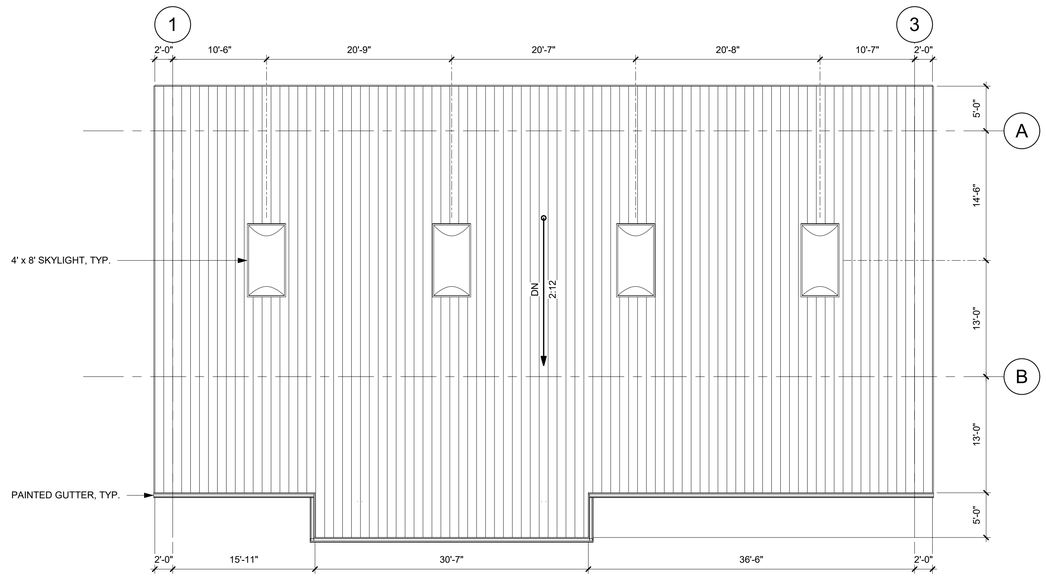

NORTH

E3 BLDG. A - ROOF PLAN

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

ROOF DRAIN CALCULATIONS

GENERAL SPECIFICATIONS

RAIN PER HOUR RATIO:	3 IN. / HR. (SMACNA)
ROOF DRAIN AREA / DOWNSPOUT AREA:	400 S.F. / SQ. IN.
SIZE OF EACH 3x4 DOWNSPOUT:	10.31 SQ. IN. AREA
ROOF SLOPE:	2:12
ROOF AREA (BUILDING A):	4,168 S.F.
TOTAL DOWNSPOUT AREA REQUIRED:	10.42 SQ. IN. (4,168 S.F. / 400)
TOTAL # OF DOWNSPOUTS REQUIRED:	2
TOTAL # OF DOWNSPOUTS PROVIDED:	2

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DALY CITY, CA 94014
THE HILLDALE SCHOOL

REVISIONS:

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SHEET
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BLDG. A - ROOF PLAN

OF 0 SHEETS

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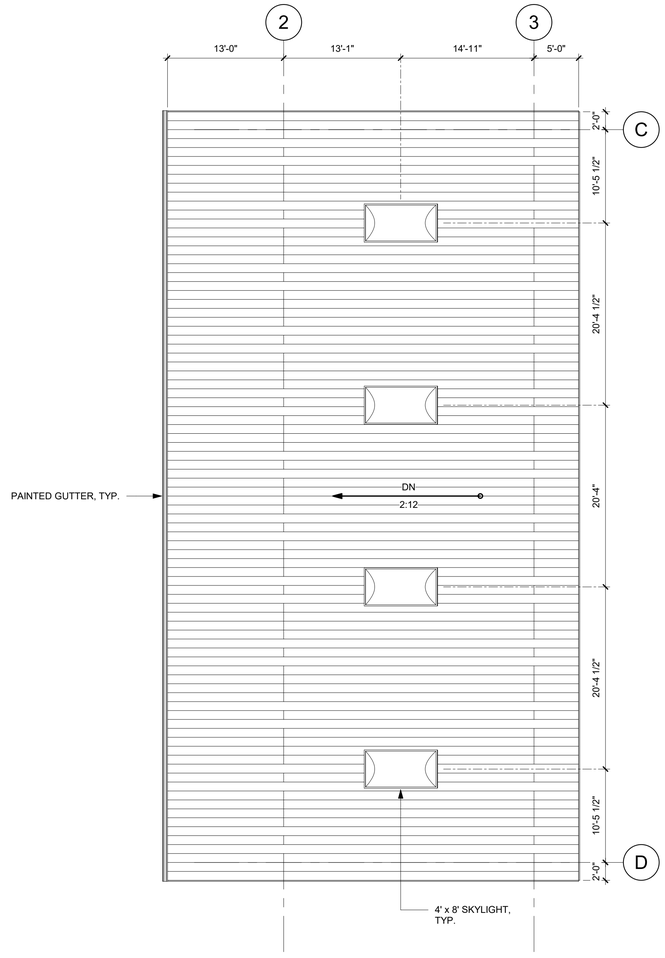
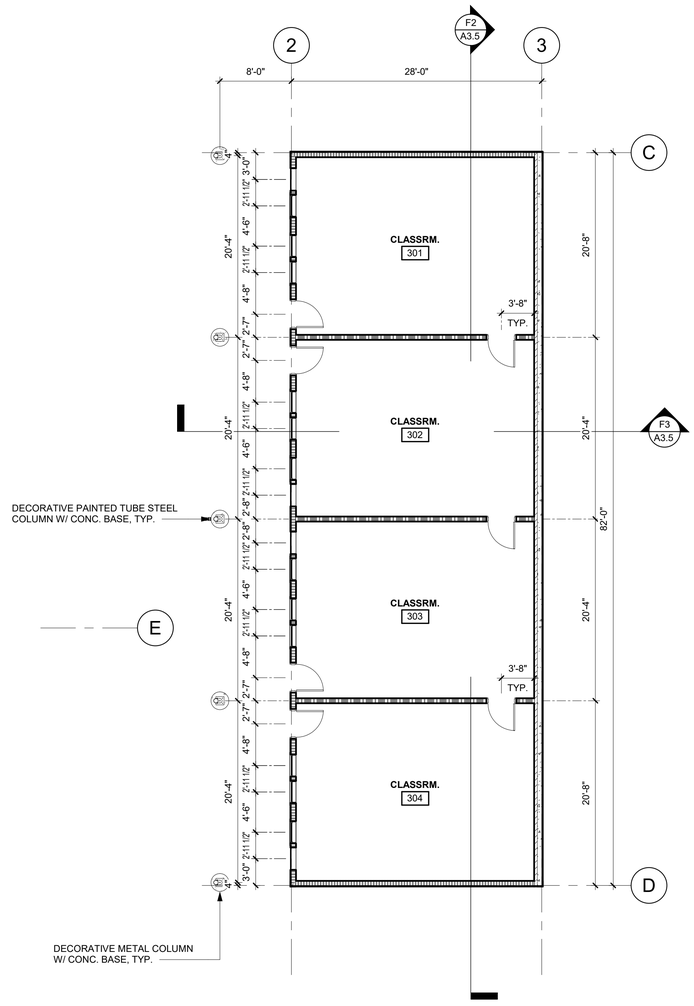


NORTH

F4 BLDG. B - ROOF PLAN

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



NORTH

D4 BLDG. B - FLOOR PLAN

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

WALL TYPE LEGEND - BLDG. B

EXTERIOR RETAINING WALL WITH SIDING:
- CORE - 6" CONCRETE WALL, SEE STRUCT'L. DRAWINGS FOR SPEC'S.
- FIN. EXT. - CEMENT FIBER LAP SIDING O/ (2) LAYERS OF BLDG. WRAP O/ 3/8" OSB OR EQUAL CDX SHEATHING, FULL HEIGHT OF WALL.
- FIN. INT. - (1) LAYER OF 5/8" TYPE "X" GYP. WB. O/ 2x4 WOOD STUD FURRING O/ CONT. SPRAY-ON MEMBRANE OR LIQUID RUBBER WATERPROOFING (FULL HEIGHT OF CONCRETE WALL), TO HARD LID CEILING ABOVE OR TO +6" ABOVE AT LAY-IN CEILING.

EXTERIOR LAP SIDING WALL:
- CORE - 2x6 WOOD STUDS AT 1'-4" O.C., FRAME TO ROOF DECK ABOVE.
- FIN. EXT. - CEMENT FIBER LAP SIDING O/ (2) LAYERS OF BLDG. WRAP O/ 3/8" OSB OR EQUAL CDX SHEATHING, FULL HEIGHT OF WALL.
- FIN. INT. - (1) LAYER OF 5/8" TYPE "X" GYP. WB. TO HARD LID CEILING ABOVE OR TO +6" ABOVE AT LAY-IN CEILING.

INTERIOR 7" PARTITION WALL:
- CORE - 2x6 WOOD STUDS AT 1'-4" O.C., FRAME TO ROOF DECK ABOVE.
- FINISH - (1) LAYER OF 5/8" TYPE "X" GYP. WB. ON EA. SIDE TO HARD LID CEILING ABOVE OR TO +6" ABOVE AT LAY-IN CEILING.

