



"The City With a Heart"

Jim Ruane, Mayor
Michael Salazar, Vice Mayor
Ken Ibarra, Councilmember
Rico E. Medina, Councilmember
Irene O'Connell, Councilmember

AGENDA

SAN BRUNO CITY COUNCIL

September 8, 2015

7:00 p.m.

Meeting Location: San Bruno Senior Center, 1555 Crystal Springs Road, San Bruno, CA

City Council meetings are conducted in accordance with Roberts Rules of Order Newly Revised and City Council Rules of Procedure. You may address any agenda item by standing at the microphone until recognized by the Council. All regular Council meetings are recorded and televised on CATV Channel 1 and replayed the following Thursday, at 2:00 pm. You may listen to recordings in the City Clerk's Office, purchase CD's, access our web site at www.sanbruno.ca.gov or check out copies at the Library. We welcome your participation. In compliance with the Americans with Disabilities Act, individuals requiring reasonable accommodations or appropriate alternative formats for notices, agendas and records for this meeting should notify us 48 hours prior to meeting. Please call the City Clerk's Office 650-616-7058.

Thank the **San Bruno Garden Club** for providing the beautiful floral arrangement.

1. CALL TO ORDER:

2. ROLL CALL/PLEDGE OF ALLEGIANCE:

3. ANNOUNCEMENTS:

- a. The City will hold a Five-year Remembrance Event on September 9, 2015. Information is available on the City Website, www.sanbruno.ca.gov.
- b. The Annual Coastal Cleanup Event will be held September 19, 2015 from 9:00 a.m. to noon. To participate, meet at Posy Park next to the Caltrain Station at 9:00 a.m.

4. PRESENTATIONS:

Present Proclamation Declaring September as Prostate Cancer Awareness Month.

5. REVIEW OF AGENDA:

6. APPROVAL OF MINUTES: Regular Council Meeting of August 25, 2015.

7. CONSENT CALENDAR: All items are considered routine or implement an earlier Council action and may be enacted by one motion; there will be no separate discussion, unless requested.

- a. **Approve:** Accounts Payable of August 10, 17, 24 and 31 2015.
- b. **Approve:** Payroll of August 14, 2015.
- c. **Accept:** Reconciliation of General Ledger to Bank Reports and the Investment Reports Dated July 31, 2015.
- d. **Accept:** Declaration of Vacancy from the Chair of the Citizens Crime Prevention Committee. Declare a Committee Vacancy and Direct the City Clerk to Initiate the Process for Appointment of a New Member.
- e. **Accept:** Resignation from Bicycle and Pedestrian Advisory Committee Member. Declare a Commission Member Vacancy and Direct the City Clerk to Initiate the Process for Appointment of a New Member.

- f. **Adopt:** Resolution Accepting the Water Pump Station No. 4 Project as Complete, Authorizing the Filing of a Notice of Completion with the San Mateo County Recorder's Office, and Authorizing Release of the Construction Contract Retention in the Amount of \$131,213.49

8. PUBLIC HEARING:

Hold Public Hearing and Adopt Resolutions 1) Certifying the Final Supplemental Environmental Impact Report to the U.S. Navy Site and its Environs Specific Plan Amendment and Adopting Environmental Findings and a Mitigation Monitoring and Reporting Program, and 2) Approving an Amendment to the U.S. Navy Site and its Environs Specific Plan Related to the Crossing Hotel Site.

- 9. PUBLIC COMMENT ON ITEMS NOT ON AGENDA:** Individuals allowed three minutes, groups in attendance, five minutes. If you are unable to remain at the meeting, ask the City Clerk to request that the Council consider your comments earlier. It is the Council's policy to refer matters raised in this forum to staff for investigation and/or action where appropriate. The Brown Act prohibits the Council from discussing or acting upon any matter not agendized pursuant to State Law.

10. CONDUCT OF BUSINESS:

- a. Adopt Resolution Authorizing the City Manager to Execute a Construction Contract with Atlas-Pellizzari Electric, Inc. for the SCADA Radio Transmitter Installation Project in the Amount of \$143,219, Approving a Construction Contingency of \$20,000, Approving a Total Construction Budget in the Amount of \$173,219 Appropriating \$30,000 in Wastewater Capital funds, and Reducing Water Capital Appropriation Funds by \$30,000.
- b. Adopt Resolution Authorizing the Closure of 1,200 Linear Feet of City Park Way from 6:00 p.m. Friday, October 9, 2015 through 9:00 a.m. Sunday, October 11, 2015 for the City of San Bruno Community Day in the Park.

11. REPORT OF COMMISSIONS, BOARDS & COMMITTEES:

12. COMMENTS FROM COUNCIL MEMBERS:

13. CLOSED SESSION:

14. ADJOURNMENT:

The next regular City Council Meeting will be held on September 22, 2015 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.



“The City With a Heart”

Jim Ruane, Mayor
Michael Salazar, Vice Mayor
Ken Ibarra, Councilmember
Rico E. Medina, Councilmember
Irene O’Connell, Councilmember

**MINUTES
SAN BRUNO CITY COUNCIL**

August 25, 2015

7:00 p.m.

1. CALL TO ORDER: THIS IS TO CERTIFY THAT the San Bruno City Council met on August 25, 2015 at San Bruno’s Senior Center, 1555 Crystal Springs Road, San Bruno, CA. The meeting was called to order at 7:00 p.m.

2. ROLL CALL/PLEDGE OF ALLEGIANCE:

Presiding was Mayor Ruane, Vice Mayor Salazar, Councilmembers Ibarra, Medina and O’Connell. **San Bruno Park School District Cheryl Olson** led the Pledge of Allegiance. Recording by City Clerk Bonner.

3. ANNOUNCEMENTS:

Mayor Ruane announced the City will hold a Five-year Remembrance Event on September 9, 2015. Information is available on the City Website, www.sanbruno.ca.gov.

4. PRESENTATIONS:

Receive Presentation from the 2015 San Bruno Sister City Student Exchange Delegation to Narita, Japan. **David Woltering** gave a short introduction followed by the students who shared their many experiences after having traveled to Narita, Japan.

5. REVIEW OF AGENDA: Mayor Ruane moved Item 11. to follow Item 8.

6. APPROVAL OF MINUTES: Special Council Meetings of July 23 and 30 and Regular Council Meeting of July 28, 2015, approved as submitted.

7. CONSENT CALENDAR:

- a. **Approve:** Accounts Payable of July 27 and August 3, 2015.
- b. **Approve:** Payroll of July 31, 2015.
- c. **Accept:** Reconciliation of General Ledger to Bank Reports and the Investment Reports Dated June 30, 2015.
- d. **Approve:** Response to Grand Jury Report “Flooding Ahead: Planning for Sea Level Rise.”
- e. **Waive:** Second Reading and Adopt Ordinance Adding Chapter 11.34 to the San Bruno Municipal Code Relating to Expedited Permitting Procedures for Small Residential Rooftop Solar Systems.
- f. **Adopt:** Resolution Authorizing the City Manager to Execute a Contract in the Amount of \$140,465 with the San Mateo County Area Agency on Aging for the City of San Bruno’s Senior Center 2015-2016 Nutrition and Transportation Programs.

g. **Accept:** Resignation from Parks and Recreation Commission Member. Declare a Commission Member Vacancy and Direct the City Clerk to Initiate the Process for Appointment of a New Member.

h. **Adopt:** Resolution Authorizing the Closure of Whitman Way Between the Hours of 9:00 AM to 3:30 PM during Certain Weeks in September 2015 for the San Francisco Public Utilities Commission Peninsula Pipeline Seismic Upgrade Project.

Councilmember Ibarra asked to pull Item 7.g.

Vice Mayor Salazar asked to pull 7.h.

M/S O’Connell/Ibarra to approve the remainder of the Consent Calendar and passed with all ayes.

Councilmember Ibarra praised volunteer Greg Pierce for the work he has done in and for the City of San Bruno. He said his official resignation with these organizations is a big loss for the community; however, he plans to come back once in a while for certain community events.

M/S Ibarra/Medina to approve Item 7.g and passed with all ayes.

Vice Mayor Salazar asked the information be put on the web site regarding the closure of Whitman Way. **Councilmember Ibarra** asked the residents be notified of the sidewalk that is available for pedestrian traffic.

M/S Salazar/Ibarra to approve Item 7.g. and passed with all ayes.

8. **PUBLIC HEARING:** None.

11. Receive Annual Report from the Culture and Arts Commission.

Commissioner Tobin gave an overview of what the Commission has done over the last year and what their goals are for 2015-16.

Mayor Ruane thanked the Commission for all they do.

Mayor Ruane asked the Attorney for an idea when we might see the mural at the train station. **Attorney Zafferano** said what we believe to be the final encroachment permit is in the hands of Caltrain’s attorney.

9. **PUBLIC COMMENT ON ITEMS NOT ON AGENDA:**

Marty Medina, Garden Ave. said he is running for City Council 2015. He said he is committed to running a positive and factual campaign.

Elmer Madrid, South San Francisco expressed his concern for veterans. He said the only reference he found for veterans in San Bruno’s Activity Guide was the American Legion Hall. He recommended venues to be able to participate with other veterans, such as designation of the swimming pool or gymnasium one day a month just for veterans.

10. **CONDUCT OF BUSINESS:**

a. Adopt Resolution Authorizing the City Manager to Execute a Contract with TJKM Transportation Consultants, Inc. for the Speed Zone Survey and Traffic Engineering Services Project in an Amount not to exceed \$34,563.

Associate Engineer Cervantes gave an overview of the staff report and asked for questions.

Vice Mayor Salazar asked if we are required to do this survey wherever we post a speed that is lower than the normally expected prima fascia or basic speed law and that is the only areas affected. **Cervantes** concurred. After the lower speed limit is posted do we go back and evaluate how many violations occur within that area? **Cervantes** said it is extremely difficult to determine the number of violations. He said every five years these speed zone surveys are conducted and they take into consideration the 85 percentile speed and that is the measure by which the posted speed limit is identified.

Vice Mayor Salazar asked if the 85% percentile could be further explained. **Cervantes** said the intent of the speed zone survey is to capture free-flowing speed. The survey results are not taken when it is peak time with the intent to capture how fast cars really travel. A minimum of one hundred cars in each direction are analyzed and 85% of the measured speeds at or below is the percentile speed.

Vice Mayor Salazar asked what criteria was used to identify the two corridors. **Cervantes** said there were three additional locations identified, City Park Way, College Road and Cunningham Way which was requested from the Police Department.

Chief Barberini said the areas chosen are where they have received numerous complaints, not only based on speed but also based on the conditions of City Park Way. He said the law requires if they are going to use radar, in order to be able to stand up in front of a traffic commissioner and support that citation, we need a speed survey to adequately articulate what the safe speed of the roadway is.

Councilmember Ibarra commented it would be very hard-pressed to get 85 percentile at 15 miles per hour.

Mayor Ruane said it was understood in a residential area the speed limit is 25 mph unless otherwise posted. **Barberini** concurred.

City Manager Jackson asked the Chief if we have the ability to identify how many citations were are issuing and in what areas they occur. **Barberini** pointed out the Police Department has made a lot of investments in record management systems which can be used for traffic studies and they are happy to provide that statistical data.

Councilmember O'Connell asked if the survey shows that the posted speed limit is okay, but other traffic violations take place, is their coordination between the violations. **Barberini** said this is just one of many traffic efforts that we have in place and the Department works collaboratively to address those traffic issues. He said there are areas in the City they consider hot spots.

Councilmember Ibarra introduced the resolution for adoption and passed with a unanimous vote.

b. Receive Report and Recommendation from the Parks and Recreation Commission Regarding Amendment of the City's Master Fee Schedule to Move the San Bruno Park School District into the Group III Community and Service Organizations Fee Category.

Community Services Director Burns gave an overview of the staff report and asked for direction.

Councilmember Ibarra said Group 3 is supposed to be for community organizations but the only benefit he saw was at the Rec Center and the Senior Center. Park settings and other fees are basically all the same with Group 4. He said there is some adjustment that should be made all over the place.

Councilmember Medina asked if the School District and Superintendent were notified. He asked it be looked at more broadly.

Parks and Recreation Commissioner Greenburg said this was discussed at their meeting and initially they didn't feel they should burden their school district with an additional fee but then they also reviewed that the school district charges our City Recreation Department to use their facilities for after-school programs.

Wendy Al-Mukdad said this left her with bad feelings. She said the school district should be treated differently. She asked Council to look at it.

Marty Medina, Garden Ave. said it is time to turn the page instead of trying to get back at the schools.

Mayor Ruane said a comment was made about "getting back because of things that happened in the past", which he frankly found disgusting, when this Council approved no charges for the schools this year up to \$30,000. A Council member asked during a session of rate hearings that they wanted more clarification, which they got. We are going to study it more and nothing has been decided. But to suggest this City Council is getting back at an entity, especially the School District is way out of line.

Councilmember Medina pointed out this is only informational and he believed the Council has welcomed the new Superintendent.

Councilmember Ibarra said he believed the Park and Recreation Department has their tasks before them and after the first of the year, they will return with a recommendation.

c. Adopt Resolution Extending Library Hours of Operation from 1:00 p.m. - 5:00 p.m. to 10:00 a.m. - 5:00 p.m. on Fridays.

Library Services Director Wallace gave an overview of the staff report.

Councilmember O'Connell introduced the resolution for adoption and passed with a unanimous vote.

11. REPORT OF COMMISSIONS, BOARDS & COMMITTEES:

Receive Annual Report from the Culture and Arts Commission (moved to follow Item 8.)

12. COMMENTS FROM COUNCIL MEMBERS:

Councilmember Ibarra said he understood there was a park survey in the north area of the City and he recommended everyone in the area being surveyed be notified there is a study going on. He also said he would like to receive the results of what comes out of the study.

Vice Mayor Salazar thanked the volunteers who set up the stage for the Council meetings and asked that the water carafes be reduced on the dais.

13. CLOSED SESSION:

14. ADJOURNMENT:

Mayor Ruane closed the meeting at 8:25 p.m. The next regular City Council Meeting will be held on September 22, 2015 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.

Respectfully submitted for approval
at the City Council Meeting of
September 8, 2015

Carol Bonner, City Clerk

Jim Ruane, Mayor

08/10/15

CITY OF SAN BRUNO
WARRANT REGISTER
TOTAL FUND RECAP

FUND	FUND NAME	AMOUNT
001	GENERAL FUND	\$74,906.65
132	AGENCY ON AGING	\$2,643.38
133	RESTRICTED DONATIONS	\$1,487.32
190	EMERGENCY DISASTER FUND	\$4,991.03
207	TECHNOLOGY CAPITAL	\$702.55
611	WATER FUND	\$206,515.30
621	STORMWATER FUND	\$13.00
631	WASTEWATER FUND	\$66,488.51
641	CABLE TV FUND	\$31,437.02
701	CENTRAL GARAGE	\$25,986.91
702	FACILITY MAINT. FUND	\$60.90
711	SELF INSURANCE	\$5,828.67
TOTAL FOR APPROVAL		\$421,061.24

HONORABLE MAYOR AND CITY COUNCIL:

THIS IS TO CERTIFY THAT THE CLAIMS LISTED ON PAGES NUMBERED FROM 1 THROUGH 2 INCLUSIVE, AND/OR CLAIMS NUMBERED FROM 156534 THROUGH 156609 INCLUSIVE, TOTALING IN THE AMOUNT OF \$421,061.24 HAVE BEEN CHECKED IN DETAIL AND APPROVED BY THE PROPER OFFICIALS, AND IN MY OPINION REPRESENT FAIR AND JUST CHARGES AGAINST THE CITY IN ACCORDANCE WITH THEIR RESPECTIVE AMOUNTS AS INDICATED THEREON.

RESPECTFULLY SUBMITTED,


FINANCE DIRECTOR DATE

8/10/2015 11:40:44AM

City of San Bruno

Document group: komalley Bank: apbank 05507660

Vendor Code & Name	Check #	Check Date	Amount
0099675 ADAM & JANIE BERRY	156545	8/10/2015	93.26
0000858 ADECCO EMPLOYMENT SERVICES	156534	8/10/2015	5,685.44
0000163 AIRPORT AUTO PARTS INC.	156535	8/10/2015	411.40
0106247 ALFRED GIUSTI	156562	8/10/2015	1,000.00
0096700 ANDY'S WHEELS & TIRES	156537	8/10/2015	2,047.39
0001202 ARAMARK UNIFORM SERVICES	156538	8/10/2015	740.50
0095122 ASCAP	156539	8/10/2015	339.67
0014617 AT&T	156540	8/10/2015	12.96
0016123 AT&T	156541	8/10/2015	127.53
0000345 BAKER & TAYLOR BOOKS	156542	8/10/2015	734.59
0099596 BJOY M. SANTOS	156593	8/10/2015	31.12
0106151 CAUSEY CONSULTING	156549	8/10/2015	2,745.00
0100656 CHRIS BORCHARD	156546	8/10/2015	23.00
0106248 CHUNG CHUANG-CHEN	156550	8/10/2015	500.00
0106048 CIT	156551	8/10/2015	426.89
0018401 CITY OF FOSTER CITY	156552	8/10/2015	45.00
0000060 CITY OF MILLBRAE	156553	8/10/2015	438.75
0000508 CLEARLITE TROPHIES	156554	8/10/2015	2,353.04
0018555 DND ENTERPRISES	156556	8/10/2015	1,792.31
0000944 FEDEX	156557	8/10/2015	22.64
0013714 FIRST NATIONAL BANK	156558	8/10/2015	26,230.81
0018117 FLYERS ENERGY, LLC	156559	8/10/2015	7,482.48
0014910 G & M AUTO BODY	156561	8/10/2015	13,676.57
0093441 GENE WONG	156609	8/10/2015	711.78
0016969 GOLDEN IDEAS	156563	8/10/2015	229.03
0099480 HEIDI PIERCE	156587	8/10/2015	219.93
0017882 HOME BOX OFFICE	156564	8/10/2015	1,173.60
0106261 JAMES STEWART	156599	8/10/2015	612.00
0101366 JOSEPH BRUNNER	156547	8/10/2015	75.61
0095499 JOSEPH E. DAVIS	156555	8/10/2015	31.88
0018376 JT2 INTEGRATED RESOURCES	156565	8/10/2015	5,806.03
0096347 LA LORICK ASSOCIATES	156566	8/10/2015	5,005.00
0106245 LEAH MADONICH	156570	8/10/2015	2,571.67
0017924 LORAL LANDSCAPING INC.	156569	8/10/2015	4,715.00
0098605 MARILYN & MICHAEL BANKS	156543	8/10/2015	116.53
0097770 MICHAEL FUSCIARDI	156560	8/10/2015	19.09
0091441 MICHAEL LOPEZ	156567	8/10/2015	85.93
0092285 MICROMARKETING LLC	156571	8/10/2015	86.97
0105676 MOBILE MODULAR	156572	8/10/2015	4,865.65
0017289 MUNISERVICES, LLC	156573	8/10/2015	1,575.98
0000357 NATIONAL CABLE TV CO-OP, INC.	156574	8/10/2015	7,342.36
0096685 NICK & ANNA LOPEZ	156568	8/10/2015	41.74
0102950 NORTH AMERICAN NUMBERING PLAN	156536	8/10/2015	125.00
0092263 OFFICE DEPOT INC	156576	8/10/2015	286.53
0018519 OFFICETEAM	156577	8/10/2015	375.20
0000210 OLE'S CARBURETOR & ELECTRIC INC	156578	8/10/2015	532.75
0103933 OWEN EQUIPMENT SALES	156579	8/10/2015	1,015.27
0016188 P & S SALES OF SAN FRANCISCO	156580	8/10/2015	312.87
0000012 PACIFIC GAS & ELECTRIC	156581	8/10/2015	6,498.06
0103947 PACIFIC SKYLINE COUNCIL	156582	8/10/2015	399.74
0100757 PATRICIA BERGIN	156544	8/10/2015	56.96
0106156 PENGUIN RANDOM HOUSE LLC	156583	8/10/2015	85.84
0016241 PENINSULA BUILDING MATERIALS	156584	8/10/2015	633.20

Document group: komalley Bank: apbank 05507660

Vendor Code & Name	Check #	Check Date	Amount
0001154 PENINSULA LIBRARY SYSTEM	156585	8/10/2015	17,618.98
0106226 PENINSULA TREE CARE, INC.	156586	8/10/2015	9,500.00
0096973 POWERPLAN	156588	8/10/2015	368.72
0016770 PRAXAIR DISTRIBUTION INC -192	156589	8/10/2015	153.45
0102915 PRECISE PRINTING & MAILING	156590	8/10/2015	2,761.12
0094546 RECORDED BOOKS, INC.	156591	8/10/2015	39.23
0090749 RED WING SHOE STORE	156592	8/10/2015	390.18
0091488 RENEE NOWAC	156575	8/10/2015	213.45
0018461 SERRAMONTE FORD, INC.	156594	8/10/2015	595.78
0000074 SFPUC - WATER DEPARTMENT	156596	8/10/2015	195,473.86
0097149 THE SAN FRANCISCO SHAKESPEARE FESTIVAL	156597	8/10/2015	629.00
0095763 THE SOCIETY OF ST. VINCENT DE PAUL	156598	8/10/2015	278.88
0017527 TIFCO INDUSTRIES INC.	156600	8/10/2015	536.28
0000665 TSQ SOLUTIONS INC.	156601	8/10/2015	325.00
0001362 TV GUIDE MAGAZINE, LLC	156602	8/10/2015	151.96
0000019 U.S. POSTMASTER	156603	8/10/2015	3,800.00
0018618 UNITED SITE SERVICES INC.	156604	8/10/2015	43.60
0102865 UNIVERSAL SERVICE ADMINISTRATIVE CO.	156595	8/10/2015	7,422.73
0105133 UTILITY TELEPHONE, INC.	156605	8/10/2015	604.53
0104256 VIBO MUSIC CENTER	156606	8/10/2015	2,800.00
0098917 VOLIKOS ENTERPRISES	156607	8/10/2015	2,112.36
0000612 WESTVALLEY CONSTRUCTION CO.INC	156608	8/10/2015	62,572.58
0106249 WESTWIND BUILDERS AND ELECTRIC, INC.	156548	8/10/2015	102.00
		GrandTotal:	421,061.24
		Total count:	76

08/17/15

CITY OF SAN BRUNO
WARRANT REGISTER
TOTAL FUND RECAP

FUND	FUND NAME	AMOUNT
001	GENERAL FUND	\$179,125.39
003	ONE-TIME REVENUE	\$2,959.24
132	AGENCY ON AGING	\$3,086.86
133	RESTRICTED DONATIONS	\$18.55
190	DISASTER RECOVERY FUND	\$813.75
207	TECHNOLOGY CAPITAL	\$3,281.25
611	WATER FUND	\$199,024.99
621	STORMWATER FUND	\$76.77
631	WASTEWATER FUND	\$2,996.86
641	CABLE TV FUND	\$331,539.95
701	CENTRAL GARAGE	\$3,066.14
702	FACILITY MAINT. FUND	\$46,285.03
707	TECHNOLOGY DEVELOPMENT	\$5,131.63
711	SELF INSURANCE	\$901,188.02
880	PROJECT DEVELOP. TRUST	\$7,053.75
TOTAL FOR APPROVAL		\$1,685,648.18

HONORABLE MAYOR AND CITY COUNCIL:

THIS IS TO CERTIFY THAT THE CLAIMS LISTED ON PAGES NUMBERED FROM 1 THROUGH 4 INCLUSIVE, AND/OR CLAIMS NUMBERED FROM 156610 THROUGH 156782 INCLUSIVE, TOTALING IN THE AMOUNT OF \$1,685,648.18 HAVE BEEN CHECKED IN DETAIL AND APPROVED BY THE PROPER OFFICIALS, AND IN MY OPINION REPRESENT FAIR AND JUST CHARGES AGAINST THE CITY IN ACCORDANCE WITH THEIR RESPECTIVE AMOUNTS AS INDICATED THEREON.

RESPECTFULLY SUBMITTED,


FINANCE DIRECTOR 8-18-15
DATE

Document group: komalley Bank: apbank 05507660

Vendor Code & Name	Check #	Check Date	Amount
0096852 ABAG PLAN CORPORATION	156610	8/17/2015	886,776.00
0104680 ACCESS 24 COMMUNICATIONS INC.	156612	8/17/2015	373.35
0018601 ADVANCED MEDIA TECH., INC.	156615	8/17/2015	780.01
0017586 AIR EXCHANGE, INC	156616	8/17/2015	934.84
0001170 AIRGAS USA, LLC	156617	8/17/2015	138.44
0000163 AIRPORT AUTO PARTS INC.	156618	8/17/2015	14.87
0097137 ALERT DOOR SERVICE INC	156619	8/17/2015	880.00
0018953 ALLIANT INSURANCE SVC. INC.	156620	8/17/2015	14,412.02
0000082 AMERICAN MESSAGING	156621	8/17/2015	16.04
0000706 AMERICAN PLANNING ASSOCIATION	156622	8/17/2015	670.00
0014890 AMERICAN WATER WORKS ASSN.	156623	8/17/2015	104.00
0096700 ANDY'S WHEELS & TIRES	156624	8/17/2015	2,494.33
0096171 ANTHONY DEMARTINI	156651	8/17/2015	170.00
0106253 APPLE Z	156625	8/17/2015	1,302.00
0017403 APPLICATION ASSOCIATES	156626	8/17/2015	3,281.25
0106161 ARIANA HUNT	156684	8/17/2015	692.25
0100337 ARTURO SANDOVAL	156740	8/17/2015	26.47
0016123 AT&T	156627	8/17/2015	2,635.31
0017191 AT&T	156628	8/17/2015	472.90
0000345 BAKER & TAYLOR BOOKS	156629	8/17/2015	1,582.03
0106254 BEAUFUNK	156632	8/17/2015	1,302.00
0097061 BETTY MUN	156702	8/17/2015	1,700.00
0000378 BROADMOOR LANDSCAPE SUPPLY	156633	8/17/2015	49.05
0099481 BRYAN VERNA	156769	8/17/2015	300.00
0106255 BUSTA GROOVE	156634	8/17/2015	1,202.00
0102989 CALIFORNIA DIESEL & POWER	156635	8/17/2015	23,336.70
0104049 CAROL COSTAKIS	156645	8/17/2015	187.20
0106246 CATHOLIC CHARITIES	156636	8/17/2015	6,229.00
0096165 CATHY SAUNDERS	156741	8/17/2015	130.00
0017679 CDW GOVERNMENT, INC	156637	8/17/2015	734.17
0103854 CHRISTINE HOPKINS	156683	8/17/2015	135.36
0093634 CHUCK RAPP	156728	8/17/2015	1,896.17
0018639 CI SOLUTIONS	156638	8/17/2015	72.45
0016324 CINTAS CORPORATION	156639	8/17/2015	531.42
0016324 CINTAS CORPORATION	156640	8/17/2015	864.76
0000227 CITY OF SAN BRUNO	156641	8/17/2015	5,632.16
0105187 CONCERN	156644	8/17/2015	670.32
0015857 COUNTY OF SAN MATEO	156646	8/17/2015	152.00
0018331 CSG CONSULTANTS INC.	156647	8/17/2015	20,552.37
0016604 CUMMINS PACIFIC, LLC	156648	8/17/2015	4,681.97
0016604 CUMMINS PACIFIC, LLC	156649	8/17/2015	9,239.49
0099739 DANIEL SHEA	156745	8/17/2015	50.00
0106080 DATALINK CORPORATION	156650	8/17/2015	6,125.00
0100149 DENKA MARKOVA	156698	8/17/2015	16.24
0000383 DWAN ELEVATOR CO.	156654	8/17/2015	436.00
0018799 ECONOMIC&PLANNING SYSTEMS INC.	156655	8/17/2015	5,855.00
0106200 ELITE K-9, INC.	156656	8/17/2015	38.79
0017300 ENVIRONMENTAL HEALTH FEE	156658	8/17/2015	39,000.00
0106116 EVERBANK COMMERCIAL FINANCE, INC.	156643	8/17/2015	376.62
0013683 F. FERRANDO & CO.	156659	8/17/2015	2,890.00
0105857 FIRE INFORMATION SUPPORT SVCS. INC.	156686	8/17/2015	250.00
0001782 FLOWERS ELECTRIC & SVC.CO.INC.	156661	8/17/2015	9,248.90
0096236 FOLGER GRAPHICS, INC.	156662	8/17/2015	4,027.16

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Vendor Code & Name	Check #	Check Date	Amount	
0102869	FRANCHISE TAX BOARD	156663	8/17/2015	50.00
0018272	GALE/CENGAGE LEARNING	156665	8/17/2015	104.66
0105960	GARRATT CALLAHAN	156667	8/17/2015	8,674.72
0018842	GBH POLYGRAPH SERVICES	156668	8/17/2015	500.00
0101173	GEORGE ADKINS	156613	8/17/2015	1,000.00
0106002	GEORGE ADKINS, JR	156614	8/17/2015	410.00
0104771	GILLERAN ENERGY MANAGEMENT SERVICES	156657	8/17/2015	813.75
0095666	GLOBAL TELECOM&TECHNOLOGY INC.	156669	8/17/2015	4,397.34
0104135	GLOBAL TRACKING COMMUNICATIONS, INC.	156761	8/17/2015	394.87
0000162	GRAINGER	156671	8/17/2015	2,976.00
0000541	GRANITE ROCK COMPANY	156672	8/17/2015	2,245.14
0017900	GREAT LAKES DATA SYSTEMS INC	156673	8/17/2015	1,450.00
0095966	GREATAMERICA FINANCIAL SVCS.	156674	8/17/2015	404.33
0105241	GREGORY NEWBECK	156705	8/17/2015	185.00
0000385	HACH COMPANY	156675	8/17/2015	11,233.24
0106256	HAIRSTRIKE	156676	8/17/2015	902.00
0099569	HENSEL PHELPS CONST. CO.	156677	8/17/2015	49.07
0105378	HOME MAID RAVIOLI COMPANY INC.	156682	8/17/2015	373.60
0094555	IDA SPELMAN	156751	8/17/2015	46.83
0105162	INCREDIFLIX, INC.	156685	8/17/2015	1,547.00
0018838	INFOSEND, INC.	156687	8/17/2015	3,983.64
0018261	INTL MEDIA DISTRIBUTION, LLC	156688	8/17/2015	6,558.77
0095535	JACKIE ZAYAC	156780	8/17/2015	238.00
0106260	JOHN ABELLANA	156611	8/17/2015	50.00
0106257	JOHN TAYLOR	156755	8/17/2015	560.00
0001846	JOHN WHITLINGER	156776	8/17/2015	877.50
0000075	K-119 TOOLS OF CALIFORNIA INC.	156689	8/17/2015	102.89
0018808	KAISER FOUNDATION HEALTH PLAN	156690	8/17/2015	286.00
0000132	KELLY-MOORE PAINT CO INC.	156691	8/17/2015	178.92
0097455	KRISTIN SUN	156753	8/17/2015	36.28
0105752	LEVEL 3 COMMUNICATIONS, LLC	156693	8/17/2015	4,527.96
0104424	LIDIA'S ITALIAN DELICACIES	156694	8/17/2015	2,025.00
0016034	LINDA RUSSELL	156734	8/17/2015	328.90
0106258	LLUVIA QUINTERO	156724	8/17/2015	125.00
0096170	LORENZO HOCKADAY	156681	8/17/2015	410.00
0018177	LOWE'S	156696	8/17/2015	1,331.03
0098169	MAKE IT SIMPLE, MAKE IT FUN	156697	8/17/2015	1,183.00
0106237	MALAYAH HERNANDEZ	156678	8/17/2015	4,817.45
0106259	MARTIN FELIPE	156660	8/17/2015	260.00
0000389	MATRISHA PERSON	156719	8/17/2015	536.25
0102770	METLIFE	156699	8/17/2015	350.46
0106173	MOFFATT & NICHOL	156700	8/17/2015	580.50
0000333	MOSS RUBBER & EQUIP. CORP.	156701	8/17/2015	102.53
0002107	NANCY HERNANDEZ	156679	8/17/2015	54.60
0105725	NATIONAL ACADEMY OF ATHLETICS	156703	8/17/2015	1,765.40
0000357	NATIONAL CABLE TV CO-OP, INC.	156704	8/17/2015	244,339.44
0100861	NGHI VAN	156766	8/17/2015	9.06
0018692	NHK COSMOMEDIA AMERICA, INC.	156706	8/17/2015	1,062.50
0105238	NORTHERN SERVICES INC.	156707	8/17/2015	3,137.34
0018345	OCT INC.	156708	8/17/2015	1,700.00
0092263	OFFICE DEPOT INC	156709	8/17/2015	1,059.84
0018284	OFFICEMAX INC.	156710	8/17/2015	110.09
0018519	OFFICETEAM	156711	8/17/2015	485.67
0000210	OLE'S CARBURETOR &ELECTRIC INC	156712	8/17/2015	162.42

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Vendor Code & Name	Check #	Check Date	Amount
0097567 ONE HOUR DRY CLEANING	156713	8/17/2015	239.10
0018701 ORKIN PEST CONTROL	156714	8/17/2015	580.62
0016818 OUTDOOR CREATIONS INC	156715	8/17/2015	1,635.00
0000012 PACIFIC GAS & ELECTRIC	156716	8/17/2015	42,220.38
0106156 PENGUIN RANDOM HOUSE LLC	156717	8/17/2015	138.98
0001154 PENINSULA LIBRARY SYSTEM	156718	8/17/2015	11,967.54
0105803 PETE DEQUINCY	156652	8/17/2015	300.00
0103618 PETERSON POWER SYSTEMS, INC.	156720	8/17/2015	7,774.23
0106097 PMC	156721	8/17/2015	14,671.25
0018756 POLLARDWATER	156722	8/17/2015	913.15
0102915 PRECISE PRINTING & MAILING	156723	8/17/2015	154.78
0096500 QUMU INC.	156725	8/17/2015	1,246.67
0000071 R & B COMPANY	156726	8/17/2015	4,259.89
0091044 R.A. METAL PRODUCTS, INC	156727	8/17/2015	287.76
0017712 RECALL SECURE DESTRUCTION SERVICES, INC.	156653	8/17/2015	166.56
0094546 RECORDED BOOKS, INC.	156729	8/17/2015	8.67
0090749 RED WING SHOE STORE	156730	8/17/2015	323.71
0000229 REEVES CO., INC.	156731	8/17/2015	28.55
0103531 RICOH USA, INC.	156732	8/17/2015	396.24
0102101 ROBERT GALLOT	156733	8/17/2015	120.00
0000022 ROBERT LOUIE	156695	8/17/2015	15.60
0100202 SAM WONG	156778	8/17/2015	24.84
0000569 SAN BRUNO AUTO CENTER, INC.	156735	8/17/2015	65.00
0092153 SAN BRUNO CHAMBER OF COMMERCE	156736	8/17/2015	350.00
0018597 SAN MATEO DAILY JOURNAL	156738	8/17/2015	960.00
0017145 SAN MATEO LAWN MOWER SHOP	156739	8/17/2015	1,254.88
0099523 SARAH BATTAGLIA	156630	8/17/2015	718.00
0018461 SERRAMONTE FORD, INC.	156742	8/17/2015	137.30
0000074 SFPUC - WATER DEPARTMENT	156743	8/17/2015	83,834.00
0102917 SFPUC FINANCIAL SERVICES	156744	8/17/2015	3,395.00
0000216 SHOWTIME NETWORKS INC.	156747	8/17/2015	20,253.04
0098030 SHRED-IT USA - SAN FRANCISCO	156748	8/17/2015	43.31
0103492 SMITHSONIAN NETWORKS	156749	8/17/2015	569.70
0017339 SOUTH CITY REFRIGERATION	156750	8/17/2015	1,692.30
0097079 SPRINT	156752	8/17/2015	79.98
0095690 STEVE HEYMAN	156680	8/17/2015	218.33
0103599 STEVEN FREITAS	156664	8/17/2015	600.00
0017036 STEVEN'S BAY AREA DIESEL SER., INC.	156631	8/17/2015	150.00
0105796 SUNRISE FOOD DISTRIBUTOR INC.	156754	8/17/2015	688.26
0101086 T-MOBILE	156760	8/17/2015	95.91
0018073 TEAMSTERS LOCAL 350	156756	8/17/2015	2,312.00
0015691 TEAMSTERS LOCAL 856	156757	8/17/2015	13,577.00
0018083 THE CROSSING SAN BRUNO PROPERTY OWNERS ,	156737	8/17/2015	2,959.24
0098021 THE SAN MATEO MEDICAL CENTER	156758	8/17/2015	1,400.00
0106250 THERESA A. GOETZ	156670	8/17/2015	275.00
0097449 THYSSENKRUPP ELEVATOR CORP.	156759	8/17/2015	403.85
0096738 TONI GARCIA	156666	8/17/2015	36.68
0105824 TRIVAD, INC.	156762	8/17/2015	3,399.35
0015994 UNDERGROUND SERVICE ALERT	156763	8/17/2015	816.84
0102744 UNIVERSAL BUILDING SERVICES	156764	8/17/2015	326.00
0105133 UTILITY TELEPHONE, INC.	156765	8/17/2015	184.33
0102988 VANTAGEPOINT TRANSFER AGENTS	156767	8/17/2015	12,904.25
0099471 VATCHE KEUFTEDJIAN	156692	8/17/2015	53.81
0095749 VERIZON WIRELESS	156768	8/17/2015	1,062.08

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Vendor Code & Name	Check #	Check Date	Amount
0104256 VIBO MUSIC CENTER	156770	8/17/2015	1,795.20
0106266 VIBO SIMFANI	156771	8/17/2015	1,000.00
0104233 WAVE	156772	8/17/2015	8,833.50
0106251 WAYFAIR SUPPLY	156773	8/17/2015	1,711.95
0096767 WEST COAST ARBORISTS, INC.	156774	8/17/2015	2,400.00
0105955 WEST COAST CODE CONSULTANTS, INC.	156642	8/17/2015	16,215.21
0000612 WESTVALLEY CONSTRUCTION CO.INC	156775	8/17/2015	1,314.00
0099325 WHITNEYFUSION SWAG	156777	8/17/2015	42.50
0093908 WRISTBANDS MEDTECH USA INC.	156779	8/17/2015	527.00
0097624 YUSUKE SHINOZAKI	156746	8/17/2015	10.83
0104033 ZCORUM, INC.	156781	8/17/2015	22,505.00
0000578 ZEE MEDICAL, INC.	156782	8/17/2015	241.63
		GrandTotal:	1,685,648.18
		Total count:	173

08/24/15

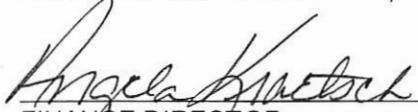
CITY OF SAN BRUNO
WARRANT REGISTER
TOTAL FUND RECAP

FUND	FUND NAME	AMOUNT
001	GENERAL FUND	\$120,502.01
122	SOLID WASTE/RECYCL.	\$367.88
132	AGENCY ON AGING	\$2,540.00
133	RESTRICTED DONATIONS	\$1,529.00
190	DISASTER RECOVERY FUND	\$9,062.54
201	PARKS AND FACILITIES CAPITAL	\$10,000.00
203	STREET IMPROVE. PROJECTS	\$4,720.00
611	WATER FUND	\$57,957.23
621	STORMWATER FUND	\$32,475.23
631	WASTEWATER FUND	\$55,913.65
641	CABLE TV FUND	\$24,360.51
701	CENTRAL GARAGE	\$10,048.49
702	FACILITY MAINT. FUND	\$12,305.03
703	GENERAL EQUIPMENT REVOLVING	\$8,677.29
707	TECHNOLOGY DEVELOPMENT	\$1,041.21
711	SELF INSURANCE	\$24,727.53
891	S.B. GARBAGE CO. TRUST	\$414,176.82
TOTAL FOR APPROVAL		\$790,404.42

HONORABLE MAYOR AND CITY COUNCIL:

THIS IS TO CERTIFY THAT THE CLAIMS LISTED ON PAGES NUMBERED FROM 1 THROUGH 4 INCLUSIVE, AND/OR CLAIMS NUMBERED FROM 156783 THROUGH 156955 INCLUSIVE, TOTALING IN THE AMOUNT OF \$790,404.42 HAVE BEEN CHECKED IN DETAIL AND APPROVED BY THE PROPER OFFICIALS, AND IN MY OPINION REPRESENT FAIR AND JUST CHARGES AGAINST THE CITY IN ACCORDANCE WITH THEIR RESPECTIVE AMOUNTS AS INDICATED THEREON.

