



“The City With a Heart”

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

AGENDA – SPECIAL MEETING CLOSED SESSION

SAN BRUNO CITY COUNCIL

February 23, 2016

6:00 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.

1. CALL TO ORDER:

2. ROLL CALL:

3. 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 agendaized pursuant to State Law.

4. CLOSED SESSION:

Conference with Legal Counsel—Anticipated Litigation; Significant Exposure to Litigation pursuant to Government Code section 54956.9(d)(2): Two Cases

5. ADJOURNMENT:

The next regular City Council Meeting will be held on February 23, 2016 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.



“The City With a Heart”

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

AGENDA
SAN BRUNO CITY COUNCIL
February 23, 2016
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.

- 1. CALL TO ORDER:**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE:**
- 3. ANNOUNCEMENTS:**
- 4. PRESENTATIONS:**
- 5. REVIEW OF AGENDA:**
- 6. APPROVAL OF MINUTES:** Special Council Meeting of February 9, and Regular Council Meeting of February 9, 2016.
- 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 February 8, 2016.
 - b. **Approve:** Payroll of February 12, 2016
 - c. **Waive:** Second Reading and Adopt Ordinance Authorizing the Implementation of a Community Choice Aggregation Program in San Bruno.
- 8. PUBLIC HEARING:**

Hold Public Hearing, and take the Following Actions to Approve the Office Project at 1250 Grundy Lane and Associated Environmental Determination:

1. Adopt Resolution Adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.
2. Waive First Reading and Introduce an Ordinance Amending and Replacing the Existing Development Plan for 1250 Grundy Lane.
3. Adopt Resolution Approving the Installation of a Red Curb Along the North Side of Grundy Lane.
4. Adopt Resolution Approving a Planned Development Permit and an Architectural Review Permit for the Proposed Office Project at 1250 Grundy Lane.

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 Accepting the Crestmoor (Glenview) Neighborhood Phase III Utility Replacement Project as Complete and Authorizing Release of the Remaining Contract Retention Amount.
- b. Adopt Resolution Authorizing the City Manager to Execute a Four Year Contract with Peninsula Pump and Equipment, Inc. for Wastewater Pump Station Emergency and Specialty Repair Services in an Amount not to Exceed \$25,000 Annually.
- c. Adopt Resolution Rejecting All Bids and Authorizing the Re-Advertisement of Bid for the Transit Corridor Pedestrian Connection Improvement Project Phase III.
- d. Receive Report and Provide Direction to Staff Regarding a Response to the San Bruno Community Foundation Proposed Projects.

11. REPORT OF COMMISSIONS, BOARDS & COMMITTEES:

Receive Annual Report from the Traffic Safety and Parking Committee.

12. COMMENTS FROM COUNCIL MEMBERS:

13. CLOSED SESSION:

14. ADJOURNMENT:

The next regular City Council Meeting will be held on March 8, 2016 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.



"The City With a Heart"

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

MINUTES - SPECIAL MEETING

SAN BRUNO CITY COUNCIL

February 9, 2016

6:00 P.M.

1. CALL TO ORDER: THIS IS TO CERTIFY THAT the San Bruno City Council met on February 9, 2016 at San Bruno's Senior Center, 1555 Crystal Springs Road, San Bruno, CA. The meeting was called to order at 6:00 p.m.

2. ROLL CALL/PLEDGE OF ALLEGIANCE:

Presiding was Mayor Ruane, Vice Mayor Marty Medina, Councilmembers Ibarra, Rico Medina and O'Connell. Recording by City Clerk Bonner.

3. PUBLIC COMMENT ON ITEMS NOT ON AGENDA: None.

4. CONDUCT OF BUSINESS:

a. Discussion of the City's Comprehensive Annual Financial Report (CAFR) and Measure A Funds Audit Report for the Fiscal Year Ended June 30, 2015.

Finance Director Kraecht gave introductory remarks and Ahmad Gharaibeh from the firm of Vavrinek, Trine, Day & Co., LLP gave an overview of the staff report and asked for questions. No reportable action was taken.

b. Cable Fund Status Update.

City Manager Jackson and **Finance Director Kraecht** highlighted the cable fund. Council gave direction to proceed with a proposal to build a fiber project at Shelter Creek. Direction was also given to review the franchise fee payments.

5. ADJOURNMENT:

Mayor Ruane adjourned the meeting at 7:00 p.m. to resume following the regular City Council Meeting. The meeting resumed at 8:40 and concluded at 9:35. p.m. The next meeting will be held on February 23, 2016 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
February 23, 2016

Carol Bonner, City Clerk

Jim Ruane, Mayor



"The City With a Heart"

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

MINUTES SAN BRUNO CITY COUNCIL

February 9, 2016

7:00 p.m.