ROOF DRAIN CALCULATIONS

GENERAL SPECIFICATIONS

RAIN PER HOUR RATIO:	3 IN. / HR. (SMACNA)
ROOF DRAIN AREA / DOWNSPOUT AREA:	400 S.F. / SQ. IN.
SIZE OF EACH 3x4 DOWNSPOUT:	10.31 SQ. IN. AREA
ROOF SLOPE:	2:12
ROOF AREA (BUILDING B):	4,011 S.F.
TOTAL DOWNSPOUT AREA REQUIRED:	10.03 SQ. IN. (4,011 S.F. / 400)
TOTAL # OF DOWNSPOUTS REQUIRED:	1
TOTAL # OF DOWNSPOUTS PROVIDED:	1

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DESIGN DEVELOPMENT FOR:
HILLDALE SCHOOL CLASSROOMS
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THE HILLDALE SCHOOL

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SHEET
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BLDG. B - FLOOR & ROOF PLANS
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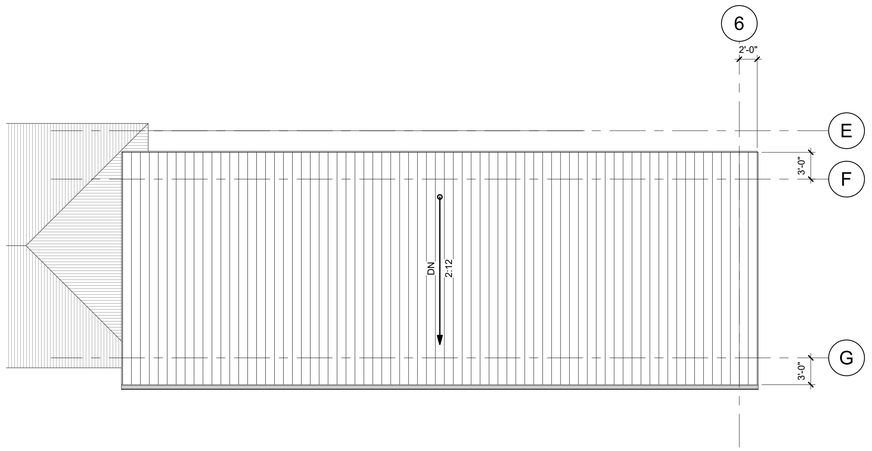
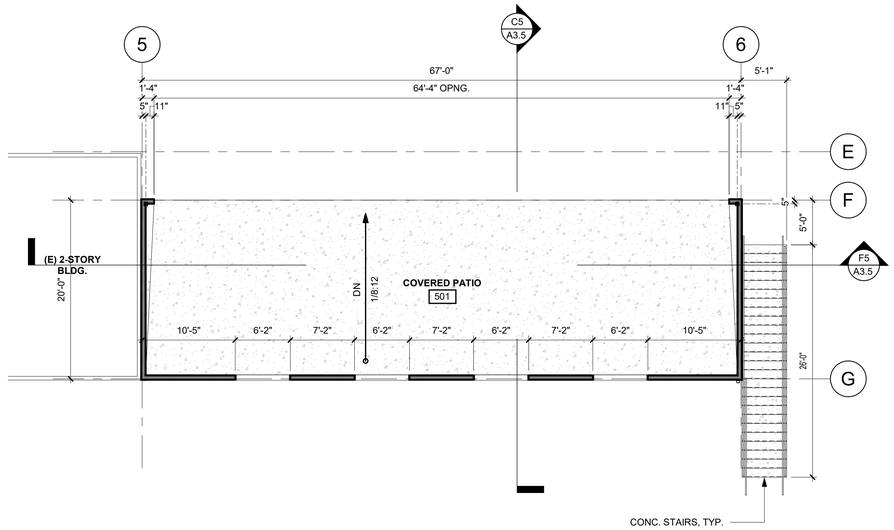


NORTH

F3 BLDG. C - ROOF PLAN

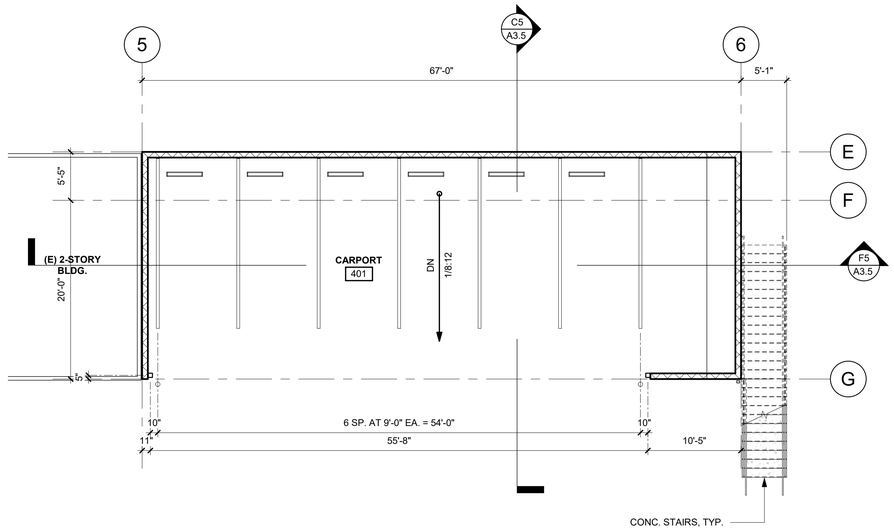
SCALE: 1/8" = 1'-0"



NORTH

D3 BLDG. C - 2ND FLOOR PLAN

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



NORTH

D5 BLDG. C - 1ST FLOOR PLAN

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

WALL TYPE LEGEND - BLDG. C

EXISTING WALL CONSTRUCTION TO REMAIN.

EXTERIOR C.M.U. WALL:
CORE - 8" CONCRETE MASONRY UNIT WALL, SEE STRUCT'L. DRAWINGS FOR SPEC'S., SEAL WITH "SIL-ACT MULTIGARD" WATER DISPERSIBLE SILANE BY ADVANCED CHEMICAL TECHNOLOGIES OR APPROVED EQUAL (FULL HEIGHT OF WALL), ON BOTH SIDES.

EXTERIOR LAP SIDING WALL:
CORE - 2x4 WOOD STUDS AT 1'-4" O.C., FRAME TO FLOOR OR ROOF DECK ABOVE.
FINISH - CEMENT FIBER LAP SIDING O/ (2) LAYERS OF BLDG. WRAP O/ 3/8" OSB OR EQUAL CDX SHEATHING, FULL HEIGHT OF WALL, ON BOTH SIDES.

ROOF DRAIN CALCULATIONS

GENERAL SPECIFICATIONS

RAIN PER HOUR RATIO:	3 IN. / HR. (SMACNA)
ROOF DRAIN AREA / DOWNSPOUT AREA:	400 S.F. / SQ. IN.
SIZE OF EACH 3x4 DOWNSPOUT:	10.31 SQ. IN. AREA
ROOF SLOPE:	2:12
ROOF AREA (BUILDING C):	1,872 S.F.
TOTAL DOWNSPOUT AREA REQUIRED:	4.68 SQ. IN. (1,872 S.F. / 400)
TOTAL # OF DOWNSPOUTS REQUIRED:	1
TOTAL # OF DOWNSPOUTS PROVIDED:	1

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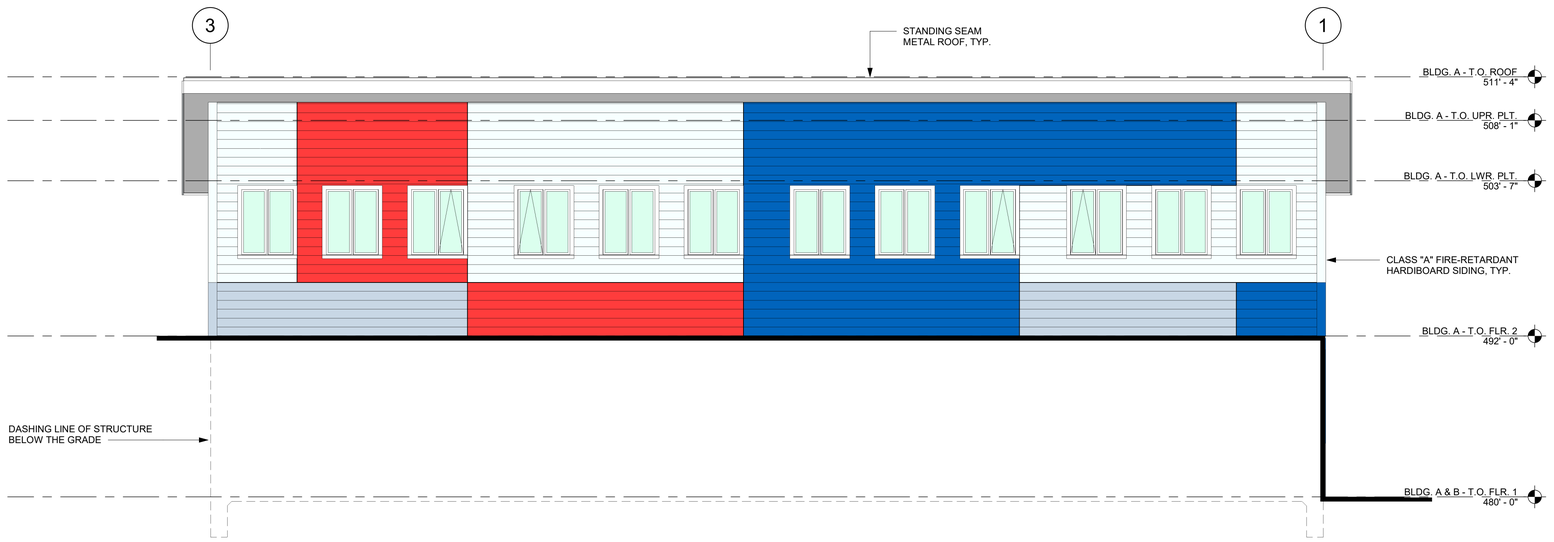
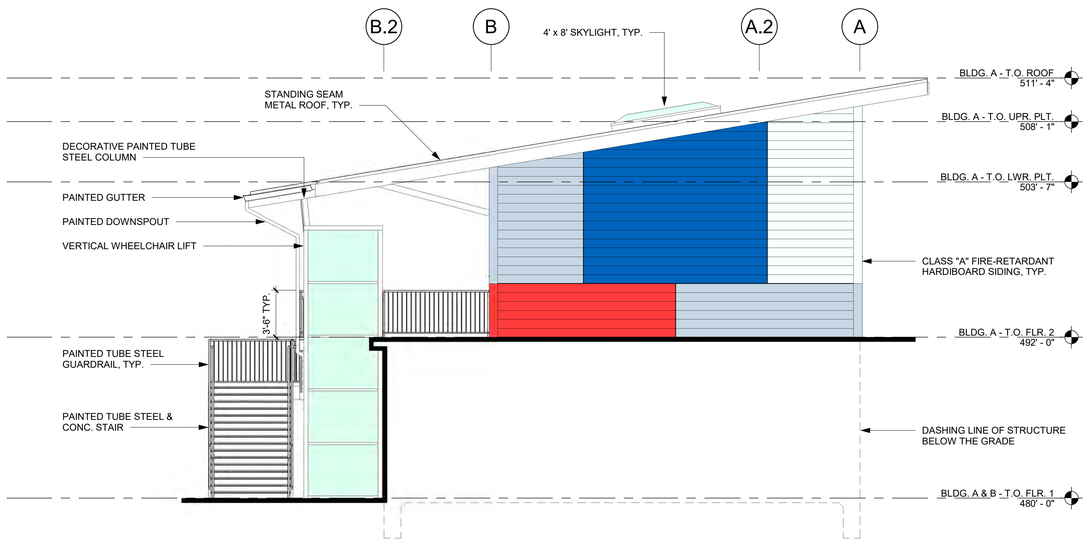


F3 BLDG. A - NORTH ELEVATION

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



F5 BLDG. A - EAST ELEVATION

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

EXTERIOR FINISH LEGEND

METAL ELEMENTS AND RAILINGS:

FIRST COAT - SHOP PRIME WITH SELF-ETCHING OR EPOXY FINISH.
TWO FINISH COATS - EPOXY EXTERIOR GRADE PAINT COMPATIBLE WITH FIRST COAT.