RESPECTFULLY SUBMITTED,


FINANCE DIRECTOR

8-27-15
DATE

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Vendor Code & Name	Check #	Check Date	Amount
0096852 ABAG PLAN CORPORATION	156783	8/24/2015	23,748.95
0000858 ADECCO EMPLOYMENT SERVICES	156784	8/24/2015	7,589.87
0098427 ADRIAN DAANSEN	156834	8/24/2015	19.20
0001170 AIRGAS USA, LLC	156785	8/24/2015	999.78
0000163 AIRPORT AUTO PARTS INC.	156786	8/24/2015	107.92
0000372 ALLIED SECURITY ALARMS	156789	8/24/2015	500.00
0096469 ALMADEN PRESS	156790	8/24/2015	4,186.88
0018976 ALPHA ANALYTICAL LAB. INC.	156791	8/24/2015	2,044.00
0000187 ALPHA PRESS INC.	156792	8/24/2015	977.73
0104542 ALTA LANGUAGE SERVICES, INC.	156793	8/24/2015	60.00
0105963 AM CONSERVATION GROUP, INC.	156794	8/24/2015	2,457.03
0102355 AMAZON	156795	8/24/2015	1,292.43
0000082 AMERICAN MESSAGING	156796	8/24/2015	16.04
0014890 AMERICAN WATER WORKS ASSN.	156797	8/24/2015	3,661.00
0093960 AMY EDBERG	156841	8/24/2015	392.00
0001202 ARAMARK UNIFORM SERVICES	156800	8/24/2015	744.14
0016123 AT&T	156801	8/24/2015	674.89
0017191 AT&T	156802	8/24/2015	154.24
0017913 AT&T	156803	8/24/2015	552.00
0018363 AT&T LONG DISTANCE	156804	8/24/2015	18.93
0018465 AT&T MOBILITY	156805	8/24/2015	46.50
0000345 BAKER & TAYLOR BOOKS	156807	8/24/2015	2,532.74
0104016 BANK OF SACRAMENTO	156808	8/24/2015	1,542.50
0018020 BARKER BLUE DIGITAL IMAGING	156809	8/24/2015	59.93
0017431 BAY AREA AIR QUALITY MANAGEMENT DISTRICT	156913	8/24/2015	194.00
0102745 BAY AREA NEWS GROUP	156810	8/24/2015	658.36
0015628 BAY AREA TREE CO., INC.	156811	8/24/2015	594.00
0001849 BAY AREA WATER SUPPLY & CONSERVATION AGEN	156936	8/24/2015	1,624.00
0016099 BAY REPROGRAPHIC SUPPLY	156812	8/24/2015	7,813.30
0018093 BBC AMERICA INC.	156813	8/24/2015	722.48
0103578 BEATRIZ ROSALES	156921	8/24/2015	32.50
0098576 BIGHAM & TAYLOR ROOFING	156814	8/24/2015	1,000.00
0017624 BKF ENGINEERS	156815	8/24/2015	1,028.50
0015988 BLACKSTONE AUDIO, INC	156816	8/24/2015	32.72
0095018 BRIYANA BUTLER	156819	8/24/2015	122.00
0000378 BROADMOOR LANDSCAPE SUPPLY	156817	8/24/2015	45.78
0017434 BROWN & CALDWELL	156818	8/24/2015	926.25
0105324 CAINE COMPUTER CONSULTING, LLC	156820	8/24/2015	3,510.00
0014739 CAL-STEAM	156821	8/24/2015	72.06
0106264 CALIFORNIA CITY-COUNTY STREET LIGHT ASSOCIA	156935	8/24/2015	1,200.00
0100002 CC&R CAPITAL GROUP	156823	8/24/2015	63.38
0017679 CDW GOVERNMENT, INC	156824	8/24/2015	132.15
0013965 CH BULL CO.	156825	8/24/2015	492.60
0017284 CHEMSEARCHFE	156826	8/24/2015	386.50
0103854 CHRISTINE HOPKINS	156855	8/24/2015	159.25
0093197 CINDY NORTON	156891	8/24/2015	22.83
0016324 CINTAS CORPORATION	156827	8/24/2015	420.80
0102572 CINTAS FIRE PROTECTION	156828	8/24/2015	90.75
0001889 CITY OF REDWOOD CITY	156829	8/24/2015	400.00
0106262 COASTLINE PLUMBING	156831	8/24/2015	276.00
0095626 CORAZON KAPENGA	156862	8/24/2015	94.00
0093753 CORINNA LAM	156868	8/24/2015	6.77
0015857 COUNTY OF SAN MATEO	156832	8/24/2015	3,561.17

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Vendor Code & Name	Check #	Check Date	Amount
0105811 CSAC EXCESS INSURANCE AUTHORITY	156844	8/24/2015	12,519.50
0017533 CUTTERS EDGE	156833	8/24/2015	160.34
0097961 DAN ANGEL	156799	8/24/2015	6.07
0106080 DATALINK CORPORATION	156835	8/24/2015	403.23
0018188 DAU PRODUCTS	156836	8/24/2015	1,554.70
0098295 DAVID DEL CASTELLO	156822	8/24/2015	28.42
0018759 DENNIS MOLLOY	156838	8/24/2015	200.00
0094204 DEPARTMENT OF CONSUMER AFFAIRS	156839	8/24/2015	230.00
0099067 EDITHA PRESTON	156912	8/24/2015	42.50
0098424 EDWARD DE LA TORRE	156837	8/24/2015	10.65
0017300 ENVIRONMENTAL HEALTH FEE	156843	8/24/2015	1,006.00
0102627 FASTRK VIOLATION PROCESSING DEPT.	156948	8/24/2015	25.00
0001782 FLOWERS ELECTRIC & SVC.CO.INC.	156845	8/24/2015	720.00
0018117 FLYERS ENERGY, LLC	156846	8/24/2015	11,161.20
0105960 GARRATT CALLAHAN	156847	8/24/2015	1,800.12
0097160 GARY AYMAMI	156806	8/24/2015	7.34
0104135 GLOBAL TRACKING COMMUNICATIONS, INC.	156941	8/24/2015	24.99
0016154 GOETZ BROTHERS SPORTING GOODS	156849	8/24/2015	1,087.82
0096854 GOLDEN GATE TRUCK CENTER	156850	8/24/2015	4,511.78
0016969 GOLDEN IDEAS	156851	8/24/2015	234.13
0000162 GRAINGER	156852	8/24/2015	1,740.97
0017900 GREAT LAKES DATA SYSTEMS INC	156853	8/24/2015	250.00
0096316 GREEN CARPET LANDSCAPING & MAINTENANCE	156870	8/24/2015	1,100.00
0106267 HARAN KHAN	156864	8/24/2015	1,700.00
0018544 HEART OF SAN MATEO COUNTY	156854	8/24/2015	13,525.00
0017323 HOWARD ROME MARTIN & RIDLEY LL	156856	8/24/2015	978.58
0015928 INDUSTRIAL SAFETY SUPPLY CORP.	156857	8/24/2015	807.19
0015531 INTERSTATE BATTERY SYS. OF SF	156858	8/24/2015	190.12
0099054 INTERSTATE TRS FUND	156859	8/24/2015	691.70
0098653 JINGJING YU	156953	8/24/2015	39.24
0103342 JMB CONSTRUCTION, INC.	156860	8/24/2015	636.90
0106268 JOE GIUSTO	156848	8/24/2015	1,000.00
0001846 JOHN WHITLINGER	156951	8/24/2015	1,329.90
0097348 JOSE RUIZ	156923	8/24/2015	12.73
0000075 K-119 TOOLS OF CALIFORNIA INC.	156861	8/24/2015	3,279.75
0000132 KELLY-MOORE PAINT CO INC.	156863	8/24/2015	46.34
0018498 KONICA MINOLTA	156866	8/24/2015	863.99
0096347 LA LORICK ASSOCIATES	156867	8/24/2015	1,132.50
0018561 LANCE BAYER	156869	8/24/2015	1,095.00
0104424 LIDIA'S ITALIAN DELICACIES	156871	8/24/2015	2,540.00
0017924 LORAL LANDSCAPING INC.	156873	8/24/2015	5,180.00
0100674 LUDMER AKER	156788	8/24/2015	20.00
0094591 LUIS NOVOA	156892	8/24/2015	50.00
0093412 LYNN NIEMIRA	156889	8/24/2015	1,522.30
0017026 LYNX TECHNOLOGIES, INC.	156874	8/24/2015	1,300.00
0017945 MAD SCIENCE OF THE BAY AREA	156875	8/24/2015	1,505.40
0105810 MARK RAFFAELLI	156916	8/24/2015	2,060.00
0106236 MAZE & ASSOCIATES	156876	8/24/2015	11,437.50
0106107 MCGUIRE AND HESTER	156877	8/24/2015	29,307.50
0016041 METROMOBILE COMMUNICATIONS	156878	8/24/2015	293.18
0106263 MICHAEL AND MARIA ZAMATTIA	156954	8/24/2015	5,862.00
0092285 MICROMARKETING LLC	156879	8/24/2015	49.98
0016863 MIDWEST TAPE, LLC	156880	8/24/2015	45.94
0105550 MIKE PALMER	156903	8/24/2015	1,000.00

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Vendor Code & Name	Check #	Check Date	Amount
0001709 MILLBRAE LOCK	156881	8/24/2015	49.41
0096800 MOBILE CALIBRATION SVCS. LLC	156882	8/24/2015	229.08
0106173 MOFFATT & NICHOL	156883	8/24/2015	2,402.00
0000333 MOSS RUBBER & EQUIP. CORP.	156884	8/24/2015	1,687.08
0017289 MUNISERVICES, LLC	156885	8/24/2015	1,000.00
0096724 NATIONAL CONSTRUCTION RENTALS	156886	8/24/2015	45.00
0106265 NATIONAL STORMWATER CENTER	156887	8/24/2015	824.00
0017612 NICHOLS CONSULTING ENGINEERS	156888	8/24/2015	4,720.00
0105238 NORTHERN SERVICES INC.	156890	8/24/2015	4,994.75
0018157 OCLC INC	156893	8/24/2015	427.74
0092263 OFFICE DEPOT INC	156894	8/24/2015	216.31
0018284 OFFICEMAX INC.	156895	8/24/2015	791.60
0018519 OFFICETEAM	156896	8/24/2015	486.40
0000210 OLE'S CARBURETOR &ELECTRIC INC	156897	8/24/2015	44.13
0097567 ONE HOUR DRY CLEANING	156898	8/24/2015	117.60
0103933 OWEN EQUIPMENT SALES	156899	8/24/2015	22.03
0000012 PACIFIC GAS & ELECTRIC	156900	8/24/2015	8,929.95
0000101 PACIFIC NURSERIES	156901	8/24/2015	207.10
0106110 PACIFIC OFFICE AUTOMATION	156902	8/24/2015	964.84
0106156 PENGUIN RANDOM HOUSE LLC	156905	8/24/2015	77.67
0095148 PENINSULA MUNI.ENGINEERING	156906	8/24/2015	17,400.00
0001327 PENINSULA PUMP & EQUIPMENT INC	156907	8/24/2015	4,857.24
0015163 PENINSULA SPORTS OFFICIALS ASSOC.INC.	156933	8/24/2015	540.00
0106077 PERMACARD	156908	8/24/2015	2,471.45
0099765 PETER DUNN	156840	8/24/2015	2,156.19
0106252 POWER SUPERSITE, INC.	156910	8/24/2015	3,250.00
0000285 PREFERRED ALLIANCE, INC.	156911	8/24/2015	516.52
0013981 QUILL CORPORATION	156914	8/24/2015	69.03
0000071 R & B COMPANY	156915	8/24/2015	10,461.27
0000175 RECOLOGY SAN BRUNO	156918	8/24/2015	414,176.82
0090749 RED WING SHOE STORE	156919	8/24/2015	309.01
0096136 RONIN JU-JITSU LLC	156920	8/24/2015	2.74
0013581 ROVI GUIDES, INC.	156922	8/24/2015	10,051.58
0105003 S & S PLUMBING CO.	156924	8/24/2015	420.00
0000569 SAN BRUNO AUTO CENTER, INC.	156925	8/24/2015	225.00
0000081 SAN BRUNO CABLE TV	156926	8/24/2015	72.04
0103899 SAN FRANCISCO AIRPORT COMMISSION	156787	8/24/2015	1.00
0018597 SAN MATEO DAILY JOURNAL	156927	8/24/2015	800.00
0018461 SERRAMONTE FORD, INC.	156928	8/24/2015	230.80
0102917 SFPUC FINANCIAL SERVICES	156929	8/24/2015	3,283.00
0101667 SHELL DOOR SERVICE	156930	8/24/2015	10,000.00
0099899 SHIRLEY LIU	156872	8/24/2015	10,000.00
0018962 SHOE DEPOT INC.	156931	8/24/2015	150.05
0106078 SOLAR CITY	156932	8/24/2015	125.00
0097079 SPRINT	156934	8/24/2015	10.60
0097683 SRIDHAR RAMAKRISHNAN	156917	8/24/2015	9.79
0000640 STATE PLUMBING & HEATING SUPPLIES	156909	8/24/2015	295.17
0097840 STEVEN ANASTASOFF	156798	8/24/2015	58.00
0017802 SUPPLYWORKS	156937	8/24/2015	2,479.65
0102962 SWANK MOTION PICTURES, INC.	156938	8/24/2015	1,529.00
0096932 TASC	156939	8/24/2015	307.07
0002025 TELECOMMUNICATIONS ENGINEERING ASSOCIATE	156842	8/24/2015	239.00
0095192 TERESSA KILLEEN	156865	8/24/2015	200.00
0017659 THE CALIFORNIA CHANNEL	156940	8/24/2015	117.70

Document group: komalley Bank: apbank 05507660

Vendor Code & Name	Check #	Check Date	Amount
0105824 TRIVAD, INC.	156942	8/24/2015	555.90
0103095 TUTV	156943	8/24/2015	107.30
0102744 UNIVERSAL BUILDING SERVICES	156944	8/24/2015	4,075.00
0099592 UNIVISION COMMUNICATIONS, INC.	156945	8/24/2015	6,205.68
0016311 V & A CONSULTING ENGINEERS INC	156946	8/24/2015	28,217.42
0095749 VERIZON WIRELESS	156947	8/24/2015	3,305.14
0098917 VOLIKOS ENTERPRISES	156949	8/24/2015	1,325.04
0097916 WEI GUO ZHANG	156955	8/24/2015	1,000.00
0105955 WEST COAST CODE CONSULTANTS, INC.	156830	8/24/2015	5,040.00
0104660 WEST YOST ASSOCIATES, INC.	156950	8/24/2015	6,742.18
0017917 WING WONG	156952	8/24/2015	115.00
0100622 ZENG ZHI PANG	156904	8/24/2015	276.00
		GrandTotal:	790,404.42
		Total count:	173

08/31/15

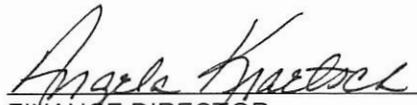
CITY OF SAN BRUNO
WARRANT REGISTER
TOTAL FUND RECAP

FUND	FUND NAME	AMOUNT
001	GENERAL FUND	\$387,777.13
132	AGENCY ON AGING	\$3,121.67
133	RESTRICTED DONATIONS	\$136.25
190	DISASTER RECOVERY FUND	\$699,180.30
207	TECHNOLOGY CAPITAL	\$2,340.00
302	LEASE DEBT SERVICE	\$38,497.99
611	WATER FUND	\$453,050.39
621	STORMWATER FUND	\$955.70
631	WASTEWATER FUND	\$671,176.87
641	CABLE TV FUND	\$204,001.86
701	CENTRAL GARAGE	\$12.98
702	FACILITY MAINT. FUND	\$8,225.53
707	TECHNOLOGY DEVELOPMENT	\$11,081.40
711	SELF INSURANCE	\$300.00
891	S.B. GARBAGE CO. TRUST	\$40,000.00
TOTAL FOR APPROVAL		\$2,519,858.07

HONORABLE MAYOR AND CITY COUNCIL:

THIS IS TO CERTIFY THAT THE CLAIMS LISTED ON PAGES NUMBERED FROM 1 THROUGH 3 INCLUSIVE, AND/OR CLAIMS NUMBERED FROM 156956 THROUGH 157108 INCLUSIVE, TOTALING IN THE AMOUNT OF \$2,519,858.07 HAVE BEEN CHECKED IN DETAIL AND APPROVED BY THE PROPER OFFICIALS, AND IN MY OPINION REPRESENT FAIR AND JUST CHARGES AGAINST THE CITY IN ACCORDANCE WITH THEIR RESPECTIVE AMOUNTS AS INDICATED THEREON.

RESPECTFULLY SUBMITTED,


FINANCE DIRECTOR 9-1-15
DATE

Document group: komalley Bank: apbank 05507660

Vendor Code & Name	Check #	Check Date	Amount
0017188 3T EQUIPMENT COMPANY INC.	156957	8/31/2015	3,455.60
0100373 ABDUL HAKIM	157007	8/31/2015	300.00
0018601 ADVANCED MEDIA TECH., INC.	156958	8/31/2015	21,767.21
0000163 AIRPORT AUTO PARTS INC.	156959	8/31/2015	26.55
0000372 ALLIED SECURITY ALARMS	156960	8/31/2015	106.82
0106199 ARAGON VETERINARY CLINIC	156961	8/31/2015	298.16
0104702 ASSOCIATION OF BAY AREA GOVERNMENTS	156968	8/31/2015	5,697.57
0016123 AT&T	156962	8/31/2015	403.48
0017191 AT&T	156963	8/31/2015	1,699.14
0017913 AT&T	156964	8/31/2015	594.00
0018583 AT&T MOBILITY	156965	8/31/2015	63.02
0000345 BAKER & TAYLOR BOOKS	156966	8/31/2015	1,308.27
0106155 BANK OF MARIN	156967	8/31/2015	14,375.00
0105553 BELLECCI & ASSOCIATES, INC.	156969	8/31/2015	18,445.91
0018390 BEN'ZARA MINKIN	156970	8/31/2015	2,300.00
0018688 BEST BEST & KRIEGER LLP	156971	8/31/2015	1,268.00
0018831 CALIFORNIA MUNICIPAL STATISTICS, INC.	157038	8/31/2015	800.00
0106246 CATHOLIC CHARITIES	156973	8/31/2015	2,974.00
0018977 CBS TELEVISION STATIONS	156974	8/31/2015	10,546.20
0104703 CHASE EQUIPMENT FINANCE	156976	8/31/2015	38,497.99
0106039 CHRISTOPHER WETTSTEIN	157106	8/31/2015	630.00
0016324 CINTAS CORPORATION	156977	8/31/2015	157.82
0016324 CINTAS CORPORATION	156978	8/31/2015	131.49
0098588 CITY OF BURLINGAME	156979	8/31/2015	3,388.50
0000386 CITY OF SOUTH SAN FRANCISCO	156980	8/31/2015	633,145.78
0018911 COMCAST CABLE COMMUNICATIONS	156981	8/31/2015	28,010.55
0104508 COMCAST SPORTSNET CALIFORNIA	156982	8/31/2015	20,385.75
0015857 COUNTY OF SAN MATEO	156984	8/31/2015	1,914.38
0097071 CRESCO EQUIPMENT RENTALS	156985	8/31/2015	2,827.63
0098324 CURT DWYER	156987	8/31/2015	200.00
0099894 DARRELL MONDFRANS	157037	8/31/2015	100.00
0093479 DEPARTMENT OF JUSTICE	156986	8/31/2015	626.00
0018697 EVIDENT	156989	8/31/2015	373.00
0000944 FEDEX	156990	8/31/2015	36.20
0001782 FLOWERS ELECTRIC & SVC.CO.INC.	156992	8/31/2015	820.00
0018117 FLYERS ENERGY, LLC	156993	8/31/2015	8,305.07
0017720 FOX TELEVISION STATIONS, INC.	156994	8/31/2015	10,710.70
0102869 FRANCHISE TAX BOARD	156995	8/31/2015	50.00
0105960 GARRATT CALLAHAN	156996	8/31/2015	2,519.53
0095666 GLOBAL TELECOM&TECHNOLOGY INC.	156997	8/31/2015	33.01
0096311 GOL TV, INC.	156998	8/31/2015	373.24
0016969 GOLDEN IDEAS	156999	8/31/2015	238.00
0017454 GOLDEN STATE FLOW MEASUREMENT	157000	8/31/2015	8,391.42
0103860 GOLDEN STATE UTILITY	157001	8/31/2015	15,000.00
0018251 GOLDENBAY FENCE+IRON WORKS INC	157002	8/31/2015	933.00
0105890 GPPA ARCHITECTS	156956	8/28/2015	700.00
0000162 GRAINGER	157003	8/31/2015	825.72
0106162 GRANITE BROADCASTING COMPANY	157004	8/31/2015	1,177.00
0095966 GREATAMERICA FINANCIAL SVCS.	157005	8/31/2015	866.82
0105966 HMTV TV DOMINICANA LLC	157008	8/31/2015	15.87
0105378 HOME MAID RAVIOLI COMPANY INC.	157009	8/31/2015	65.90
0105735 HYDROSCIENCE ENGINEERS, INC.	157010	8/31/2015	8,537.50
0001786 IN DEMAND-NYC	157011	8/31/2015	23,555.56

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City of San Bruno

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Vendor Code & Name	Check #	Check Date	Amount	
0018261	INTL MEDIA DISTRIBUTION, LLC	157012	8/31/2015	2,424.99
0000581	IRVINE & JACHENS INC.	157013	8/31/2015	60.00
0098077	J.MORAGA CONSTRUCTION INC.	157014	8/31/2015	988.63
0104564	JAMES CELENTANO	156975	8/31/2015	100.00
0098964	JARVIS,FAY,DOPORTO&GIBSON, LLP	157015	8/31/2015	484.50
0097878	JASON WILLIAMS	157016	8/31/2015	368.42
0103342	JMB CONSTRUCTION, INC.	157017	8/31/2015	970,265.76
0017946	JON PRIOLO	157018	8/31/2015	100.64
0018808	KAISER FOUNDATION HEALTH PLAN	157019	8/31/2015	286.00
0104994	KRON 4/BAY AREA NEWS STATION	157020	8/31/2015	5,590.75
0105822	LEE & RO, INC.	157023	8/31/2015	2,894.61
0018777	LEXISNEXIS RISK DATA MANAGEMENT	157072	8/31/2015	50.00
0105034	LFP BROADCASTING, LLC	157024	8/31/2015	37.70
0104424	LIDIA'S ITALIAN DELICACIES	157025	8/31/2015	2,737.50
0093274	LINDSTROM CO	157026	8/31/2015	6,030.00
0017924	LORAL LANDSCAPING INC.	157027	8/31/2015	2,698.00
0098004	LYNDA LEAHY	157021	8/31/2015	100.00
0017026	LYNX TECHNOLOGIES, INC.	157028	8/31/2015	2,340.00
0104916	MANDELL MUNICIPAL COUNSELING	157030	8/31/2015	156.00
0099983	MARC PARON	157055	8/31/2015	300.00
0106044	MAYCROFT INVESTIGATION AGENCY	157031	8/31/2015	1,000.00
0102770	METLIFE	157032	8/31/2015	350.46
0016041	METROMOBILE COMMUNICATIONS	157033	8/31/2015	174.00
0015875	MG MEDIA S.A.R.L	157034	8/31/2015	106.08
0106061	MICHAEL COOK	156983	8/31/2015	284.00
0016863	MIDWEST TAPE, LLC	157035	8/31/2015	95.82
0103600	MOMENTUM TELECOM, INC.	157036	8/31/2015	34,876.27
0105925	MONICA WALKER	157102	8/31/2015	68.42
0000357	NATIONAL CABLE TV CO-OP, INC.	157039	8/31/2015	2,221.53
0105855	NBATV, LLC	157040	8/31/2015	2,721.48
0018319	NEAL MARTIN & ASSOCIATES	157041	8/31/2015	6,160.00
0018692	NHK COSMOMEDIA AMERICA, INC.	157042	8/31/2015	362.50
0103301	NHL NETWORK US, LP	157043	8/31/2015	759.82
0105898	NORTH VALLEY BANK	157044	8/31/2015	3,288.79
0105238	NORTHERN SERVICES INC.	157045	8/31/2015	1,609.06
0092263	OFFICE DEPOT INC	157047	8/31/2015	599.88
0018519	OFFICETEAM	157048	8/31/2015	972.80
0000012	PACIFIC GAS & ELECTRIC	157049	8/31/2015	95,440.12
0000012	PACIFIC GAS & ELECTRIC	157050	8/31/2015	10,238.35
0000012	PACIFIC GAS & ELECTRIC	157051	8/31/2015	174.01
0000101	PACIFIC NURSERIES	157052	8/31/2015	136.25
0106110	PACIFIC OFFICE AUTOMATION	157053	8/31/2015	376.25
0106156	PENGUIN RANDOM HOUSE LLC	157056	8/31/2015	49.05
0106269	PENINSULA PET RESORT INC.	157057	8/31/2015	88.20
0014961	PENINSULA UNIFORMS & EQUIPMENT	157058	8/31/2015	817.45
0106229	PET FOOD EXPRESS	157059	8/31/2015	115.50
0018861	PITNEY BOWES	157060	8/31/2015	6,000.00
0018130	PITNEY BOWES INC.	157061	8/31/2015	176.01
0018094	PLAYBOY ENTERPRISES, INC.	157062	8/31/2015	53.94
0095538	POP MEDIA NETWORKS, LLC	157063	8/31/2015	754.64
0102915	PRECISE PRINTING & MAILING	157064	8/31/2015	2,394.67
0018501	PRISM PAK INC.	157065	8/31/2015	108.43
0000071	R & B COMPANY	157067	8/31/2015	2,635.10
0100170	RAYMOND WANG	157103	8/31/2015	1,000.00

Document group: komalley Bank: apbank 05507660

Vendor Code & Name	Check #	Check Date	Amount	
0000175	RECOLOGY SAN BRUNO	157068	8/31/2015	40,000.00
0090749	RED WING SHOE STORE	157069	8/31/2015	671.95
0104548	RENNE SLOAN HOLTZMAN SAKAI LLP	157070	8/31/2015	86.00
0016729	RICOH AMERICAS CORPORATION	157071	8/31/2015	328.19
0096458	RMC WATER AND ENVIRONMENT	157073	8/31/2015	3,082.50
0106244	RYAN BUCKLEY	156972	8/31/2015	132.00
0097469	SAIFULLAH MAHAR	157029	8/31/2015	5,015.00
0017432	SAN MATEO COUNTY PUBLIC SAFETY COMMUNICA	157066	8/31/2015	637.50
0099047	SAN MATEO CTY SHERIFF'S OFFICE	157074	8/31/2015	28,901.28
0017145	SAN MATEO LAWN MOWER SHOP	157075	8/31/2015	421.91
0106183	SAPA INTERNATIONAL CORP.	157076	8/31/2015	10,000.00
0103732	SFO MEDICAL CLINIC	157078	8/31/2015	1,013.00
0106034	SHAWN GREATHOUSE	157006	8/31/2015	6.00
0093872	SHOWCASES	157079	8/31/2015	79.70
0000216	SHOWTIME NETWORKS INC.	157080	8/31/2015	6,873.75
0098030	SHRED-IT USA - SAN FRANCISCO	157081	8/31/2015	54.95
0105745	SMELLY MEL'S PLUMBING	157082	8/31/2015	276.00
0106271	SOLARWINDS	157083	8/31/2015	820.00
0097079	SPRINT	157084	8/31/2015	369.98
0105813	SUNDANCE LLC	157085	8/31/2015	937.48
0105796	SUNRISE FOOD DISTRIBUTOR INC.	157086	8/31/2015	318.27
0017802	SUPPLYWORKS	157087	8/31/2015	162.99
0096932	TASC	157088	8/31/2015	270.00
0002025	TELECOMMUNICATIONS ENGINEERING ASSOCIATE	156988	8/31/2015	2,342.00
0018717	THE E GROUP LLC	157089	8/31/2015	300.00
0103559	THE MLB NETWORK, LLC	157090	8/31/2015	1,906.20
0018275	THE REGENTS OF THE UNIVERSITY OF CA	157046	8/31/2015	205.18
0100826	THOMPSON BUILDERS CORPORATION	157091	8/31/2015	273,125.00
0000036	THOMSON WEST	157092	8/31/2015	708.28
0105932	THOMY LEDESMA	157022	8/31/2015	132.00
0105953	TRIIO, LLC	157093	8/31/2015	9,898.90
0016966	TROY FRY	157094	8/31/2015	32.69
0017133	TURBO DATA SYSTEMS INC	157095	8/31/2015	2,017.10
0018500	TURF & INDUSTRIAL EQUIPMENT CO	157096	8/31/2015	116.63
0102361	TURNER NETWORK SALES, INC.	157097	8/31/2015	1,649.84
0018618	UNITED SITE SERVICES INC.	157098	8/31/2015	185.40
0102865	UNIVERSAL SERVICE ADMINISTRATIVE CO.	157077	8/31/2015	6,922.74
0017083	VALI COOPER & ASSOCIATES INC	157099	8/31/2015	15,364.00
0102988	VANTAGEPOINT TRANSFER AGENTS	157100	8/31/2015	21,129.61
0105762	VUBIQUITY INC.	157101	8/31/2015	4,215.76
0016899	WECO INDUSTRIES LLC	157104	8/31/2015	2,515.60
0096421	WEST-LITE SUPPLY CO., INC.	157105	8/31/2015	118.36
0013841	WITMER-TYSON IMPORTS INC	157107	8/31/2015	970.59
0098539	XIANPEI YU	157108	8/31/2015	99.00
0100622	ZENG ZHI PANG	157054	8/31/2015	1,000.00
0100326	ZULEMA FERNANDEZ	156991	8/31/2015	250.00

GrandTotal: 2,519,858.07

Total count: 153



**City Council Agenda Item
Staff Report**

CITY OF SAN BRUNO

DATE: September 8, 2015
TO: Honorable Mayor and Members of the City Council
FROM: Angela Kraetsch, Finance Director
SUBJECT: Payroll Approval

City Council approval of the City payroll distributed August 14, 2015 is recommended. The Labor Summary report reflecting the total payroll amount of \$1,421,939.55 for bi-weekly pay period ending August 9, 2015 is attached.