1. CALL TO ORDER: THIS IS TO CERTIFY THAT the San Bruno City Council met on February 9, 2016 at San Bruno's Senior Center, 1555 Crystal Springs Road, San Bruno, CA. The meeting was called to order at 7:00 p.m. **Mayor Ruane** thanked the garden club for the flower arrangement.

2. ROLL CALL/PLEDGE OF ALLEGIANCE:

Presiding was Mayor Ruane, Vice Mayor Marty Medina, Councilmembers Ibarra, Rico Medina and O'Connell. **Community Foundation Krauss** led the pledge of allegiance. Recording by City Clerk Bonner.

3. ANNOUNCEMENTS:

Councilmember Ibarra announced Relay for Life and introduced Robert Riechel who said Relay for Life will be occurring on April 23, 2016 at Capuchino High School. Their kick-off party will be this Thursday at the Capuchino High School Theater from 6:30 to 8:00 p.m. It is a free event with free refreshments.

4. PRESENTATIONS:

Mayor Ruane presented a ten-year certificate and pin to City Clerk Carol Bonner who thanked the City.

Mayor Ruane presented a five year certificate and pin to City Attorney Marc Zafferano who thanked the City.

Superintendent of San Bruno Park School District Olson gave an update on what the District is doing for our school age children. She announced they are no longer deficit spending. She asked the City to adopt a resolution.

Council expressed their appreciation for the partnership with the San Bruno Park School District.

5. REVIEW OF AGENDA: No changes.

6. APPROVAL OF MINUTES: Special Council Meeting of December 22, 2015 and Special Council Meeting of January 26, 2016 and Regular Council Meeting of January 26, 2016, approved as submitted.

7. CONSENT CALENDAR:

a. **Approve:** Accounts Payable of January 25 and February 1, 2016.

b. **Approve:** Payroll of January 29, 2016.

c. **Accept:** Reconciliation of General Ledger to Bank Reports and the Investment Reports Dated December 31, 2015.

d. **Adopt:** Resolution Accepting the City's Comprehensive Annual Financial Report (CAFR) and Measure A Funds Audit Report for the Fiscal Year Ended June 30, 2015.

e. **Accept:** Resignation from Bicycle and Pedestrian Advisory Committee Member. Declare Vacancy and Direct the City Clerk to Initiate the Process for Appointment of a New Member.

f. **Adopt:** Resolution Approving Amendment #1 to Employment Agreement between the City of San Bruno and Constance C. Jackson, City Manager.

Mayor Ruane pulled Item 7.f. for further consideration.

Councilmember Ibarra asked to pull Item 7.e.

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

Councilmember Ibarra thanked Randy Brase for his ten plus years on this committee.

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

8. PUBLIC HEARING:

Adopt Resolution Authorizing the City to Join the San Mateo County Peninsula Clean Energy Joint Powers Authority and Appointing Director and Alternate to the JPA Board; Hold Public Hearing, Waive First Reading, and Introduce Ordinance Authorizing implementation of a Community Choice Aggregation Program in San Bruno.

City Attorney Zafferano gave an overview of the staff report and asked for questions.

Supervisor Pine said 16 cities have approved and they expect the balance will approve by the end of the week. He highlighted the pluses of the program and fielded questions from the Council.

Mayor Ruane opened the public hearing.

Robert Riechel asked what percent of energy is PG&E supplying that is considered clean energy. Will those citizens that opt to stay with PG&E see their bills increase.

Supervisor Pine said there are two ways of measuring the clean energy of a utility, one is the renewable portfolio standard, the other way is how much green house gas does it produce. He addressed the question of increased bills, and that is why there is an exit fee built in.

M/S Rico Medina/Ibarra to close the public hearing and passed with all ayes.

Councilmember Ibarra introduced the resolution authorizing the City to join the San Mateo County Peninsula Clean Energy Joint Powers Authority and passed with a unanimous vote.

Mayor Ruane said the Vice Mayor (Marty Medina) has agreed to continue on the JPA Board and Councilmember (Rico Medina) has agreed to be the alternate.

M/S Ibarra/Rico Medina to waive the first reading and passed with all ayes.

Councilmember Ibarra introduced the ordinance authorizing implementation of a community choice aggregation program in San Bruno and passed with a unanimous vote.

9. PUBLIC COMMENT ON ITEMS NOT ON AGENDA:

Nancy Landauer, Linden Ave. expressed her concern about not being able to receive the appraisal on the hotel property. She said because the City has refused to release these documents, a lawsuit has been filed today with the Superior Court of the State of California.

Marco, 2nd Ave. said he feels there is a disconnect with what is being shared and what can be legally shared.

Ryan Mrsny, Kains Ave. discussed the renewal of the City Manager's contract. He said before this evening's meeting, the contract was not made publicly available. He talked about San Bruno's Cable Department debt, the water rates which are the second highest in the Bay Area, the condition of our streets and the Crestmoor Area street lighting.