PAINT COLORS:

P1 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2130-60 ICED SLATE.

P2 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2130-50 NEW HOPE GRAY.

P3 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2000-10 RED.

P4 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2066-20 EVENING BLUE.

P5 - ROOF/ FASCIA TRIM ELEMENTS, COLUMNS AND RAILINGS/ METAL STAIRS, COLOR BENJAMIN MOORE #2130-70 SEATTLE GRAY.

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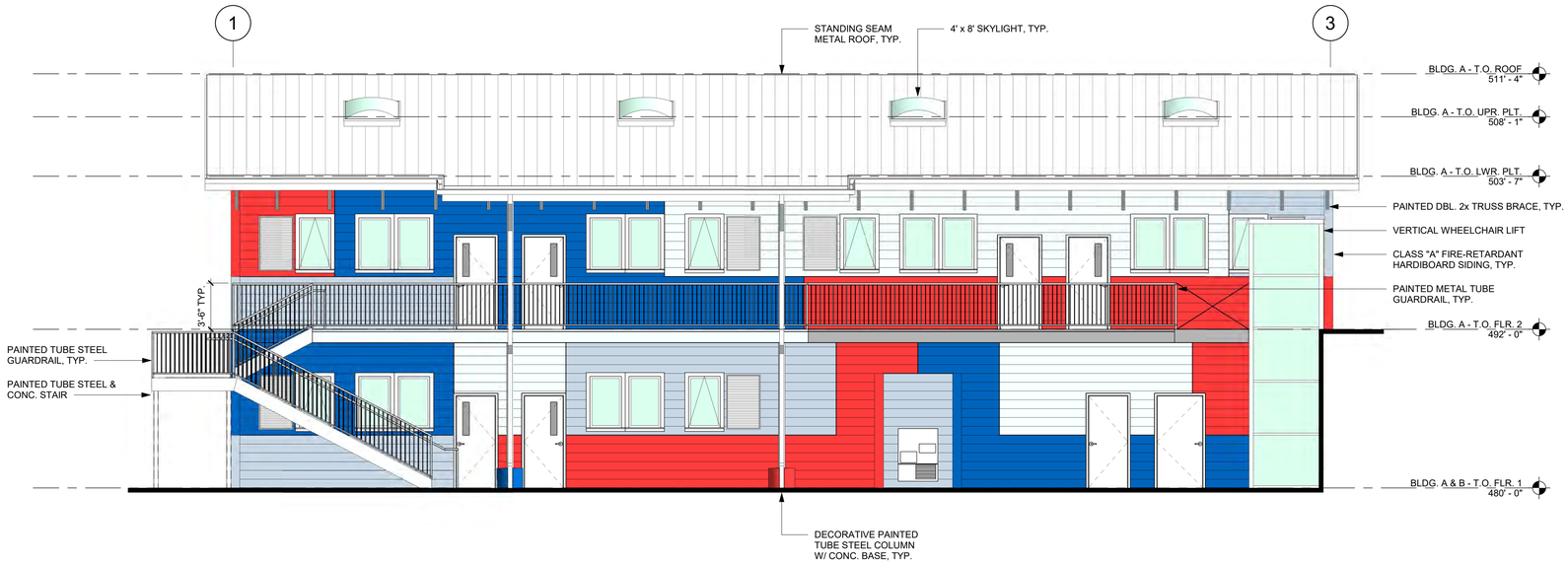
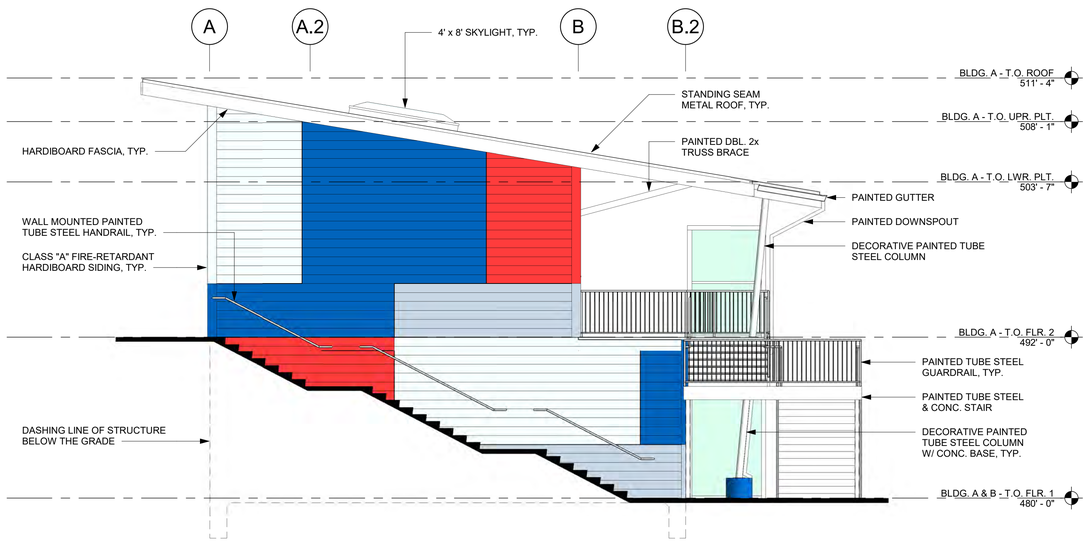


F3 BLDG. A - SOUTH ELEVATION

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



F5 BLDG. A - WEST ELEVATION

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

EXTERIOR FINISH LEGEND

METAL ELEMENTS AND RAILINGS:

FIRST COAT - SHOP PRIME WITH SELF-ETCHING OR EPOXY FINISH.
TWO FINISH COATS - EPOXY EXTERIOR GRADE PAINT COMPATIBLE WITH FIRST COAT.

PAINT COLORS:

P1 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2130-60 ICED SLATE.

P2 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2130-50 NEW HOPE GRAY.

P3 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2000-10 RED.

P4 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2066-20 EVENING BLUE.

P5 - ROOF/ FASCIA TRIM ELEMENTS, COLUMNS AND RAILINGS/ METAL STAIRS, COLOR BENJAMIN MOORE #2130-70 SEATTLE GRAY.

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Daniel P. Eriksson
Architect

Kevin L. Wilcox
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JOB TITLE:

DESIGN DEVELOPMENT FOR:
HILLDALE SCHOOL CLASSROOMS
79 FLORENCE STREET
DALY CITY, CA 94014
THE HILLDALE SCHOOL

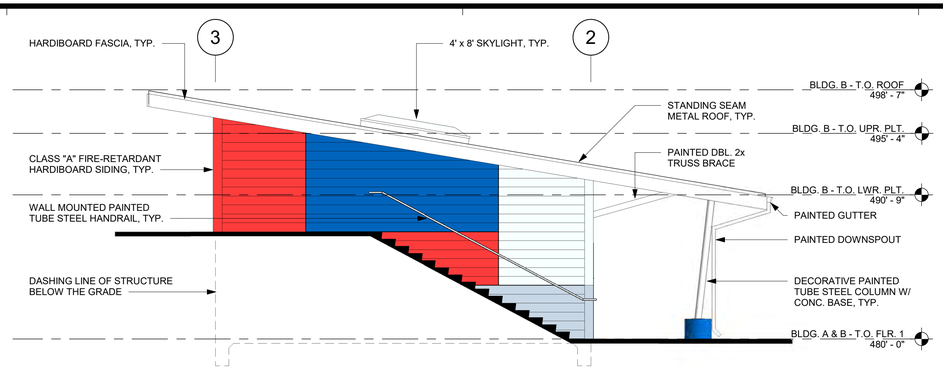
REVISIONS:

	DATE	DESCRIPTION

DATE	20 JULY 2018
DRAWN	JJR / YT
JOB NO.	2017049.00

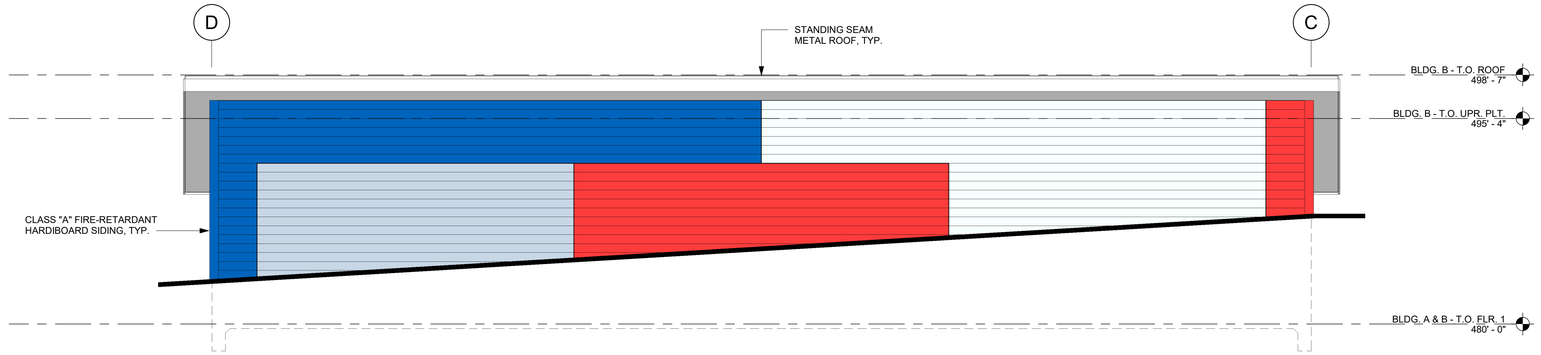
SHEET
A3.1
BLDG. A - EXTERIOR ELEVATIONS
OF 0 SHEETS

C:\Users\yevgeniy\Desktop\Revit Desktop\17049 Hilldale School Buildings_Yevgeniy.rvt