LABOR SUMMARY FOR PAY PERIOD ENDING : AUGUST 9, 2015

pyLaborDist	08/14/15
Fund: 001 - GENERAL FUND	1,085,710.99
Fund: 122 - SOLID WASTE/RECYCL.	1,936.18
Fund: 190 - EMERGENCY DISASTER FUND	14,275.44
Fund: 203 - STREET IMPROVE. PROJECTS	193.83
Fund: 207 - TECHNOLOGY CAPITAL	4,437.35
Fund: 611 - WATER FUND	162.66
Fund: 621 - STORMWATER FUND	86,311.59
Fund: 631 - WASTEWATER FUND	11,569.32
Fund: 641 - CABLE TV FUND	73,315.85
Fund: 701 - CENTRAL GARAGE	82,447.78
Fund: 702 - FACILITY MAINT.FUND	10,722.68
Fund: 707 - TECHNOLOGY DEVELOPMENT	29,094.02
Fund: 711 - SELF INSURANCE	16,635.45
	5,126.41
Total	1,421,939.55

CITY OF SAN BRUNO
Portfolio Summary
July 31, 2015



Investments	CUSIP	Book Value	Interest Rate	Maturity Date	% of Portfolio
Investment Pools:					
Local Agency Investment Fund		\$ 14,319,896.61	0.26%		11%
Glenview Fire Local Investment Fund		3,046,727.98	0.26%		2%
San Mateo County Pool		21,801,538.19	1.00%		16%
Total Investment Pools		39,168,162.78			29%
Federal Agency Bonds:					
Federal National Mortgage Association	3136G1KS7	1,000,000.00	0.50%	August 15, 2016	1%
Federal Home Loan Banks	3130A5T74	1,000,000.00	0.85%	June 30, 2017	1%
Federal Home Loan Mortgage Corp	3134G6ZX4	1,000,000.00	0.85%	August 25, 2017	1%
Federal Home Loan Bank Notes	3130A5HT9	1,000,000.00	0.75%	August 28, 2017	1%
Federal National Mortgage Association	3136G25J2	1,000,000.00	1.12%	September 18, 2017	1%
Federal Home Loan Mortgage Corp	3134G5AU9	2,000,000.00	1.19%	December 26, 2017	2%
Federal National Mortgage Association	3136G13P2	2,000,000.00	0.80%	December 26, 2017	1%
Federal Home Loan Banks	313382EH2	1,000,000.00	1.01%	December 27, 2017	1%
Federal Home Loan Bank	3130A5SW0	1,000,000.00	1.05%	January 22, 2018	1%
Federal Home Loan Mortgage Corp	3134G7FK2	1,000,000.00	1.10%	March 23, 2018	1%
Federal Home Loan Mortgage Corp	3134G6KW2	1,000,000.00	1.30%	March 29, 2018	1%
Federal Home Loan Banks	3130A5SS9	1,000,000.00	1.10%	March 29, 2018	1%
Federal Home Loan Mortgage Corp	3134G6U43	1,000,000.00	1.15%	May 25, 2018	1%
Federal Home Loan Mortgage Corp	3134G7EB3	1,000,000.00	1.25%	July 20, 2018	1%
Federal Home Loan Bank	3130A5SF5	1,000,000.00	1.25%	July 20, 2018	1%
Federal Home Loan Banks	3130A3NJ9	1,000,000.00	0.00%	December 30, 2019	1%
Total Federal Agency Bonds		18,000,000.00			13%
Municipal Bonds:					
Cal State Federal Taxable	13063CKL3	2,015,100.00	2.22%	May 1, 2019	2%
Total Municipal Bonds		2,015,100.00			
Money Market:					
U.S. Government Money Market	23380W525	5,130,971.75	0.01%		4%
Total Money Market		5,130,971.75			
Custodial Account:					
City of San Bruno as Temporary Custodian		68,526,007.37			52%
Total Custodial Account		68,526,007.37			
TOTAL INVESTMENTS		\$ 132,840,241.90			100%

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Through period: 1

City of San Bruno
Through July 2015

	Cash	Investments	Fund Total
001 GENERAL FUND	3,612,816.89	53,752.64	3,666,569.53
002 GENERAL FUND RESERVE	8,561,280.50	0.00	8,561,280.50
003 ONE-TIME REVENUE	1,107,374.90	0.00	1,107,374.90
004 NEW CAP IMPROV/ONE-TIME INITIATIVE RSRV	5,581,050.11	0.00	5,581,050.11
101 GAS TAX	745,347.14	0.00	745,347.14
102 MEASURE A TRANSPORTATION TAX	1,133,384.40	0.00	1,133,384.40
103 STREET SPECIAL REVENUE	310,691.09	0.00	310,691.09
104 TRAFFIC CONGESTION RELIEF	0.00	0.00	0.00
111 POLICE ASSET FORFEITURE	58,118.86	0.00	58,118.86
112 SAFETY AUGMENT. -PROP.172	51,052.80	0.00	51,052.80
113 POLICE SPECIAL REVENUE	59,871.62	0.00	59,871.62
114 TRAFFIC SAFETY GRANT	61,813.57	0.00	61,813.57
121 FEDERAL/STATE GRANTS	(6,293.98)	0.00	(6,293.98)
122 SOLID WASTE/RECYCL.	248,432.63	0.00	248,432.63
123 LIBRARY SPECIAL REVENUE	198,833.93	0.00	198,833.93
131 IN-LIEU FEES	3,533,137.27	0.00	3,533,137.27
132 AGENCY ON AGING	46,065.64	0.00	46,065.64
133 RESTRICTED DONATIONS	1,114,979.02	0.00	1,114,979.02
134 ED JOHNSON BEQUEST FUND	26,031.68	0.00	26,031.68
135 GLENVIEW FIRE DONATIONS	0.00	0.00	0.00
136 EMERGENCY DISASTER RESERVE	3,046,727.98	0.00	3,046,727.98
151 SUCCESSOR AGENCY TO THE SB RDA - OPS	0.00	0.00	0.00
152 CITY OF SB AS SUCCESSOR HOUSING AGENC\	90,400.00	0.00	90,400.00
153 RDA OBLIGATION RETIREMENT FUND	1,473,316.45	829,906.98	2,303,223.43
190 DISASTER RECOVERY FUND	7,498,120.90	0.00	7,498,120.90
201 PARKS AND FACILITIES CAPITAL	1,595,082.98	0.00	1,595,082.98
203 STREET IMPROVE. PROJECTS	3,864,451.85	0.00	3,864,451.85
207 TECHNOLOGY CAPITAL	287,294.00	0.00	287,294.00
251 SUCCESSOR AGENCY TO THE SB RDA - CAPIT\	0.00	0.00	0.00
302 LEASE DEBT SERVICE	128,690.05	2.97	128,693.02
351 SUCCESSOR AGENCY TO THE SB RDA -2000 C\	0.00	0.00	0.00
611 WATER FUND	12,440,918.81	0.00	12,440,918.81
621 STORMWATER FUND	109,782.10	0.00	109,782.10
631 WASTEWATER FUND	9,942,165.85	2.31	9,942,168.16
641 CABLE TV FUND	(7,184,233.83)	200.00	(7,184,033.83)
701 CENTRAL GARAGE	614,231.34	0.00	614,231.34
702 FACILITY MAINT.FUND	840,483.47	0.00	840,483.47
703 GENERAL EQUIPMENT REVOLVING	4,141,108.07	0.00	4,141,108.07
707 TECHNOLOGY DEVELOPMENT	225,536.65	0.00	225,536.65
711 SELF INSURANCE	1,637,316.87	91,118.50	1,728,435.37
870 SAN BRUNO COMMUNITY FOUNDATION	68,526,007.37	0.00	68,526,007.37
880 PROJECT DEVELOP. TRUST	300,736.54	0.00	300,736.54
891 S.B. GARBAGE CO. TRUST	302,723.86	0.00	302,723.86
Grand Total:	136,324,849.38 *	974,983.40	137,299,832.78

* Reconciliation of Pooled Cash & Investments to Portfolio Book Value

Investment Portfolio Value	\$132,840,241.90
Cash on hand - Checking Accounts	4,651,208.92
Payroll and Accounts Payable Outstanding Checks	(1,372,996.92)
Deposits in Transit	206,395.48
General Ledger Cash Balance as of July 31, 2015	<u>\$136,324,849.38</u>

Totals are through period: 1

Page: 1

City Clerk Carol Bonner:

As Chairman of the San Bruno Citizens' Crime Prevention Committee, I am notifying Council that Committee Member Brandon Lau's absences have deemed it necessary for us to ask his seat be vacated.

Brandon has missed 13 out of the last 15 meetings that the Committee had. A number of phone calls have been made to him and several voice mails have been left on his telephone asking him to call me and he has not returned my telephone calls.

Please declare a vacancy to begin the recruitment process.

Thank you for your action on this request.

/s/ Robert Riechel
2015 Crime Prevention Committee Chair

CC: SBPD CPL Howard Hoyer

[o.o.o.o.](#)

Robert Riechel

7.d.

Matthew Jones

San Bruno, CA 94066

August 26, 2015

Carol Bonner, City Clerk; San Bruno City Council
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

Dear City Clerk and City Council members,

I hereby resign from the City of San Bruno's Bicycle Pedestrian Advisory Committee, effective immediately. I have enjoyed my time serving on the city's citizen advisory committee over the past 14 months and thank you for the opportunity.

Please let me know if there are any other requirements needed from me at this time.

Sincerely,



Matthew Jones



City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: September 8, 2015

TO: Honorable Mayor and Members of the City Council

FROM: Ray Razavi, Interim Public Services Director
Jimmy Tan, Deputy Public Services Director/City Engineer

SUBJECT: Adopt Resolution Accepting the Water Pump Station No. 4 Project as Complete, Authorizing the Filing of a Notice of Completion with the San Mateo County Recorder's Office, and Authorizing Release of the Construction Contract Retention in the Amount of \$131,213.49

BACKGROUND:

On August 27, 2013, the City Council awarded the construction contract for the Water Pump Station No. 4 Project to JMB Construction, Inc. in the amount of \$2,449,000 with a construction contingency of \$367,350. The project consisted of replacing the existing water pump station at the intersection of College Drive and Skyline Boulevard (SR 35) with a completely new pump station building with upgraded pumps, motors, controls, a diesel generator emergency power supply and drought-resistant landscaping with drip irrigation. This is the only pump station that provides water to the northwest corner of the City, generally encompassing Skyline College and the surrounding neighborhoods. The previous pump station was over 55 years old and had reached the end of its useful life. The project was identified as a critical water system improvement in the Water Master Plan to ensure reliable and adequate water and fire suppression service to this area.

The station exterior was designed to be visually appealing and compatible with its surrounding neighborhood. The landscape design included native drought-resistant plantings of various heights from groundcover to shrubs and trees. The decorative fencing around the building perimeter will also serve to support vine growth. A new sidewalk on the south side of College Drive between Skyline Boulevard and Longview Drive was also installed. The new building is designed of poured-in place concrete to resist earthquake loads, since the pump station is in the San Andreas earthquake fault zone. Flexible pipe connections are also included to accommodate differential movements between the building foundation and water transmission piping.

DISCUSSION:

The contractor, JMB Construction, Inc. has completed the project and there are no unresolved stop notices or outstanding construction claims for this project. Upon accepting the project, the City will file the Notice of Completion at the San Mateo County Recorder's Office. During construction, the contractor encountered several unforeseen constructability issues and site conditions which were addressed. As a result, fifteen contract change orders were issued totaling to an amount of \$220,340 which is approximately 9% of the construction contract amount. These contract change orders consisted primarily of undergrounding the new electrical service across Skyline Boulevard to power the station (per PG&E requirements), realigning the

7.6

frontage curb and gutter to provide a uniform curvature, incorporating a separate SCADA communications contract into this project, realigning a portion of the water transmission main to avoid underground utility conflicts and minor field adjustments to accommodate site conditions and constructability issues that were unforeseen or required but not part of the original construction contract.

Staff recommends that the City Council accept the construction project as complete, authorize filing the Notice of Completion with the San Mateo County Recorder's Office, and approve the release of the contract retention. The construction contract required a 5% retention, which totals to \$131,213.49 withheld by the City.

FISCAL IMPACT:

The Water Pump Station No. 4 Project is an established Capital Improvement Program (CIP) project funded through Water Enterprise funds. Total project funding for design and construction allocated in the 2015-2020 CIP budget is \$3,928,000. Construction funding in the amount of \$2,990,000 was allocated in the 2013-2018 CIP budget. In conjunction with award of the project construction contract on August 27, 2013, the City Council authorized an additional appropriation of \$201,864 bringing the total amount for project construction to \$3,191,864. The total construction expenditure is \$3,070,505. Design expenditures total to \$712,850.

EXPENDITURES:

DESIGN PHASE

Total Design Expenditures	\$	712,850
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CONSTRUCTION PHASE

Construction Contract	\$	2,449,000
Change Orders	\$	220,340
Reproduction and Advertising	\$	1,158
Permits (Air Quality and Water Quality)	\$	2,976
Construction Peer Reviews (Asbestos Testing and Geotechnical)	\$	3,368
Construction Inspections (West Yost Associates)	\$	199,585
Design Support during Construction (Brown & Caldwell)	\$	65,545
Project Management & Inspection (City Staff)	\$	128,533

Total Construction Expenditures	\$	3,070,505
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TOTAL PROJECT COST	\$	3,783,355
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ALTERNATIVES:

1. Do not accept the construction contract as complete and do not authorize filing of a Notice of Completion.

RECOMMENDATION:

Adopt resolution accepting Water Pump Station No. 4 Project as complete, authorizing the filing of a Notice of Completion with the San Mateo County Recorder's Office, and authorizing release of the construction contract retention in the amount of \$131,213.49.

DISTRIBUTION:

None

ATTACHMENTS:

1. Resolution
2. Project Acceptance Information Form
3. Location Map
4. 2014-19 CIP Budget Sheet

DATE PREPARED:

August 11, 2015

REVIEWED BY:

_____ CM

RESOLUTION NO. 2015 - ____

RESOLUTION ACCEPTING THE WATER PUMP STATION NO. 4 PROJECT AS COMPLETE, AUTHORIZING THE FILING OF A NOTICE OF COMPLETION WITH THE SAN MATEO COUNTY RECORDER'S OFFICE, AND AUTHORIZING RELEASE OF THE CONSTRUCTION CONTRACT RETENTION IN THE AMOUNT OF \$131,213.49

WHEREAS, replacing Water Pump Station No. 4 was identified as a critical water system improvement in the Water Master Plan to ensure reliable and adequate water and fire suppression service to its service area; and

WHEREAS, the 2013-18 Capital Improvement Program included the Water Pump Station No. 4 Project; and

WHEREAS, on August 27, 2013, the City Council approved an additional appropriation of \$201,864 from the Water Capital Fund for the project budget; and

WHEREAS, City Council awarded the construction contract for the project to JMB Construction, Inc. on August 27, 2013 in the amount of \$2,449,000 and authorized a construction contingency of \$367,350; and

WHEREAS, fifteen contract change orders were issued for the construction contract of this project in the amount of \$220,340 to address unforeseen site conditions and constructability issues; and

WHEREAS, all construction work as part of this contract has been completed to the satisfaction of the City's project management team; and

WHEREAS, the construction contract requires the filing of a Notice of Completion for this project with the San Mateo County Recorder's Office and release of the construction contract retention in the amount of \$131,213.49 upon the acceptance of the project as being complete.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby accepts the Water Pump Station No. 4 Project as complete, authorizes the filing of a Notice of Completion with the San Mateo County Recorder's Office, and authorizes release of the construction contract retention in the amount of \$131,213.49.

Dated: September 8, 2015

ATTEST:

Carol Bonner, City Clerk

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I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno this 8th day of September 2015 by the following vote:

AYES: Councilmembers: _____

NOES: Councilmembers: _____

ABSENT: Councilmembers: _____



PUBLIC SERVICES DEPARTMENT

Capital Improvement Program

Project Acceptance Information Form as of September 8, 2015

Project Information:

Contract Name	Water Pump Station No. 4 Project	Contract Number	84140
Project Manager	Will Anderson		
Consultant Construction Support	Brown & Caldwell (design support) and West Yost Associates (construction inspection)	Construction Contractor	JMB Construction, Inc.
Construction Contract Award Date:	August 27, 2013		
Start of Construction:	November 4, 2013		
Contract Change Orders (CCO):	Fifteen (15) - During construction, unforeseen constructability issues and site conditions were encountered. As a result, fifteen (15) Contract Change Orders were issued to address them.		
Substantial Completion:	February 17, 2015		
Final Completion:	August 14, 2015		
Notice of Completion:	Scheduled for filing on September 09, 2015		

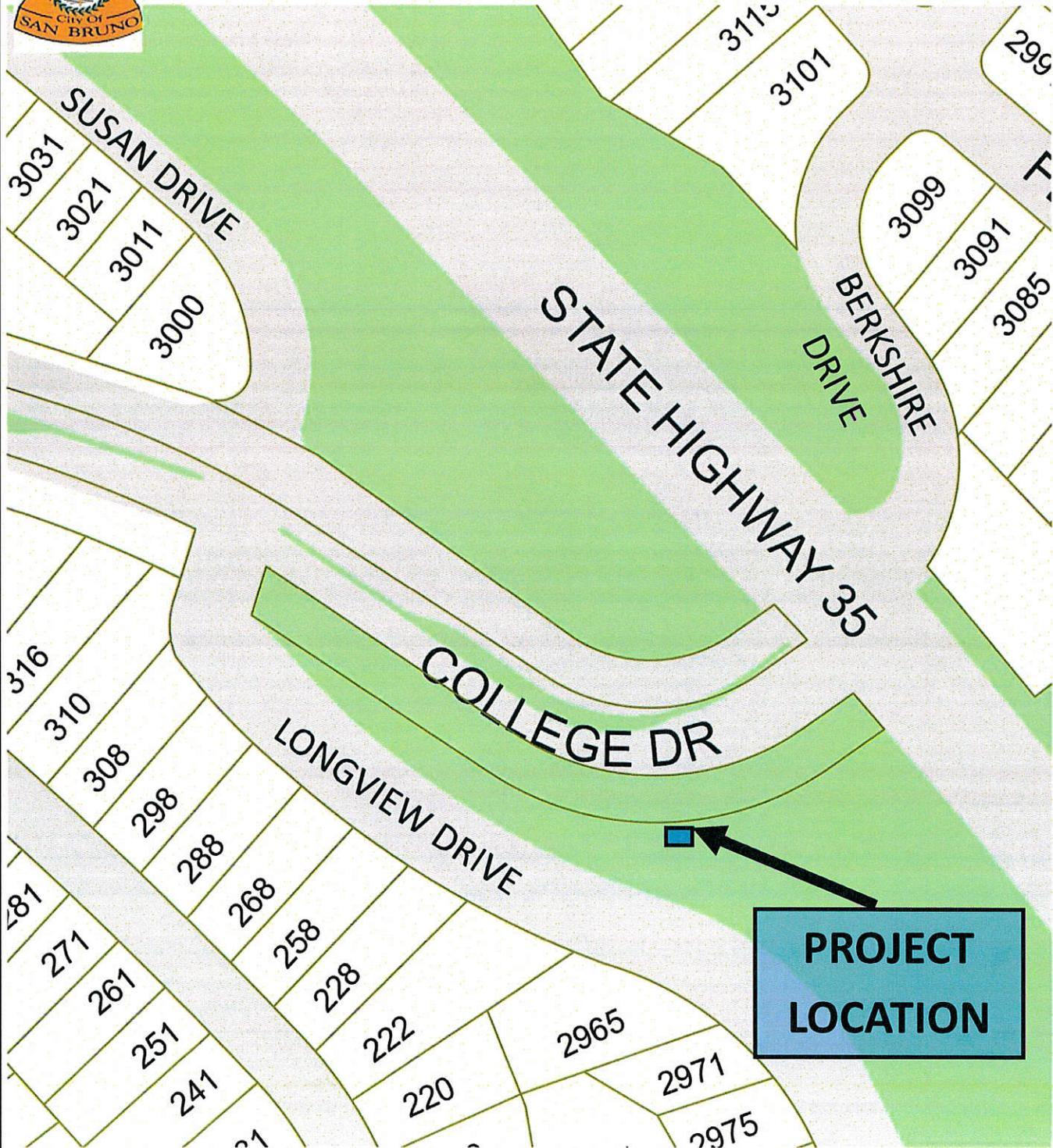
Project Description:	This project demolished the existing pump station and built a completely new pump station building and upgraded pumps, motors, controls, an emergency diesel generator power supply, decorative fencing and drought-resistant landscaping. New water transmission piping was installed on both the suction and discharge sides of the station. A new electrical service was installed along with Supervisory Control and Data Acquisition (SCADA) monitoring. A new sidewalk was installed on the south side of College Drive between Skyline Boulevard and Longview Drive. The new building is designed of pour-in place concrete to resist earthquake loads, since College Pump Station is in the San Andreas earthquake fault zone, and flexible pipe connections are included to accommodate differential movements between the building foundation and water transmission piping.
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Project Cost:

	Budget	Actual
TOTAL PROJECT	\$ 3,928,000	\$ 3,783,355
Total Design	\$ 736,136	\$ 712,850
Construction Contract	\$ 2,449,000	\$ 2,449,000
Contingency	\$ 367,350	\$ -
Change Orders	\$ -	\$ 220,340
Reproduction & Advertisement	\$ -	\$ 1,158
Permits (Air Quality and Water Quality)	\$ -	\$ 2,976
Peer Review Services (Asbestos and Geotechnical)	\$ -	\$ 3,368
Construction Inspection Services – West Yost Associates	\$ 169,965	\$ 199,585
Design Support Services – Brown & Caldwell	\$ 65,549	\$ 65,545
City Staff – Project Management and Inspection	\$ 140,000	\$ 128,533
Total Construction	\$ 3,191,864	\$ 3,070,505



Attachment 3 - Location Map



200.0 0 100.00 200.0 Feet
 NAD_1983_StatePlane_California_III_FIPS_0403_Feet
 City of San Bruno, GIS Services 1:1,200

This map is based on City of San Bruno GIS Information and reflects the most current information at the time of this printing. The map is intended for reference purposes only and the City and its staff is not responsible for errors.

Water Pump Station Improvement and Replacement Program

PROJECT INFORMATION

Origination Year: 2009-10

Project Number: 84708 / 84140

Projected Completion Date: On-going Program

Total Project Cost: \$ 8,678,000

Project Description:

The City operates seven pump stations delivering potable water through thirteen pressure zones. This project funds the ongoing scheduled and emergency replacement of large equipment items such as pumps and motors, security improvements, as well as the demolition and reconstruction of entire stations. Reconstruction of Pump Station No. 5 Maple was completed in 2009, the roof and coating of the holding tanks at Pump Station No. 6 Corporation Yard was completed in 2012, and replacement of water manifold, a 16-inch water casing, and a pump at Pump Station No. 1 Sneath was completed in 2014.

The current effort is focused on Pump Station No. 4 College which is most in need of rehabilitation or replacement. Pump Station No. 4 College is the sole pump station providing water to Skyline College and the surrounding neighborhoods. The station's pumps and motors require replacement as they are undersized to provide adequate fire flow and are at the end of their useful lives. This project will replace and increase the size of the existing pumps, motors, and control equipment, and also include the relocation/replacement of the pump station building to accommodate the larger equipment and comply with seismic and fire flow requirements. The project has experienced several design challenges, extending the project delivery date into early 2015. The project is located adjacent to a fault line, which has increased the complexity of the design and construction. The budget appropriation for this project is \$3.9 million.

The above projects are critical maintaining reliable water delivery to City residents and businesses. Future costs reflect the level of investment to replace or rehabilitate Pump Station No. 3 Whitman, No. 2 Lake, and No. 1 Sneath. All new equipment purchased for the rehabilitation of the existing pump stations are evaluated for use in future replacements. The pump station rehabilitation carryover appropriation is the remaining balance from previously completed and closed out projects.

2013-14 Status:

Completed design and awarded construction contract for Pump Station No. 4 College in August 2013. Project work on Pump Station No. 1 Sneath has been completed and transferred to water operations staff for facility maintenance.

2014-15 Work Plan:

Continue construction at Pump Station No. 4 College scheduled to be complete by January 2015. Staff will develop a long-term water pump station improvement and replacement schedule by June 2015.

**Project Appropriations:
 Current Year Appropriations:**

Projects	Funding Source	Prior Approp.	Prior Expense	Carryover Approp.	2014-15 Funding Request	2014-15 Total Funds Available	Total Project Cost
Pump Station No. 4 (84140)	Water Capital	3,928,000	(2,413,118)	1,514,882	0	1,514,882	3,928,000
Other Station Rehabilitation	Water Capital	0	0	0	0	0	4,750,000
Total		3,928,000	(2,413,118)	1,514,882	0	1,514,882	8,678,000

Five-Year Work Program Appropriations:

Projects	Funding Source	2014-15	2015-16	2016-17	2017-18	2018-19	Total Request
Other Pump Rehabilitation	Water Capital	0	1,000,000	1,250,000	1,250,000	1,250,000	4,750,000
Total		0	1,000,000	1,250,000	1,250,000	1,250,000	4,750,000



City Council Agenda Item Staff Report

CITY OF SAN BRUNO

DATE: September 8, 2015

TO: Honorable Mayor and Members of the City Council

FROM: David Woltering, Community Development Director

SUBJECT: Hold Public Hearing and Adopt Resolutions 1) Certifying the Final Supplemental Environmental Impact Report for the U.S. Navy Site And Its Environs Specific Plan Amendment, and Adopting Environmental Findings and a Mitigation Monitoring and Reporting Program, and 2) Approving an Amendment to the U.S. Navy Site and Its Environs Specific Plan Related to The Crossing Hotel Site

BACKGROUND

The purpose of this item is to consider amending the U.S. Navy Site and Its Environs Specific Plan (Specific Plan) to allow a high-quality select-service hotel with approximately 152 rooms on the Crossing Hotel Site. In 2001, the City Council approved the original Specific Plan and the supporting Environmental Impact Report (EIR) to provide a planning framework for future growth and redevelopment of the former U.S. Navy site. That Specific Plan allows for the development of a seven story, 500-room full-service hotel on a 5.5 acre site, up to 15,000 square feet of retail and meeting space, and an above-ground separate parking garage. Because the site is now only 1.5 acres, as explained below, the proposed Specific Plan Amendment would allow up to a 152-room hotel, up to five stories (73' maximum height), with underground parking located on site.

The Crossing is now largely built out, with a total of 1,063 multi-family housing units, including 325 affordable units with 228 of those units affordable to seniors, as well as approximately 12,500 square feet of supportive retail space. The hotel site is now the last remaining vacant site at The Crossing. Since its adoption, the City has amended the Specific Plan twice to adjust to fluctuating economic cycles during construction of The Crossing in order to implement the vision of the Specific Plan. An amendment in 2001 created "flex" office/residential sites, which allowed more multi-family housing to be built if the office market remained weak. Accordingly, residential uses replaced the office and a parking garage use component. And, an amendment in 2005 allowed development of the ECR Commercial project, which increased the retail frontage on El Camino Real and specifically allowed for a full service sit-down restaurant as originally envisioned at this location as part of a hotel use. These changes reduced the size of the actual hotel site to 1.5 acres in response to referenced changing market conditions, but allowed the opportunity in part for uses in support of a future hotel.

To evaluate the environmental impact of a hotel that is smaller than envisioned in the 2001 Specific Plan EIR, the City has prepared an Initial Study and a Supplemental EIR in conformance with the California Environmental Quality Act (CEQA). The Draft Supplemental EIR was released on May 18, 2015 for a 45-day public comment period, which ended on July 2, 2015. The City received comments only from the California Department of Transportation and San Francisco International Airport.

DISCUSSION

This discussion summarizes the changes proposed in the Specific Plan Amendment, the related environmental review, and Planning Commission review. The Specific Plan Amendment would reduce the size of the site to 1.5 acres and scale of the hotel up to a maximum of 152 rooms, and make other minor changes to update information in the Specific Plan. The Amendment would revise the hotel description in Land Use and Development Standards sections to reflect the changes, as outlined in the table below.

Item	Existing Specific Plan	Proposed Specific Plan Amendment Changes
Site Size	5.5 acres (included a portion of ECR Commercial Project and parking garage site)	1.5 acres
Hotel Type	High quality, full service "flagship" hotel with full-service restaurant	High quality, select-service hotel with bar and food service facilities for guests
Number of Rooms	Up to 500 rooms	Up to 152 rooms
Maximum Height	90 feet (seven stories)	70-73 feet (five stories). Based on 2012 Airport Land Use Compatibility Plan (ALUCP) for the Environs of the San Francisco Airport and FAA
Parking	Above-ground parking garage. One parking space per room and potential 15 percent reduction for shared parking	Underground parking structure integrated into the main building. One parking space per room, potential 15 percent reduction for shared parking, and one space for each 100 square feet of meeting space
Meeting/Conference Space	Up to 15,000 square feet	Approximately 3,000 square feet, which could be configured to provide theatre-style seating for approximately 300 people, banquet-style seating for sit-down events for approximately 200 people, or ballroom-style arrangements for wedding events for up to 150 people
Energy, Water and Waste Conservation Measures	None	Install minimum of 6,000 square feet of solar photovoltaic panels on the rooftop, improve building envelope energy efficiency 15% over 2013 Title 24 standards, and incorporate other

		specific energy efficiency, water conservation, and recycling measures
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In addition, the proposed Amendment would update information throughout the Specific Plan for accuracy and to reflect current conditions. These changes are not substantive but are designed to make information in the Specific Plan consistent and relevant to the reader.

Approval of the proposed Specific Plan Amendment and EIR does not confer approval of any particular hotel development, which would still require review by the Architectural Review Committee, Planning Commission, and City Council at a later date.

Achieving City Objectives

The development of a hotel on The Crossing Hotel Site has long been a high priority of the City Council and the community and is an integral part of the vision for The Crossing as mixed-use transit oriented development. The proposed Amendment is most likely to further the objectives and policies of the Specific Plan to complete The Crossing development and to ensure long-term economic vitality of the City. The Amendment is in conformance with the following Specific Plan and General Plan objectives and policies:

Specific Plan

- Create a pedestrian friendly, mixed-use Transit-Oriented Development that encourages use of transit and promotes walkability and livability as part of a cohesive interactive community.
- Create a land use development which helps assure long-term economic vitality and sustainability for the City.
- Encourage a compatible mixture of land uses and service facilities which will assure long-term revenue generation, create jobs, and offer a range of housing types, densities and affordability.
- Implement Design and Development Standards to create a visually attractive gateway development based upon the principle of a pedestrian-friendly transit-oriented development.
- Provide a strong visual and pedestrian linkages to Tanforan Park Shopping Center and BART; as well as Bayhill Office Park and other adjacent land uses.
- Establish design guidelines for hotels which promote high quality private development that contributes to the visual identity and surrounding area.

General Plan

- Intensify land uses surrounding the San Bruno BART station and San Bruno Avenue Caltrain station, including development of transit-oriented uses and hotels. (LUD-B)
- Stimulate reuse and intensification with multi-use, transit-oriented development along El Camino Real. (LUD-C)
- Facilitate development on The Crossing site (former US Navy site) according to the US Navy Site and Its Environs Specific Plan. (LUD-45)
- Establish a high-quality hotel at The Crossing that serves travelers to and from the San Francisco International Airport. Provides convenient transit for visitors with

proximity to BART and Caltrain. (ED-3)

- Maintain a positive business climate within San Bruno, including resources for business attraction and expansion. (ED-A)
- Capture a larger share of spillover economic uses from San Francisco International Airport, including car rental, limousine services, hotels, etc. (ED-E)

Supplemental Environmental Impact Report

CEQA requires that before a project with potentially significant environmental effects may be approved, an EIR must be prepared that fully describes the environmental effects of the project, identifies mitigation measures to lessen or eliminate adverse impacts, and examines feasible alternatives to the Project. For CEQA purposes, the Specific Plan Amendment is considered the Project. Through preparation of the Initial Study Checklist, the City concluded that a Supplemental EIR was the appropriate CEQA analysis due to the involvement of new potentially significant impacts or a substantial increase in the severity of previously identified significant impacts, pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163. The Initial Study concluded that there was substantial evidence that the Specific Plan Amendment might have a significant environmental impact on several specifically identified resources including: Air Quality, Climate Change and Greenhouse Gas Emissions, and Transportation and Circulation, and, therefore these subject areas were analyzed. In addition, the Supplemental EIR includes a number of revisions to existing Mitigation Measures to bring them up to current standards.

Air Quality. This review evaluates the impacts of the construction and operation of a hotel that would be allowed under the Specific Plan Amendment on ambient air quality and the exposure of people, especially sensitive individuals, to air pollutants. The analysis focuses on whether the proposed Project would exceed a State or national air quality standard, a health standard for exposure to toxic air contaminants, or a CEQA threshold proposed by the Bay Area Air Quality Management District (BAAQMD).

The City performed a Health Risk Assessment that found that diesel emissions from construction activities (off-road equipment and haul trucks) could result in exposure to levels that exceed applicable health standards, resulting in a new significant impact not identified in the original EIR. Therefore, new Mitigation Measure 4.A-3 was added to ensure that diesel emissions would be reduced to the extent feasible and that potential health risk would be less than significant. The Supplemental EIR also updates existing mitigation measures to include current best practices for dust and emissions mitigations. The mitigation measures identified in the original EIR and in this Supplemental EIR ensure that the proposed Specific Plan Amendment would not result in any new potentially significant air quality effects that cannot be mitigated to a less-than-significant level.

Greenhouse Gas Emissions (GHGs). This section examines the potential for the proposed Specific Plan Amendment to result in increased greenhouse gas (GHGs) emissions, which contribute to climate change. GHGs were not analyzed in the original EIR and were not commonly analyzed in CEQA documents at the time. In 2005, the Governor's Office required formal analysis of GHG's, and in 2012, new BAAQMD Guidelines called for analysis of the impacts of emissions on GHGs. The Project-specific impact analysis evaluated the construction and operation of a hotel related to GHGs, and found that the Project would exceed the recommended threshold for GHGs. Therefore, the City has added new

conservation standards in the Specific Plan Amendment that would reduce operational emissions associated with the Project, including requiring installation of rooftop solar photovoltaic panels, improving the building envelope energy efficiency, and energy efficient fixtures and appliances. Compliance with the conservation standards under this amendment would reduce operational emissions associated with the Project to a less-than-significant GHG impact.

Transportation. The Specific Plan EIR found that significant transportation impacts would not result at local intersections due to the buildout of the proposed Specific Plan. There are no substantial changes in the proposed Project or new information of substantial importance since the original Specific Plan EIR that would result in any new significant environmental effects or substantial increase in the severity or previously identified significant effects related to transportation. The traffic impact analysis performed for the Supplemental EIR confirmed that the proposed Project would have less than significant impacts to transportation, which is consistent with the Specific Plan EIR.

Project Alternatives. CEQA Guidelines require that an EIR evaluate a range of reasonable alternatives to the Project or to the location of the Project that could avoid or substantially lessen any of the significant effects of the Project and feasibly attain most of its basic objectives, including discussion of the “No Project” Alternative. The Supplemental EIR examined two alternatives to the proposed Specific Plan Amendment. The No Project Alternative would have the least impact, followed by the Reduced Development Alternative and the proposed Project. Although the No Project Alternative is environmentally superior, it would not be consistent with the Specific Plan objectives. The Reduced Development Alternative would reduce some of the impacts identified for the proposed Project related to air quality and greenhouse gas emissions and achieve many of the plan objectives. However, approval of the proposed Project is appropriate because it avoids any potential adverse impacts with the implementation of mitigation measures, and it is most likely to achieve City objectives to complete The Crossing development and to ensure long-term economic vitality of the City.

Planning Commission Review

The Planning Commission reviewed the proposed Specific Plan Amendment at its August 18, 2015 meeting. The Commission unanimously recommended forwarding the Specific Plan Amendment to the City Council, while indicating some concern regarding the reduced opportunity for the hotel development within the Specific Plan Area.

In conclusion, the changes proposed in the Specific Plan Amendment are in response to the changing physical circumstances of The Crossing Hotel Site and its realistic capacity to accommodate a smaller 152-room hotel given the smaller size of the site (1.5 acres) and still achieve Specific Plan objectives. The City has achieved many benefits from development of The Crossing in compliance with the Specific Plan, including, but not limited to, the following:

- Development/mitigation impact fees of \$1.2 million (\$200,000 remaining for hotel site)
- \$1 million contribution toward El Camino Real/Commodore intersection/signal
- Full cost recovery for Sneath/Commodore signal project
- 835 multifamily housing units and 228 housing units for seniors, including 325 affordable housing units

- 12,500 square feet of retail, including a 4,000 square foot full-service restaurant

The Specific Plan Amendment would not result in any new potentially significant impacts that cannot be mitigated to a less-than-significant level with implementation of the mitigation measures identified in the original Specific Plan EIR and in this Supplemental EIR. Staff believes that these changes will retain the transit-oriented mixed-use development originally adopted in the Specific Plan and that the changes are necessary to take advantage of current economic conditions that favor development of a hotel. The development of the last vacant site at The Crossing would complete the vision that was set out in the Specific Plan and provide an asset to the community.

FISCAL IMPACT

Approval of the proposed Specific Plan Amendment does not constitute the approval of a specific project and will not have an immediate fiscal impact. Currently, the City receives no revenue from the Crossing Hotel Site. Future development of a hotel would generate property tax, transient occupancy tax and sales tax. Additional economic benefit to the City is expected through increased commercial activity at the Crossing.

ALTERNATIVES

1. Do not approve Specific Plan Amendment or certify the Supplemental EIR
2. Direct staff to make changes to the Specific Plan Amendment

RECOMMENDATION

Hold Public Hearing and Adopt Resolutions 1) Certifying the Final Supplemental Environmental Impact Report for the U.S. Navy Site And Its Environs Specific Plan Amendment, and Adopting Environmental Findings and a Mitigation Monitoring and Reporting Program, and 2) Approving an Amendment to the U.S. Navy Site and Its Environs Specific Plan Related to The Crossing Hotel Site

DISTRIBUTION

None

ATTACHMENTS

1. City Council Resolution Certifying Final SEIR
2. City Council Resolution Approving Specific Plan Amendment
3. Planning Commission Resolution
4. Draft Planning Commission Minutes
5. Final SEIR (previously provided to City Council)

DATE PREPARED

August 31, 2015

REVIEWED BY

_____ CM

RESOLUTION NO. 2015 – __

A RESOLUTION OF CITY COUNCIL OF THE CITY OF SAN BRUNO CERTIFYING THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN AMENDMENT, AND ADOPTING ENVIRONMENTAL FINDINGS AND A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the amendment to the U.S. Navy Site and its Environs Specific Plan (the Project) proposes to modify the Specific Plan to reflect the reduced size of the development site for a hotel within the U.S. Navy Site (The Crossing Hotel Site, shown in Exhibit A), to allow a hotel of up to 152 rooms, providing limited food service facilities, conference/banquet space to accommodate up to 300 people, and adding conservation standards for energy and water efficiency and recycling, and requires approval by the City Council;

WHEREAS, the City of San Bruno is the lead agency for the Project pursuant to the California Environmental Quality Act (CEQA, California Public Resource Code §21000 *et seq.*), the State CEQA Guidelines (the Guidelines, 14 California Code of Regulations §15000 *et seq.*), and the City's local environmental policy guidelines;

WHEREAS, pursuant to Guidelines Section 15163, the City prepared an Initial Environmental Study (the Initial Study) for the project. Pursuant to Guidelines Section 15162, the Initial Study examined (a) whether the Project constituted substantial changes to the 2001 Specific Plan due to possible new significant environmental effects or a substantial increase in the severity of previously identified significant effects, (b) whether substantial changes had occurred with respect to the circumstances under which implementation of the Specific Plan as amended by the Project was to be undertaken which would require major revisions to the 2001 EIR, or (c) whether new information of substantial importance had developed, which was not and could not have been known at the time the 2001 EIR was certified and which showed that the project would have (i) additional significant effects not analyzed in the 2001 EIR, (ii) significant effects previously examined that would be substantially more severe than shown in the 2001 EIR, or (iii) that new or considerably different mitigation measures or alternatives would in fact be feasible and reduce a significant effect;

WHEREAS, the Initial Study concluded that there was substantial evidence that the project might have a significant environmental impact on several specifically identified resources including: Air Quality, Climate Change and Greenhouse Gas Emissions, and Transportation and Circulation, and, therefore these subject areas were analyzed;

WHEREAS, the Initial Study concluded that the Project would not have a significant environmental impact on the following resources, and, therefore, they are not addressed in the Supplemental Environmental Impact Report (SEIR): Aesthetics, Agricultural Resources, Biological Resources, Cultural Resources, Geology/Soils, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise, Population/ Housing, Public Services, Recreation, and Utilities and Service Systems;

WHEREAS, pursuant to Guidelines Section 15163, and based upon information contained in the Initial Study, the City ordered preparation of a supplemental environmental impact report (SEIR) for the Project. On October 30, 2014, the City prepared and sent a Notice of Preparation (NOP) of the Draft SEIR and a copy of the Initial Study to responsible, trustee, and other interested agencies and persons, pursuant to Guidelines Section 15082(a) and 15375;

WHEREAS, pursuant to Guidelines Section 15082, the City solicited comments from potential responsible and trustee agencies for a 30-day period, from November 3, 2014 through December 2, 2014, requesting details about the scope and content of the environmental information related to their area of statutory responsibility that should be studied in the SEIR, as well as the significant environmental issues, reasonable alternatives and mitigation measures that the responsible agency would have analyzed in the Draft SEIR, and the City received and responded to two comment letters in response to the NOP;

WHEREAS, pursuant to Public Resource Code Section 21092, the City provided a Notice of Completion and Availability (NOA) of the Draft SEIR on May 14, 2015, through notice published in the San Mateo Daily Journal, a newspaper of general circulation in the area. The NOA was also mailed to residents and property owners within 300 feet of the project. Copies of the Draft SEIR were also placed at the public counter of the City's Community Development Department at 567 El Camino Real, as well as the City Library at 701 West Angus Avenue, and on the City's website;

WHEREAS, the Draft SEIR was circulated, together with technical appendices, to the public and other interested persons for a 45-day public comment period, from May 14, 2015 through July 2, 2015;

WHEREAS, during the public comment period, the City received two written comments on the Draft SEIR, and consulted with responsible and trustee agencies, other regulatory agencies and others pursuant to Guidelines 15086. The City prepared written responses to all written comments received on the Draft SEIR and made revisions to the Draft SEIR, as appropriate, in response to those comments. The Final SEIR with the responses to comments was distributed on August 24, 2015, in accordance with Public Resources Code Section 21092.5 and Guidelines Section 15088. The Final SEIR responses to comments were made available for a 10-day period of public review before the commencement of the meeting regarding certification of the Final SEIR. After reviewing the responses to comments and the revisions to the Draft SEIR, the City concluded that the information and issues raised by the comments and the responses thereto did not constitute new information requiring recirculation of the Final SEIR;

WHEREAS, the Final SEIR is composed of the Draft SEIR, dated May 14, 2015 and numbered State Clearinghouse No. 99092026, the Comments and Responses to the Comments on the Draft SEIR set forth in Chapter 3 of the Final SEIR, and the Technical Appendices;

WHEREAS, the Planning Commission held a duly noticed public meeting on the Final SEIR and the Project on August 18, 2015 and by its Resolution No. 2015-05, recommended that the City Council certify the Final SEIR;

WHEREAS, the City Council held a duly noticed public meeting on the Final SEIR and the Project on September 8, 2015;

WHEREAS, the findings made in this resolution are based upon the information and evidence set forth in the Final SEIR and upon other substantial evidence that has been presented at all public meetings regarding the Project and in the record of the proceedings. The documents, staff reports, technical studies, appendices, plans, specifications, and other materials that constitute the record of proceedings on which this resolution is based are on file and available for public examination during normal business hours in the Community Development Department and with the Community Development Director, who serves as the custodian of these records at 567 El Camino Real, San Bruno;

WHEREAS, the City Council finds that agencies and interested members of the public have been afforded ample notice and opportunity to comment on the Final SEIR and that the comment process has fulfilled all requirements of State and local law;

WHEREAS, the City Council has independently reviewed and considered the contents of the Final SEIR prior to deciding whether to approve the Project;

WHEREAS, the City Council finds that the comments regarding the Draft SEIR and the responses to those comments have been received by the City; that the City Council and Planning Commission received public testimony regarding the adequacy of the Final SEIR; and that the City Council, as the decision-making body for the lead agency, has reviewed and considered all such documents and testimony prior to acting on the Project;

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, this Resolution serves only to certify the Final SEIR as required by CEQA, and not to approve the Project. By separate action, the City Council will decide whether to approve the Project.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN BRUNO RESOLVES AS FOLLOWS:

I. RESOLUTION REGARDING CERTIFICATION OF THE SEIR

Pursuant to State CEQA Guidelines Section 15090, the City Council finds that: (1) the City of San Bruno has reviewed and considered the Final SEIR in evaluating the proposed Project, (2) the Final SEIR is an accurate and objective statement that fully complies with CEQA, the State CEQA Guidelines, the City's local environmental guidelines, and (3) the Final SEIR reflects the independent judgment of the City of San Bruno. Accordingly, the City Council certifies the Final SEIR based on the findings and conclusions herein and as set forth below.

The City Council finds that the additional information provided in the staff report, in the responses to comments received after circulation of the Draft SEIR, and in the evidence presented in written and oral testimony presented at public meetings, does not constitute new information requiring recirculation of the Final SEIR under CEQA. None of the information presented to the City Council after circulation of the Draft SEIR has deprived the public of a meaningful opportunity to comment upon a substantial environmental impact of the Project or a feasible mitigation measure or alternative that the City has declined to implement.

II. RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT ANALYZED IN THE SEIR

The City Council hereby finds that the following potential environmental impacts of the Project were found to be less than significant in the Initial Study, did not require the imposition of mitigation measures, and, therefore, did not require study in the SEIR: aesthetics, agricultural resources, biological resources, cultural resources, geology/soils, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, and recreation, traffic and transportation, and utilities and service systems.

III. RESOLUTION REGARDING ENVIRONMENTAL IMPACTS MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE

The City Council finds that mitigation measures have been identified in the Final SEIR which would reduce the following potentially significant environmental impacts to below a level of significance.

Because the Final SEIR is a supplement to the certified Specific Plan EIR, some mitigation measures from the Specific Plan EIR have been incorporated Final SEIR—sometimes in modified form (shown in underlined and/or strike-out text format to show revisions) to update and/or modernize standard measures with current best practices to adequately address the proposed project. Additionally, new mitigation measures are incorporated to address any new or more severe impacts resulting from the proposed project.

A. AIR QUALITY

1. Potential Significant Impacts

Impact 4.A-2: Construction and operation of a hotel allowed under the Specific Plan Amendment could potentially violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Impact 4.A-3: Construction and operation of a hotel allowed under the Specific Plan Amendment could potentially expose sensitive receptors to substantial pollutant concentrations.

Impact 4.A-5: Construction of a hotel allowed under the Specific Plan Amendment could potentially contribute to a cumulative health risk impacts during construction.

2. Proposed Mitigation

Mitigation Measure H.1.a (existing mitigation measure modified as shown by underline and ~~strikeouts~~): The City shall condition approval of individual development proposals under the Specific Plan on implementation of an appropriate dust abatement program, patterned after the BAAQMD approach described herein. The following will be required for all construction activities within the project area. These measures will reduce fugitive dust emissions primarily during soil movement and grading activities, but also during vehicle and equipment movement on unpaved project sites:

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

measure Title 13, Section 2485 of CCR). Clear signage shall be provided for construction workers at all access points.

7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

New Mitigation Measure 4.A-3: The project sponsor shall ensure that construction contract specifications include a requirement that all off-road diesel-powered construction equipment used for project improvements be equipped with engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (CARB) Tier 2 off-road emission standards, and are fitted with Level 3 Verified Diesel Emissions Control (VDEC), which would reduce diesel particulate emissions by at least 85 percent. (Engines meeting Tier 4 [Interim or Final] emission standards automatically meet the Level 3 VDEC requirement and no additional emissions control is required.)

3. Findings Pursuant to CEQA Guidelines Section 15091

Changes or alterations have been required in, or incorporated into, the Project, including but not limited to new and modified of mitigation measures, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

4. Supporting Explanation

Although the project would not generate emissions during construction that would exceed the BAAQMD thresholds (Impact 4.A-2), due to the non-attainment status of the air basin with respect to ozone, PM₁₀, and PM_{2.5}, the BAAQMD recommends that projects implement a set of Basic Construction Mitigation Measures as best management practices regardless of the significance determination. Incorporation of the updated Specific Plan EIR Mitigation Measure H.1.a would reduce impacts to less than significant levels.

Since the Specific Plan EIR was a programmatic analysis, projects proposed within the Specific Plan are subject to a project-level review for air quality impacts. Project specific review of a hotel allowed under the Specific Plan Amendment found that diesel particulate matter (DPM), a toxic air contaminant (TAC), from construction activities could result in the exposure of sensitive receptors to levels that exceed applicable standards (Impact 4.A-3), thus resulting in a new significant impact not identified in the Specific Plan EIR. Therefore, based on the relatively close off-site residential uses, new Mitigation Measure 4.A-3 has been included in order to ensure that DPM emissions would be reduced to the extent feasible and that potential health risk associated with exposure of nearby residents to DPM during construction would be less-than-significant.

The proposed project could contribute to more localized cumulative health risk from emissions of TACs (Impact 4.A-5), in combination with other recent and current projects within 1,000 feet. New Mitigation Measure 4.A-3 will ensure that TAC emissions during project construction would be reduced to the extent feasible and that potential health risk would be less than significant. During project operations there would be no stationary sources of DPM or PM_{2.5}. Construction projects in close proximity to sensitive receptors within the BAAQMD jurisdiction are required to assess potential

health risk impacts and mitigate appropriately, similar to the proposed project. Therefore, there would be a less-than-significant cumulative impact from the proposed construction activities from the proposed project, along with other cumulative projects in the area.

B. GREENHOUSE GASES EMISSIONS

1. Potential Significant Impacts

Greenhouse gas emissions (GHGs) were not analyzed in the Specific Plan EIR (2001) and were not commonly analyzed in CEQA documents at the time the Specific Plan EIR was prepared and certified. Although the Specific Plan EIR was not required to analyze GHGs at the time, the City has opted to analyze it in order to ensure maximum protection for the environment and the public. The City has incorporated conservation measures in the Specific Plan Amendment, which will reduce operational emissions associated with the project to below the BAAQMD threshold. This would represent a less-than-significant cumulative GHG impact.

2. Proposed Mitigation: None

3. Findings Pursuant to CEQA Guidelines Section 15091

Changes or alterations have been required in, or incorporated into, the Project, including but not limited to new conservation measures, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

4. Supporting Explanation

The proposed Specific Plan Amendment would allow for the construction of a 152-room hotel, which is incrementally less than the project that was considered in the Specific Plan EIR. Therefore, the physical impacts of the project are less than what was considered in the Specific Plan. The impact analysis evaluates the construction and operation of the hotel related to GHGs. The results of the analysis found that the proposed hotel would exceed the recommended thresholds for GHGs. However, because this would not be considered a new significant physical impact, mitigation is not required. Nonetheless, the City will require, through Conditions of Approval, that the future hotel operator include the following conservation measures to reduce GHG emissions from the hotel development.

Specific Plan Amendment: The City shall require that the hotel operator be committed to the reduction of long-term operational greenhouse gas emissions to the extent feasible through the implementation of strict control measures. Control measures shall include, but are not limited to:

- Install a minimum of 6,000 square feet of solar photovoltaic panels on the rooftop.
- Improve the building envelope energy efficiency 15% over 2013 Title 24 standards;
- Incorporate high efficiency lighting (such as LEDs, metal halide post top, metal halide cobrahead or cutoff lights, or high pressure sodium cutoff lights) into public areas, such as parking lots, garages, and other exterior areas to achieve at least 15% lighting energy reduction compared to the use of mercury cobrahead lights;
- Install energy efficient appliances that comply with the most recent U.S. EPA Energy Star criteria, including refrigerators, dish washers, fans, and clothes washers;

- Incorporate water conservation strategies, including the installation of low flow faucets, toilets, and showers, as well as water efficient irrigation-systems;
- Institute recycling and composting services in order to achieve at least a 10% reduction in waste disposed.

The City would require the future hotel operator to adhere to the Specific Plan Amendment provisions that would result in a reduction of GHG emissions as part of project implementation.

Cumulative Impacts: Compliance with the Specific Plan Amendment conservation standards described above, the Final SEIR finds that operational emissions associated with the project would be reduced to a less-than-significant GHG impact.

C. TRANSPORTATION AND CIRCULATION

1. Potential Significant Impacts

Because the Specific Plan planning area is largely built out and because of the passage of time, the Final SEIR analyzed the potential impacts of the proposed project on the current circulation system to ensure there are no new or more severe impacts. The analysis found no substantial changes in the proposed project or new information of substantial importance since the Specific Plan EIR (2001) that would result in any new significant environmental effects or substantial increase in the severity or previously identified significant effects related to transportation.

2. Proposed Mitigation: None

3. Findings Pursuant to CEQA Guidelines Section 15091

No change or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

4. Supporting Explanation

As described above, potential transportation impacts were analyzed because the Specific Plan planning area is largely built out and because of the passage of time. The analysis found that the proposed project would not result in any new potentially significant transportation effects that were not identified in the Specific Plan EIR or a substantial increase in the severity of any previously identified significant transportation effects.

Cumulative Impacts: The Final SEIR found that the study intersections would continue to operate at acceptable service levels (LOS D or better) under Cumulative plus Project conditions. Also of note, a larger version of The Crossing Hotel project that is proposed with the Specific Plan Amendment analyzed herein (up to 200 rooms) was assumed as part of the projected traffic volumes for the Transit Corridors Plan, and therefore, adding project-generated trips on top of the cumulative without project volumes provides a conservative analysis of the project's cumulative impact. Therefore, the project impact would be less than significant.

IV. RESOLUTION REGARDING ALTERNATIVES

The City Council declares that it has considered and rejected as not meeting City objectives the alternatives identified in the Final SEIR as set forth herein. CEQA requires that an EIR evaluate a reasonable range of alternatives to a project, or to the location of a project, which: (1) offer substantial

environmental advantages to the proposed project, and (2) may be feasibly accomplished in a successful manner within a reasonable period of time considering the economic, environmental, social and technological factors involved. An EIR must only evaluate reasonable alternatives to a project which could feasibly attain most of the basic project objectives, and evaluate the comparative merits of the alternatives. In all cases, the consideration of alternatives is to be judged against a rule of reason.

The lead agency is not required to choose the environmentally superior alternative identified in the EIR if the alternative does not provide substantial advantages over the proposed project, and (1) through the imposition of mitigation measures the environmental effects of a project can be reduced to an acceptable level, or (2) there are social, economic, technological or other considerations which make the alternative infeasible.

As discussed in Chapter 3 of the Draft SEIR, the following objectives were identified from the 2001 Specific Plan EIR:

- 1) Establish a physical plan for the gradual transition of the Specific Plan area to urban uses near major transportation corridors that support the area's intended transportation/transit role;
- 2) Establish land uses that help assure long-term economic vitality and sustainability for the City;
- 3) Establish policies and guidelines that encourage a comprehensive new development and reuse of the U.S. Navy Site to complement and enhance existing uses in a consolidated and more economically efficient land use pattern;
- 4) Implement design and development standards to create a visually attractive gateway development based upon the principles of a pedestrian-friendly, Transit-Oriented Development (TOD);
- 5) Develop job opportunities that are transit accessible;
- 6) Create environmentally sensitive development; and
- 7) Facilitate realistic development that can be expeditiously implemented;

The objectives specific to this project are to:

- 1) Further the goals and policies of the U.S. Navy Site Specific Plan;
- 2) Develop a hotel that will attract regional, national, and international visitors due to its proximity to San Francisco International Airport, I-380 and US 101; and
- 3) Complement existing retail, recreation and visitor-serving land uses in the vicinity.

1. No Project Alternative

Pursuant to CEQA Guidelines Section 15126.6, the Final SEIR discussed the No Project Alternative. Since the project is the amendment of Specific Plan EIR, the No Project Alternative would construct the project as originally proposed under the Specific Plan, which allows for a 500-room hotel on 5.5 acres. Due to the neighboring development, the hotel site is no longer large enough to support a 500-room hotel and it would not be feasible to construct the No Project Alternative. Therefore, the No Project Alternative analysis examines the conditions under which no hotel would be built. Under this alternative, no development of the hotel would occur at the site. No changes to the site would take place and the site would remain a vacant lot. No new landscaping would be added to the site. While the site might ultimately be developed at some time in the future, it would be

speculative to forecast the nature of such development. Accordingly, this alternative assumes that the project site would remain vacant for the foreseeable future. The No Project Alternative would not meet any of the Project objectives.

2. Reduced Development Alternative

This alternative would propose a smaller hotel with 12 fewer rooms than the proposed project, for a total of 140 rooms. Other facilities, such as the food service and conference/banquet/event space, would be developed as with the proposed project. The reduction in hotel rooms would reduce potential air quality and GHG emissions which are assessed by modeling the estimated daily emissions generated by project construction and project operations based on the size of the hotel.

This alternative would substantially meet all of the above-described objectives for the project, although to an incrementally lesser degree than would the proposed project. Similar to the proposed project, this alternative would still provide a visitor-serving facility within The Crossing development as identified in the Specific Plan through the development of a hotel. This alternative project would complement existing retail, recreation and visitor-serving land uses in the vicinity, further the goals and policies of the Specific Plan, and encourage and provide economic development stimulus and redevelopment efforts at the U.S. Navy Site.

3. Alternatives Considered but Rejected

As part of the Specific Plan the City explored multiple land use alternatives, including construction of office, multi-family, and commercial. This particular site, due to its proximity to the regional roadway network and international airport, was considered appropriate for hotel use. All of these other land uses are represented in the already built-out Plan Area.

Because the basic purpose of the proposed project is to guide the redevelopment of this remaining parcel on the U.S. Navy Site, an alternative site would not be appropriate as an alternative to the proposed project. Therefore, this Supplemental EIR does not include an analysis of an off-site alternative. Consideration of an alternative that considers the impact of developing a different property located at some other location would have no practical use or relevance to the decisions that must be made about the development of this particular piece of property.

CEQA requires that an environmentally superior alternative be identified. The No Project Alternative is environmentally superior to the Reduced Development Alternative as it would avoid most environmental impacts of the proposed project. However, the No Project Alternative would not be consistent with the project objectives, which are presented above and in Chapter 3.

When the No Project Alternative is the environmentally superior alternative, an additional alternative must also be identified. In this case, the Reduced Development Alternative would be the environmentally superior alternative as it would meet many of the project objectives while also reducing some of the impacts identified for the proposed project related to air quality and greenhouse gas emissions. In particular, the Reduced Development Alternative would reduce impacts related to the potential for greenhouse gases, but reducing the projected the emissions below the BAAQMD recommended thresholds, and eliminating the need for additional mitigation measures related to greenhouse gases.

While the Reduced Development Alternative is below environmental thresholds, it does not provide substantial advantages over the proposed project in terms of fully achieving the economic benefits for the City or fully meeting the Specific Plan objectives. Because the proposed Project fully

achieves the City's objectives and, through the imposition of mitigation measures, the environmental effects of the Project can be reduced to less than significant level, the City chooses the Project.

V. RESOLUTION REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(a) requires discussion of the significant and irreversible environmental changes which would be caused by the proposed project. An impact would occur under this category if, for example: (1) the Project involved a large commitment of nonrenewable resources; (2) the primary and secondary impacts of the Project would generally commit future generations to similar uses; (3) The Project involves uses in which irreversible damage could result from environmental accidents associated with the Project; and (4) the proposed consumption of resources are not justified (for example, results in wasteful use of resources).

The construction of a hotel and other site improvements would constitute an irreversible use of these lands, as it is unlikely that the improvements would be removed. The project site has previously been developed with small structures, but has been vacant since the early 2000s. The proposed project would irretrievably commit materials to the construction and maintenance of the proposed hotel facilities. Construction of the proposed project and ongoing operations would result in the use of energy, including nonrenewable fossil fuels. The project is not expected to result in accidents that could lead to irreversible environmental damage due to the mitigation measures that have been proposed as related to hazardous materials and potential hazards.

VI. RESOLUTION REGARDING GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires an EIR to discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth inducement, however, is not considered necessarily detrimental, beneficial, or significant to the environment.

The proposed project is consistent with the City's General Plan and Zoning Code. The Project allowed by the Specific Plan Amendment would not involve construction of new housing or require a large number of new employees – permanent or during construction – that warrants new housing be constructed. While the proposed hotel would provide employment for approximately 30 employees, it is not expected to increase employment such that there would be a direct or indirect increase in population nor contribute to future population growth.

Growth-inducing impacts from the project could occur if economic or population growth or the construction of new housing would be directly or indirectly fostered by the project. Examples of such impacts include major utility lines or roads extended across undeveloped lands to serve the site, or if the project would result in an increased demand for local housing or commercial services. No new utility lines would be extended to the site across undeveloped lands except for the extension of communication and utilities lines from the public right-of-way to the project buildings. No growth would be induced by the construction of these lines. No new roads would be required to serve the proposed hotel. In addition, the site is located in San Bruno where services are easily available. The area surrounding the site is already developed. In conclusion, the proposed project would not result in growth-inducing effects on the environment, directly or indirectly.

VII. RESOLUTION ADOPTING A MITIGATION MONITORING PLAN

Pursuant to Public Resources Code Section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Plan attached to this Resolution as Exhibit B, and incorporated herein.

VIII. RESOLUTION REGARDING CUSTODIAN OF RECORDS

The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of San Bruno's, City's Community Development Department at 567 El Camino Real, San Bruno, California 94066.

IX. RESOLUTION REGARDING NOTICE OF DETERMINATION

Staff is directed to file a Notice of Determination with the Clerk of the County of San Mateo within five working days of final Project approval.

PASSED AND ADOPTED this eighth (8th) day of September, 2015, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Mayor

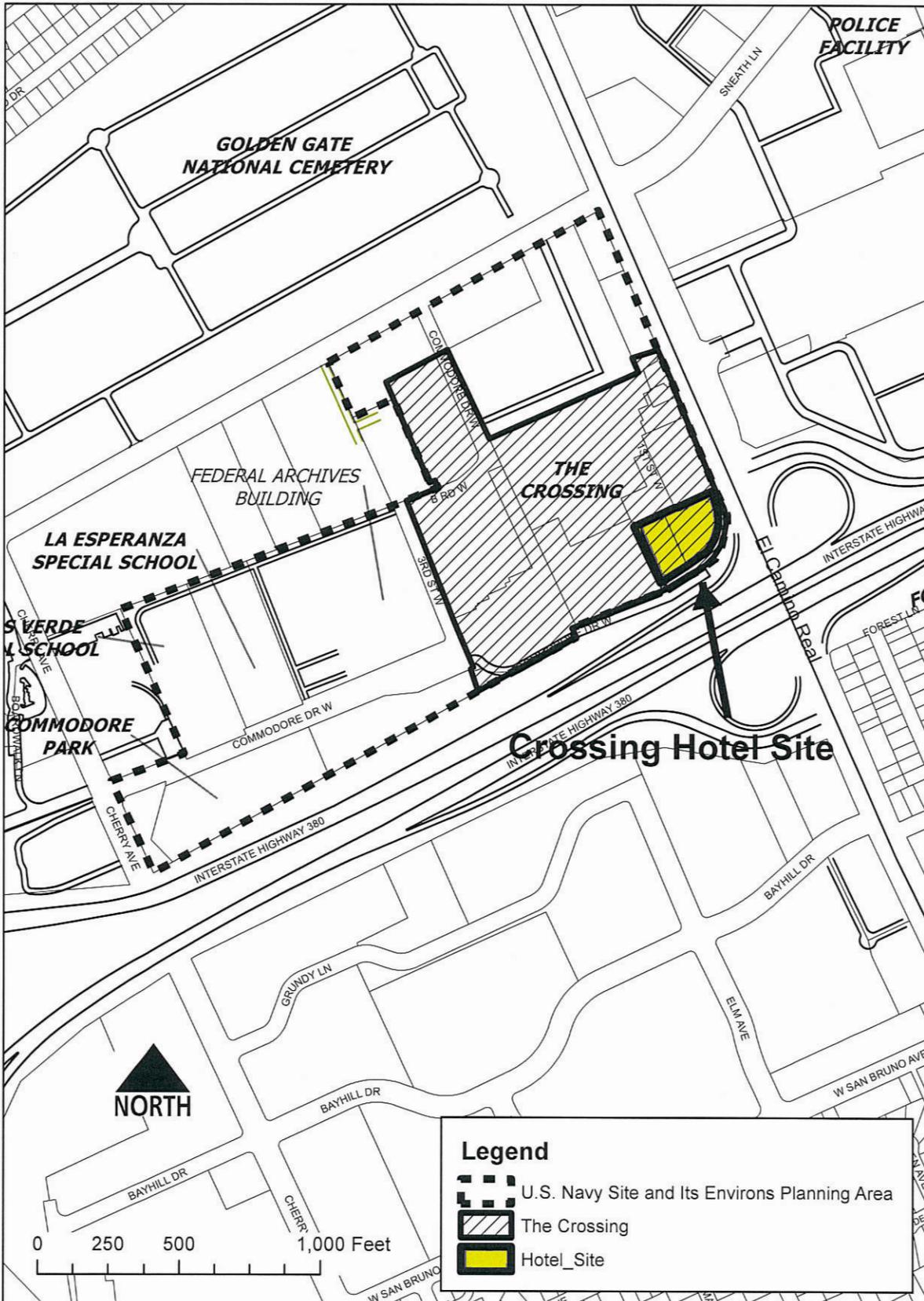
ATTEST:

APPROVED AS TO FORM

City Clerk

City Attorney

Exhibit A: Site Location
 U.S. Navy Site and Its Environs Specific Plan Amendment (2015)
 City of San Bruno



**TABLE 5-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
Mitigation Measures from the EIR					
A. Air Quality					
<p>Mitigation Measure 4.A-2 (H.1.a): The City shall condition approval of individual development proposals under the Specific Plan on implementation of an appropriate dust abatement program, patterned after the BAAQMD approach described herein. The following will be required for all construction activities within the project area. These measures will reduce fugitive dust emissions primarily during soil movement and grading activities, but also during vehicle and equipment movement on unpaved project sites:</p> <ol style="list-style-type: none"> 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 mph. All streets, 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 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of 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 Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. 	<ol style="list-style-type: none"> City incorporates measure as a condition of approval. Project sponsor includes dust abatement program in contractor specifications. Contractor implements measures during construction. 	<ol style="list-style-type: none"> City adopts condition of approval with project. City reviews construction specifications to verify inclusion. Project sponsor requires construction contractor to submit documentation of compliance following completion of project. 	<ol style="list-style-type: none"> City of San Bruno City of San Bruno Project sponsor and construction contractor 	<ol style="list-style-type: none"> Prior to project approval. During construction Prior to Issuance of Certificate of Occupancy 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<p>Mitigation Measure 4.A-3: The project sponsor shall ensure that construction contract specifications include a requirement that all off-road diesel-powered construction equipment used for project improvements be equipped with engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (CARB) Tier 2 off-road emission standards, and are fitted with Level 3 Verified Diesel Emissions Control (VDEC), which would reduce diesel particulate emissions by at least 85 percent. (Engines meeting Tier 4 [Interim or Final] emission standards automatically meet the Level 3 VDEC requirement and no additional emissions control is required.)</p>	<ol style="list-style-type: none"> 1. City incorporates measure as a condition of approval. 2. Project sponsor includes dust abatement program in contractor specifications. 3. Contractor implements measures during construction. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. City reviews construction specifications to verify inclusion. 3. Project sponsor 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 3. Project sponsor and construction contractor 	<ol style="list-style-type: none"> 1. Prior to project approval. 2. Prior to issuance of grading permit. 3. Prior to Issuance of Certificate of Occupancy 	
<p>Mitigation Measures from the Initial Study</p>					
<p>4. Biological Resources</p>					
<p>Mitigation Measure 4.a (G.1.b): In the event that tree removal is required, a tree removal permit would be obtained from the City of San Bruno. The City would assure that the conditions contained within the appropriate tree removal permit would be followed.</p> <p>The following measures are also applicable for removed trees.</p> <ul style="list-style-type: none"> • Tree removal will not occur between February 1 and August 31 without a bird survey conducted by a qualified biologist to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503, 3503.5, and 3511. If bird species are detected or active nests are observed, the District will obtain the necessary permits from California Fish and Game, and will comply with permit conditions for protecting these species, which will likely involve seasonal avoidance or construction "exclusion zones" around nest sites. Buffer zones will be avoided during construction activities until young have fledged or the nest is otherwise abandoned. • A qualified biologist shall conduct bat surveys to determine whether any mature trees that would be removed during project construction provides hibernacula or nursery colony roosting habitat. Exclusion should be conducted at specific times of the year. Winter roosts are generally occupied between October 15 and February 28, and maternity colonies are generally occupied between April 15 and August 31. Therefore, exclusion, if required, should be conducted generally between 	<ol style="list-style-type: none"> 1. City incorporates measure as a condition of approval. 2. Project sponsor presents final site plan to City that delineates extent of tree removal. 3. If tree removal is proposed, project sponsor contracts with a qualified biologist to conduct preconstruction bird and bat surveys 4. If tree removal is proposed, project sponsor submits plan for replacement plantings. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. City reviews site plan. 3. Conduct bird and bat surveys. 4. City reviews landscaping plan. 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 3. Project sponsor or contractor 4. City of San Bruno 	<ol style="list-style-type: none"> 1. Prior to project approval. 2. Prior to issuance of grading or demolition permit. 3. Prior to construction activities. 4. Prior to issuance of grading or demolition permit. 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<p>August 15 and October 15 and between March 1 and April 15. If bats are using trees that need to be removed, the roosting season of the colony should be determined and the removal of the tree conducted when the colony is using an alternate roost.</p> <ul style="list-style-type: none"> The City of San Bruno will require replacement of all removed street trees with native trees and will require that the replaced trees be incorporated into a landscape plan for site development that is submitted to the City for review and approval. 					
<p>Mitigation Measure 4.e (G.1.a): The City of San Bruno, to the extent feasible, will avoid removal of, or damage to all street trees, as designated by the City of San Bruno Tree and Planting Ordinance. The following presents limitations for construction within and around trees to be preserved:</p> <ul style="list-style-type: none"> A certified arborist shall be contracted to perform a tree survey of the site to confirm the presence or absence of heritage trees within the project site prior to construction. The survey will also confirm the presence of trees that are to remain onsite according to the Tree Disposition Plan (2001). Should heritage trees be present within the project site, a certified arborist shall determine appropriate protective measures to be implemented during construction and which may include but is not limited to the following: <ul style="list-style-type: none"> A certified arborist shall be consulted prior to construction to accurately locate root protection zones and identify other specific measures that would limit potential indirect impacts on trees that may be encroached upon. For all development that would encroach into the feeder root zone (drip-line) or a 12-foot radius from the trunk, whichever is greater, of a preserved tree, special construction techniques to allow roots to breathe and obtain water will be required, as determined by the City of San Bruno (e.g., use hand equipment for trenching, protect natural resources with highly visible protective fencing, allow only one pass through an area with preserved trees). The existing ground surface within the drip-line of any tree will not be cut, filled, or compacted unless otherwise approved by the City of San Bruno. Excavation adjacent to any trees, when permitted, will be in such a manner that will cause only minimal root damage. Permission and 	<ol style="list-style-type: none"> City of San Bruno incorporates measure as a condition of approval. Applicant contracts with a certified arborist to perform a tree survey on the project site. 	<ol style="list-style-type: none"> Verify and approve the incorporation of the measure into the construction plan. Conduct tree survey and present results to City. 	<ol style="list-style-type: none"> City of San Bruno Applicant and its contractor(s); City of San Bruno 	<ol style="list-style-type: none"> Prior to project approval. Prior to construction activities. 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<ul style="list-style-type: none"> - inspection will be required prior to back-filling. - Construction staging areas shall be designated on plans and prohibit parking, loading, digging (especially trenching), and grading during all construction activities within root protection zones of all trees. There will be no parking or storing of vehicles, equipment, machinery, construction materials, or construction trailers, and no mechanical excavation, construction of buildings or dumping of oils or chemicals within the drip-lines of any trees. - Prior to the start of any clearing, stockpiling, trenching, grading, compaction, paving, or change in ground elevation on a site with saved protected trees, fencing will be installed at the drip-line. Prior to grading or issuance of any permits, the fences may be inspected and the location thereof approved by appropriate county staff. The county requires the installation of a 6-foot-high chain-link fence around the drip-line of preserved trees during construction and demolition phases. A 4-inch-layer of chipped bark mulch should be placed over the soil surface within the fenced dripline prior to installing temporary fencing. Suitable mulch must contain bark "fines." Maintain this layer of mulch throughout construction. - Pruning shall be overseen by a certified arborist for all protected trees, and should be done to clean and raise canopy per International Society of Arboriculture pruning standards. - A drainage plan shall be designed that will avoid heritage trees. - Construction drawings shall accurately locate areas to be avoided such as tree trunks and root protection zones. - A pre-construction meeting conference shall be held with contractors to review BMPs and require bonding and fines to ensure the replacement of any inadvertently damaged trees. - Whenever possible, existing grade shall be maintained within the fenced portion of the dripline. 					