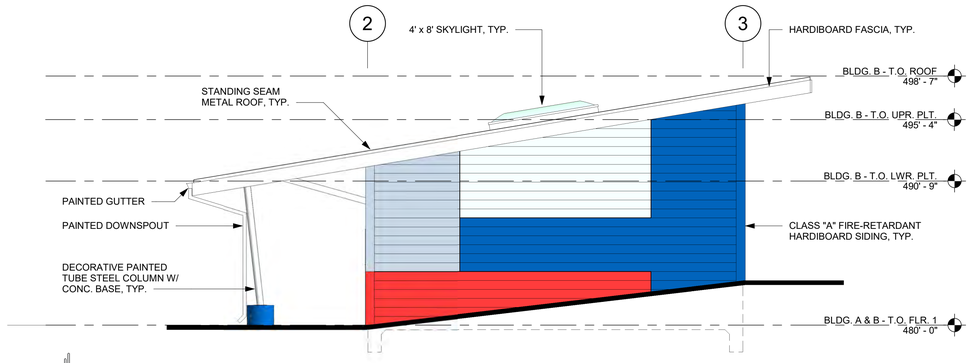
F2 BLDG. B - NORTH ELEVATION

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



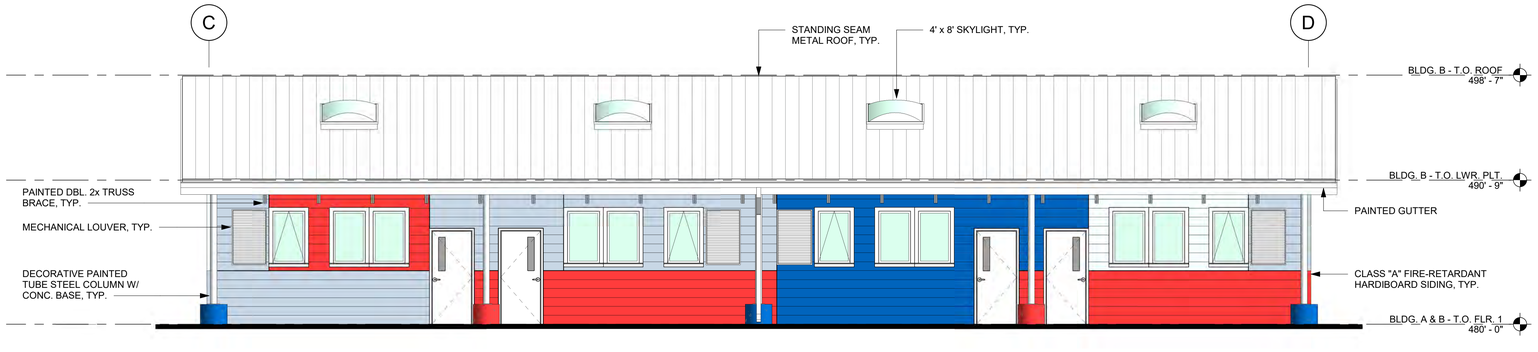
F3 BLDG. B - EAST ELEVATION

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



F4 BLDG. B - SOUTH ELEVATION

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



F5 BLDG. B - WEST ELEVATIONS

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

EXTERIOR FINISH LEGEND

METAL ELEMENTS AND RAILINGS:

FIRST COAT - SHOP PRIME WITH SELF-ETCHING OR EPOXY FINISH.
TWO FINISH COATS - EPOXY EXTERIOR GRADE PAINT COMPATIBLE WITH FIRST COAT.

PAINT COLORS:

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P5 - ROOF/ FASCIA TRIM ELEMENTS, COLUMNS AND RAILINGS/ METAL STAIRS, COLOR BENJAMIN MOORE #2130-70 SEATTLE GRAY.

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JOB TITLE:

DESIGN DEVELOPMENT FOR:
HILLDALE SCHOOL CLASSROOMS
79 FLORENCE STREET
DALY CITY, CA 94014
THE HILLDALE SCHOOL

REVISIONS:

	DATE	DESCRIPTION

DATE 20 JULY 2018
DRAWN JJR / YT
JOB NO. 2017049.00

SHEET
A3.2
BLDG. B - EXTERIOR ELEVATIONS
OF 0 SHEETS

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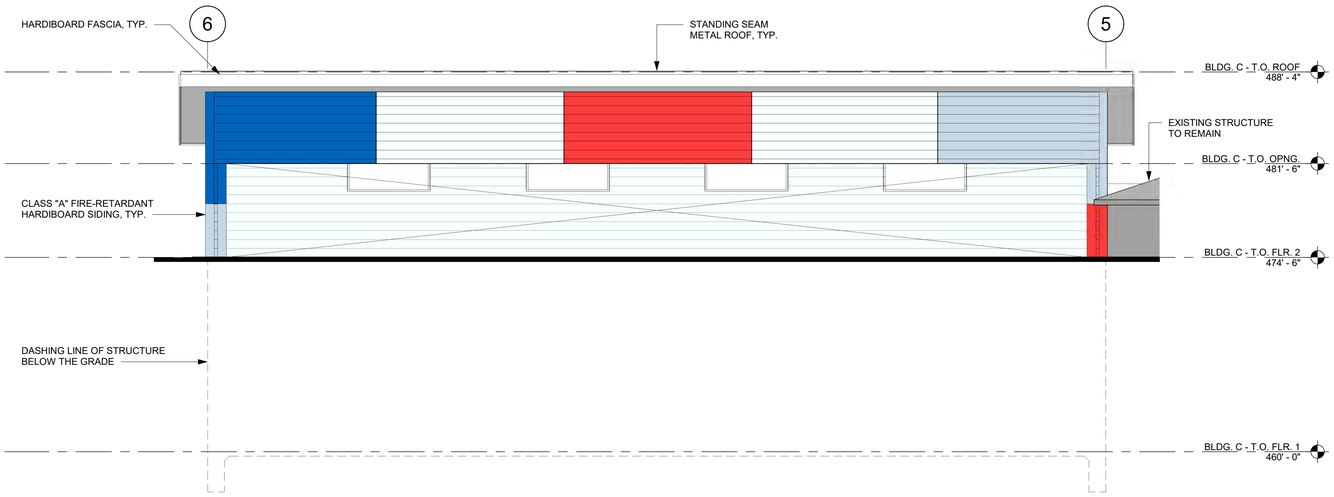
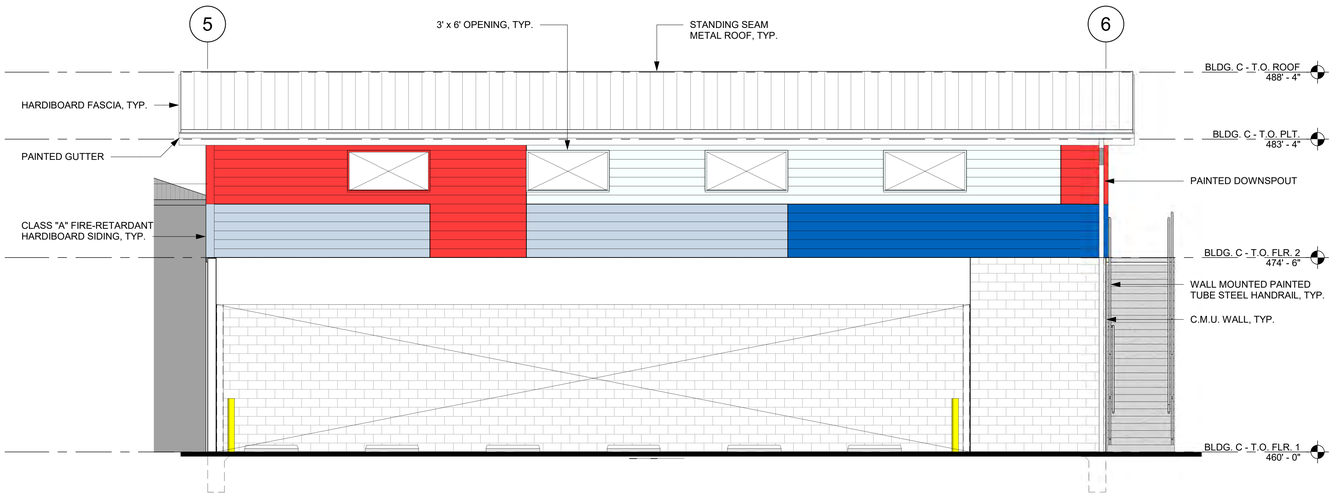


F3 BLDG. C - NORTH ELEVATION

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



F5 BLDG. C - SOUTH ELEVATION

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

EXTERIOR FINISH LEGEND

METAL ELEMENTS AND RAILINGS:

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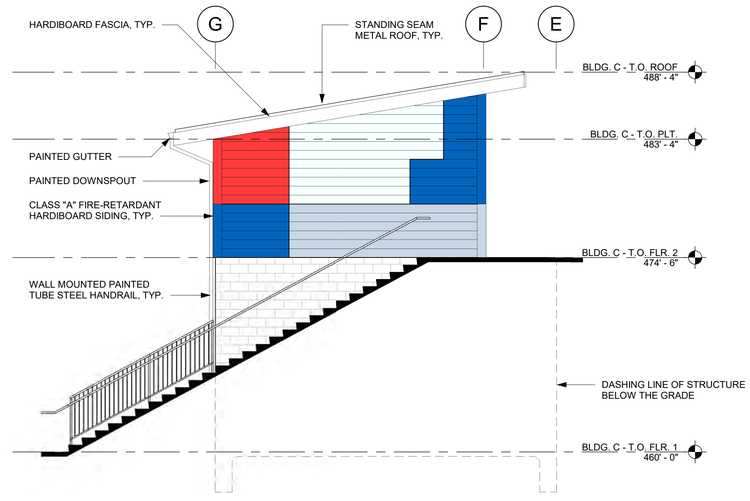