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<p>8. Hazards and Hazardous Materials</p> <p>Mitigation Measure 8.a (L.1.d): The City of San Bruno will require all proposed project sponsors to submit a Phase II report, based on the September 17, 2013 Phase I findings, and subsequent reports as may be required by the City of San Bruno, completed no more than 18 months prior to approval of a proposed project by City Council to assure no additional contamination is present from overlooked USTs or other unknown sources. The City of San Bruno will require that any project sponsor incorporate the recommendations of the Phase II report into the design of the proposed project.</p>	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor and its contractor(s) shall retain a qualified environmental professional to prepare a Phase II report. 3. Project sponsor and its contractor(s) shall incorporate the recommendations of the Phase II report into the design of the proposed project. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. Review construction plans for inclusion of Phase II results. 3. City reviews results of Phase II and any applicable project revisions. 	<ol style="list-style-type: none"> 1. City of San Bruno 2. Project sponsor and its contractor 3. City of San Bruno 	<ol style="list-style-type: none"> 1. Prior to Project Approval. 2. Prior to ground-disturbing activities. 3. Prior to ground disturbing activities. 	
<p>8. Hazards and Hazardous Materials (cont.)</p> <p>Mitigation Measure 8.e</p> <p>C.1a: The City of San Bruno will require that all building heights and associated roof structures proposed under the Specific Plan be consistent with the height limitations defined by FAR Part 77. Prior to issuance of any demolition or construction permits, the City of San Bruno shall require the project sponsors for any project within the Specific Plan area to provide appropriate notification to the FAA via FAA Form 7460-1.</p> <p>C.1b: The City of San Bruno shall prohibit the following uses within the Specific Plan area:</p> <ul style="list-style-type: none"> • Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing, other than FAA-approved navigational lights. • Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or engaged in straight final approach toward a landing. 	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor to provide notification to the FAA via FAA Form 7460-1. 3. Project sponsor to submit disclosure notice to City for approval. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. City to review FAA response to Form 7460-1. 3. City review disclosure notice. 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 3. City of San Bruno. 	<ol style="list-style-type: none"> 1. Prior to project approval 2. Prior to issuance of building permit. 3. Prior to issuance of building permit. 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<ul style="list-style-type: none"> • Any use that would generate smoke or rising columns of air. • Any use that would attract large concentrations of birds within approach-climbout areas. • Any use that would generate electrical interference that may interfere with aircraft communications or aircraft instrumentation. <p>C.1c: The City shall require all sponsors of new dwelling units and/or buildings for human occupation to record a notice of fair disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury, as implemented by the City of San Bruno.</p>					
Mitigation Measures Required by the Initial Study (cont.)					
5. Cultural References					
<p>Mitigation Measure 5.b (N.1b): If cultural resources or human remains, prehistoric or historic-period archaeological resources are encountered during construction of a project, all construction activities within 100 feet will halt and the resources and their context shall not be further disturbed until a qualified cultural resource consultant has evaluated the situation. The City of San Bruno shall assure that identified cultural resources are recorded on proper historical properties forms.</p> <p>A Secretary of the Interior-qualified archaeologist will inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation will be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist will prepare and implement a detailed treatment plan in consultation with the City of San Bruno. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site</p>	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. If cultural/archeological resources are encountered, a Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery and report to City. 3. If cultural/archeological resources are encountered, Archaeologist shall conduct independent review and prepare treatment plan, if necessary. 4. If cultural/archeological resources are encountered, Project sponsor or its contractor(s) shall implement treatment plan. 5. If cultural/archeological resources are encountered, City of San Bruno shall assure that identified cultural resources are recorded on proper 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. If resources are encountered, verify work is suspended. 3. If resources are encountered, review and approve treatment plan. 4. If resources are discovered, implement treatment plan. 5. Review historic properties forms. 	<ol style="list-style-type: none"> 1. City of San Bruno 2. Project Sponsor and Archaeologist, City of San Bruno 3. Archaeologist, City of San Bruno. 4. Project sponsor and archaeologist. 5. City of San Bruno 	<ol style="list-style-type: none"> 1. Prior to project approval 2. Upon cultural resources discovery. 3. Upon cultural resources discovery. 4. Upon cultural resources discovery. 5. Prior to issuance of Certificate of Occupancy. 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<p>documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan will include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.</p>	<p>historical properties forms.</p>				
<p>Mitigation Measures Required by the Initial Study (cont.)</p>					
<p>1. Hydrology and Water Quality</p>					
<p>Mitigation Measure 9a(G.3a): The City shall require all contractors to develop and implement a SWPPP, as required by the State Water Resources Control Board NPDES General Construction Permit, for areas to be disturbed by construction activities. At a minimum, the SWPPP shall include the following:</p> <ul style="list-style-type: none"> • A construction schedule that restricts excavation and grading activities to the dry season (generally April 15 to October 15) to reduce erosion associated intense rainfall and surface runoff. The construction schedule shall indicate a timeline for earthmoving activities, hydroseeding, and stabilization of soils; • Soil stabilization techniques such as hydroseeding and short-term biodegradable erosion control blankets; • Silt fences, hay bales, or some kind of inlet protection at downstream storm drain inlets; and • The post-construction inspection of all drainage facilities and clearing of drainage structures of debris and sediment. 	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor and its contractor(s) shall prepare a SWPPP that adheres to all specifications of this measure. 3. Inspect construction site for adherence to SWPPP. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. Review and approve SWPPP. 3. Include any findings in monitoring report 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 3. City of San Bruno 	<ol style="list-style-type: none"> 1. Prior to project approval. 2. Prior to issuance of construction and grading permit(s). 3. One inspection to occur during each phase of construction. 	
<p>Mitigation Measure 9c</p> <p>G.2a: The City of San Bruno shall require, for incorporation into all redevelopment designs, permanent stormwater controls such as vegetated swales, retention ponds, landscape areas, etc., in accordance with MS4 NPDES and San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) requirements, for the stormwater collected from new parking lots and other impervious surfaces.</p> <p>G.2b: To help minimize the amount of runoff containing urban pollutants, streets, and parking areas in the redevelopment subareas</p>	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor and its contractor(s) shall submit incorporate all specifications of this measure in the construction plans. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. Review project construction plans; verify inclusion of SMCWPPP 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 	<ol style="list-style-type: none"> 1. Prior to project approval. 2. Prior to project approval. 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
shall be frequently cleaned by the City of San Bruno using street-sweeping equipment, and the collected material properly disposed.		requirements.			
12. Noise					
Mitigation Measure 12.a I.3.b: All development under the proposed Specific Plan shall be constructed to comply with the relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A). I.1: The project applicant will obtain a permit to construct from the Director of Public Works prior to the start of construction activities, since construction would exceed the specified noise levels in the City Municipal Code. Noise-generating construction activities would be limited to reasonable daytime hours, such as between the hours of 7:00 a.m. and 7:00 p.m. on weekdays. No construction activities will be allowed on weekends or national holidays. Information concerning construction-related activities and construction hours should be distributed throughout the affected areas and incorporated as part of the Specific Plan, heavy construction activities would be prohibited on Saturdays and Sundays.	<ol style="list-style-type: none"> Project sponsor shall submit building plans documenting compliance with Title 24 noise standards. Project sponsor shall obtain construction permit. 	<ol style="list-style-type: none"> Review plans for compliance. Review plans for compliance. 	<ol style="list-style-type: none"> City of San Bruno City of San Bruno 	<ol style="list-style-type: none"> Prior to issuance of building permit. Prior to issuance of building or grading permit(s) 	
14. Public Services					
Mitigation Measure 14.a.i (F.1): The City of San Bruno shall install signals that can be pre-empted by fire protection or emergency medical response vehicles. Developers shall contribute a "fair share" portion of the costs of these pre-emptive signals as determined by the City of San Bruno.	<ol style="list-style-type: none"> City of San Bruno incorporates measure as a condition of approval. Project sponsor to pay fair share fee for traffic signal installation. 	<ol style="list-style-type: none"> City adopts condition of approval with project. Verification of fee payment 	<ol style="list-style-type: none"> City of San Bruno City of San Bruno 	<ol style="list-style-type: none"> Prior to project approval. Prior to issuance of Certificate of Occupancy. 	
Mitigation Measure 14.a.iii (F.4): The City of San Bruno shall coordinate payment to the appropriate school districts of the school impact fee required by California Senate Bill 50.	<ol style="list-style-type: none"> City of San Bruno to provide assistance as needed to project sponsor to coordinate payment of required school impact fee. 	<ol style="list-style-type: none"> Verification of fee payment 	<ol style="list-style-type: none"> City of San Bruno 	<ol style="list-style-type: none"> Prior to issuance of Certificate of Occupancy. 	
17. Utilities and Service Systems					
Mitigation Measure 17.c					

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<p>E.6: Prior to the issuance of building permits, the City of San Bruno shall require that all designs for residential and commercial development within the Specific Plan area include adequate storage space for projected recyclable and compostable materials. The City shall require adequate storage space on each floor of each building and in its enclosed garbage areas, as well as adequate loading space, to accommodate the City of San Bruno's recycling program.</p>	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor shall submit building plans documenting compliance. 3. Project sponsor and construction contractor(s) to submit construction/ demolition waste diversion plan to City for approval. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. Review plans for compliance. 3. Review diversion plan. 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 3. City of San Bruno. 	<ol style="list-style-type: none"> 1. Prior to project approval. 2. Prior to issuance of building or grading permit. 3. Prior to issuance of building or grading permit. 	
<p>E.7: As a condition of project approval and before demolition and construction, the City of San Bruno shall require the demolition and construction contractors to maximize diversion of materials remaining from the demolition of structures and the byproducts of construction. The City shall require that project sponsors work with the City of San Bruno's Public Works Department and submit a recovery plan for maximizing diversion of construction and demolition materials associated with construction of any project in the Specific Plan area, so that at least 50 percent of the demolition debris is, if feasible, recycled or can be used as alternative landfill cover.</p>					

RESOLUTION NO. 2015 – __

**A RESOLUTION OF CITY COUNCIL OF THE CITY OF SAN BRUNO APPROVING
AN AMENDMENT TO THE U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
RELATED TO THE CROSSING HOTEL SITE**

WHEREAS, the proposed amendment to the U.S. Navy Site and its Environs Specific Plan (Specific Plan) would modify the Specific Plan to reflect the reduced size of the development site for a hotel (The Crossing Hotel Site, shown in Exhibit A), to allow a hotel of up to 152 rooms providing limited food service facilities, conference/banquet space to accommodate up to 300 people, and adding conservation standards for energy and water efficiency and recycling;

WHEREAS, on January 9, 2001, the City Council adopted the U.S. Navy Site and its Environs Specific Plan, which includes policies, provisions, densities, heights of buildings and structures, circulation and land use map designations for the former U.S. Navy base, now called The Crossing and certified a Final Environmental Impact Report ("EIR") for the Specific Plan;

WHEREAS, the City Council has approved two amendments to the Specific Plan: the first amendment, approved on December 11, 2001, created flexible zoning of office and nonresidential uses allowing additional residential uses; and the second amendment, approved on August 9, 2005, created the El Camino Real (ECR) Commercial Overlay land use designation and to allow development of the ECR Commercial Project;

WHEREAS, the Specific Plan provides for the development of a compact, interactive, and pedestrian-friendly community at The Crossing based on the principles of transit-oriented development offering a mix of uses including multi-family, senior, and affordable housing, neighborhood-serving retail, office/residential flex space, recreational opportunities, parking facilities, and a hotel with meeting space and restaurant;

WHEREAS, the Specific Plan planning area is 56 acres, including the 20-acre The Crossing development. The Crossing includes 1,063 multifamily units in five buildings (including 325 affordable units and 228 senior units) and a 12,500 square foot fully occupied commercial center, all built within the past ten years;

WHEREAS, when the Specific Plan was adopted, The Crossing hotel site was 5.5 acres (including a site for a separate shared parking garage), and the Specific Plan development standards called for a full service hotel with a maximum of 500 rooms and 15,000 square feet of restaurant and conference/retail space;

WHEREAS, the build out of The Crossing has resulted in a smaller, 1.5-acre, development site for a hotel on Parcels 7 and 8, which represents the last remaining vacant development site within The Crossing, and the site can now reasonably accommodate a hotel with up to 152 rooms and underground parking;

WHEREAS, the City has determined that the timely development and leasing of a hotel is critical to establishing the interactive mixed-use pedestrian nature of the Project, as envisioned by the Specific Plan;

WHEREAS, pursuant to pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163, a Supplemental EIR has been prepared due to the involvement of new potentially significant impacts or a substantial increase in the severity of previously identified significant impacts, which determined that all of the impacts of the project either would be less than significant or would be mitigated to a less-than-significant level;

WHEREAS, at a duly noticed Public Hearing on August 18, 2015, the Planning Commission, by its Resolution No. 2015-05, determined that the Specific Plan Amendment is consistent with the City of San Bruno's General Plan 2025 and the Final Supplemental Environmental Impact Report (SEIR) is fully comply with CEQA, and recommended that the City Council adopt the Specific Plan Amendment and certify the Final SEIR;

WHEREAS, at a duly noticed public hearing on September 8, 2015, this Council considered the Planning Commission's recommendation; and

WHEREAS, on September 8, 2015, the City Council found Final SEIR to be complete, correct and adequate, and prepared in accordance with all applicable State, local and regional guidelines;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of San Bruno:

1. The City Council finds that the U.S. Navy Site and Its Environs Specific Plan Amendment, attached to this Resolution as Exhibit B and incorporated herein, is consistent with the City of San Bruno's General Plan 2025.
2. The City Council hereby adopts the Crossing Hotel Site Specific Plan Amendment.

PASSED AND ADOPTED this _____ day of _____, 2015, by the following vote:

AYES:

NOES:

ABSENT:

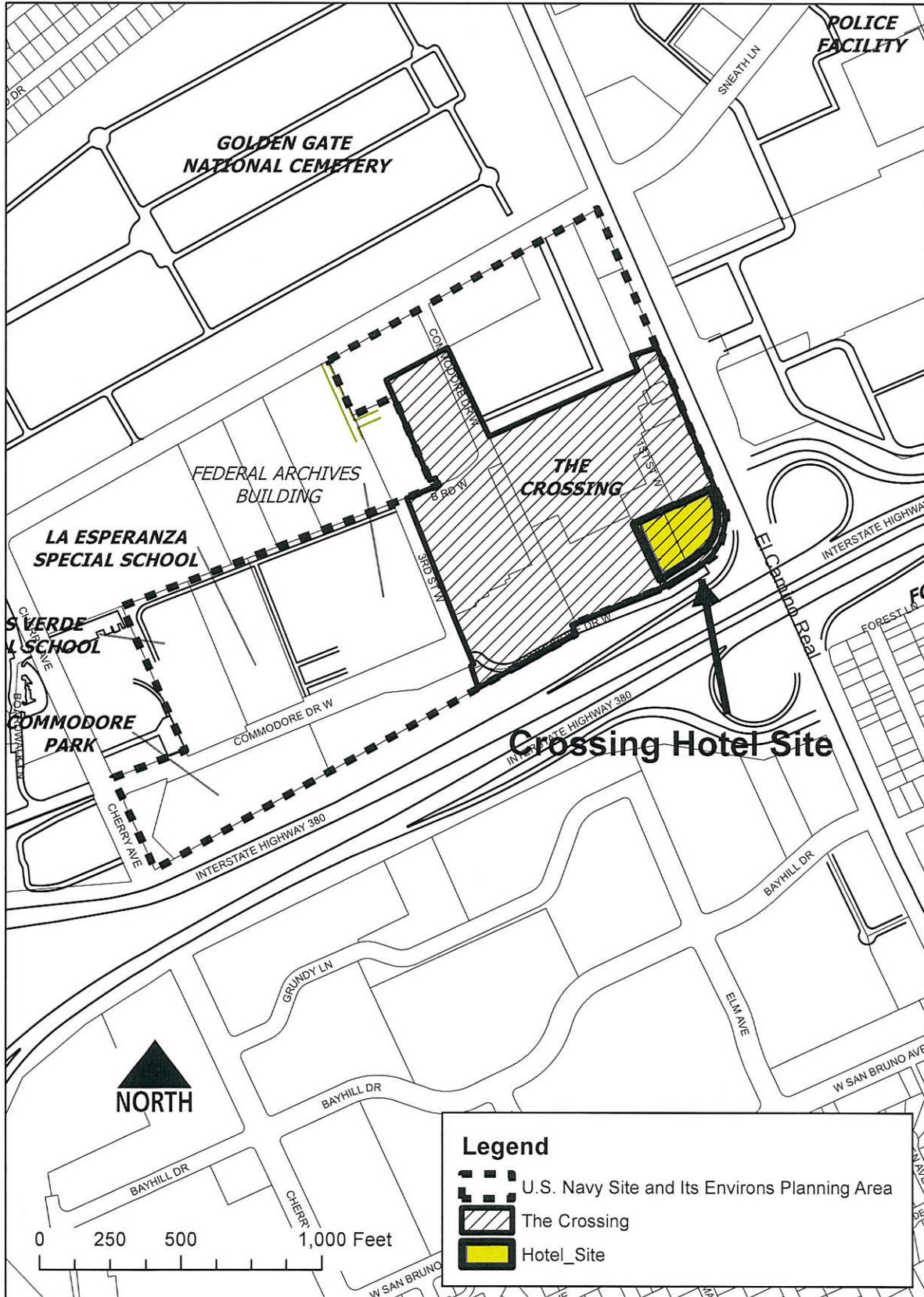
ABSTAIN:

Mayor

ATTEST:

City Clerk

Exhibit A: Site Location
 U.S. Navy Site and Its Environs Specific Plan Amendment (2015)
 City of San Bruno



DRAFT 8/11/15

CITY OF SAN BRUNO

**U.S. NAVY SITE AND ITS ENVIRONS
SPECIFIC PLAN AMENDMENT
(Crossing Hotel Site)**

**Adopted: January 2001
Amended: January 2002
Amended: June 2005**

Line-By-Line Edits

I. Specific Plan Revisions Directly Related To The Crossing Hotel Site

1. Page 3. Amend Table 1 to update hotel development standards reflecting a 152 room hotel with five story building.

TABLE 1: SUMMARY OF MAJOR NEW LAND USES AND DEVELOPMENT STANDARDS

Standard Land Use	Maximum Density	Maximum Height	Proposed # of Rooms	Proposed # of Dwelling Units	Proposed Square Footage
Hotels, plus Restaurant and Meeting Space	N.A.	90 feet (7-5 stories including ground floor lobby and service areas) ¹	Up to 500 Up to 152 rooms	N.A.	N.A.
ECR Commercial Overlay	N/A	50 feet (3 stories)	N.A.	N.A.	Up to 20,000 s.f. (gross leasable)
Multi-Family Residential	Up to 60 du/acre	70 feet (5 stories)	N.A.	210-850 units	3,500 s.f. of ancillary uses on "flex site"
Senior Housing, plus Services	Up to 120 du/acre	75 feet (6 stories)	N.A.	190-228 units	N.A.
Professional Office Buildings	F.A.R.- 1.0	70 feet (5 Stories)	N.A.	N.A.	Up to 305,000 s.f.
Parking Garage	N.A.	35 feet (4 levels)	N.A.	N.A.	N.A.

2. Page 14. Update to reflect development that has occurred at The Crossing since the adoption of the Specific Plan in 2001.

¹ On June 5, 2001, San Bruno voters approved Measure E by majority vote at a special municipal election pursuant to Local Ordinance 1284. Measure E allows the building heights set forth in this Specific Plan, including a maximum height of 90-feet on the hotel site. However maximum height is also regulated by the FAA (Code of Federal Regulations Part 77) related to airspace protection for planes taking off and landing at San Francisco International Airport. The maximum height for this site is estimated to be approximately 73 feet.

EFA West. This site housed the EFA West Naval Facility in 2001 when the Specific Plan was adopted. It is EFA West was comprised of approximately thirty (30) one- and two-story structures housing administrative uses on approximately 20 acres of land. Buildings at EFA West are/were surrounded by parking lots and streets that provided an internal vehicular circulation system. The site included approximately six hundred (600) parking stalls with landscaping beds and shade trees. Green lawns and concrete sidewalks allowed pedestrian movement between the buildings. This area has been reported/was designated by the U.S. Navy as “economically excess” and the General Service Administration (GSA) sold/is selling it through a competitive sale process in 2000. This offered significant opportunities for substantial redevelopment of the site.

The EFA West facility was demolished and the site was cleared in 2001. New infrastructure including streets and utilities was then constructed. The 20-acre EFA West site was renamed “The Crossing”, and between 2002 and 2011, 1,063 multifamily units in five buildings and 12,500 square feet of commercial space were constructed. In 2015, one site remains vacant at the former Navy Site, a 1.5-acre development site which is designated for a hospitality use, and referred to as the “Crossing Hotel Site”. Below is a list of the development sites and their status:

Parcel 1: 185-unit apartment building and recreation facility (completed 2007)

Parcel 2: 300-unit apartment building (completed 2005)

Parcel 3: 187-unit apartment building (completed 2011)

Parcel 4: 163-unit apartment building (completed 2011)

Parcel 5 & 6: 228-unit apartment building for seniors (completed 2007)

Parcel 7 & 8: 12,250 square feet Commercial/Retail (completed 2011)

Parcel 9 & 10: Crossing Hotel Site (vacant as of August 2015)

3. Page 19. Figure 5, Current Land Use Designations. No longer current. Change Figure Title to Land Use Designations Prior to Specific Plan Adoption (2001).
4. Page 22. Update/replace Figure 6, Traffic Volume Map, with 2009 General Plan figure.
5. Page 26. Update AIRCRAFT NOISE exposure information based on 2012 ALUCP.
The Specific Plan Core Area lies within the San Francisco International Airport Noise Contour Map which indicates overhead aircraft noise impact areas. The most recent FAA-approved noise contour maps are contained in the ~~1995~~ 2011 Noise Exposure Map Update which includes 1995 baseline and projected 2000 noise contour lines (see Figure 8 – Noise Contours Map).
6. Page 27. Replace Figure 8 with 2011 Noise Contour Map (Exhibit IV-6, Noise Compatibility Zones, 2012 ALUCP).
7. Page 28. Update FAA HEIGHT RESTRICTIONS, reflecting 2012 **Airport Land Use Compatibility Plan (ALUCP) for the San Francisco Airport, and Its Environs** and current information on maximum building heights.

HEIGHT RESTRICTIONS

The Navy Specific Plan Area has two unique height restrictions which limit the intensity of development on the site: Airport Land Use Compatibility Plan (ALUCP)/FAA Height Restrictions and Local Ordinance No. 1284.

FAA Height Restrictions

Due to the physical proximity of the Navy Specific Plan Area to the San Francisco International Airport (SFO), development is restricted under the 2012 Airport Land Use Compatibility Plan (ALUCP) and Federal Aviation Administration (FAA) height restrictions. The FAA has established runway protection safety compatibility zones, object-free areas, airspace protection policies and Federal Aviation Regulation (FAR) Part 77 obstruction criteria. The FAR Part 77 obstruction criteria define the maximum heights of all structures and are intended to prevent buildings and other objects from encroaching into required takeoff and landing airspace. In order to be deemed consistent with ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the SFO critical aeronautical surfaces map (Figure xx), or (2) the maximum height determined not to be a "hazard to air navigation" by the FAA in an aeronautical study prepared pursuant to the filing of FAA Form 7460-1.

The planning area falls within the innermost horizontal surface Critical Aeronautical Surfaces established by Part 77 for SFIA. Within this area, the height of objects cannot exceed 464 approximately 140 feet Above Mean Sea Level (AMSL). The maximum allowable building height is the difference between the height of the horizontal plane and the ground elevation AMSL. By subtracting the existing elevation of the Navy Site from the 464 140 feet, the maximum height of structures from ground level can be determined approximated. The ground elevations of the Navy and Marine reserve sites range between 50 and 75 feet AMSL.

Ground elevations are lowest on the El Camino Real frontage and slope up toward the northwest corner of the site. To be consistent with the Airport Land Use Plan, the maximum building heights on the Specific Plan site would range from approximately 111 feet along El Camino to about 86 feet along the western edge of the Planning Area.

Although the Special Plan Area lies in the flight path of two runways, it is outside the two adjacent areas subject to special slope restrictions. Any development of the Navy Site must be reviewed by appropriate regional agencies, including the City/County Association of Governments (CCAG) and its Airport Land Use Committee (ALUC) for consistency with the Airport Land Use Plan ALUCP and the FAA restrictions cited above. Plans are also submitted to the Airport and to the FAA.

The Specific Plan, as presented herein, would not propose any buildings or structures which would conflict with the stated regulations of the Airport Land Use Plan ALUCP and the FAR Part 77 obstruction criteria.

8. Page 29. Replace Figure 9 – Airport Height Limits (FAA Part 77)

LOCAL ORDINANCE NO. 1284

Ordinance No. 1284 does not prohibit structures greater than three (3) stories or fifty (50) feet or above-grade parking structures as envisioned in the Specific Plan; it merely requires

voter approval, as was obtained for the ~~The Shops at Tanforan Park Shopping Center~~ located directly across El Camino Real from the U.S. Navy Specific Plan site. On June 5, 2001, San Bruno voters approved Measure ~~E~~C, which would have enacted an ordinance to allow greater building heights and parking garages within the 20-acre former Naval facility. ~~It~~ was put to a vote before the general electorate on May 11, 1999 and was defeated. Measure “C” did not, however, include specific development standards as provided for in the Navy Site Specific Plan.

9. Page 30. Update Ordinance 1284 information to reflect passage of Measure E.

The additional height and construction of above-ground parking structures, which requires voter approval under Ordinance 1284, promotes the following land use planning and development principles:

Column 2

1. **Land use:** Optimum land use efficiencies can be achieved by establishing compatible and integrated land use classifications with Floor Area Ratios (FAR), densities (dwelling units per acre), lot coverage, and building heights that reduce costly building sprawl and minimize inefficient surface parking lots. The additional height and parking structures facilitates the design of a controlled, compact vertical development with offices of sufficient floor area to accommodate first class users, a major flagship hotel, and the promotion of ground level activities that are focused on the pedestrian with landscaping and open space rather than automotive oriented. In addition, it provides for a residential development of sufficient density to establish a residential “transit village” including senior assisted living.

10. Page 31. Update Ordinance 1284 information to reflect passage of Measure E.

2. **Fiscal:** Sustainable long-term economic return to the City can be optimized through requiring desirable land uses, such as a tax-generating hotel development. The added height and parking structures facilitate a mix of land uses, including hotel, office, and residential, at a density to support Transit-Oriented Development in order to meet the City’s diverse needs for economic stability, jobs, and housing.

Although the Ordinance No. 1284 height restrictions were adjusted for the 20-acre Crossing development by Measure E, the height limits remain in place for the remainder of the Navy Site Specific Plan area. It is acknowledged, however, that the uses ~~proposed~~ in the remainder of the Specific Plan area can be developed within the Ordinance No. 1284 guidelines for height. However, they will likely not be built to the same scale or densities identified in the Specific Plan and ~~the~~ above-grade parking structures could not be constructed. This lower density development alternative may result in reduced open space opportunities and large surface parking lots, and would be less cohesive as part of an interactive live/ work environment.

11. Page 33. Update REAL ESTATE MARKET CONDITIONS section.

The 1990’s have been a prosperous time for new development in the region. San Bruno is situated adjacent to San Francisco International Airport (SFO), the nation’s ~~fifth~~ seventh busiest airport in 2014 and one of the Bay Area’s most important economic driving forces. Both passenger and air cargo traffic grew approximately 26% during the first half of the

1990's, and SFO is currently undergoing completed a largescale expansion in 2005, doubling its square footage from 2 million to 4 million square feet of passenger area. By the year 2005, tThis expansion will resultresulted in a growth in total passengers from the current 39 million in 2000 to between 50 and 60about 47 million a year in 2014.

Furthermore, the areas surrounding SFO are experiencing and will continue to experience demand in the hotel industry from tourist and business travelers.

Market Trends

- Google/YouTube
- Responsys Inc.
- Genentech
- Oracle
- Franklin Templeton
- Cellular One

Telecan Systems

Enterprise Networking Systems

12. Page 34. Replace 2012 PKF market analysis included in the Crossing Hotel RFQ/RFP.

Hotel

In August 1999, the City contracted with Keyser Marston Associates to conduct a hotel market evaluation for the Navy Site. (See Appendix D – Keyser Marston Hotel Market Study) According to this study, the market for hotels, while experiencing a slowdown in the First Quarter 1999 in the Peninsula and South Bay, continues to be very strong for this area due to the airport. Even during the recent recession, the airport hotel market was among the strongest sub-markets in the Bay Area. This relatively strong performance continued through the end of 1998 with the airport and peninsula hotels enjoying occupancies above 80 percent. Average daily room rates have risen about 40 percent since 1994, averaging approximately \$140 per night.

The San Bruno area has a large number of hotels and motels, reflecting the need for hotel space associated with the San Francisco International Airport. There are 15 hotels with more than 200 rooms in four cities near San Bruno – Burlingame, San Mateo, South San Francisco, and Millbrae – yet none are located in San Bruno. Currently, there are approximately 1,600 hotel rooms under construction in the cities of Brisbane, Millbrae and South San Francisco with most development taking place in South San Francisco. However, of all such projects only one has more than 200 rooms.

The Bay Area is experiencing a shortage of land available for development as communities reach buildout conditions. The redevelopment of the Navy site will make available approximately 20 acres for redevelopment in the short term, with the potential for an additional acreage at some point in the future. This, coupled with its location near SFO and easy access to major transportation/transit corridors and regional commercial centers, make the Navy site an enviable and ideal location for the development of a 500 room, full-service hotel with associated retail and meeting facilities.

The market for office development in the San Mateo County has taken a dramatic downturn since the adoption of the original rezoning of the Navy Site in January 2001. Beginning with the slide of the Nasdaq in March of 2000, the burst of the "tech bubble" in 2001, and the tragic world events of September 11, 2001; the greater Bay Area has been affected by severe negative absorption. Projects which were previously under development are forced to move forward while many high tech companies are experiencing bankruptcies and or consolidations. The office market has seen vacancy rates increase from 2-3% in 1999 to 15-20% in late 2001.

This section provides an overview of the San Francisco International Airport ("SFO") hotel market, based on data reported by individual properties within the market and compiled by PKF Hospitality Research in the Fall of 2012. This data provides summary information pertaining to the SFO market.

The City of San Bruno is part of the larger SFO hotel market, which also includes the cities of Burlingame, Millbrae, Brisbane, Oyster Point, and South San Francisco. The market currently features 62 hotels totaling 8,812 rooms, ranging in chain scale from economy to upper-upscale.

Most major hotel chains are represented in the local market, including Marriott, Hilton, Hyatt, and InterContinental. The newest addition to the market is the 253-room Aloft Millbrae, which opened in September 2012.

Major hotels in San Bruno include the 92-room Staybridge Suites SFO and the 147-room Courtyard SFO. The City also features a number of smaller, independent hotels and motels, for a total of 659 rooms. It is worth noting that, in 2011, the Staybridge Suites achieved an occupancy in the low 90s and the Courtyard achieved an occupancy in the high 70s with one of the highest average daily rates in the airport market. The success of these properties suggests a high demand for quality hotel rooms in the City of San Bruno.

While the San Francisco Airport market, like nearly all markets across the United States, was affected by the national recession of 2009, occupancy and average daily rate ("ADR") have rebounded strongly since, to achieve levels significantly higher than those experienced prior to the onset of the economic downturn. Both the full-service and the select-service market segments posted revenue per available room ("RevPAR") gains of over 20 percent in 2011, led primarily by increases in ADR. In the second quarter of 2012, RevPAR grew by nearly 20.0 percent for full-service hotels and 24.0 percent for select-service properties, compared to just 9.0 percent for all hotels in the greater San Francisco region. In fact, the airport market led all San Francisco submarkets in terms of RevPAR growth for the last four quarters, due in part to large increases in passenger traffic at the San Francisco International Airport.

It should be noted that both full-service and select-service hotels achieved similar occupancy and ADR levels throughout the five-year historical period. In 2011, for instance, occupancies were 83.4 percent for full-service hotels and 80.9 percent for select-service properties, and ADR was \$120.85 for full-service properties compared to \$119.56 for select-service hotels. These statistics reflect the larger size and older age of full-service properties, all of which were built between 1983 and 1988, but also imply that travelers do not perceive significant advantages in staying at full-service properties.

The economic cornerstone of the Specific Plan is a large high quality (up to 500 room up to 152 room) "flagship" hotel (full or select-service hotel with meeting rooms and services, operated by a quality hotel chain). A large full or select-service hotel helps fulfill the primary need policy objectives of the City for a reliable revenue source through transient occupancy tax (TOT) revenues and supporting the continued development of a vibrant mixed use district along the El Camino Real corridor. With its meeting rooms and associated restaurant services, a major hotel also meets the community need for local meeting space for service clubs and local events. These uses will also help diversify activities in the area during daytime and nighttime hours.

In order to attract a ~~flagship~~ high quality hotel in this area, the Specific Plan allows for greater development density, shared parking requirements, increased height and flexibility in design standards.

14. Page 41. Revise hotel description in Land Use Plan.

The original Specific Plan called for Office development would consist consisting of approximately 305,000 square feet of class "A" space or a FAR of 1.0 (which includes up to 20,000 square feet of ancillary uses, including a day care facility or other miscellaneous service and retail uses.) In order to provide the developer the necessary flexibility to address a changing office market, in 2005 the sites designated originally as Office on the Land Use Plan (Figure 11) are were changed to "flex" sites that may be developed as office or multi-family residential with a minimum of 3,500 square feet of non-residential uses, such as office space, childcare facilities, miscellaneous retail and service uses, galleries, and fitness centers, within the multi-family residential development on the site. These flex sites were developed with multi-family residential in 2007 due to the continued weakness of the office market. However, The the office properties along Sneath may also be developed in the future with the same floor area. A 400 to 500 room 152 room "flagship" high-quality hotel with meeting space and ancillary retail and restaurant uses services is planned adjacent to the El Camino Real/I-380 interchange. To the extent not included as a part of the "flagship" hotel development, the portion of the Land Use Plan designated as ECR Commercial Overlay shall be was to be developed with an appropriate mix of high quality retail and restaurant uses totaling up to 20,000 square feet (including initially a Casual Fine Dining Restaurant if as described in the ECR Commercial Project Agreement by and between Martin/Regis San Bruno Associates, L.P., dated March 1, 2005 is still in effect). As shown on the Land Use Plan, an additional 15,000 sq. ft. of commercial uses is designated along El Camino Real. The ECR Commercial Project was constructed in 2010 with a total of 12,250 square feet of commercial space including a 5,000 square foot restaurant use.

15. Page 46. Revise hotel description in Land Use Plan Designations.

Hotel and Ancillary Uses

(up to 152 up to 500 rooms)

This land use designation centers on a high quality "flagship" hotel with a room count up to 500 units up to 152 rooms. A "flagship" high-quality hotel is a full- or select-service hotel offering guest rooms for overnight stay, meeting facilities, food services and a variety of personal services offered to hotel guests, provided by a major operator or "flag" and a variety of personal services offered to hotel guests. As such, it is envisioned that a full

service restaurant (approximately 5,000 square feet) conference space will be developed within the hotel to accommodate: (i) 250-300 people in theatre-style seating for conferences and meetings; (ii) 200 people in banquet-style seating for sit-down events; and (iii) 100-150 people in ballroom-style arrangements for wedding events will be developed within or adjacent to the hotel along with meeting rooms, banquet and special event facilities. The adjacent 12,250 square foot commercial center, including a full-service restaurant, which was developed on the ECR Commercial Overlay parcels in 2010, will be available to serve the hotel development.

The plan originally provides for a maximum height of 90 feet as approved by Measure E, including elevator penthouse and other ancillary mechanical equipment, which will accommodate up to seven (7) stories of room floors with the lobby, services and public space on the ground floor as well as a potential half level of underground parking. However, the maximum building height will be subject to FAA approval pursuant to the filing of Form 7460-1. The maximum height at the Hotel site is estimated to be approximately 73 feet, which will accommodate up to five (5) stories of room floors.

The plan envisions that most of the hotel parking would be provided in a shared parking garage with the adjacent office complex. The hotel development must meet the requirements for hotel guest parking and meeting space on site, although shared or offsite parking could be negotiated to meet the needs of events in the hotel meeting space. The hotel must also enter into a shared parking agreement with the restaurant located in the adjacent commercial center. Due to the height and number of stories, the hotel would be subject to voter approval, as would the parking garage. It is anticipated that the existing medical office building will remain until development of the site is initiated in the future.

16. Page 49. Revise Table 2 as follows.

TABLE 2
SUMMARY OF LAND USE POLICIES AND GUIDELINES
Amendment To U.S. Navy Site and Its Environs Specific Plan

Policy Land Use	Gross Acres (+-)	Maximum Height (Voter Approval Required)	Maximum Density/Proposed # of Rooms/Max F.A.R.	Proposed Dwelling Units	Proposed Square Footage	Parking Required
Hotel plus Meeting Space	51.5 Acres	7 Stories including ground floor lobby and services areas 90 feet (per FAA)	Up to 500 rooms Up to 152 rooms	N.A.	Up to 15,000 s.f. of meeting/other space	1/room with 15% reduction for shared parking, plus 3,000 sf of meeting space
ECR Commercial Overlay	1.07 Acres	3 stories/ 50 feet	80% lot coverage	N.A.	Up to 20,000 s.f. (gross leasable space)	Per Zoning Code (or as reduced by Planning Commission per PD Permit)
High-Density Residential (also including Child Care, Retail and Service Uses)	5.5 to 15.0 Acres	5 stories + parking 70 feet	60 du/acre; 50 du/acre with plus 25% bonus for low/mod	210-850 units	3,500 minimum of Ancillary Use/Space for "flex sites"	1.0/studio. 1 br 2.0/2 br 3.0/3 br 0.1/visitor

Senior Housing	2.0 Acres	6 stories + parking 75 feet	120 du/acre	190-228 units	N.A.	0.5/ unit shuttle service req'd (reduction allowed with findings)
Offices (includes Child Care, Retail and Service Uses)	0 or up to 7.0 Acres	5 stories/70 feet (per FAA)	F.A.R.= 1	N.A.	2-4 Bldgs. totaling 305,000 s.f. and including 20,000 s.f. other uses	1/333 s.f. office uses; 15% reduction for shared parking/other uses TBD
Parking Structures (for Office and Hotel uses)	N.A.	4 levels above grade/ to 35 feet excl. parapet & mech. equipment	N.A.	N.A.	N.A.	N.A.
Retail/Commercial (ECR Frontage)	1.2 Acres	3 Stories/ 65 feet	80% lot coverage	N.A.	30,000 sq. ft.	Use per Z.O. with 15% reduction for shared parking

17. Pages 79-80. Update hotel design guidelines and development standards under *POLICY DS-1.1*.

Hotel

(~~up to 500~~ up to 152 rooms)

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors: Any hotel building in the study Specific Plan area shall be designed to give the appearance of fronting on El Camino Real and the main access street.

Ancillary commercial and restaurant uses should be focused towards the pedestrian, whether located at the corner of ~~Read "A"~~ Admiral Court and El Camino Real, toward the central esplanade, or on an upper level near a potential pedestrian overpass across El Camino Real. Any such ancillary components shall be designed to physically connect and relate to the main building but shall also be designed as a distinct part of the building facade, with materials and treatments that offer visual interest to the pedestrian. Display windows, awnings, outdoor dining areas and/or landscaped plazas may be used to create attractive entryways.

The hotel building shall be designed to minimize shadows and encourage light and air exposure. It is envisioned that a connection to a future pedestrian overpass across El Camino Real could be incorporated into the design at the second or third level of the hotel.

Parking shall not dominate the experience along any pedestrian route, but should be located to the rear of the main building near I-380 and should be shared with ~~office~~ other uses, to the extent possible. Below grade parking is a preferable design option.

Any above grade parking structures (~~with voter approval~~) shall be designed as an integral part of the main building or blend with the commercial building adjacent to it. All parking structures shall be heavily landscaped and screened from pedestrian view. Passenger

loading areas when feasible shall be designed as an integral part of the main building entry feature. Delivery, loading docks, and trash facilities shall be screened from public view and designated as loading zones only. Design elements shall be incorporated into the building(s) to facilitate recycling. Fire access and fire lanes shall be designed according to standards of the San Bruno Fire Department and incorporated as an integral part of the site plan.