C5 BLDG. C - EAST ELEVATION

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

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JOB NO.	2017049.00

SHEET
A3.3
BLDG. C - EXTERIOR ELEVATIONS
OF 0 SHEETS

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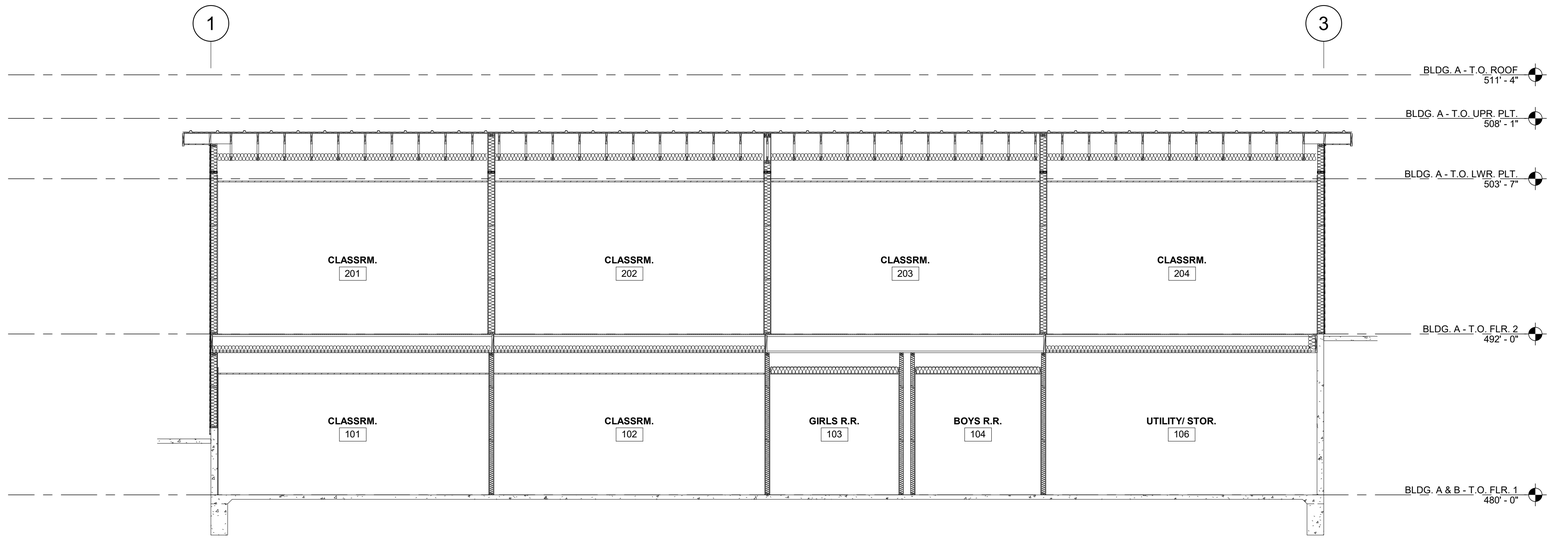
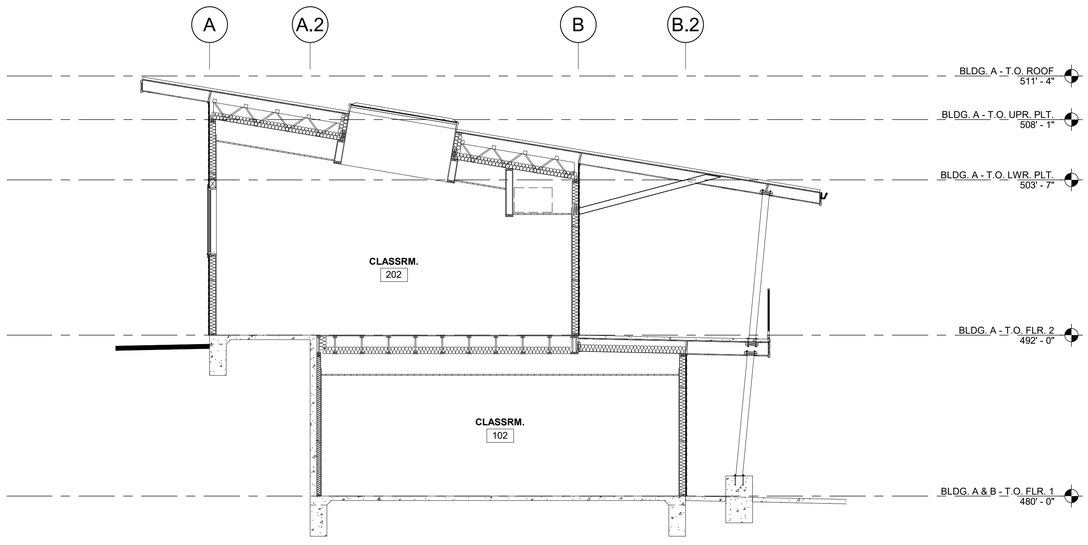


F3 BLDG. A - SECTION

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



F5 BLDG. A - SECTION

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

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JOB NO.	2017049.00

SHEET
A3.4
BLDG. A - SECTIONS

OF 0 SHEETS

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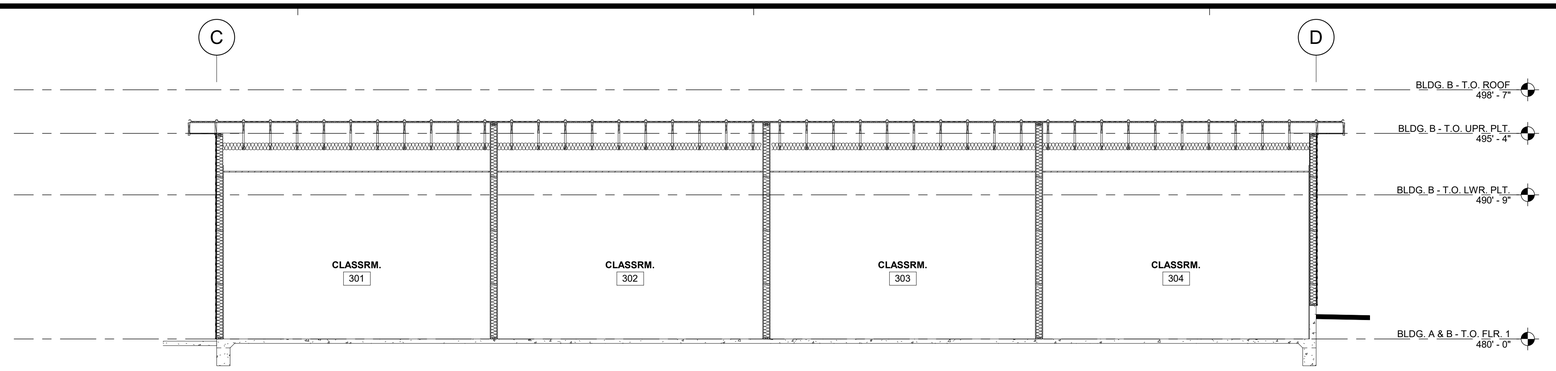
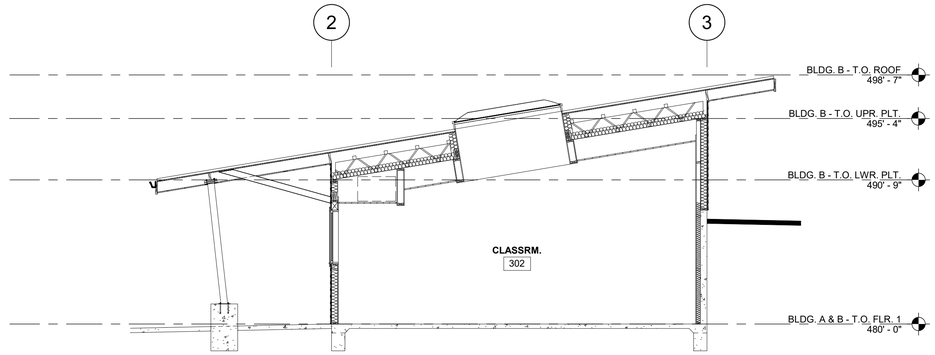


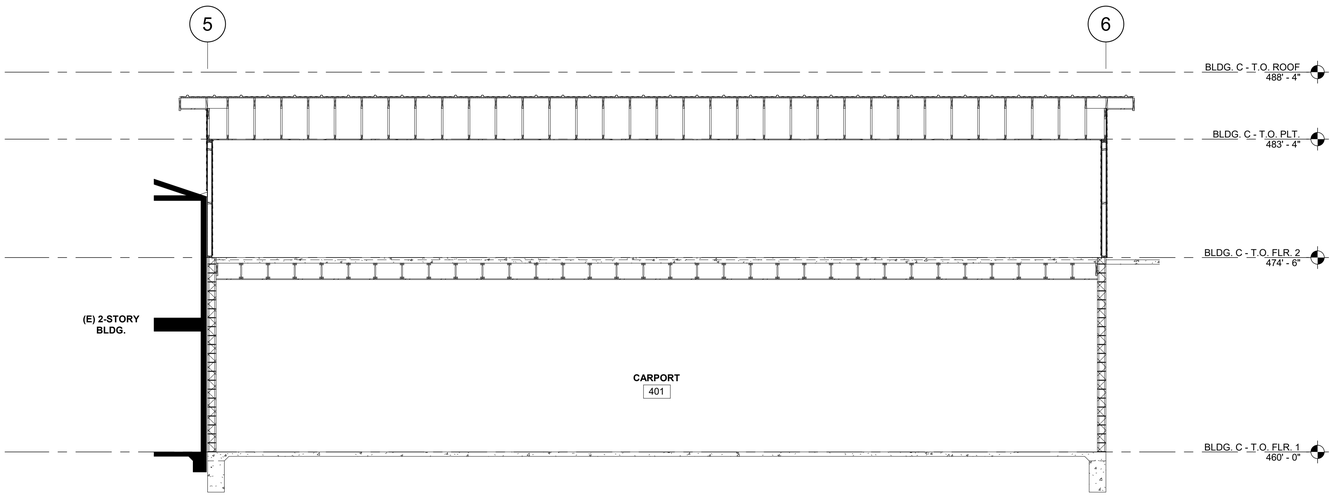
F2 BLDG. B - SECTION

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



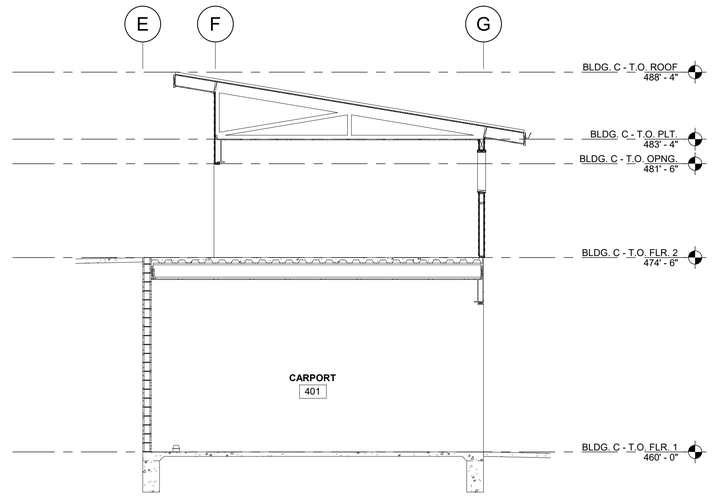
F3 BLDG. B - SECTION

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



F5 BLDG. C - SECTION

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



C5 BLDG. C - SECTION

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

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JOB TITLE:

DESIGN DEVELOPMENT FOR:

HILLDALE SCHOOL CLASSROOMS

79 FLORENCE STREET
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THE HILLDALE SCHOOL

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DATE	20 JULY 2018
DRAWN	JJR / YT
JOB NO.	2017049.00

SHEET

A3.5

BLDGS. B & C - SECTIONS

OF 0 SHEETS

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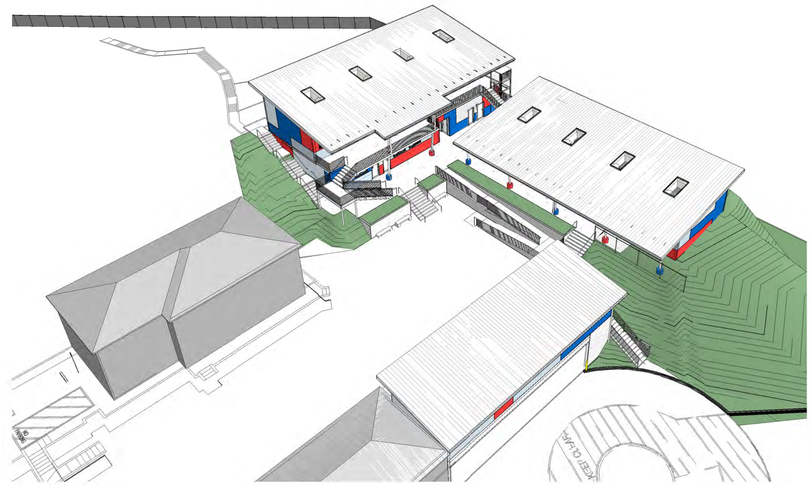
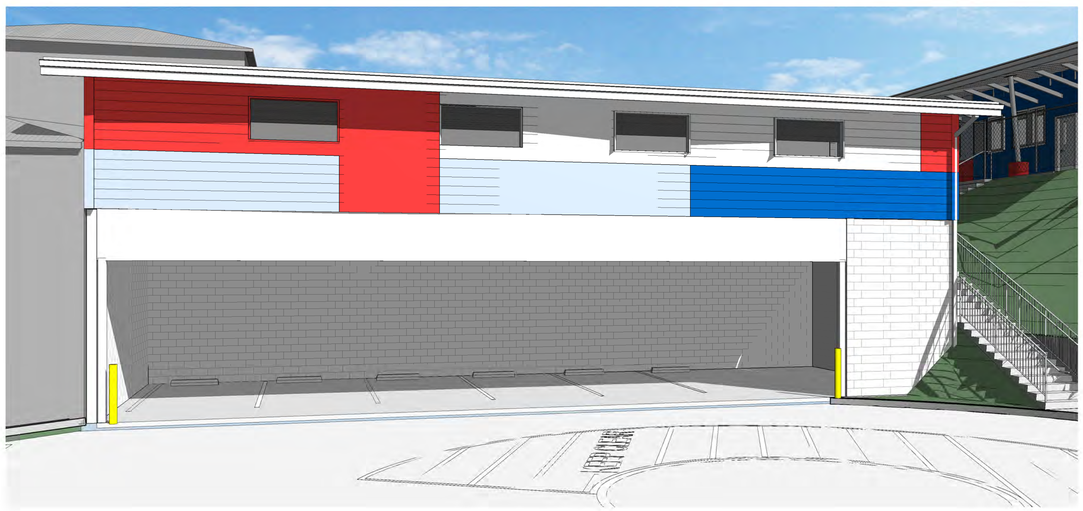
BLDG. - A PERSPECTIVE VIEW



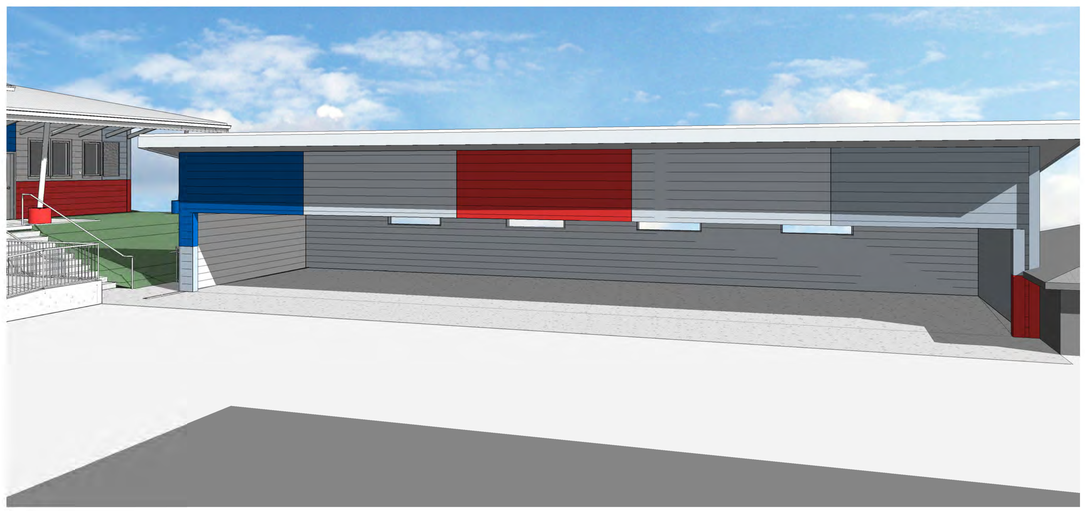
OVERALL PERSPECTIVE



BLDG. - B PERSPECTIVE VIEW



BLDG. - C PERSPECTIVE VIEW



BLDG. - C PERSPECTIVE VIEW

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JOB TITLE:

TENANT IMPROVEMENTS FOR:
HILLDALE SCHOOL CLASSROOMS

79 FLORENCE STREET
DALY CITY, CA 94014
THE HILLDALE SCHOOL

REVISIONS:

	DATE	DESCRIPTION

DATE	20 JULY 2018
DRAWN	JJR / YT
JOB NO.	2017049.00

SHEET
A7.0
PERSPECTIVES

OF 15 SHEETS

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CUP Amendment Review for Hilldale School Classroom and Parking Expansion Project- 18 June 2019

Overview

Hilldale School is making a request to modify its existing Use Permit which requires six new off-street parking spaces to be constructed at 83 Florence St in order for the enrollment to increase to 150 and instead to allow an increase in enrollment to 210 if the off-street parking is increased to 12 spaces. Specifically, rather than constructing only six parking spaces shown as Building "C" on the current plans, we would like to demolish the existing, four classroom, building located next to the proposed new, Building "C" and replacing it with a building similar to Building "C" which could expanded the new parking from 6 to 12 or 13 parking spaces.

This request is being made at this time because the approved plans for 10 new classrooms together with six new parking spaces has proved to be more expensive than originally bid by the contractor and the lender has made a requirement that the school have approval for more enrollment which can support the school's operating with an improved debt coverage ratio and increased working capital.

The school is situated on a challenging hillside location and the only feasible location for increased parking is along Their's St. However, in order to continue operation of the school during a yearlong construction project, and to provide access to the construction area, the classrooms must be built to their ultimate expansion prior to constructing the parking/patio structure(s).

Daly City has a parking standard that requires schools to provide 1 parking space per staff member plus 1 parking space per 10 students. The increase in enrollment from 119 to 210 will require an additional 12 parking spaces. Hilldale has previously been provided with a waiver from this requirement up to its former enrollment cap of 119 students. The City determined that Hilldale needs to provide parking in accordance with the City standard for enrollment above 119.

Parking Requirement Analysis

In May 2016 and December 2018, the City Council approved an increase of enrollment from 119 to 150 subject to the school providing six additional parking spaces. The six parking spaces were calculated as 4 spaces for the additional 31 students and 2 spaces for the anticipated 2 additional staff members. We now find that the increased allocation for staff was not necessary since the school has decided to discontinue its Pre-K class which served 14 students and required 2 staff members.

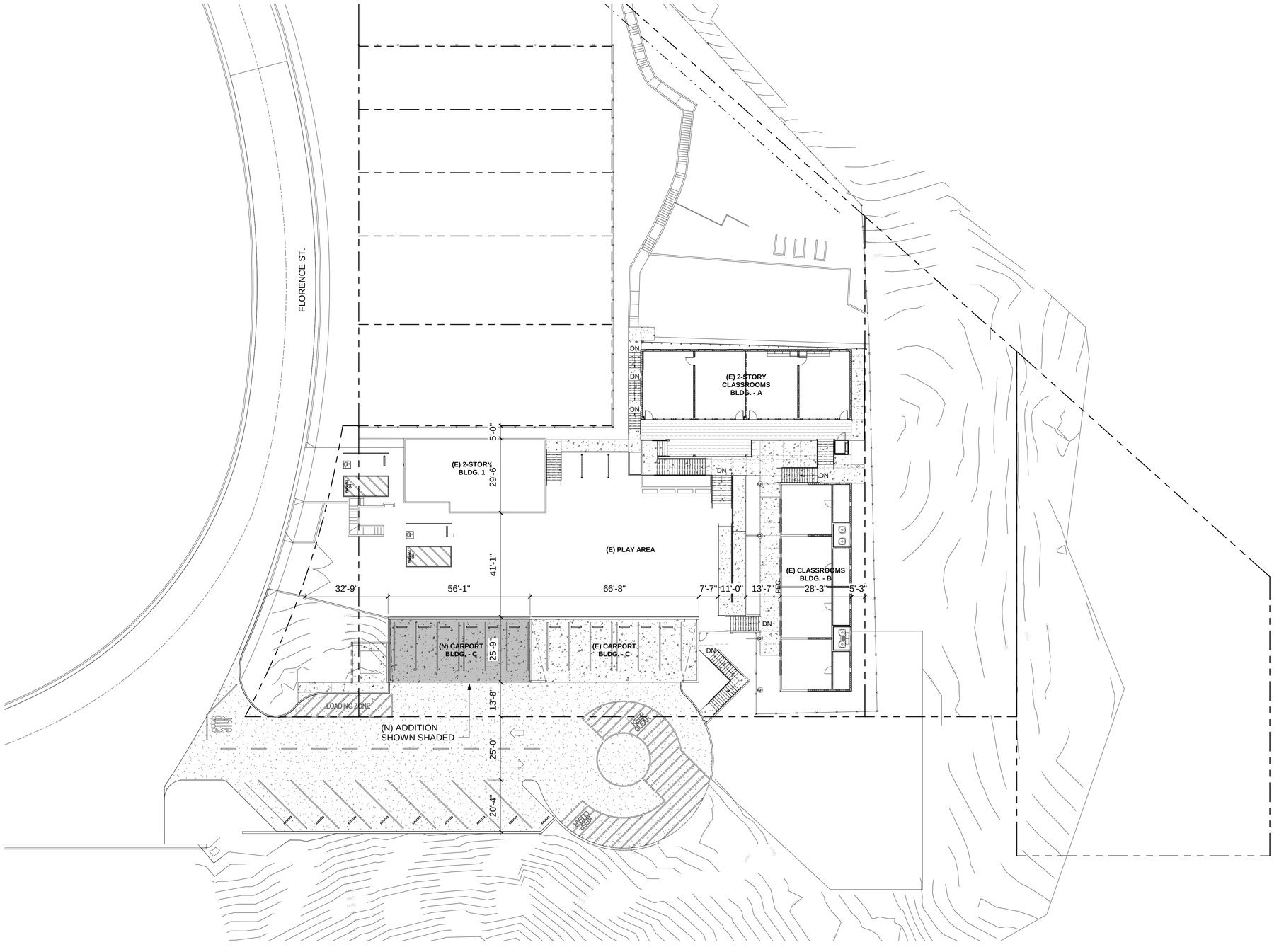
Please refer to the table below which shows the staffing requirements per grade and for non-teaching functions for the 2015-2016 school year compared to the projection for the 2021-2022 school year, after completion of the new classroom expansion in 2020. With the elimination of the Pre-K, demolition of the four 83 Florence classrooms, and the addition of three double classes; in kindergarten, first, and second grades, we will fully utilize all of the new classrooms and be operating at capacity.