Building Design: Hotels shall be oriented to maximize views of San Bruno Mountain, the coast range, San Francisco International Airport and the San Francisco Bay. All sides of the buildings should be fully articulated, particularly areas facing El Camino Real, pedestrian plazas and streets within the Specific Plan area. Multi-story buildings should be designed to clearly express a strong building base, middle and cornice/roof treatment.

The ground floor should provide a strong architectural base for the building within which varied storefront and commercial treatments could occur. The primary building entrance shall be at ground level, accessible from, and oriented toward a street or plaza. The middle floors should be fully articulated with variations provided in both vertical and horizontal dimensions. The uppermost part of the building should be designed as part of the roof/cornice treatment for the building and may include loggias or terraces.

Building materials must convey a sense of durability and permanence. Heating, ventilation, air-conditioning and generator units on the hotel may be roof mounted and shall be screened from pedestrian view with materials matching the exterior of the building. Utility connections and transformers shall be screened from pedestrian view. All utilities shall be underground.

A landmark tower element is encouraged near El Camino Real.

Development Standards

Land Use Classification:

Major "Flagship" Hotel & Ancillary Uses

Number of Rooms: ~~up to 500~~ Up to 152

Minimum Site Area: ½ acre

Maximum Height

~~(with voter approval):~~ Ninety (90) feet (including elevator penthouse and ancillary mechanical equipment, – measured from existing grade. However maximum height is also governed by FAA regulations related to protection of airspace in the vicinity of SFO. The developer will be required to notify the FAA of a proposed development project by filing Form 7460-1. The FAA will determine whether the project would constitute an obstruction or hazard to safe air navigation. The maximum height for this site based on preliminary analysis of FAA criteria is estimated to be approximately 73 feet.

Maximum # of floors

~~(with voter approval):~~ Seven Five (75) floors of hotel rooms plus a lobby level for services and a potential half level of parking below grade.

Building Setbacks

New buildings should be brought to the sidewalk's edge, except that along El Camino Real a minimum ten (10) foot wide landscaping area is required. Larger setbacks of up to twenty (20) feet are allowed for small plazas, entryways, and outdoor eating areas.

Landscaping

A minimum of 15% of the total site area shall be devoted to landscaping.

Parking

One (1) space per room with fifteen percent (15%) reduction for transit-oriented development and shared parking. Plus, one (1) space for each one hundred (100) square feet of meeting space.

Signage

A Master Sign Program, as regulated by the City of San Bruno Sign Ordinance, shall be ~~was~~ developed for the entire development at The Crossing. Individual coordinated sign plans shall be provided for each building, consistent with the Master Sign Program, and must show sign placement, size, lettering style, and materials. Wall signs must be integrated in the design of the building with appropriate and compatible colors and materials.

Sustainability Requirements: The City shall require, as a Condition of Approval, that the hotel operator be committed to the reduction of long-term operational greenhouse gas emissions to the extent feasible through the implementation of strict control measures.

Control measures shall include, but are not limited to:

- Install a minimum of 6,000 square feet of solar photovoltaic panels on the rooftop.
- Improve the building envelope energy efficiency 15% over 2013 Title 24 standards;
- Incorporate high efficiency lighting (such as LEDs, metal halide post top, metal halide cobrahead or cutoff lights, or high pressure sodium cutoff lights) into public areas, such as parking lots, garages, and other exterior areas to achieve at least 15% lighting energy reduction compared to the use of mercury cobrahead lights;
- Install energy efficient appliances that comply with the most recent U.S. EPA Energy Star criteria, including refrigerators, dish washers, fans, and clothes washers;
- Incorporate water conservation strategies, including the installation of low flow faucets, toilets, and showers, as well as water efficient irrigation-systems;
- Institute recycling and composting services in order to achieve at least a 10% reduction in waste disposed.

18. Page 83, 85, 86. Delete.

(with voter approval):

19. Page 93. Update the number of persons residing at the Crossing based on completed multifamily development of 1,063 units.

The Navy Site would result in an added population of approximately ~~650~~ 2,500 persons and ~~up to 500~~ up to 152 hotel rooms.

Voter Initiative (Ordinance 1284):

A voter initiative (Measure E) ~~must be~~ approved by a majority of the electorate in ~~order on June 5, 2001~~ to develop to height limits greater than three (3) stories or fifty (50) feet and above-grade parking structures as established by Ordinance 1284. ~~The cost of any such voter initiative shall be incurred by the developer.~~

II. Revisions To Update Information in the Specific Plan Not Directly Related To The Crossing Hotel Site

- 20.** Page 2. Revise 3rd and 4th paragraphs to reflect current understanding of FAA height restrictions. Add paragraph to update City height standards resulting from passage of Measure E in 2001.

Due to the physical proximity of the Navy Specific Plan Area to the San Francisco International Airport (SFO), development is restricted under the Airport Land Use Plan and Federal Aviation Administration (FAA) height restrictions. Within the plan area, the height of objects cannot exceed height limits set forth by the FAA (Code of Federal Regulations Part 77) related to airspace protection for planes taking off and landing at San Francisco International Airport, 464 feet Above Mean Sea Level (AMSL) which results in the maximum building heights shown below.

~~It is explicitly acknowledged that the height of all~~ On June 5, 2001, San Bruno voters approved Measure E by majority vote at a municipal election pursuant to Local Ordinance 1284 to allow buildings and structures over three (3) stories or fifty (50) feet, as well as the construction of any above-ground parking structure within the former Navy site area, as envisioned in the "Specific Plan for the U.S. Navy Site and its Environs", require voter approval by a majority of the citizens of San Bruno in a general or special election. (Source: San Bruno Ordinance 1284, see Appendix F).

It is specifically acknowledged that the portions of the Specific Plan area outside of The Crossing area, which have not been redeveloped and were not covered under Measure E, are still subject to height limits regulated by both the FAA and Ordinance 1284.

- 21.** Page 3. Delete paragraph based on passage of Ballot Measure E in 2001.

~~The actual buildings proposed in the Specific Plan can be developed within the Ordinance No. 1284 guidelines for height. However, they will likely not be built to the same scale or densities identified in the Specific Plan. The above-grade parking structure could not be constructed; below grade (underground) parking would not be affected. This lower density development alternative may result in reduced open space opportunities and large surface parking lots, and would be less cohesive as part of an interactive live/work environment.~~

- 22.** Page 8. Add language to reflect loss of redevelopment, role of redevelopment in implementing the plan, and ongoing obligations, Successor Agency.

REDEVELOPMENT PLAN COMPATIBILITY

The City of San Bruno has adopted a Redevelopment Project Area Plan in July 1999 to direct planning and implementation of activities to revitalize the San Bruno Project Area, and to establish a financing method to fund these activities. The San Bruno Redevelopment Agency was dissolved on February 1, 2012 as result of the passage of Assembly Bill 1X 26 (AB-26) on June 29, 2011.

The Redevelopment Project Area ~~encompasses~~ consisted of two subareas totaling 717 acres: Subarea A ~~includes~~ included 699 acres of commercial, residential, institutional and industrial lands in eastern San Bruno; Subarea B ~~includes~~ included 18 acres of commercial lands at the intersection of Skyline Boulevard and West San Bruno Avenue. The U.S. Navy site (EFA West and U.S. Marine Reserve sites) and the National Archives site ~~are~~ were included in Subarea A of the Redevelopment Plan. The Redevelopment Project Area Plan ~~land use objectives and policies for the U.S. Navy site and adjacent parcels included~~ provisions to develop a plan for reuse of the U.S. Navy site that include a hotel, office and commercial buildings, retail uses and housing. Other objectives include improvement of traffic and pedestrian linkages to other commercial areas and gateway improvements. The resulting U.S. Navy and Environs Specific Plan is consistent with the land use policies and objectives of the Redevelopment Plan.

23. Page 9. Update Specific Plan Relationship to the ALUC/FAA.

~~Chapter V of the San Mateo County~~ The Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport (ALUCP), dated December 1995 ~~October 2012, contains the specific provisions for the San Francisco International Airport Land Use Plan.~~ airport/land use compatibility policies and criteria that apply to all land uses except those considered as existing land uses for the San Francisco International Airport. The 2012 ALUCP is a comprehensive update of the San Francisco International Airport Land Use Plan in Chapter V of the 1996 San Mateo County Comprehensive Airport Land Use Plan (CLUP) under which this Specific Plan was originally adopted. Like the 1996 CLUP, this ALUCP includes airport land use compatibility policies related to noise, safety, and airspace protection.

Move this sentence to start the following paragraph related to airport noise: The Specific Plan for the U.S. Navy Site and its Environs in San Bruno complies with the provisions of that land use plan, specifically for the proposed land uses within the 65 to 70 CNEL Noise Contours (see Figure 8, Key Planning Factors section).

The height of all structures proposed in the Specific Plan comply with the FAR Part 77 imaginary surfaces for San Francisco International Airport as shown on Map Exhibit IV-17, Critical Aeronautical Surfaces – Northwest Side, Page SFO-4 on page V-22 of the ALUCP ~~San Mateo County Comprehensive Airport Land Use Plan.~~

RELATIONSHIP TO C/CAG

The land uses in this Specific Plan meet the threshold criteria stated above. It is the intent of the Specific Plan and its Environmental Impact Report (EIR) to comply with the provisions of the C/CAG Guidelines for Implementation of the Land Use Component of the 1999 Congestion Management Program. (Refer to Appendix B: C/CAG Guidelines for Implementation of

Congestion Management Plan). The street network within the 20-acre former Naval facility was completed in 2002, constructed according to the specifications of the Specific Plan and the Congestion Management Plan.

24. Page 11. Update first paragraph- The Study area consists of approximately 52 acres, of which approximately 25.6 acres are ~~currently~~were occupied by U.S. Navy and Navy Reserve (U.S. Marine Corps).

25. Page 13. Update site history. Start new paragraph with “Base closings...”

Base closings and organizational realignments in the late '80s and early '90s saw EFA West reorganized and downgraded to ~~its current~~the status as ~~of a~~ field activity center designated EFA West at the time of adoption of the Specific Plan in 2001.

Throughout the years, the structures ~~have~~had been adapted to fit ~~current~~ office uses on the site. While significant investment ~~has~~had been made to the structures to accommodate the changes in the use of buildings, ~~today~~ these facilities demonstrated evidence of deferred maintenance, space allocation inefficiencies, ~~non-~~compliance with provisions of the Americans with Disabilities Act (ADA), and inadequate ventilation within the 60 year old structures.

EFA West has ~~an annual payroll of \$8 to \$10 million. Currently,~~had a total employment at this installation ~~is of~~ approximately 157 persons, including 7 uniformed military personnel and 150 civilians (120 with EFA West and 30 with other government agencies) 2000.

The mission of EFA West ~~is was,~~ “*to provide the best shore installation support*”. EFA ~~is was~~ the Navy and Marine Corps’ shore installation experts for installation planning, facility design and construction, facility management support, environmental management, and base closure and realignment. Over ~~the~~its last 20 years, on-site staff levels ~~have~~had been as high as 1,700, but are ~~currently in a ongoing~~ downsizing had reduced phase which is expected to continue. Current staffing levels ~~of to~~ approximately 150 personnel in 2000 are expected to continue to experience downsizing.

26. Page 14. Indicate when sale occurred. Demo of EFA west and construction of the Crossing.

CORE SPECIFIC PLAN PLANNING AREA

- **EFA West.** This approximately 20 acre-site houses used to be the location of the EFA West Naval Facility. It is was comprised of approximately thirty (30) one- and two-story structures housing administrative uses surrounded by parking lots and streets that provide an internal vehicular circulation system. on approximately 20 acres of land. Buildings at EFA West are ~~surrounded by parking lots and streets that provide an internal vehicular circulation system.~~ The site included s approximately six hundred (600) parking stalls with landscaping beds and shade trees. Green lawns and concrete sidewalks allowed pedestrian movement between the buildings. This area has been reported by ~~the~~The U.S. Navy deemed the site to be as “economically ~~excess~~surplus” and the General Service Administration (GSA) ~~is sellingsold~~ it through a competitive sale process. On October 26, 2000, the GSA sold the 20 acres of surplus Navy land at a public auction to a private development team consisting of The Martin Group/Regis

Homes LP. This offers ~~created~~ significant opportunities for substantial redevelopment of the site.

- **Commercial Uses along El Camino Real.** ...A new roadway (Commodore Drive) from El Camino Real through one of these commercial sites is ~~necessary~~ was constructed to provide major vehicular access to the proposed development under the Specific Plan.

27. Page 17. Update section on Adjacent Uses regarding the Shops at Tanforan and Bayhill Office Park.

Immediately to the east of the Planning Area lie two regional retail commercial centers, The Shops at Tanforan Park Shopping Center and the San Bruno Towne Center. The Shops at Tanforan Park is an enclosed mall surrounded by a large parking lot. Anchor stores include Sears, JC Penney and Target. The height of the tallest building in the mall is approximately 83 feet. In addition, there are two one-story stand-alone auto repair facilities on the mall property: a Sears Tire, Battery, Auto Center at the northeast corner and a vacant Firestone tire center at the southeast corner.

The shopping center's parking garage is attached to the eastern end of the mall, adjacent to Target. The San Bruno/Tanforan Park BART Station is ~~currently under construction~~ immediately adjacent to the parking garage was completed in 2002. Construction should begin ~~shortly on~~ of a 27,000 square-foot joint San Bruno Police/BART Police facility immediately north of the BART station plaza and adjacent to a new SamTrans bus facility and BART's new 1,000-car parking garage was also completed in 2002.

~~Although a major upgrade and expansion of the Shops at Tanforan Park Shopping Center were completed in 2005, has been discussed for the last several years, no plans have yet been submitted to the Community Development Department for review.~~

The San Bruno Towne Center is located directly across the street from the The Shops at Tanforan Mall, northeast of the El Camino Real/Sneath Lane intersection. This is an open-air shopping center that is set back from the street and surrounded by large surface parking lots. Major stores include an Albertson's grocery store, Marshalls, CompUSA and Costco (~~approved by the City to be renovated as a Lowe's Home Improvement Center~~). Several smaller shops and restaurants are located along El Camino and Sneath Lane (east of El Camino).

The Bayhill Office Park is an established office complex located south of I-380 and west of El Camino, within one quarter mile of the Navy Site. ~~The Gap Corporation, YouTube and Walmart.com has have a significant presence in the Bayhill Office Park and is currently completing a major office building at the southeast corner of~~ on Cherry Avenue and Bayhill Drive, which is directly across from the Bayhill Shopping Center. Bayhill Shopping Center is a one-story neighborhood center with Mollie Stone's Super Market, Long's CVS Drug Store, Starbuck's Coffee, and other local and national shops.

Is this section on Property Ownership still necessary?

~~A total of fifteen (15) parcels are owned by eight (8) different individuals and entities in the Specific Plan boundaries (See Appendix C – Property Ownership List).~~

28. Page 21. Update TRAFFIC AND CIRCULATION to reflect improvements made with construction of infrastructure for The Crossing.

The primary frontage of the U.S. Navy site lies on El Camino Real, a six-lane arterial with vehicular access to the site provided by Commodore Drive, which includes an existing driveway onto El Camino Real. The Average Daily Traffic Volume (ADTV) on El Camino Real immediately adjacent to the site and north of I-380 is 47,000 vehicles. However, the only ~~v~~vehicular access to the Navy site is ~~currently also~~ provided from Sneath Lane, a four-lane arterial, via ~~Commodore Drive~~National Avenue. The main development site does not have frontage on Sneath Lane, which is a designated scenic corridor by local ordinance (see Figure 6 – Traffic Volume Map).

Most of the approaching traffic arrives via the Sneath/El Camino Real intersection, which is currently operating at Level of Service (LOS) E in the PM peak hour.

Current traffic lane configurations at the I-380/ El Camino Real interchange impose constraints on both vehicular and pedestrian access to the Core Planning Area. The entrance ramp from southbound El Camino Real to westbound I-380 begins approximately 680 feet north of the I-380 overpass and runs the length of ~~EFA West~~The Crossing lot line. Any driveway or walkway into the site from El Camino Real would have to be located north of the ramp entrance, or would require the ramp to be reconfigured.

The City of San Bruno in the North San Bruno Area wide Traffic Study (1986) and Update (1998) ~~has identified a number of potential roadway improvements that would help improve traffic conditions, which were completed as part of the development of the Crossing in 2002, in the future. Some of t~~These improvements included widening El Camino Real between Sneath Lane and I-380 to accommodate new exclusive right turn lanes in the northbound direction, improvements to Sneath Lane to improve right turn lane movements (without widening Sneath Lane) and the installation of a new signal on El Camino Real, north of the I-380 interchange. This new signal would provide access to the The Shops at Tanforan Park Shopping Center and new developments on the Navy Site. A portion of the median island along El Camino ~~will be~~was removed in order to facilitate the new signal.

Commodore Drive West, from Cherry Avenue east to the Federal Archives property, is a public street and provides direct access to Commodore Park, the two special schools, and the National Archives building and private parking lot. A street easement over other sections of Commodore Drive allows for public access through the Navy properties to Sneath Lane.

While major vehicular access to the Core Specific Plan Area ~~would be~~is provided from Sneath Lane via a ~~section of Commodore Drive~~National Avenue and from El Camino Real via Commodore Drive, ~~at~~ the new major entrance roadway (subject to Caltrans approval), the Specific Plan envisions that the western portion of Commodore Drive could provide the area with a tertiary point of access to the new development at the Navy Site for pedestrian access or as another means of access for emergency vehicles. An easement over the Federally owned Archives property would be required to ensure complete access.

San Francisco International Airport (SFO)

In Fall 2000 San Francisco International Airport (SFO) will officially opened its 2.5 million square foot International Terminal as part of a \$2.4 billion improvement and expansion program. In addition to the new International Terminal, the improvements included the master plan for SFO includes an airport light rail system (AirTrain), new elevated roadways, new garages, a consolidated Rental Car Center, and a BART station at the airport.

SFO is currently the fifth-seventh busiest airport in the United States and ninth-one of the busiest airports in the world, welcoming over about 40-45 million passengers annually in 2013. By 2006 that number will reach 51 million, including a projected 70% increase in Pacific Rim travelers. The U.S. Navy Specific Plan site is located approximately two miles from SFO. The El Camino Real exit to the Specific Plan site is the first exit north from SFO on I-380.

BART

Trade and commerce in the San Francisco Bay Area has been greatly enhanced by the initial construction and continued expansion of the Bay Area Rapid Transit (BART) system. Since its opening in 1972, BART has become a key transportation link, providing commuters, both business and leisure travelers, access to major urban centers in the Bay Area, including downtown San Francisco, Oakland, and the East Bay.

Beginning with the original 71.5 mile high-speed transit system, consisting of 33 stations serving 17 communities in three counties, BART has been continuously expanding, with new stations recently opening in Pleasanton/Dublin and Castro Valley in the central East Bay, Pittsburg/Bay Point and North Concord/Martinez in the northern East Bay, and Colma on the Peninsula.

In 1996, BART received a full-funding commitment from the United States Congress for its Colma to SFO extension. This \$1.5 billion extension to the airport was completed in 2002 and will consists of 8.1 miles of track and stations at South San Francisco, San Bruno, San Francisco International Airport, and Millbrae. This extension will also features an at-grade, cross platform transfer with Caltrain at the Millbrae Station.

The extension of BART to SFO is very significant in that it will provides a direct rail line between San Bruno, the airport, downtown San Francisco, and all major urban centers of the Bay Area. BART officials project that by the year 2010, the new extension will account for an additional 66,800 trips per day, including 17,000 daily trips by air travelers to and from SFO.

The San Bruno station, currently under construction, is located adjacent to Huntington Avenue at the northeast corner of the Tanforan Park Shopping Center's parking garage. This subway station will features an at-grade station shell, a new landscaped, boulevard (Huntington Avenue), a 1,000 space parking garage, bicycle lockers, a SamTrans bus station/paratransit center, and a joint San Bruno/BART police station.

The San Bruno/Tanforan Park BART Station is located just over one quarter mile from the U.S. Navy Specific Plan site, within convenient walking, bicycling or shuttle distance and is an important factor in the designation of this development as a transit-oriented development. When it opens in early 2002, BART patronage ridership at the San Bruno station is expected to reach 9,800 riders daily was approximately 3,300 passengers daily in 2012.

29. Page 24. Update MAJOR TRANSPORTATION FACILITIES with new information about Caltrain and SamTrans.

CALTRAIN

Caltrain is a commuter rail service operating on the Peninsula between San Francisco and Gilroy. Although ~~currently located near Huntington Avenue at I-380, the~~ The new San Bruno Caltrain Station is located at San Bruno Avenue and Huntington Avenue. Construction on the new train station and grade separation project was completed in 2014. The station was formerly located at Sylvan Avenue and Huntington Avenue. will be returned to its former location at Sylvan Avenue at Huntington, following the construction improvements related to the BART-to-SFO project.

The San Bruno Caltrain station provides service to local residents, with approximately ~~650-437~~ passengers accessing/boarding Caltrain from this station the former Sylvan Avenue Station on a daily basis in 19982013. The ~~Sylvan San Bruno Avenue~~ site for Caltrain is ~~just over one~~ approximately one half mile from the U.S. Navy Specific Plan site area.

SAMTRANS

SamTrans operates fixed-route and paratransit bus routes in San Mateo County. Offering approximately 80 routes each weekday, ~~SamTrans carries about 65,000 to 70,000 riders per day. The Specific Plan planning area is well served by SamTrans, with bus services on the following R~~ routes: 193, 390 and 391.

~~**Route 193 (formerly 3B)** – begins at the San Francisco International Airport and ends at the Stonestown Shopping Center in San Francisco while traversing the cities of San Bruno, South San Francisco, Colma and Daly City.~~

~~**Route 390 (formerly 5L)** – travels from Palo Alto through Menlo Park, Atherton, San Carlos, Belmont, Hillsdale, San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Colma, Daly City and Daly City BART.~~

~~**Route 391 (formerly 5M)** – travels from Palo Alto through Menlo Park, Atherton, San Carlos, Belmont, San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Colma, Daly City and San Francisco (with limited service to the Transbay Terminal).~~

~~**Route 398:** travels from San Bruno to Redwood City, beginning at the San Bruno BART Station with stops in Millbrae, Hillsdale, Belmont, San Carlos, and Redwood City.~~

~~**Route 38:** travels from Oyster Point in South San Francisco, stopping at the San Bruno BART Station and ending at Colma BART. Route 38 provides access to BART, San Francisco MUNI and Caltrain via transfer centers at the Colma BART station.~~

~~**Route 43:** travels from the San Bruno BART to Burlingame Plaza~~

~~**Route 133:** starts at the San Bruno BART Station and ends in Downtown South San Francisco.~~

Route 140: begins at San Francisco Airport and ends at Pacifica, stopping at the San Bruno BART Station.

Route 141: travels from the San Bruno BART Station to the Shelter Creek Condominiums.

Routes 390 and 391 provide access to BART, San Francisco MUNI and Caltrain via transfer centers at the Colma and Daly City BART stations. There are several transfer points to Caltrain along the southern part of the routes.

SamTrans is planning a number of improvements to their transit facilities over the next five years. The SamTrans Five-Year Plan is currently in its first stage, and over the next five years will provide effective access to the new BART stations. The changes will potentially impact and benefit current service to the study area. There is now increased service on Routes 390 and 391. These routes will be re-evaluated once the new BART stations are in operation.

30. Page 26. Update information in PEDESTRIAN PATHS section.

Sidewalks currently exist on all major streets and access points to the site, with the exception of the private portion of Commodore Drive through the Federal Archives property. As a Transit-Oriented Development, the Specific Plan for the U.S. Navy site includes wide sidewalks and pedestrian paths throughout the proposed development with physical and visual links to existing pedestrian paths and neighboring developments, as appropriate.

Heavy high-speed traffic characterize the major streets abutting the Specific Plan site, making pedestrian movements across them very difficult and uninviting. The four-way signalized intersection with at Commodore Drive, El Camino Real and the entrance to the Shops at Tanforan, completed in 2005, provides a mid-block pedestrian crossing across El Camino Real. Currently, there is a chain link fence that runs down the middle of a median along El Camino Real which prevents mid-block pedestrian crossings.

Replace “Tanforan Park Shopping Center” with “The Shops at Tanforan”

31. Page 31. Update information in Utilities section.

Currently, ~~w~~Water for the site ~~former Naval Facility~~ was provided directly from a SFWD transmission line running through the site. ~~As the site is~~When the site was redeveloped, connections ~~will need to be~~were made to the existing San Bruno distribution system in adjacent streets.

The City of San Bruno Public ~~Works~~Services Wastewater Division provides sanitary sewer services to the Specific Plan Planning Area. San Bruno shares a sewage treatment plant with the City of South San Francisco.

The San Bruno General Plan projected a declining population for the City and projected a volume of 2.94 million gallons of wastewater per day for a population of 32,700. However, this assumption was incorrect. By 1998, the City's estimated population had increased to 41,450. The City's wet weather discharge currently exceeds its treatment plant capacity, which is currently being upgraded. In addition, the 2000 Sewer Master Plan/Infiltration & Inflow Study

has identified numerous capacity deficiencies in the City's collection system, some of which may be further impacted by this development. The City of San Bruno is preparing a Wastewater Sewage Treatment Master Plan to address these issues.

The primary provider of gas and electrical power to the City of San Bruno is the Pacific Gas & Electric Company. Electrical power is provided from eight different distribution feeders. Gas is provided from three gas lines stretching from Milpitas to San Francisco.

32. Page 33. Update AESTHETICS section.

The planning area is ~~currently lacking~~formerly lacked in visual cohesiveness, with a predominance of low-rise buildings, surface parking lots and limited pedestrian access. ~~These~~The demolition of the former Naval Facility and development of The Crossing master planned community in its place has ~~conditions do not enhanced~~enhanced the area as a gateway to the community.

Landscaping is ~~was~~limited to a scattering of trees around the barracks of the Navy site, within surface parking lots, and in rows of mature eucalyptus trees along the southern portion of the site adjacent to I-380. A "Tree Survey" was conducted for the site on October 12/13, 1999 by Environmental Science Associates (ESA) and is included in the EIR. Redevelopment of the site has installed attractive and uniform landscaping.

The site has the potential to provide views of the San Francisco Bay and the Airport, particularly from the southeastern portion of the site where high-rise hotel development is envisioned. In addition, the redevelopment of this site ~~offers the opportunity to~~has enhanced the overall image and identity of this important gateway to the City of San Bruno.

33. Page 46. Update Multiple-Family Residential to reflect passage of Measure E.

~~Voter approval under local Ordinance 1284 is not required for the increased density; however, it is required for the additional height and number of floors of living units.~~

34. Page 47. Update Senior Assisted Living to reflect passage of Measure E.

~~As with the multiple family development, voter approval would not be required for the increased density, but would be required for the additional height of the building and number of stories of development.~~

35. Page 50. Amend the following text under the heading "Illustrative Plan and Development Program"

The illustrative plan shown in Figure 12A indicates how the U.S. Navy Specific Plan and its environs could potentially be built out in conformity with the land use policies, standards and design guidelines of the plan. The illustrative plans shown in Figures 12B and 12C indicate how the site could be built out if the office site were developed as multi-family residential under the "flex" provisions. As of December 2013, all of the parcels at The Crossing except the Hotel designation have been built out. The Office/Residential Flex parcels have been developed with multifamily residential and the ECR Commercial Overlay has been developed with commercial. The illustrative plan in Figure 12D shows the actual development at The Crossing as of December 2013 except the Hotel designation and indicates how the Hotel site could potentially

~~be built out. The illustrative plan shown in Figure 12D indicates how the site could potentially be built out if a portion of the Hotel designation were developed as El Camino Real Commercial Overlay. It is important to emphasize that the illustrative plans indicate only one potential development concept, and the actual buildout will likely vary in some details.~~

36. Page 88. Revise population estimate under *POLICY UPS-2.1*.

The increase in population resulting from the 1,063 units of new residential development in the Specific Plan area ~~could~~ has resulted in approximately ~~645-1,775~~ additional residents, based on the 1990-2010 Census estimate of 2.581.67 persons per dwelling unit (same census tract as Peninsula Place). However, it is anticipated that the actual number of residents in the multi-family development would be less, since the average family size for multiple-family residential is less per unit.

DRAFT

RESOLUTION NO. 2015 – 05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THAT THE CITY COUNCIL AMEND THE U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN AND CERTIFY THE ASSOCIATED SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT RELATED TO THE CROSSING HOTEL SITE

WHEREAS, on January 9, 2001, the City Council amended the San Bruno 1984 General Plan by adopting the U.S. Navy Site and its Environs Specific Plan ("Specific Plan"), with policies, provisions, densities, heights of buildings and structures, circulation and land use map designations for the former U.S. Navy site;

WHEREAS, on January 9, 2001, the City Council certified a Final Environmental Impact Report ("EIR") for the Specific Plan as complete, correct and adequate, and prepared in accordance with all applicable State, local and regional guidelines;

WHEREAS, on December 11, 2001, the City Council approved the first amendment to the Specific Plan and an Addendum to the EIR to create flexible zoning of office and nonresidential uses allowing additional residential uses;

WHEREAS, on August 9, 2005, the City Council approved the second amendment to the Specific Plan and an Addendum to the EIR to allow development of the ECR Commercial Project at The Crossing;

WHEREAS, the Specific Plan provides for the development of a compact, interactive, and pedestrian-friendly community based on the principles of transit-oriented development offering multi-family, senior, and affordable housing, up to 500 hotel rooms, meeting space, restaurant space, neighborhood-serving retail, office/residential flex space, recreational opportunities and parking facilities (the "Project") on certain real property located in the City of San Bruno;

WHEREAS, consistent with the development of the envisioned mixed-use Project, the Specific Plan designated Parcels 7 and 8 for Visitor Serves land use (The Crossing Hotel Site), and provided development standards for a hotel with up to 500 rooms, a full-service restaurant and 15,000 square feet of conference/retail space;

WHEREAS, The Crossing Hotel Site is now the last remaining vacant development site within The Crossing, and the City has determined that the timely development and leasing of a hotel is critical to establishing the interactive mixed-use pedestrian nature of the Project, as envisioned by the Specific Plan;

WHEREAS, the size of The Crossing Hotel Site has decreased in size from 5.5 acres (including a site for a separate shared parking garage) to 1.5 acres due to the development at The Crossing, including the construction of residential uses on the flex sites in place of office uses, a parking garage, and the El Camino Real Commercial project, and the site can now reasonably accommodate a 152-room hotel with underground parking;

WHEREAS, in order to plan for a smaller hotel development site, the Community Development Department have proposed amendments to the Specific Plan (The Crossing Hotel Site Specific Plan Amendment), which include allowing a smaller hotel, up to 152 rooms, providing limited food service facilities, conference/banquet space to accommodate up to 300 people, and adding conservation standards for energy and water efficiency and recycling;

WHEREAS, a Supplemental EIR has been prepared as a supplement to the original EIR, which analyzes the impacts of The Crossing Hotel Site Specific Plan Amendment;

WHEREAS, pursuant to pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163, a Supplemental EIR has been prepared because the City considers the proposed changes in The Crossing Hotel Site Specific Plan Amendment to be "minor changes" that trigger the need for a supplement to the previously certified 2001 Specific Plan EIR due to the involvement of new potentially significant impacts or a substantial increase in the severity of previously identified significant impacts;

WHEREAS, a Notice of Public Hearing was mailed on August 7, 2015 and duly posted in the San Mateo Daily Journal on Saturday, August 8, 2015 for consideration of the Specific Plan Amendment and environmental review before the Planning Commission; and

WHEREAS, the Planning Commission held a Public Hearing on the Specific Plan and environmental review documents on August 18, 2015, and on said date, the Public Hearing was opened, held and closed.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of San Bruno, based on facts in the staff reports, written and oral testimony, and exhibits presented:

1. The proposed Crossing Hotel Site Specific Plan Amendment is consistent with the San Bruno General Plan 2025 and the U.S. Navy Site and Its Environs Specific Plan.
2. The Final Supplemental EIR has been completed in compliance with CEQA.
3. With the proposed new and updated mitigation measures, the proposed amendments do not create new significant impacts nor do they substantially increase the severity of previously identified impacts.
4. The Planning Commission hereby recommends that the San Bruno City Council approve The Crossing Hotel Site Specific Plan Amendment and certify the Supplemental EIR.
5. The Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a certified copy of this resolution together with an attested copy.

August 27, 2015
Dated

Mary Lou Johnson
Planning Commission Chair

ATTEST:

APPROVED AS TO FORM:

David Woltering
Planning Commission Secretary

Marc Joffe
City Attorney

-o0o-

I, David Woltering, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno this 18th day of August, 2015 by the following vote:

AYES: Commissioners: Chair Johnson, Vice Chair Chase, Biasotti, Mishra, Peterson, Sammut
NOES: Commissioners: _____
ABSENT: Commissioners: _____



Mary Lou Johnson, *Chair*
Kevin Chase, *Vice Chair*
Rick Biasotti
Sujendra Mishra
Perry Petersen
Joe Sammut

**DRAFT
MINUTES
PLANNING COMMISSION MEETING**

August 18, 2015

7:00 p.m.

Meeting location: Senior Center, 1555 Crystal Springs Road, San Bruno

CALL TO ORDER at 7:04 pm.

ROLL CALL

	<u>Present</u>	<u>Absent</u>
Chair Johnson	X	
Vice Chair Chase	X	
Commissioner Biasotti	X	
Commissioner Mishra	X	
Commissioner Petersen	X	
Commissioner Sammut	X	

STAFF PRESENT:

Planning Division:

Community Development Director: David Woltering
Long Range Planning Manager: Mark Sullivan
Contract Associate Planner: Paula Bradley
Community Development Technician: Brian Paland

ROLL CALL

PLEDGE OF ALLEGIANCE: Director Woltering

1. APPROVAL OF MINUTES (July 21, 2015) – Chase/Biasotti

VOTE: 6-0
AYES: Commissioners Chase, Sammut, Biasotti, Petersen, Mishra, Johnson
NOES: None
ABSTAIN: None

2. COMMUNICATION – None

3. PUBLIC COMMENT – None

4. ANNOUNCEMENT OF CONFLICT OF INTEREST – None

5. PUBLIC HEARINGS:

A. 1005 Crystal Springs

Request for a Use Permit to allow two San Mateo Adult Education classes to use the existing church facilities at 1005 Crystal Springs Road, per Sections 12.96.060.C.1, of the San Bruno Municipal Code. Larry Teshara, San Mateo Adult School (Applicant) and Pastor Dave Clark, First Baptist Church of San Bruno (Property Owner) UP-15-018.

Contract Associate Planner Bradley: Presented Staff Report.

Staff recommends that the Planning Commission approve Use Permit 15-018 based on Findings 1-3 and Conditions of Approval 1-7, with replacement language for Condition 4.

Questions for Staff

Commissioner Petersen: Asked about the incompleteness of Condition 4.

Contract Associate Planner Bradley: Condition 4 is being replaced with *the applicant shall provide notice to employees and students to strongly encourage parking within the church's 17 space parking lot.*

Director Woltering: Condition 4 was cut off inadvertently in the staff report distributed to the Commission, but will instead be replaced with the language discussed in the Staff presentation.

Larry Teshara (Applicant): Spoke about the history and attendance of the San Mateo Adult School program. He indicated that the English as a Second Language Program has a long-standing and positive record in San Bruno. Unfortunately, the program is no longer able to use the facilities at St. Bruno's church and must find a new home.

Motion to approve Use Permit 15-018 based on Findings 1-3 and Conditions of Approval 1-7.

Commissioners Chase/Mishra

VOTE: 6-0
AYES: All Commissioners present
NOES: None
ABSTAIN: None

Findings

- 1. Will not under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use. (SBMC 12.112.050.B.1)**

The proposed classes will utilize existing facilities at the church and the use is consistent with the historic and ongoing uses allowed at the church without a use permit. There will be no

expansion of the church buildings, facilities or grounds. There are no changes proposed to the exterior or interior of any structure that would require a building permit. A condition of approval restricts the maximum occupancy: for classroom no. 1 to 20 occupants and for classroom no. 2 to 28 occupants, a maximum 48 occupants. Operational hours are limited to those outlined in the project application: weekdays between the hours of 8:45 a.m. and 12:00 p.m. No other classes or activities shall be allowed on the site during these hours. Condition no. 7 requires an approved exit plan to meet the fire code requirements prior to occupancy. Therefore, the proposed use, as conditioned, will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in the neighborhood.

2. Will not be injurious or detrimental to property and improvement in the neighborhood or to the general welfare of the city. (SBMC 12.112.050.B.2)

The proposed classes will utilize existing facilities at the church and no expansion of the facilities or grounds is proposed. There is a separate existing 17-space parking lot (APN: 020-402-330) for on-site parking, owned by the church for this use. A condition of approval will require that students and employees associated with the classroom be notified and strongly encouraged to park in the existing church parking lot. Existing City services for water, wastewater and storm drainage will continue to be used. Therefore, staff determines that as conditioned, the project will not be injurious or detrimental to property and improvement in the neighborhood or to the general welfare of the City.