Hilldale Staff and Student Counts

Staff Position	School Year - Staff Count (FTE) 15-16	Student count	School Year - Days Worked (FTE) 21-22	Student count
Office	2.5	0	3	0
Pre-K teacher 1	1	14		0
Pre-K Teacher 2	1	with above		0
Kindergarten	1	21	1	18
Kindergarten #2	NA		1	18
First Grade	1	16	1	18
First Grade # 2	NA		1	18
Second Grade	1	18	1	18
Second Grade #2	NA		1	18
Third Grade	1	14	1	18
Fourth Grade	1	13	1	18
Fifth Grade	1	12	1	18
Sixth Grade (Math & Science)	1	4	1	16
Seventh Grade (Eng)	1	4	1	16
Eighth Grade (Literature)	1	3	1	16
Spanish-Music-Art [1]	1		1.5	
PE - computer & AC	1		1	
Before-After school care	2		3	
Totals	17.5	119	20.5	210
Total Number of classrooms Avail/in use	10 / 10		16 / 16	

Notes:

[1] These 3 teachers share a classroom and teach different days of the week



NORTH

Preliminary Design For:

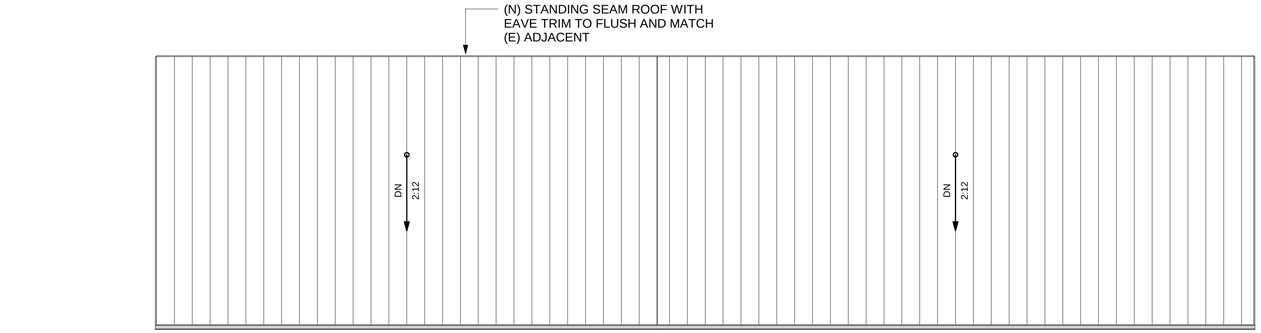
HILLDALE SCHOOL CARPORT ADDITION

79 FLORENCE STREET
DALY CITY, CA 94014

JJR / YT 2017049.00 17 JUN 19

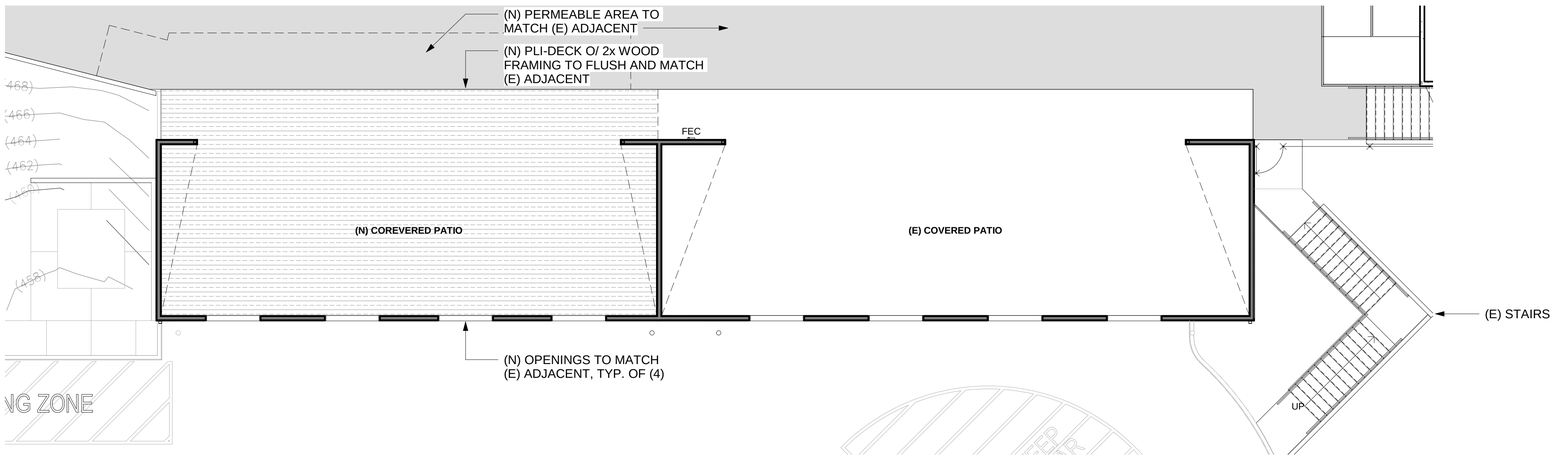
Comstock Johnson
ARCHITECTS INC.

COMSTOCK JOHNSON ARCHITECTS, INC. 10520 ARMSTRONG AVENUE, MATHER, CA 95655
916.362.6303(P) 916.362.5841(F)



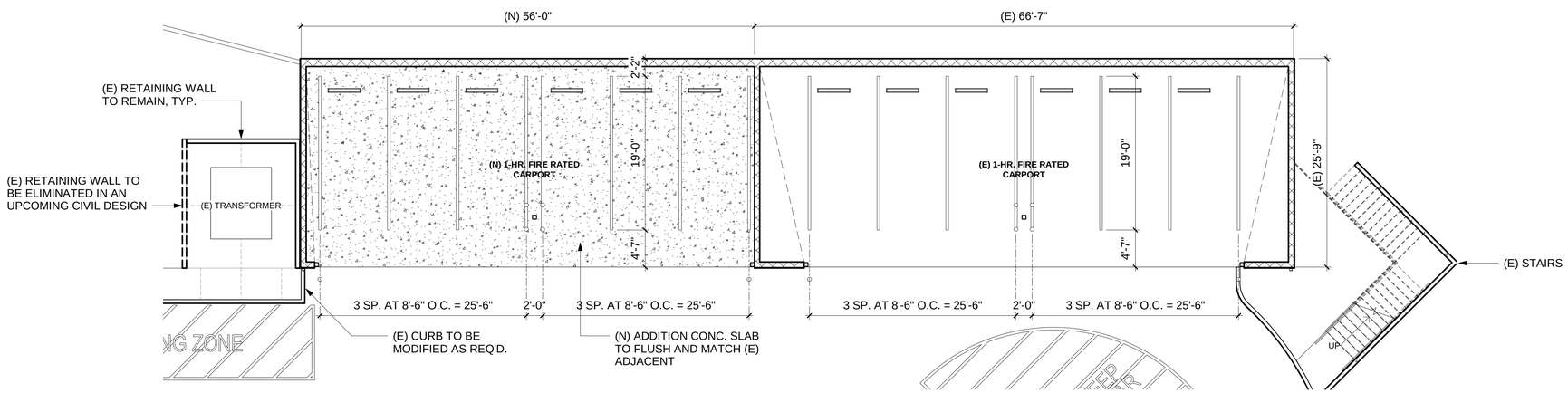
3 BLDG. C - ROOF PLAN

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



2 BLDG. C - UPPER FLOOR PLAN

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



1 BLDG. C - LOWER FLOOR PLAN

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

NORTH

Preliminary Design For:

HILLDALE SCHOOL CARPORT ADDITION

79 FLORENCE STREET
DALY CITY, CA 94014

JJR / YT 2017049.00 17 JUN 19

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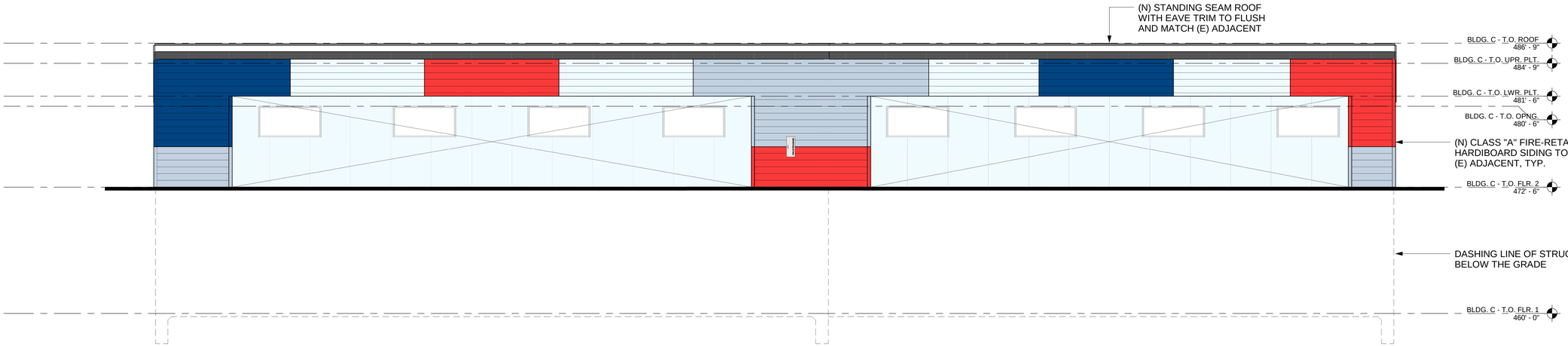
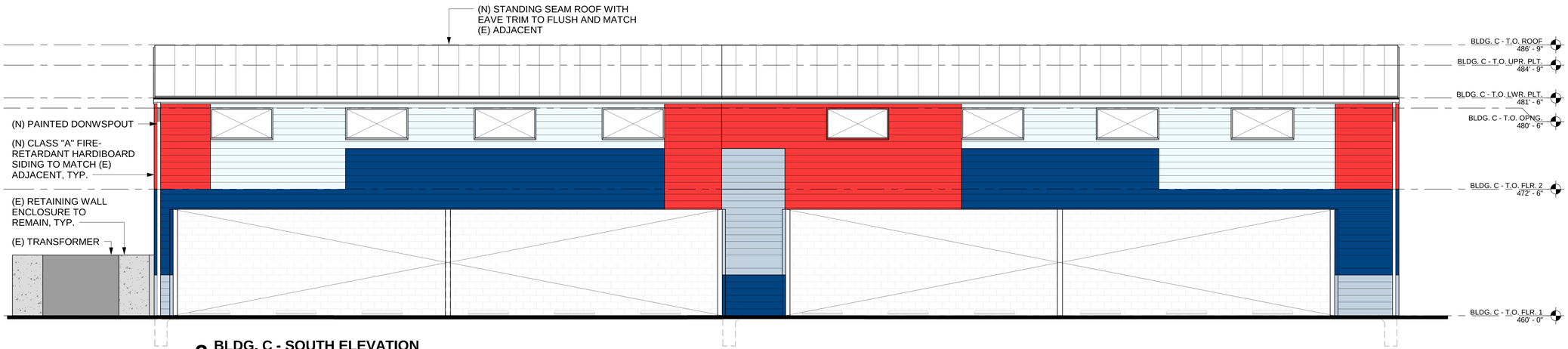


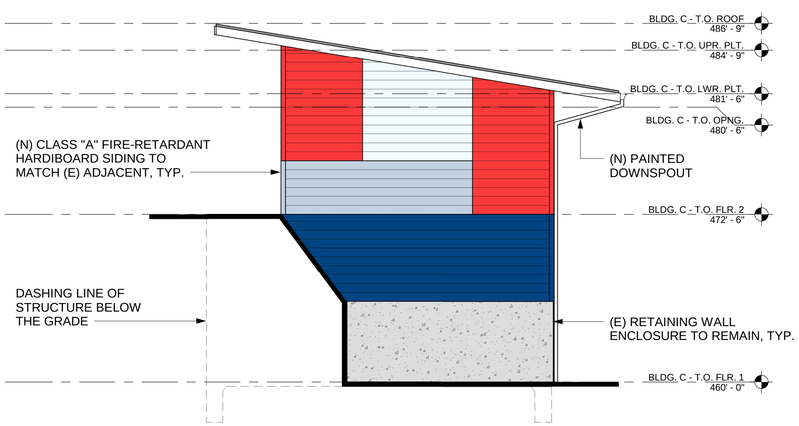
1 BLDG. C - NORTH ELEVATION

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



2 BLDG. C - SOUTH ELEVATION

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



3 BLDG. C - WEST ELEVATION

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

EXTERIOR FINISH LEGEND

METAL ELEMENTS AND RAILINGS:

FIRST COAT - SHOP PRIME WITH SELF-ETCHING OR EPOXY FINISH.
TWO FINISH COATS - EPOXY EXTERIOR GRADE PAINT COMPATIBLE WITH FIRST COAT.

PAINT COLORS:

P1 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2130-60 ICED SLATE.

P2 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2130-50 NEW HOPE GRAY.

P3 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2000-10 RED.

P4 - CEMENT FIBER SIDING BY JAMES HARDIE (OR APPROVED EQUIVALENT), COLOR BENJAMIN MOORE #2066-20 EVENING BLUE.

P5 - 2x WOOD FASCIA TRIM, VENTED SMOOTH SOFFIT PANELS, METAL HSS COLUMNS AND HSS STAIR RAILINGS, COLOR BENJAMIN MOORE #2130-70 SEATTLE GRAY.

Preliminary Design For:

HILLDALE SCHOOL CARPORT ADDITION

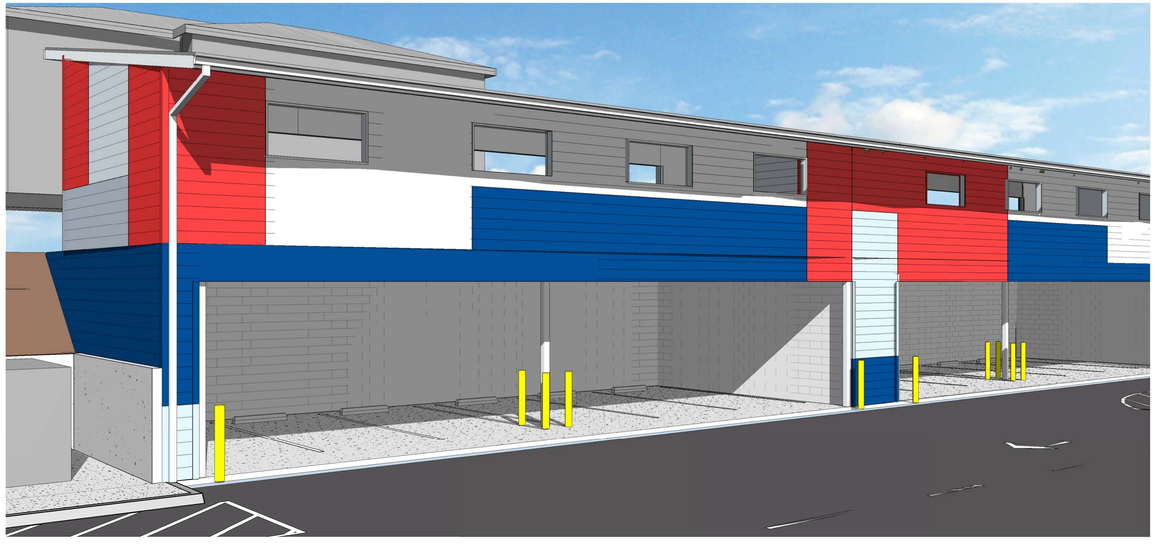
79 FLORENCE STREET
DALY CITY, CA 94014

JJR / YT 2017049.00 17 JUN 19

COMSTOCK JOHNSON ARCHITECTS, INC. 10520 ARMSTRONG AVENUE, MATHER, CA 95655
916.362.6303(P) 916.362.5841(F)



BLDG. - C PERSPECTIVE VIEW



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916.362.6303(P) 916.362.5841(F)

Jose and Ruth Carino

200 Theirs Street
Daly City, CA 94014-2156

December 3, 2019

RECEIVED
DEC 03 2019
CITY OF DALY CITY
ECD/PLANNING DIVISION

Daly City Planning Division
333 90th Street
Daly City, CA 94015

Re: Parking and Traffic Concern
Use Permit UPR-6-19-14071

To Whom it May Concern:

I realize that today is the day for your office to hear the plans Mr. John Sittner has in his school, adding 60 more students to the school. I want to register my objections because of the following:

Traffic:

As I mentioned from the previous meetings regarding this project, it was hard for us to get out of our garage from 8:00 to 9:00am, most parents are in a hurry to drop their kid(s) to school but not so bad after school.

Today, I tried back-out of my garage, a parent had a Hollywood stop on Wyandotte, drove around me, so the child won't be late? That was illegal turn, and moving around me, just to pass through me?

I am registering my opposition because it will be additional 60 cars (120 cars – am/pm drop off), for us to dodge just to get out of our garage, and avoid any collision.

I want to see a plan how to mitigate this issue. We are trying to avoid an accident before it happens.

Parking:

On October 26, 2019 – we had a visitor parked on the dirt road, across the paved concrete four (4) parking spaces. This was morning of the Halloween Party – a Saturday. Since this truck was a commercial truck (phone number written on the truck), and was parked legally, someone from your office called the company that it was parked illegally. The company called him immediately and must move the truck from the premises. He was reprimanded, nearly lost his job because of this incident.

Last night, I parked on the same spot where my visitor parked, as there are no more parking spaces on the paved road. This morning, one of the parents manning the school drop off turnaround stated that **the dirt road is a private road, as it has names of the teachers on the slots**.

I want to know when did Mr. Sittner bought the end of Thiers Street road, and why there were no public hearing.

Thank you

Jose Carino 650-296-2773

Copy: Mr. John Sittner (Hand delivered to Hilldale School

Rhoda May Carino
200 Thiers St. Daly City, Ca 94014
CarinoRhodaM@gmail.com (650)296-4982

To Whom it may Concern: 10/26/2019

I am deeply concerned with the attitude and the actions that Hilldale School has taken regarding parking and traffic on our street.

I have attended this school kindergarten through 8th grade in the 90s and 2000s. This does not include my late sister's time spent at this school, kindergarten through 8th grade as well, and my parents' efforts during that period in improving the school.

My pride and admiration of this school quickly diminished after hearing and experiencing the unfortunate treatments my neighbors and my parents encountered through the recent years.

My family has lived on Thiers St for about 30 years and haven't had issues regarding parking or traffic. The way that some of the parents of the school have treated the neighbors of the school is appalling, as we increasingly lose a place to park and therefore, get home after a long day of work.

It is unreasonable to act hostile to your fellow neighbor especially during non school hours on the public side of the parking lot.

One of the biggest reasons for me to write this letter is due to an incident that could have possibly jeopardized my boyfriend's job. Upon arriving at my house on Thiers, we could not find parking for him. I instructed him to park on the dirt side of the road, since there were arguments about this previously, and it was DETERMINED that the dirt area is public road.
I went with him to make sure he parked in the right spot. This was 11pm at night on a FRIDAY OCTOBER 25th. I knew school wouldn't be in session despite the halloween festival that they throw yearly. October 26th in the morning, he decided to move his truck where he stated some men were watching him. He was told by his manager that the school called stating the truck was parked ILLEGALLY.
Naturally I was furious, knowing that this was a false statement and the caller was purposely jeopardizing a worker's livelihood.

I have also heard other instances by neighbors on Thiers that we cannot park and received reprimands from the school.

Is this how we treat our neighbors now?

Please consider my concerns.
If there are any questions you may reach me.

Thank you. Rhoda May Carino, BSN

Rhoda May Carino, BSN
Thiers Street Resident

RECEIVED
DEC 03 2019
CITY OF DALY CITY
ECD/PLANNING DIVISION