3. That the proposed development is consistent with the general plan. (SBMC 12.108.050.B.3)

The San Bruno General Plan designates the property as a Low-Density Residential district. The existing church and classroom use is consistent with the General Plan designation. The proposed classes will utilize existing facilities at the church consistent with the historic and ongoing uses, and no expansion of the facilities or grounds is proposed.

CONDITIONS OF APPROVAL

Community Development Department

1. The applicant shall file a declaration of acceptance of the following conditions by submitting a signed copy of the Summary of Hearing to the Community Development Department within 30 days of Planning Commission approval or prior to occupancy whichever occurs first. Until such time as the Summary is filed, Use Permit 15-018 shall not be valid for any purpose.
2. The request for a Use Permit to allow two San Mateo Adult Education classes to use the existing church facilities at 1005 Crystal Springs Road, shall operate according to the applicant's operations statement, dated July 24, 2015, labeled Exhibit C, and as approved by the Planning Commission on August 18, 2015, except as required to be modified by these Conditions of Approval. Any modification to the approved plans shall require prior approval by the Community Development Director.
3. Operational hours shall be limited to those outlined in the project application: weekdays between the hours of 8:45 a.m. and 12:00 p.m. No additional classes or activities shall be allowed on the site during these hours.
4. The applicant shall provide notice to employees and students to strongly encourage parking within the church's 17 space parking lot.

5. The applicant shall indemnify, defend, and hold harmless the City, its officers, employees and agents, from any and all claims and lawsuits from third party(s) involving or related to the City's consideration and/or approval of the applicant's application for development.

Fire Department

6. Based upon the square footage provided in the application, for classroom no. 2 (576 square feet), the maximum occupancy shall be 28 people, and for classroom no. 1 (400 square feet), the maximum occupancy shall be 20 people, based upon 20 net formula. (CBC Table 1004.1.1).
7. Provide classroom layouts with exit travel and door placement for emergency egress for the Fire Marshall's review and approval prior to occupancy.

B. 818 Green Avenue

Request for a Use Permit to allow the construction of a 766 square foot addition to an existing one-story 944 square foot, single family residence, with a 245 square foot garage, which will increase the gross floor area of the existing home by greater than 50% (55%), per Sections 12.200.030.B.1, of the San Bruno Municipal Code. Benh and Chi Lama Trust (Applicant and Property Owner) UP-14-016.

Contract Associate Planner Bradley: Presented Staff Report.

Staff recommends that the Planning Commission approve Use Permit 14-016 based on Findings of Fact 1-6 and Conditions of Approval 1-28.

Questions for Staff

Commissioner Sammut: Asked for clarification on the rear setback after the addition. The staff reports states 52' before and after the addition.

Contract Associate Planner Bradley: The staff report is incorrect. The setback would be less than 52' after the addition (31'6").

Benh Lama (Owner): Clarified the Staff Report that currently the home has 2 bedrooms and 1 bathroom..

Motion to approve Use Permit 14-006 based on Findings 1-6 and Conditions of Approval 1 to 28.

Commissioner Petersen/Mishra

VOTE: 6-0
AYES: All Commissioners present
NOES: None
ABSTAIN: None

Findings

- 1. Will not under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use. (SBMC 12.112.050.B.1)**

With the condition that the applicant obtain a building permit prior to construction, the home would be constructed according to the California Building Code (CBC) and, therefore, would not be detrimental to the health, safety and general welfare of the persons residing in the neighborhood.

- 2. Will not be injurious or detrimental to property and improvement in the neighborhood or to the general welfare of the city. (SBMC 12.112.050.B.2)**

The architectural features of the project are compatible with the surrounding neighborhood. The project meets the setback, and height requirements of the zoning district. The applicant proposes to add a 766 square foot rear addition to an existing one story 1,331 square foot single family residence, including a 245-square foot garage and a 142 square foot shed, which will increase the gross floor area of the existing home by greater than 50% (55%). A Use Permit is required to allow the construction of an addition which increases the gross floor area of the existing home by greater than 50%. The cumulative floor area with the proposed 766 square foot addition will be 55% of the original 1,331 square foot residence. At 42%, it remains less than the maximum FAR (55%). The proposed floor area will be 2,097 square feet, where 2,750 square feet is the maximum allowable floor area.

The existing impervious area exceeds 60% of the front setback and the applicant will remove the impervious surface (concrete) so that it meets the zoning requirements. Proposed will be 40% impervious surface in the front yard setback, where 60% maximum is allowed. The total impervious surface on the site is proposed to be 56% where 80% is allowed. Therefore, staff determines that the project would not be detrimental to improvement in the neighborhood or to the general welfare of the City.

- 3. That the proposed development is consistent with the general plan. (SBMC 12.108.050.B.3)**

The San Bruno General Plan designates the property as a Low-Density Residential district. The existing single-family dwelling is consistent with the General Plan designation.

General Plan Policy LUD-3 states, "protect the residential character of established neighborhoods by ensuring that new development conforms to surrounding design and scale." The proposal would be complementary to other single-family homes in the area. The design of the project reinforces the residential character of the neighborhood.

CONDITIONS OF APPROVAL

Community Development Department

1. The applicant shall file a declaration of acceptance of the following conditions by submitting a signed copy of the Summary of Hearing to the Community Development Department within 30 days of Planning Commission approval. Until such time as the Summary is filed, Use Permit 14-016 shall not be valid for any purpose. Use Permit 14-016 shall expire one (1) year from the date of Planning Commission approval unless a building permit has been secured prior to the one (1) year date.

2. The signed copy of the Summary of Hearing shall be photocopied and included as a full size page in the Building Division set of drawings.
3. The request for Use Permit to allow the construction of a 766 square foot addition to an existing one-story 944 square foot, single family residence, with a 245 square foot garage, shall be built according to plans approved by the Planning Commission on August 18, 2015, labeled Exhibit C except as required to be modified by these Conditions of Approval. Any modification to the approved plans shall require prior approval by the Community Development Director.
4. The applicant shall obtain a City of San Bruno building permit before construction can proceed. The operation of any equipment or performance of any outside construction related to this project shall not exceed a noise level of 85 decibels (as measured at 100 feet) during the hours of 7:00 a.m. to 10:00 p.m. or exceed 60 decibels (as measured at 100 feet) from 10:00 p.m. to 7:00 a.m.
5. Prior to Final Inspection, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the City of San Bruno.
6. The home shall be used only as a single-family residential dwelling unit. No portion of any residence shall be rented out as a secondary residential dwelling unit. The rental of a room does not qualify as a secondary dwelling unit. Any attempt to construct an illegal dwelling unit will result in Code Enforcement action by the City. This condition of approval shall be disclosed at the point of sale to the consumer and shall be recorded against each property.
7. The garage shall be used for the storage of motor vehicles and shall not be used as habitable living space as defined in the California Building Code. Failure to conform to this condition is grounds for code enforcement action, which may result in substantial code compliance costs to bring the garage back into conformance. This condition of approval shall be disclosed at the point of sale to the consumer and shall be recorded against each property.
8. Prior to securing a building permit, the applicant, owner, and general contractor shall meet with Planning, Building, and Public Services staff to ensure compliance with the conditions of approval during the construction process.
9. FAA notification and approval is required prior to building permit issuance. Alternatively, the City has established an exemption form, which may be submitted to the City in-lieu of FAA notification.
10. The applicant shall indemnify, defend, and hold harmless the City, its officers, employees and agents, from any and all claims and lawsuits from third party(s) involving or related to the City's consideration and/or approval of the applicant's application for development.

Building Division

11. Comply with the 2013 California Codes, including the California Residential Code.
12. Plan shows existing gable roof slopes toward new exterior wall of addition. An evaluation of this condition is recommended. Clearly show a cricket design to shed storm water away from new wall or tie new roof to existing roof via California connection.
13. Obtain a building permit for the 142 square foot shed in the rear yard.

Public Services

14. The front property line is located 2.0 feet behind the sidewalk at 818 Green Avenue. No fences, retaining walls, or other permanent structure shall be placed or constructed within 2.0 feet from the back of sidewalk along Elm Avenue. S.B.M.C. 8.08.010.
15. The building permit plans shall include a site plan that shows all property lines, setbacks and easements, and all existing and proposed grading and drainage improvements. All unpaved areas shall be graded to slope at 1% or more. All paved areas shall be graded to slope at 0.5% or more. All grading and drainage work shall conform to the current NPDES requirements. S.B.M.C. 12.16.020.
16. Show on the plans flow line diagrams for cold water lines, hot water lines, gas lines, and sanitary sewer lines to include all existing and proposed systems in accordance with the applicable California Building Code 2013.
17. If not present, the applicant shall install a sanitary sewer lateral clean out at property line per City Standards Detail SS-02, dated Aug 2011. Older clean outs not meeting current City standards shall be replaced.
18. Planting of one 36-inch box size approved tree or payment to the in-lieu replacement tree fund per most current fee schedule is required. Tree shall be located on 818 Green Avenue per SBMC 8.24.060. At the current rate, the impact payment required is \$540. A separate tree-planting permit is required from Parks Division for any new street tree.
19. All damaged curb, gutter, sidewalk or driveway in the public right-of-way fronting the property shall be removed and replaced. Remove and replace all damaged and/or broken sidewalk at front of property for all locations where there are any raised or offset concrete sections greater than or equal to ¾-inch. S.B.M.C. 8.12.010.
20. Prior to final inspection, paint the address number on face of the curb near the driveway approach with black (4 inch or larger) lettering on a white background. Add a note showing the location where the street address will be painted.
21. Obtain an Encroachment Permit from Public Works Department prior to commencing any work within the City's public right-of-way. S.B.M.C. 8.16.010. The Encroachment Permit shall be issued prior to issuance of a building permit.
22. An erosion control plan and storm water pollution prevention plan is required. The applicant shall show existing storm drain inlets and other storm water collection locations protected by silt screens or silt fence. The work shall conform to the current NPDES requirements. S.B.M.C. 12.16.020.
23. Show on plans how storm water shall be collected from downspouts and other on-site drainage and drained into landscaping or collected through an under sidewalk curb drain to the gutter per City Standard Detail ST-03. Foundations shall be protected from storm water. Drainage into adjacent properties shall not be allowed. Indicate any pipes, swales, or applicable ground percolation treatments as necessary.
24. Should the project create and/or replace 2,500 square feet or more of impervious surface, the project must include one of the required C.3.i site Design Measures as required by the

Municipal Regional Permit. A C.3.i. Checklist must also be completed and submitted for review.

25. Perform a water demand calculation based on the requirements in Chapter 6 of the California Plumbing Code to confirm that the existing ¾-inch water meter is sufficient to serve proposed water demand. If existing meter is undersized a new meter is required. Applicant shall pay water and sewer capacity charges based on the size of the water meter installed along with materials and installation of an upgraded water meter. S.B.M.C. 10.14.020/110. Indicate on the plans the location of the existing water meter and the available water pressure at the property.

Fire Department

26. Address numbers to be at least four (4) inches in height, of a contrasting color to the background, and must be lighted during the hours of darkness.
27. Provide hard-wired smoke detectors with battery backup as required by building code.
28. Provide spark arrester for chimney if not currently in place.

C. The Crossings Hotel Site

Request for the Planning Commission to adopt Resolution 2015-05 recommending that the San Bruno City Council approve an Amendment to the U.S. Navy Site And Its Environs Specific Plan related to The Crossing Hotel Site and the associated Supplemental Environmental Impact Report (Supplemental EIR) (SCH #99092026), pursuant to Sections 65450-65457 of the California Government Code (SPA-15-001). Owner: City of San Bruno.

Long Range Planning Manager: Presented Staff Report.

Questions for Staff: None

Public Comment

Ryan Mrsny (Kains Ave): Asked if there is any legal impediment that would prevent the Commission from changing the proposed hotel use to another use compatible with Measure E.

Director Woltering: That type of action would require action by the City Council and an amendment to the General Plan and the Specific Plan.

Closed Public Comment

Commission Discussion

Commissioner Petersen: Regarding the Mitigation Monitoring Program outlined on page 5-3, the Staff Report indicates that the contractor shall implement the mitigation measures. How will the City ensure that these measures will be observed?

Director Woltering: Mitigation Monitoring will be addressed in the Conditions of Approval of a proposed project consistent with the Specific Plan Amendment.

Commissioners Sammut, Petersen, and Chase: Indicated disappointment that the original vision for the Hotel Site has been significantly “watered down,” given changes over time.

Commissioner Biasotti: It may be time to re-evaluate the use of the property

Commissioner Mishra: Indicated a desire to see the site built out soon.

Chair Johnson: Stated that the reduced vision for the hotel site was the result of changing economic conditions over time.

Motion to adopt Resolution 2015-05 recommending that the San Bruno City Council approve an Amendment to the U.S. Navy Site And Its Environs Specific Plan related to The Crossing Hotel Site and the associated Supplemental Environmental Impact Report (Supplemental EIR) (SCH #99092026), pursuant to Sections 65450-65457 of the California Government Code (SPA-15-001).

Roll Call Vote: 6-0

AYES:	Chair Johnson, Vice Chair Chase, Commissioners Sammut, Petersen, Biasotti, Mishra
NOES:	None
ABSTAIN:	None

6. DISCUSSION

A. CITY STAFF DISCUSSION:

Volunteers for the September 10, 2015 ARC meeting: Commissioner Biasotti, Chase, and Johnson identified.

B. PLANNING COMMISSION DISCUSSION:

None

7. ADJOURNMENT

Meeting was adjourned at 8:10 pm

David Woltering
Secretary to the Planning Commission
City of San Bruno

Mary Lou Johnson, Chair
Planning Commission
City of San Bruno

NEXT MEETING: September 15, 2015

Final

THE U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN AMENDMENT (THE CROSSING HOTEL SITE)

Supplemental Environmental Impact Report

Prepared for
City of San Bruno

August 2015



Final

THE U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN AMENDMENT (THE CROSSING HOTEL SITE)

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CHAPTER 1

Introduction

A. CEQA Process

On May 18, 2015 the City of San Bruno (Lead Agency) released for public review a Draft Supplemental Environmental Impact Report (Draft SEIR) for the proposed U.S. Navy Site and Its Environs Specific Plan Amendment (The Crossing Hotel Site) (SCH# 1999092026). The minimum 45-day public review and comment period on the Draft EIR began on May 18, 2015, and closed on July 2, 2015.

The Draft SEIR for the proposed U.S. Navy Site and Its Environs Specific Plan Amendment (The Crossing Hotel Site) (proposed project) together with this Response to Comments Document constitutes the Final SEIR for the proposed project. The Final SEIR is an informational document prepared by the Lead Agency that must be considered by decision-makers before approving the proposed project and that must reflect the Lead Agency's independent judgment and analysis of the anticipated physical impacts of proposed project on the environment (*CEQA Guidelines*, Section 15090). California Environmental Quality Act (CEQA) Guidelines (Section 15132) specify the following:

The Final SEIR shall consist of:

- (a) The Draft SEIR or a revision of that draft.
- (b) Comments and recommendations received on the Draft SEIR either verbatim or in a summary.
- (c) A list of persons, organizations, and public agencies commenting on the Draft SEIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the Lead Agency.

This document has been prepared pursuant to CEQA and in conformance with the CEQA Guidelines. This Response to Comments Document incorporates comments from public agencies and the general public, and contains appropriate responses by the Lead Agency to those comments. The Final SEIR reflects the City of San Bruno's independent judgment and analysis.

B. Method of Organization

This SEIR Response to Comments Document for the proposed project contains information in response to comments raised during the public comment period (May 18, 2015 through July 2, 2015).

This chapter, *Introduction*, describes the CEQA process and the organization of this Response to Comments Document.

Chapter 2, *Agencies and Persons Commenting on the Draft SEIR*, lists all agencies, organizations, and persons that submitted written comments on the Draft SEIR during the public review and comment period. The list also indicates the receipt date of each written correspondence.

Chapter 3, *Written Comments on the Draft SEIR and Responses to Comments*, contains comment letters received during the review and comment period. The responses to the comments are provided following each letter. Numbering is used for each comment letter and the corresponding response.

Chapter 4, *Revisions to the Draft SEIR*, contains text changes to the Draft SEIR.

Chapter 5, *Mitigation Monitoring and Reporting Program*, describes the identified mitigation measures and the responsible parties, tasks, and schedule for monitoring mitigation compliance.

CHAPTER 2

Agencies and Persons Commenting on the Draft SEIR

A. Agencies and Persons Commenting in Writing

The following agencies, organizations and individuals submitted written comments on the Draft SEIR during the public review period, or shortly thereafter. The minimum 45-day public review and comment period on the Draft SEIR began on May 18, 2015, and closed at 5:00 p.m. on July 2, 2015.

Letter	Person/Agency and Signatory	Date
1	San Francisco International Airport John Bergener, Airport Planning Director	June 29, 2015
2	California Department of Transportation Patricia Maurice, District Branch Chief	July 1, 2015

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CHAPTER 3

Written Comments on the Draft EIR and Responses to Comments

This chapter contains copies of the comment letters received during the public review period on the Draft SEIR and the individual responses to those comments. Each written comment letter is designated with a number (1 and 2) in the upper right-hand corner of the letter.

Within each written comment letter, individual comments are labeled with a number in the margin. Immediately following each comment letter is an individual response to each numbered comment. Where responses have resulted in changes to the Draft SEIR, these changes also appear in Chapter 4 of this Response to Comments Document.



San Francisco International Airport

June 29, 2015

Mr. Mark Sullivan
Long-Range Planning Manager
City of San Bruno
Community Development Department
567 El Camino Real
San Bruno, CA 94066

Subject: Notice of a Draft Supplemental EIR for the U.S. Navy Site and Its Environs
Specific Plan Amendment (The Crossing Hotel Site)

Dear Mr. Sullivan:

Thank you for notifying the San Francisco International Airport (SFO or the Airport) that the City of San Bruno (San Bruno) has made the Draft Supplemental Environmental Impact Report (Draft SEIR) for the U.S. Navy site and its Environs Specific Plan Amendment (Specific Plan Amendment) for the Crossing Hotel site available for review.

SFO staff reviewed the Draft SEIR for the proposed Crossing Hotel project, noting the amendments to the Specific Plan to alter the size and use of the hotel. Of particular interest to SFO is the amendment to reduce the scale of the hotel approved in the Specific Plan to a 152-room hotel on a 1.5 acre site, with a maximum height reduction from 90 feet to approximately 73 feet.

The proposed project site area lies beneath critical aeronautical surfaces associated with aircraft flight operations at SFO as described in the October 2012 Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). While the Specific Plan allowed for a building with a maximum height of 90 feet that was approved through Measure E, the Specific Plan Amendment states the maximum building height shall not penetrate critical aeronautical surfaces. The Airport welcomes this amendment and notes that airspace protection policies should not only require compliance with the FAA 7460-1 airspace evaluation process as noted within the Draft SEIR, but also with ALUCP airspace policies AP-1 through AP-4, which include the SFO critical aeronautical surfaces map (ALUCP 4.5.4).

1-1

One additional clarification that should be made in the Specific Plan Amendment involves specification of building height with regard to elevation Above Mean Sea Level (AMSL) vs. Above Ground Level (AGL). In May 2012, the Airport provided San Bruno with information regarding allowable building heights on the site in the context of the ALUCP critical airspace surfaces as described in ALUCP 4.5.4. Included were allowable height limits AMSL along with estimated allowable heights AGL based on U.S. Geological Survey National Elevation 1/3 arc-second database estimates of ground heights at that time. Ground heights can change over time if earthwork is performed on a site and estimated ground elevations can differ based on different measurement methodologies (e.g., US Geological Survey National Elevation 1/3 arc-second database vs. more accurate on-site survey). For this reason, it is recommended that allowable building heights be described in terms of allowable height AMSL instead of AGL.

1-2

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE MAYOR LARRY MAZZOLA PRESIDENT LINDA S. CRAYTON VICE PRESIDENT ELEANOR JOHNS RICHARD J. GUGGENHIME PETER A. STERN JOHN L. MARTIN AIRPORT DIRECTOR

Post Office Box 8097 San Francisco, California 94128 Tel 650.821.5000 Fax 650.821.5005 www.flysfo.com

Comment Letter 1

Mr. Mark Sullivan
June 29, 2015
Page 2 of 2

The Airport appreciates your consideration of these comments. If I can be of assistance as the City considers airport land use compatibility as it relates to this project or future projects, please do not hesitate to contact me at (650) 821-7867 or at john.bergener@flysfso.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Bergener', with a stylized flourish at the end.

John Bergener
Airport Planning Director
Bureau of Planning and Environmental Affairs

cc: Nixon Lam, SFO, Environmental Affairs Manager
Bert Ganoung, SFO, Aircraft Noise Abatement Office Manager
Sandy Wong, Executive Director, C/CAG

Letter 1: San Francisco International Airport John Bergener, Airport Planning Director

- 1-1 The commenter notes that airspace protection policies should not only require compliance with the Federal Aviation Administration's (FAA's) 7460-1 airspace evaluation process as noted within the Draft SEIR, but also with airspace policies AP-1 through AP-4 included in the Airport Land Use Compatibility Plan (ALUCP) for San Francisco International Airport (SFO), which include the SFO critical aeronautical surfaces map (ALUCP 4.5.4).

ALUCP policy AP-1 (filing Form 7460-1 with the FAA) was included in the Initial Study under Mitigation Measure C.1a. The project must comply with the remaining ALUCP policies AP-2 through AP-4. The Initial Study Section 4.8, *Hazards and Hazardous Materials* section acknowledges that the project site is "within the defined Airport Influence Area (AIA) [and] is subject to land use policies contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP)" (pp. 47-48). The Initial Study includes mitigation measures (p. 49) from the prior Specific Plan EIR that: 1) require compliance with the height limitations contained in 14 CFR Part 77, through the filing of FAA Form 7460-1, and 2) prohibit other airport hazards, including directing lights or reflecting sunlight towards aircraft on takeoff or landing; generation of smoke or rising columns of air; attracting large concentrations of birds; and generation of electrical interference that may interfere with aircraft communications or instrumentation. ALUCP Policies AP-2 (compliance with findings of FAA studies) and AP-3 (maximum building height) are a corollary to compliance with the 14 CFR Part 77 height restrictions and the filing of Form 7460-1, and thus through implementation of Mitigation Measure C.1a, would be complied with. The project would comply with Policy AP-4 (avoidance of other flight hazards) through implementation of Mitigation Measure C.1b.

- 1-2 The commenter clarifies that allowable building heights should be described in terms of allowable height above mean sea level (AMSL) instead of above ground level (AGL).

As stated on pages 3-7 and 3-8 of the Draft SEIR, "under the proposed project, the Specific Plan would be amended such that the maximum building height must not penetrate critical aeronautical surfaces, which would be determined by the Federal Aviation Administration (FAA) in an aeronautical study prepared for a specific project. The maximum height at The Crossing Hotel site is estimated to be approximately 73 feet, which would allow five stories. This is the height limit proposed under the Specific Plan amendments."

The 73-foot height limit was based on allowable heights of between approximately 133 feet and 136 feet above mean sea level across most of the site, as determined by the

FAA, based on the aeronautical surfaces noted above.¹ As stated by the commenter, the height of approximately 73 feet above grade was set forth by the FAA based on estimated ground elevations taken from U.S. Geological Survey data.

As stated in the preceding paragraph, and explained further in the response to Comment 1-1, above, the proposed project would be subject to compliance with height limits promulgated by the FAA under 14 CFR Part 77. Among other things, 14 CFR Part 77 specifies the permitted clear space in which buildings cannot be constructed, depending on their distance from an airport and horizontal orientation relative to flight paths. Because these aeronautical surfaces are specified relative to the elevation of the airport in question, they are given in feet above mean sea level to provide for a uniform base of measurement. Accordingly, when filing Form 7460-1, Notice Of Proposed Construction or Alteration, with the FAA, the project sponsor will be required to provide elevation data for the project site and for the proposed project in feet above mean sea level. The Specific Plan would include a height limit that is the lesser of 73 feet or the maximum height permitted by the FAA subject to 14 CFR Part 77, which increases from southeast to northwest across the site from approximately 133 feet to 136 feet above mean sea level.

¹ The southwest corner of the site is subject to lesser restrictions on height because it sits outside the boundary of a more restrictive FAA aeronautical surface.

DEPARTMENT OF TRANSPORTATION

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July 1, 2015

SMVar026
SM-82-19.12
SCH#1999092:026

Mr. Mark Sullivan
City of San Bruno
Planning and Building Department
567 El Camino Real
San Bruno, CA 94066

Dear Mr. Sullivan:

U.S. Navy Site and its Environs Specific Plan (The Crossing Hotel Site) – Supplemental Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Our comments seek to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl. They are based on the Supplemental Environmental Impact Report.

Traffic Impact Report

Please provide the following information:

- 1. Freeway segment analysis under Cumulative Conditions, and
- 2. Queuing analysis for left-turn lanes on El Camino Real to Commodore Drive.

I 2-1
I 2-2

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

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

Letter 2: California Department of Transportation Patricia Maurice, District Branch Chief

- 2-1 The commenter requests that the SEIR provide freeway segment analysis under cumulative conditions.

As described on page 4.C-14 of the Draft SEIR, based on the number of trips generated by the proposed project and the dispersion of project traffic along I-280, I-380, and U.S. 101, the proposed project would not add more than one percent of capacity to any study freeway segment (the threshold of significance established in the City and Council Association of Government's Congestion Management Program); see Chapter 4 (Revisions to the Draft EIR) for the freeway analysis worksheets inadvertently omitted from Appendix E of the Draft EIR. Therefore, potential adverse effects to existing freeway segment capacities from the proposed project would be less-than-significant. Because the freeway segment capacities are not expected to change under cumulative conditions, the proposed project would continue to not add more than one percent of capacity under cumulative conditions, and the project would therefore result in less-than-significant impacts.

In addition, as described on page 4.C-16 of the Draft SEIR, the anticipated increase in peak-hour traffic associated with the proposed project would not result in adverse effects to freeway segment LOS conditions, as project-related trips would not result in an increase in volume-to-capacity ratios along affected freeway segments; see Chapter 4 (Revisions to the Draft EIR) for the freeway analysis worksheets inadvertently omitted from Appendix E of the Draft EIR. While traffic volumes on area freeways will increase under cumulative conditions with the addition of traffic from other future projects, with corresponding effects on LOS conditions, project-related trips would continue to not result in an increase in volume-to-capacity ratios along affected freeway segments under cumulative conditions, and the project would result in less-than-significant impacts.

- 2-2 The commenter requests that the SEIR provide a queuing analysis for left-turn lanes on El Camino Real to Commodore Drive.

Using the Synchro level of service software program, queue lengths (50th and 95th percentile) were computed for the northbound left-turn lanes on El Camino Real at Commodore Drive under the Draft SEIR's analysis scenarios (i.e., Existing, Existing + Proposed Project, 2030 Cumulative Baseline, and 2030 Cumulative + Proposed Project). The results of those computations indicate that the dual left-turn lanes (total storage capacity of about 350 feet) accommodate left-turning vehicles during typical signal cycles, and the project's estimated 25 additional northbound left turns during the a.m. and p.m. peak hours (i.e., about one every two minutes) would not cause queue spillback beyond the left-turn lanes. Therefore, the project impact would be less than significant.

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CHAPTER 4

Revisions to the Draft SEIR

The following revisions are made to the Draft SEIR and incorporated as part of the Final SEIR. Revised or new language is underlined. Deleted language is indicated by ~~strikethrough~~ text.

The revisions in this chapter do not identify any new significant impacts other than those already identified in the Draft SEIR, nor do they reveal any substantial increase in the severity of an environmental impact in comparison to the analyses contained in the Draft SEIR. The revisions also do not describe any project impact or mitigation measure that is considerably different from those identified in the Draft SEIR. Accordingly, the revisions in this chapter do not constitute “significant new information” and it is therefore not necessary for the Lead Agency to recirculate the EIR for public comment prior to certification of the Final EIR (CEQA *Guidelines* Section 15088.5).

Section A, below, identifies staff-initiated changes made to the Draft SEIR. Section B identifies changes made to the SEIR in response to comments received.

A. Staff-Initiated Changes to the Draft SEIR

The text changes presented in this section were initiated by Lead Agency staff. None of the revisions results in fundamental alterations of the conclusions of the Draft SEIR. The following text changes have been made:

Freeway segment analysis worksheets, inadvertently omitted from the Draft SEIR, have been added to Appendix E of the SEIR. These worksheets are included in this Final EIR, beginning on the following page.

The Crossings Hotel SEIR

Freeway Segment Capacity Analysis

Lane Capacity Metrics	Mixed Flow lane	Capacity
1-lane aux		2200
2-lane aux		1500
		2200

Freeway Segment	Direction	No. of Lanes	Capacity	Peak Hour	1% of capacity	Project Trips	Impact?
US 101 - North of I-380	NB	5	11000	AM	110	9	no
	SB	5	11000	PM	110	10	no
US 101 - South of I-380 (c)	NB	5	11000	AM	110	9	no
	SB	5	11000	PM	110	10	no
I-280 - North of San Bruno Ave	NB	4	8800	AM	88	3	no
	SB	4	8800	PM	88	3	no
I-280 - South of San Bruno Ave	NB	4	8800	AM	88	3	no
	SB	4	8800	PM	88	3	no
I-380 - West of El Camino Real	EB	3	6600	AM	66	3	no
	WB	6 (a)	11000	PM	66	3	no
I-380 - East of El Camino Real	EB	4 (b)	8100	AM	110	3	no
	WB	4	8800	PM	110	3	no

Notes:

- Capacities of 2,200 vehicles per hour per lane (vphpl) for freeway segments.
- One percent (1%) threshold based on C/CAG CMP Guidelines - if project trips would result in more than 1% increase, impact would be identified
- Net added project trips includes total AM/PM Peak-Hour Inbound and Outbound trips
 - Freeway segment includes 4 general purpose (mixed-use) lanes and 2 auxiliary lanes
 - Freeway segment includes 3 general purpose (mixed-flow) lanes and 1 auxiliary lane
- Capacity analysis for freeway segment includes peak-hour project trips traveling along US 101 and utilizing both San Bruno Avenue interchange and I-380 interchange

Trip Distribution (along Freeways)	Project Trips	
	AM	PM
101 n/o 380	15%	9
101 s/o 380	25%	15
101 to San Bruno Ave	5%	3
101 to 380	20%	12
280 n/o 380 (use Sneath)	5%	3
280 s/o 380 (use 380)	5%	3
380 e/o El Camino Real	35%	21
380 w/o El Camino Real	5%	3

Project Trip Generation (Peak Hour Totals)		
	AM	PM
IN	36	35
OUT	25	33
TOTAL	61	68

Sources: ESA, 2014; Caltrans, 2011; and C/CAG Policy on Traffic Impact Analysis (TIA) to Determine Traffic Impacts on the CMP Network Resulting from Roadway Changes, General Plan Updates, and Land Use Development Projects (August 2006)

The Crossings Hotel SEIR
 Freeway Segment LOS Analysis

Freeway Segment	Direction	No. of Lanes	Existing Conditions				Existing plus Project Conditions							
			Capacity	Peak Hour	Volumes	V/C Ratio	LOS	Project Trips	Volumes	V/C Ratio	Change in V/C	LOS	Standard	Impact? (e)
US 101 - North of I-380 (d)	NB	5	11000	AM	6418	0.58	C	9	6427	0.58	0.00	C	E	no
	SB	5	11000	PM	6094	0.55	C	10	6104	0.55	0.00	C	E	no
	NB	5	11000	AM	5987	0.54	C	9	5996	0.55	0.00	C	E	no
	SB	5	11000	PM	6119	0.56	C	10	6129	0.56	0.00	C	E	no
	NB	5	11000	AM	5954	0.54	C	15	5969	0.54	0.00	C	E	no
US 101 - South of I-380 (d)	SB	5	11000	PM	5001	0.45	B	17	5018	0.46	0.00	B	E	no
	NB	5	11000	AM	5376	0.49	B	15	5391	0.49	0.00	B	E	no
	SB	5	11000	PM	5510	0.50	B	17	5527	0.50	0.00	B	E	no
	NB	4	8800	AM	7657	0.87	D	3	7660	0.87	0.00	D	D	no
	SB	4	8800	PM	8867	1.01	F	3	8870	1.01	0.00	F	D	no
I-280 - North of San Bruno Ave (c)	NB	4	8800	AM	7656	0.87	D	3	7659	0.87	0.00	D	D	no
	SB	4	8800	PM	7801	0.89	D	3	7804	0.89	0.00	D	D	no
	NB	4	8800	AM	7744	0.88	D	3	7747	0.88	0.00	D	D	no
	SB	4	8800	PM	8091	0.92	E	3	8094	0.92	0.00	E	D	no
	NB	4	8800	AM	7939	0.90	E	3	7942	0.90	0.00	E	D	no
I-380 - West of El Camino Real (d)	SB	4	8800	PM	7450	0.85	D	3	7453	0.85	0.00	D	D	no
	EB	3	6600	AM	6675	1.01	F	3	6678	1.01	0.00	F	F	no
	WB	6 (a)	6600	PM	4282	0.65	C	3	4285	0.65	0.00	C	F	no
	EB	4 (b)	11000	AM	3271	0.30	A	3	3274	0.30	0.00	A	F	no
	WB	4	11000	PM	6208	0.56	C	3	6211	0.56	0.00	C	F	no
I-380 -East of El Camino Real (d)	EB	4 (b)	8100	AM	7700	0.95	E	21	7721	0.95	0.00	E	F	no
	WB	4	8100	PM	5087	0.63	C	24	5111	0.63	0.00	C	F	no
	EB	4	8800	AM	3957	0.45	B	21	3978	0.45	0.00	B	F	no
	WB	4	8800	PM	7093	0.81	D	24	7117	0.81	0.00	D	F	no

NOTES:

BOLD indicates freeway segment is operating at unacceptable LOS.

(a) Freeway segment includes 4 general purpose (mixed-use) lanes and 2 auxiliary lanes

(b) Freeway segment includes 3 general purpose (mixed-flow) lanes and 1 auxiliary lane

(c) Freeway segment volumes were provided in 2011 Caltrans Peak Hour Count Data

(d) Freeway segment volumes were provided in Table 14.5 of *Transit Corridors Draft EIR*

(e) Per C/CAG TIA Guidelines (2006), a project would result in a significant impact if the project will add traffic demand equal to one (1) percent or more of the segment capacity or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one (1) percent, if the freeway segment is currently not in

Sources: ESA, 2014; 2012 Transit Corridors Draft EIR, Table 14.5 (City of San Bruno); 2011 Caltrans; 2011 C/CAG CMP Guidelines - LOS Standards; and 2006 C/CAG TIA Guidelines (pages 9-10).

The Crossings Hotel SEIR
 Freeway Segment LOS Analysis

Freeway Segment	Direction	No. of Lanes	Cumulative (General Plan) Conditions				Cumulative (General Plan) plus Project Conditions							
			Capacity	Peak Hour	Volumes	V/C Ratio	LOS	Project Trips	Volumes	V/C Ratio	Change in V/C	LOS	Standard	Impact? (e)
US 101 - North of I-380 (d)	NB	5	11000	AM	7494	0.68	C	9	7503	0.68	0.00	C	E	no
	SB	5	11000	PM	7221	0.66	C	10	7231	0.66	0.00	C	E	no
		5	11000	AM	7155	0.65	C	9	7164	0.65	0.00	C	E	no
	NB	5	11000	PM	7209	0.66	C	10	7219	0.66	0.00	C	E	no
		5	11000	AM	6972	0.63	C	15	6987	0.64	0.00	C	E	no
US 101 - South of I-380 (d)	SB	5	11000	PM	5826	0.53	C	17	5843	0.53	0.00	C	E	no
		5	11000	AM	6247	0.57	C	15	6262	0.57	0.00	C	E	no
	NB	5	11000	PM	6462	0.59	C	17	6479	0.59	0.00	C	E	no
		4	8800	AM	8954	1.02	F	3	8957	1.02	0.00	F	D	no
	4	8800	PM	10362	1.18	F	3	10365	1.18	0.00	F	D	no	
I-280 - North of San Bruno Ave (c)	SB	4	8800	AM	8974	1.02	F	3	8977	1.02	0.00	F	D	no
		4	8800	PM	9143	1.04	F	3	9146	1.04	0.00	F	D	no
	NB	4	8800	AM	9056	1.03	F	3	9059	1.03	0.00	F	D	no
		4	8800	PM	9455	1.07	F	3	9459	1.07	0.00	F	D	no
	4	8800	AM	9305	1.06	F	3	9308	1.06	0.00	F	D	no	
I-280 - South of San Bruno Ave (c)	EB	4	8800	PM	8732	0.99	E	3	8735	0.99	0.00	E	D	no
		3	6600	AM	7806	1.18	F	3	7809	1.18	0.00	F	F	no
	WB	3	6600	PM	5004	0.76	D	3	5007	0.76	0.00	D	F	no
		6 (a)	11000	AM	3834	0.35	B	3	3837	0.35	0.00	B	F	no
	6	11000	PM	7276	0.66	C	3	7279	0.66	0.00	C	F	no	
I-380 - West of El Camino Real (d)	EB	4 (b)	8100	AM	8951	1.11	F	21	8972	1.11	0.00	F	F	no
		4	8100	PM	6037	0.75	D	24	6061	0.75	0.00	D	F	no
	WB	4	8800	AM	4737	0.54	C	21	4758	0.54	0.00	C	F	no
		4	8800	PM	8275	0.94	E	24	8299	0.94	0.00	E	F	no

NOTES:

BOLD indicates freeway segment is operating at unacceptable LOS.

(a) Freeway segment includes 4 general purpose (mixed-use) lanes and 2 auxiliary lanes

(b) Freeway segment includes 3 general purpose (mixed-flow) lanes and 1 auxiliary lane

(c) Freeway segment volumes were derived by extrapolating 2011 Caltrans Peak Hour Count Data with growth factored similar to growth for I-380 and US 101

(d) Freeway segment volumes were provided in Table 14.11 of *Transit Corridors Draft EIR*

(e) Per C/CAG TIA Guidelines (2006), a project would result in a significant impact if the project will add traffic demand equal to one (1) percent or more of the segment capacity or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one (1) percent, if the freeway segment is currently not in

Sources: ESA, 2014; 2012 Transit Corridors Draft EIR, Table 14.5 (City of San Bruno); 2011 Caltrans; 2011 C/CAG CMP Guidelines - LOS Standards; and 2006 C/CAG TIA Guidelines (pages 9-10).

CHAPTER 5

Mitigation Monitoring and Reporting Program

A. Introduction

When approving projects with Environmental Impact Reports (EIRs) that identify significant impacts, the California Environmental Quality Act (CEQA) requires public agencies to adopt monitoring and reporting programs or conditions of project approval to mitigate or avoid the identified significant effects (Public Resources Code Section 21081.6(a)(1)). A public agency is required to ensure that the measures are fully enforceable, through permit conditions, agreements, or other means (Public Resources Code Section 21081.6(b)). The mitigation measures required by a public agency to reduce or avoid significant project impacts not incorporated into the design or program for the project may be made conditions of project approval as set forth in a Mitigation Monitoring and Reporting Program (MMRP). The program must be designed to ensure project compliance with mitigation measures during project implementation.

The MMRP includes the mitigation measures identified in the EIR required to address the significant impacts associated with the proposed project. The required mitigation measures are summarized in this program; the full text of the impact analysis and mitigation measures is presented in the Draft EIR in Chapter 2, Summary, except as revised in this Final EIR. No mitigation measures were revised as part of the Final EIR.

B. Format

The MMRP is organized in a table format (see **Table 5-1**), keyed to each significant impact and each EIR mitigation measure. Only mitigation measures adopted to address significant impacts are included in this program. Each mitigation measure is set out in full, followed by a tabular summary of monitoring requirements. The column headings in the tables are defined as follows:

- **Mitigation Measures:** This column presents the mitigation measure identified in the EIR.
- **Implementation Responsibility:** This column identifies the person/group responsible for implementation of the migration measure.
- **Monitoring Responsibility:** This column contains an assignment of responsibility for the monitoring and reporting tasks.
- **Monitoring and Reporting Action:** This column refers the outcome from implementing the mitigation measure.

- **Mitigation Schedule:** The general schedule for conducting each mitigation task, identifying where appropriate both the timing and the frequency of the action.
- **Verification of Compliance:** This column may be used by the lead agency to document the person who verified the implementation of the mitigation measure and the date on which this verification occurred.

C. Enforcement

If the proposed project is approved, the MMRP would be incorporated as a condition of such approval. Therefore, all mitigation measures for significant impacts must be carried out in order to fulfill the requirements of approval. A number of the mitigation measures would be implemented during the course of the development review process. These measures would be checked on plans, in reports, and in the field prior to construction. Most of the remaining mitigation measures would be implemented during the construction or project implementation phase and verified within a quarterly monitoring report.

**TABLE 5-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
Mitigation Measures from the EIR					
A. Air Quality					
<p>Mitigation Measure 4.A-2 (H.1.a): The City shall condition approval of individual development proposals under the Specific Plan on implementation of an appropriate dust abatement program, patterned after the BAAQMD approach described herein. The following will be required for all construction activities within the project area. These measures will reduce fugitive dust emissions primarily during soil movement and grading activities, but also during vehicle and equipment movement on unpaved project sites:</p> <ol style="list-style-type: none"> 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 mph. All streets, 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 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of 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 Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. 	<ol style="list-style-type: none"> City incorporates measure as a condition of approval. Project sponsor includes dust abatement program in contractor specifications. Contractor implements measures during construction. 	<ol style="list-style-type: none"> City adopts condition of approval with project. City reviews construction specifications to verify inclusion. Project sponsor requires construction contractor to submit documentation of compliance following completion of project. 	<ol style="list-style-type: none"> City of San Bruno City of San Bruno Project sponsor and construction contractor 	<ol style="list-style-type: none"> Prior to project approval. During construction Prior to Issuance of Certificate of Occupancy 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<p>Mitigation Measure 4.A-3: The project sponsor shall ensure that construction contract specifications include a requirement that all off-road diesel-powered construction equipment used for project improvements be equipped with engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (CARB) Tier 2 off-road emission standards, and are fitted with Level 3 Verified Diesel Emissions Control (VDEC), which would reduce diesel particulate emissions by at least 85 percent. (Engines meeting Tier 4 [Interim or Final] emission standards automatically meet the Level 3 VDEC requirement and no additional emissions control is required.)</p>	<ol style="list-style-type: none"> 1. City incorporates measure as a condition of approval. 2. Project sponsor includes dust abatement program in contractor specifications. 3. Contractor implements measures during construction. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. City reviews construction specifications to verify inclusion. 3. Project sponsor 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 3. Project sponsor and construction contractor 	<ol style="list-style-type: none"> 1. Prior to project approval. 2. Prior to issuance of grading permit. 3. Prior to Issuance of Certificate of Occupancy 	
Mitigation Measures from the Initial Study					
4. Biological Resources					
<p>Mitigation Measure 4.a (G. 1.b): In the event that tree removal is required, a tree removal permit would be obtained from the City of San Bruno. The City would assure that the conditions contained within the appropriate tree removal permit would be followed.</p> <p>The following measures are also applicable for removed trees.</p> <ul style="list-style-type: none"> • Tree removal will not occur between February 1 and August 31 without a bird survey conducted by a qualified biologist to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503.5, and 3511. If bird species are detected or active nests are observed, the District will obtain the necessary permits from California Fish and Game, and will comply with permit conditions for protecting these species, which will likely involve seasonal avoidance or construction "exclusion zones" around nest sites. Buffer zones will be avoided during construction activities until young have fledged or the nest is otherwise abandoned. • A qualified biologist shall conduct bat surveys to determine whether any mature trees that would be removed during project construction provides hibernacula or nursery colony roosting habitat. Exclusion should be conducted at specific times of the year. Winter roosts are generally occupied between October 15 and February 28, and maternity colonies are generally occupied between April 15 and August 31. Therefore, exclusion, if required, should be conducted generally between 	<ol style="list-style-type: none"> 1. City incorporates measure as a condition of approval. 2. Project sponsor presents final site plan to City that delineates extent of tree removal. 3. If tree removal is proposed, project sponsor contracts with a qualified biologist to conduct preconstruction bird and bat surveys 4. If tree removal is proposed, project sponsor submits plan for replacement plantings. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. City reviews site plan. 3. Conduct bird and bat surveys. 4. City reviews landscaping plan. 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 3. Project sponsor or contractor 4. City of San Bruno 	<ol style="list-style-type: none"> 1. Prior to project approval. 2. Prior to issuance of grading or demolition permit. 3. Prior to construction activities. 4. Prior to issuance of grading or demolition permit. 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<p>August 15 and October 15 and between March 1 and April 15. If bats are using trees that need to be removed, the roosting season of the colony should be determined and the removal of the tree conducted when the colony is using an alternate roost.</p> <ul style="list-style-type: none"> The City of San Bruno will require replacement of all removed street trees with native trees and will require that the replaced trees be incorporated into a landscape plan for site development that is submitted to the City for review and approval. 	<p>1. City of San Bruno incorporates measure as a condition of approval.</p>	<p>1. Verify and approve the incorporation of the measure into the construction plan.</p>	<p>1. City of San Bruno</p>		
<p>Mitigation Measure 4.e (G. 1.a): The City of San Bruno, to the extent feasible, will avoid removal of, or damage to all street trees, as designated by the City of San Bruno Tree and Planting Ordinance. The following presents limitations for construction within and around trees to be preserved:</p> <ul style="list-style-type: none"> A certified arborist shall be contracted to perform a tree survey of the site to confirm the presence or absence of heritage trees within the project site prior to construction. The survey will also confirm the presence of trees that are to remain onsite according to the Tree Disposition Plan (2001). Should heritage trees be present within the project site, a certified arborist shall determine appropriate protective measures to be implemented during construction and which may include but is not limited to the following: <ul style="list-style-type: none"> A certified arborist shall be consulted prior to construction to accurately locate root protection zones and identify other specific measures that would limit potential indirect impacts on trees that may be encroached upon. For all development that would encroach into the feeder root zone (drip-line) or a 12-foot radius from the trunk, whichever is greater, of a preserved tree, special construction techniques to allow roots to breathe and obtain water will be required, as determined by the City of San Bruno (e.g., use hand equipment for trenching, protect natural resources with highly visible protective fencing, allow only one pass through an area with preserved trees). The existing ground surface within the drip-line of any tree will not be cut, filled, or compacted unless otherwise approved by the City of San Bruno. Excavation adjacent to any trees, when permitted, will be in such a manner that will cause only minimal root damage. Permission and 	<p>1. Applicant contracts with a certified arborist to perform a tree survey on the project site.</p>	<p>1. Verify and approve the incorporation of the measure into the construction plan.</p> <p>2. Conduct tree survey and present results to City.</p>	<p>1. City of San Bruno</p> <p>2. Applicant and its contractor(s); City of San Bruno</p>	<p>1. Prior to project approval.</p> <p>2. Prior to construction activities.</p>	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<ul style="list-style-type: none"> - inspection will be required prior to back-filling. - Construction staging areas shall be designated on plans and prohibit parking, loading, digging (especially trenching), and grading during all construction activities within root protection zones of all trees. There will be no parking or storing of vehicles, equipment, machinery, construction materials, or construction trailers, and no mechanical excavation, construction of buildings or dumping of oils or chemicals within the drip-lines of any trees. - Prior to the start of any clearing, stockpiling, trenching, grading, compaction, paving, or change in ground elevation on a site with saved protected trees, fencing will be installed at the drip-line. Prior to grading or issuance of any permits, the fences may be inspected and the location thereof approved by appropriate county staff. The county requires the installation of a 6-foot-high chain-link fence around the drip-line of preserved trees during construction and demolition phases. A 4-inch-layer of chipped bark mulch should be placed over the soil surface within the fenced dripline prior to installing temporary fencing. Suitable mulch must contain bark "fines." Maintain this layer of mulch throughout construction. - Pruning shall be overseen by a certified arborist for all protected trees, and should be done to clean and raise canopy per International Society of Arboriculture pruning standards. - A drainage plan shall be designed that will avoid heritage trees. - Construction drawings shall accurately locate areas to be avoided such as tree trunks and root protection zones. - A pre-construction meeting conference shall be held with contractors to review BMPs and require bonding and fines to ensure the replacement of any inadvertently damaged trees. - Whenever possible, existing grade shall be maintained within the fenced portion of the dripline. 					

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<p>8. Hazards and Hazardous Materials</p> <p>Mitigation Measure 8.a (L-1.d): The City of San Bruno will require all proposed project sponsors to submit a Phase II report, based on the September 17, 2013 Phase I findings, and subsequent reports as may be required by the City of San Bruno, completed no more than 18 months prior to approval of a proposed project by City Council to assure no additional contamination is present from overlooked USTs or other unknown sources. The City of San Bruno will require that any project sponsor incorporate the recommendations of the Phase II report into the design of the proposed project.</p>	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor and its contractor(s) shall retain a qualified environmental professional to prepare a Phase II report. 3. Project sponsor and its contractor(s) shall incorporate the recommendations of the Phase II report into the design of the proposed project. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. Review construction plans for inclusion of Phase II results. 3. City reviews results of Phase II and any applicable project revisions. 	<ol style="list-style-type: none"> 1. City of San Bruno 2. Project sponsor and its contractor 3. City of San Bruno 	<ol style="list-style-type: none"> 1. Prior to Project Approval. 2. Prior to ground-disturbing activities. 3. Prior to ground disturbing activities. 	
<p>8. Hazards and Hazardous Materials (cont.)</p> <p>Mitigation Measure 8.e</p> <p>C.1a: The City of San Bruno will require that all building heights and associated roof structures proposed under the Specific Plan be consistent with the height limitations defined by FAR Part 77. Prior to issuance of any demolition or construction permits, the City of San Bruno shall require the project sponsors for any project within the Specific Plan area to provide appropriate notification to the FAA via FAA Form 7460-1.</p> <p>C.1b: The City of San Bruno shall prohibit the following uses within the Specific Plan area:</p> <ul style="list-style-type: none"> • Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing, other than FAA-approved navigational lights. • Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or engaged in straight final approach toward a landing. 	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor to provide notification to the FAA via FAA Form 7460-1. 3. Project sponsor to submit disclosure notice to City for approval. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. City to review FAA response to Form 7460-1. 3. City review disclosure notice. 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 3. City of San Bruno. 	<ol style="list-style-type: none"> 1. Prior to project approval 2. Prior to issuance of building permit. 3. Prior to issuance of building permit. 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<ul style="list-style-type: none"> • Any use that would generate smoke or rising columns of air. • Any use that would attract large concentrations of birds within approach-climbout areas. • Any use that would generate electrical interference that may interfere with aircraft communications or aircraft instrumentation. <p>C.1c: The City shall require all sponsors of new dwelling units and/or buildings for human occupation to record a notice of fair disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury, as implemented by the City of San Bruno.</p>					
Mitigation Measures Required by the Initial Study (cont.)					
5. Cultural References					
<p>Mitigation Measure 5.b (N.1b): If cultural resources or human remains, prehistoric or historic-period archaeological resources are encountered during construction of a project, all construction activities within 100 feet will halt and the resources and their context shall not be further disturbed until a qualified cultural resource consultant has evaluated the situation. The City of San Bruno shall assure that identified cultural resources are recorded on proper historical properties forms.</p> <p>A Secretary of the Interior-qualified archaeologist will inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation will be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist will prepare and implement a detailed treatment plan in consultation with the City of San Bruno. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site</p>	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. If cultural/archeological resources are encountered, a Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery and report to City. 3. If cultural/archeological resources are encountered, Archaeologist shall conduct independent review and prepare treatment plan, if necessary. 4. If cultural/archeological resources are encountered, Project sponsor or its contractor(s) shall implement treatment plan. 5. If cultural/archeological resources are encountered, City of San Bruno shall assure that identified cultural resources are recorded on proper 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. If resources are encountered, verify work is suspended. 3. If resources are encountered, review and approve treatment plan. 4. If resources are discovered, implement treatment plan. 5. Review historic properties forms. 	<ol style="list-style-type: none"> 1. City of San Bruno 2. Project Sponsor and Archaeologist; City of San Bruno 3. Archaeologist; City of San Bruno. 4. Project sponsor and archaeologist. 5. City of San Bruno 	<ol style="list-style-type: none"> 1. Prior to project approval 2. Upon cultural resources discovery. 3. Upon cultural resources discovery. 4. Upon cultural resources discovery. 5. Prior to issuance of Certificate of Occupancy. 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<p>documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan will include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.</p>	<p>historical properties forms.</p>				
<p>Mitigation Measures Required by the Initial Study (cont.)</p>					
<p>1. Hydrology and Water Quality</p>					
<p>Mitigation Measure 9a(G.3a): The City shall require all contractors to develop and implement a SWPPP, as required by the State Water Resources Control Board NPDES General Construction Permit, for areas to be disturbed by construction activities. At a minimum, the SWPPP shall include the following:</p> <ul style="list-style-type: none"> • A construction schedule that restricts excavation and grading activities to the dry season (generally April 15 to October 15) to reduce erosion associated intense rainfall and surface runoff. The construction schedule shall indicate a timeline for earthmoving activities, hydroseeding, and stabilization of soils; • Soil stabilization techniques such as hydroseeding and short-term biodegradable erosion control blankets; • Silt fences, hay bales, or some kind of inlet protection at downstream storm drain inlets; and • The post-construction inspection of all drainage facilities and clearing of drainage structures of debris and sediment. 	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor and its contractor(s) shall prepare a SWPPP that adheres to all specifications of this measure. 3. Inspect construction site for adherence to SWPPP. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. Review and approve SWPPP. 3. Include any findings in monitoring report 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 3. City of San Bruno 	<ol style="list-style-type: none"> 1. Prior to project approval. 2. Prior to issuance of construction and grading permit(s). 3. One inspection to occur during each phase of construction. 	
<p>Mitigation Measure 9c</p> <p>G.2a: The City of San Bruno shall require, for incorporation into all redevelopment designs, permanent stormwater controls such as vegetated swales, retention ponds, landscape areas, etc., in accordance with MS4 NPDES and San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) requirements, for the stormwater collected from new parking lots and other impervious surfaces.</p> <p>G.2b: To help minimize the amount of runoff containing urban pollutants, streets, and parking areas in the redevelopment subareas</p>	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor and its contractor(s) shall submit incorporate all specifications of this measure in the construction plans. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. Review project construction plans; verify inclusion of SMCWPPP 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 	<ol style="list-style-type: none"> 1. Prior to project approval. 2. Prior to project approval. 	

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action requirements.	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
shall be frequently cleaned by the City of San Bruno using street-sweeping equipment, and the collected material properly disposed.					
12. Noise					
Mitigation Measure 12.a					
I.3.b: All development under the proposed Specific Plan shall be constructed to comply with the relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A). I.1: The project applicant will obtain a permit to construct from the Director of Public Works prior to the start of construction activities, since construction would exceed the specified noise levels in the City Municipal Code. Noise-generating construction activities would be limited to reasonable daytime hours, such as between the hours of 7:00 a.m. and 7:00 p.m. on weekdays. No construction activities will be allowed on weekends or national holidays. Information concerning construction-related activities and construction hours should be distributed throughout the affected areas and incorporated as part of the Specific Plan, heavy construction activities would be prohibited on Saturdays and Sundays.	1. Project sponsor shall submit building plans documenting compliance with Title 24 noise standards. 2. Project sponsor shall obtain construction permit.	1. Review plans for compliance. 2. Review plans for compliance.	1. City of San Bruno 2. City of San Bruno	1. Prior to issuance of building permit. 2. Prior to issuance of building or grading permit(s)	
14. Public Services					
Mitigation Measure 14.a.i (F.1): The City of San Bruno shall install signals that can be pre-empted by fire protection or emergency medical response vehicles. Developers shall contribute a "fair share" portion of the costs of these pre-emptive signals as determined by the City of San Bruno.	1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor to pay fair share fee for traffic signal installation.	1. City adopts condition of approval with project. 2. Verification of fee payment	1. City of San Bruno 2. City of San Bruno	1. Prior to project approval. 2. Prior to issuance of Certificate of Occupancy.	
Mitigation Measure 14.a.iii (F.4): The City of San Bruno shall coordinate payment to the appropriate school districts of the school impact fee required by California Senate Bill 50.	1. City of San Bruno to provide assistance as needed to project sponsor to coordinate payment of required school impact fee.	1. Verification of fee payment	1. City of San Bruno	1. Prior to issuance of Certificate of Occupancy.	
17. Utilities and Service Systems					
Mitigation Measure 17.c					

**TABLE 5-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Verification of Compliance
<p>E.6: Prior to the issuance of building permits, the City of San Bruno shall require that all designs for residential and commercial development within the Specific Plan area include adequate storage space for projected recyclable and compostable materials. The City shall require adequate storage space on each floor of each building and in its enclosed garbage areas, as well as adequate loading space, to accommodate the City of San Bruno's recycling program.</p> <p>E.7: As a condition of project approval and before demolition and construction, the City of San Bruno shall require the demolition and construction contractors to maximize diversion of materials remaining from the demolition of structures and the byproducts of construction. The City shall require that project sponsors work with the City of San Bruno's Public Works Department and submit a recovery plan for maximizing diversion of construction and demolition materials associated with construction of any project in the Specific Plan area, so that at least 50 percent of the demolition debris is, if feasible, recycled or can be used as alternative landfill cover.</p>	<ol style="list-style-type: none"> 1. City of San Bruno incorporates measure as a condition of approval. 2. Project sponsor shall submit building plans documenting compliance. 3. Project sponsor and construction contractor(s) to submit construction/ demolition waste diversion plan to City for approval. 	<ol style="list-style-type: none"> 1. City adopts condition of approval with project. 2. Review plans for compliance. 3. Review diversion plan. 	<ol style="list-style-type: none"> 1. City of San Bruno 2. City of San Bruno 3. City of San Bruno. 	<ol style="list-style-type: none"> 1. Prior to project approval. 2. Prior to issuance of building or grading permit. 3. Prior to issuance of building or grading permit. 	



City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: September 8, 2015

TO: Honorable Mayor and Members of the City Council

FROM: Ray Razavi, Interim Public Services Director
Jimmy Tan, Deputy Public Services Director/City Engineer

SUBJECT: Adopt Resolution Authorizing the City Manager to Execute a Construction Contract with Atlas-Pellizzari Electric, Inc. for the SCADA Radio Transmitter Installation Project in the Amount of \$143,219, Approving a Construction Contingency of \$20,000, Approving a Total Construction Budget in the Amount of \$173,219, Appropriating \$30,000 in Wastewater Capital funds, and Reducing the Water Capital Appropriation Funds by \$30,000

BACKGROUND:

The City's Capital Improvement Program (CIP) includes the Supervisory Control and Data Acquisition (SCADA) Radio Transmitter Installation Project to provide a new secondary backup data communication and transmission service. The SCADA system is a water and wastewater system management component that provides staff with real time information and accurate data to assess the facilities function 365 days a year. SCADA provides operations staff the ability to remotely monitor and control facilities without having to be on-site to monitor the system. The SCADA system allows City staff to remotely control and manage tank levels, water system pressures, alarm conditions, wet-well levels and pump operations at pumping facilities.

Currently, the City has two sources of data communication transmission for the water and wastewater SCADA systems. A redundant communicate system assure uninterrupted data transmission service throughout the year. The San Bruno Cable Television broadband network is the primary means of data transmission and will remain in this capacity. Secondary backup data communication and transmission service is currently provided through a dial up modem telephone system.

This project will replace the dial up modem telephone system with a new radio transmission network. The current dial up telephone modem system has experienced repeated down times and been non-operational at several locations. Once the project is implemented, radio transmission will become the City's backup communication system to the Cable Television broadband network to maintain reliable and uninterrupted utility services. Although the broadband network is stable and reliable, redundancy for the communication system is essential to provide a backup for any infrequent situations of possible outages at any of the facilities. The radio transmission network is the industry standard for SCADA systems to achieve minimal down time after severe weather, power failures, and accidental cuts in utilities.

R.a.

On January 27, 2015, the City Council awarded a contract to the EDCCO Group, Inc. in an amount not to exceed \$184,791 to provide new programmable logic controllers to replace antiquated units, touch panels, SCADA radios and antennas, perform radio survey, apply for FCC license, develop testing plans and assist with the electrical design. As discussed during the City Council meeting, bids to obtain an electrical contractor to assist with the installation of conduits, antenna, antenna mast and antenna cables will be required as part of the radio communication integration work. As part of the scope of work, the contractor will be performing the installation of the communication equipment at five (5) wastewater facilities, twelve (12) water facilities and at the Corporation Yard. The Network Map (see attached) shows the general site locations for the water and wastewater facilities.

DISCUSSION:

In compliance with the State Contract Code and the City's local purchasing regulations, a Notice to Bidders was sent to forty electrical contractors listed in the City's contractor database, posted on the City's website and provided to five construction plan rooms. The project was also advertised in the San Mateo County Times newspaper on July 16, 2015 and July 23, 2015. A total of two bids were received and opened on August 4, 2015, which are summarized as follows:

No.	Contractor	Basis of Award (Base Bid)
1.	Atlas-Pellizzari Electric, Inc.	\$143,219.00
2.	L.D. Strobel Company, Inc.	\$148,036.00
	Engineer's Estimate	\$120,000.00

The low bid received is approximately 19% above the Engineer's estimate. Staff believes that this in part is due to low interest in the project by contractors that have full work schedules and minimal bids received.

The lowest bidder, Atlas-Pellizzari Electric, Inc., has satisfactorily completed other SCADA installation projects for public agencies in the Bay Area. Atlas-Pellizzari Electric, Inc. meets the contractor qualifications and requirements as specified in the contract documents, and their bid proposal was determined to be responsive and responsible.

This project will upgrade eighteen (18) facility sites for a contract construction price of \$143,219. Staff recommends a construction budget that includes a \$20,000 construction contingency to address any potential unforeseen conditions during construction and \$10,000 for construction inspection and project management. If awarded, construction is anticipated to begin in October 2015. The project does not impact the public right-of-way as the installation of the electrical and SCADA units are within enclosed City's facilities.

FISCAL IMPACT:

The proposed construction contract for the SCADA Radio Transmitter Installation Project with Atlas-Pellizzari Electric, Inc. is for \$143,219. The total project cost including contingency, inspection and project management is \$173,219.

Construction Contract	\$ 143,219.00
Construction Contingency	\$ 20,000.00
Staff Management and Inspection	\$ 10,000.00
<hr/>	
Total Estimated Project Cost	\$ 173,219.00

The SCADA Radio Transmitter Installation Project has a total budget of \$375,000 as shown in the FY 2015-2020 Capital Improvement Program (CIP) for the EDCCO Group, Inc. contract of \$184,791 and for current electrical construction contract of \$143,219. To date, there is currently \$359,000 remaining in the budget. The total of both contracts plus construction contingency and staff management and inspection cost is within the total budget approved in the CIP. However, staff is recommending a modification of project funding sources to accurately account for the work split between Water and Wastewater facilities.

Project funding is currently provided from Water Capital Funds in the amount of \$310,000 and Wastewater Capital Funds in the amount of \$65,000. Staff recommends appropriating \$30,000 in Wastewater Capital Funds for a total of \$95,000 and reducing the Water Capital Fund appropriation portion by \$30,000 to a total of \$280,000.

ALTERNATIVES:

1. Do not award the construction contract and postpone the project to the following year.
2. Reject all bids and rebid the project.

RECOMMENDATION:

Adopt resolution authorizing the City Manager to execute a construction contract with Atlas-Pellizzari Electric, Inc. for the SCADA Radio Transmitter Installation Project in the amount of \$143,219, approving a construction contingency of \$20,000 and approving a total construction budget in the amount of \$173,219; and appropriating \$30,000 in Wastewater Capital funds, and reducing the Water Capital appropriation funds by \$30,000.

ATTACHMENTS:

1. Resolution
2. Network Map
3. CIP Budget Document

DISTRIBUTION:

None.

DATE PREPARED:

August 17, 2015

REVIEWED BY:

_____ CM

RESOLUTION NO. 2015 - ____

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION CONTRACT WITH ATLAS-PELLIZZARI ELECTRIC, INC. FOR THE SCADA RADIO TRANSMITTER INSTALLATION PROJECT IN THE AMOUNT OF \$143,219, APPROVING A CONSTRUCTION CONTINGENCY OF \$20,000, APPROVING A TOTAL CONSTRUCTION BUDGET IN THE AMOUNT OF \$173,219, APPROPRIATING \$30,000 IN WASTEWATER CAPITAL FUNDS, AND REDUCING THE WATER CAPITAL APPROPRIATION FUNDS BY \$30,000

WHEREAS, the City of San Bruno's Capital Improvement Program (CIP) includes the SCADA Radio Transmitter Installation Project to provide a new backup data communication and transmission service; and

WHEREAS, upon completion of the SCADA Radio Transmitter Installation Project the City will have a reliable backup communications system that is capable of transmitting data uninterrupted; and

WHEREAS, the City advertised this project for bid in compliance with State Contract Code and local purchasing regulations and received two sealed bids; and

WHEREAS, Atlas-Pellizzari Electric, Inc. submitted the lowest basis of award bid in the amount of \$143,219 and was determined to be the lowest cost responsive and responsible bidder; and

WHEREAS, Atlas-Pellizzari Electric, Inc. has satisfactorily completed other SCADA installation projects for public agencies in the Bay Area, meets the contractor qualifications, and has a valid contractor's license required to perform the scope of work of this project; and

WHEREAS, a total construction cost of \$173,219 includes City staff project management and inspection, and a construction contingency of \$20,000 to address any potential unforeseen field conditions and \$10,000 for staff management and inspection; and

WHEREAS, additional funds need to be appropriated to the SCADA Radio Transmitter Installation Project in the amount of \$30,000 from the Wastewater Capital Funds and a reduction in project funds in the amount of \$30,000 from the Water Capital Funds.

NOW, THEREFORE, BE IT RESOLVED that the San Bruno City Council authorizes the City Manager to execute a construction contract with Atlas-Pellizzari Electric, Inc. for the SCADA Radio Transmitter Installation Project in the amount of \$143,219, approves a construction contingency of \$20,000, and approves a total construction budget in the amount of \$173,219, appropriates \$30,000 in Wastewater Capital Funds, and reduces the Water Capital Funds appropriation by \$30,000.

Dated: September 8, 2015

ATTEST:

Carol Bonner, City Clerk

-o0o-

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno this 8th day of September 2015 by the following vote:

AYES: Councilmembers: _____
NOES: Councilmembers: _____
ABSENT: Councilmembers: _____

SCADA Radio Transmitter Installation

<u>PROJECT INFORMATION</u>	
Origination Year: 2013-14	Project Number: 84102
Projected Completion Date: June 2016	
Total Project Cost: \$ 375,000	

Project Description:

This project provides radio transmission for the Supervisory Control And Data Acquisition (SCADA) system that monitors and controls the City's water supply and distribution systems. Currently, computer controls and other equipment are installed at each water pump station, tank, and well to monitor and control movement of water through the City. The primary means of data transmission is through the Cable TV broadband network. The project provides a Radio transmission system as the City's backup communication, replacing the current dial up modem telephone system. The phone system has experienced repeated down times and has been non-operational at several locations, with transmission failure rates averaging about 5 per month.

A reliable backup communication system is necessary to maintain uninterrupted utility services. SCADA radio technology relies on limited above ground infrastructure which is less vulnerable during an earthquake compared to the many above and below ground transmission lines of the telephone system. This technology will limit water delivery interruptions within the City if there is damage to telephone communication or electrical systems in a large service area as occurred during the Glenview Fire. As part of this project, wastewater pump stations will also be connected to the SCADA radio communication system.

2014-15 Status:

Completed City Council review and award of project construction contract and initiated construction planning.

2015-16 Work Plan:

Complete installation of radio transmission equipment for all Water and Wastewater facilities.

Project Appropriations:

Current Year Appropriations:

Funding Source	Prior Approp.	Estimated Prior Expense	Estimated Carryover Approp.	2015-16 Funding Request	2015-16 Total Funds Available	Total Project Cost
Water Capital	310,000	16,453	293,547	0	293,547	310,000
Wastewater Capital	65,000	8,560	56,440	0	56,440	65,000
Total	375,000	25,013	349,987	0	349,987	375,000

Five-Year Work Program Appropriations:

Funding Source	2015-16	2016-17	2017-18	2018-19	2019-20	Total Request
Water Capital	0	0	0	0	0	0
Wastewater Capital	0	0	0	0	0	0
Total	0	0	0	0	0	0



City Council Agenda Item Staff Report

CITY OF SAN BRUNO

DATE: September 8, 2015

TO: Honorable Mayor and Members of the City Council

FROM: Kerry Burns, Community Services Director

SUBJECT: Adopt Resolution Authorizing the Closure of 1,200 Linear Feet of City Park Way from 6:00 p.m. Friday, October 9, 2015 through 9:00 a.m. Sunday, October 11, 2015 for the City of San Bruno Community Day in the Park

BACKGROUND:

In celebration of San Bruno's Centennial, the City, in partnership with the City's community, sports and services organizations delivered the Centennial Community Day in the Park and Carnival on September 27, 2014. To again bring together the community at City Park of a day of fun, games, rides, food, and entertainment, the City Council again approved the event for Saturday, October 10, 2015.

In all, as many as 3,000 people are estimated to attend. This year, staff is proposing locating the rides to City Park Way to prevent damage to the ball diamonds and in order to accommodate such a large group of attendees. The rides would be arranged in a manner to ensure sufficient space on the roadway for safety vehicles to travel between Crystal Springs Road and De Soto Way. As a result, the length of the closure is approximately 1,200 linear feet and stretches from Crystal Springs Road to the north and De Soto Way to the south. The attached site plan shows the extent of the road closure.

DISCUSSION:

The event is scheduled to take place between the hours of 11:00 a.m. to 5:00 p.m. on Saturday, October 10, 2015. To accommodate the set-up and take-down of rides, the proposed road closure would occur between the hours of 6:00 p.m. on Friday, October 9, 2015 to 9:00 a.m. on Sunday, October 11, 2015. Depending on the time required to disassemble and remove the rides, City Park Way may open before 9:00 a.m. on Sunday, October 11, 2015.

In order to accommodate the road closure, a Traffic Control Plan has been developed as shown in Attachment 2. The Traffic Control Plan has been coordinated with the Police and Fire Departments. All residents and property owners within the area bounded by Crystal Springs Avenue to the north, El Camino Real to the east, the City boundary to the south and the Junipero Serra County Park to the west have been provided written notice of the proposed road closure and of the fact that the City Council would be considering this matter at the September 8, 2015 City Council meeting. If the road closure is approved by the City Council, a second letter will be sent to residents residing within the boundaries described above confirming the road closure. This information will also be provided to the community on Channel 1 and the City's webpage.

FISCAL IMPACT:

Closure of the road will be performed by City staff using existing equipment. Signage used at last year's Community Day in the Park will be used again this year, thereby resulting in no new costs to complete the road closure.

ALTERNATIVES:

1. Do not approve the street closure.
2. Approve the road closure subject to additional conditions.

RECOMMENDATION:

Adopt a resolution authorizing the closure of 1,200 linear feet of City Park Way from 6:00 p.m. Friday, October 9, 2015 through 9:00 a.m. Sunday, October 11, 2015 for the City of San Bruno Community Day in the Park.

DISTRIBUTION:

1. None

ATTACHMENTS:

1. Resolution
2. Site Plan

DATE PREPARED:

August 26, 2015

REVIEWED BY:

_____ CM

RESOLUTION NO. 2015 -

RESOLUTION AUTHORIZING THE CLOSURE OF 1,200 LINEAR FEET OF CITY PARK WAY FROM 6:00 P.M. ON FRIDAY, OCTOBER 9, 2015 THROUGH 9:00 A.M. SUNDAY, OCTOBER 11, 2015 FOR THE CITY OF SAN BRUNO COMMUNITY DAY IN THE PARK

WHEREAS, in celebration of San Bruno's Centennial, the City, in partnership with the City's community, sports and services organizations delivered the Centennial Community Day in the Park and Carnival on September 27, 2014; and

WHEREAS, to again bring together the community at City Park for a day of fun, games, rides, food, and entertainment, the City Council again approved the Community Day in the Park for Saturday, October 10, 2015; and

WHEREAS, the San Bruno City Council finds and declares, pursuant to California Vehicle Code Section 21101, that the closing of a certain street in connection with such event is necessary for the safety and protection of persons who are to use certain portions of such street during such closing; and

WHEREAS, the Police Department, Fire Department, and Community Services Department have reviewed the detour plan; and

WHEREAS, residents and property owners within the area bounded by Crystal Springs Avenue to the north, El Camino Real to the east, the City boundary to the south and the Junipero Serra County Park to the west have been provided written notice that a road closure is proposed, and that the City Council will consider the road closure at its City Council meeting on September 8, 2015; and

WHEREAS, on September 8, 2015, the City Council heard all public comments and considered the requested road closure.

NOW, THEREFORE, BE IT RESOLVED by the San Bruno City Council that the 1,200 feet of City Park Way shall be closed to vehicular traffic, from 6:00 p.m. on Friday, October 9, 2015 through 9:00 a.m. on Sunday, October 11, 2015.

ATTEST:

Carol Bonner, City Clerk

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I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno this 8th day of September, 2015 by the following vote:

AYES: Councilmembers: _____

NOES: Councilmembers: _____

ABSENT: Councilmembers: _____

Site Plan – City Park Way Closure Limits