Connie Spearing, from the Unitarian Universal Church talked about transparency and the need when the property is developed to make sure there are quality jobs.

10. CONDUCT OF BUSINESS:

a. Receive Report on the Automated License Plate Reader Used by the San Bruno Police Department.

Police Chief Barberini gave an overview of the staff report and asked for questions. He said the current license reader is affixed to a patrol vehicle and many feel down the road, it will become a standard piece of equipment for a patrol vehicle.

b. Adopt Resolution Authorizing the Purchase of One Ford Explorer Fire Chief Vehicle from Bill Knight Ford of Tulsa, Oklahoma in the Amount of \$30,000 and Appropriating \$30,000 from the General Fund.

Fire Chief Downing gave an overview of the staff report and asked for questions.

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

c. Adopt Resolution Approving a Contract with Pacific Gas & Electric (PG&E) in the Amount of \$37,109 for Engineering, Tie-in and Meters, and Inspection Fees Related to the Streetlight Loop Conversion in the Crestmoor Neighborhood.

Project Manager Burrowes gave an overview of the staff report and asked for questions.

Councilmember Ibarra expressed his surprise at the small cost PG&E is charging to replace 95 street lights. He asked if that cost would be passed on to the rate payer. **Burrowes** said the contract is for tie-ins and meters and for inspection during construction. He said the engineering was done by our consultant primarily as an applicant design project so PG&E didn't do the design work themselves, they just checked the design and signed off on it. The physical work that needs to be done by PG&E out in the field is just connecting some wires together and putting a meter in.

Councilmember Ibarra asked as we get closer to finalizing the restoration of this neighborhood, how does this affect the surface infrastructure, sidewalks and curbs. **Burrowes** said the plan is to replace the curb, gutter, sidewalk and replace the streets as part of the surface restoration project. He said they are going through their designs to see what areas they can do differently to save money. Resurfacing the streets is one of the things they are exploring; however, it will be disruptive to the neighborhood.

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

d. Adopt Resolution Approving the Installation of Pedestrian Safety Improvements at the Cherry Avenue/Grundy Lane Intersection.

Interim Public Services Manager Tan gave an overview of the staff report and asked for questions.

Councilmember Ibarra said he would like public review on the median barrier. **Tan** said Redwood City and San Carlos had barriers that could be looked into.

Jeral Poskey, Google Transportation Project Executive said they are happy to be here in San Bruno and they always look for ways for pedestrian and bicycle safety.

Councilmember Medina asked more clarity be given in the future as to staff time review and it is limited; he said in the future if limited could be quantified.

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

11. REPORT OF COMMISSIONS, BOARDS & COMMITTEES: None.

12. COMMENTS FROM COUNCIL MEMBERS:

Receive Oral Reports from Vice Mayor Marty Medina and Councilmember O’Connell on their attendance at the League of California Cities New Mayors and Council Members Academy.

Vice Mayor Marty Medina said they went to Sacramento and for two and half days they learned what it takes to be a Councilmember. Conduct, legal aspects, a lot of land-use planning, general plans, zoning, how to get along with your City Manager and staff, financial aspects were among the topics discussed.

Councilmember O’Connell said her trip was a refresher since she had not attended for nineteen years. She said it is a good practice to attend these occasionally to get updates on laws that may be unfamiliar. She talked about posting on Facebook and the possible consequences that can arise from posting your opinion.

13. CLOSED SESSION:

Mayor Ruane said they would defer the Conference with Legal Counsel—Anticipated Litigation; Significant Exposure to Litigation pursuant to Government Code section 54956.9(d)(2): One Case to the next meeting.

14. ADJOURNMENT:

Mayor Ruane said they would return to the Cable Study Session that was started at 6:00 p.m. He closed the meeting at 8:37 p.m. The next regular City Council Meeting will be held on February 23, 2016 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
February 23, 2016

Carol Bonner, City Clerk

Jim Ruane, Mayor

02/08/16

CITY OF SAN BRUNO
WARRANT REGISTER
TOTAL FUND RECAP

FUND	FUND NAME	AMOUNT
001	GENERAL FUND	\$142,138.55
121	FEDERAL/STATE GRANTS	\$65.30
132	AGENCY ON AGING	\$5,476.17
190	DISASTER RECOVERY FUND	\$4,455.90
201	PARKS AND FACILITIES CAPITAL	\$1,575.00
203	STREET IMPROVE. PROJECTS	\$8,533.00
207	TECHNOLOGY CAPITAL	\$2,145.00
611	WATER FUND	\$742,138.42
621	STORMWATER FUND	\$1,995.00
631	WASTEWATER FUND	\$49,340.19
641	CABLE TV FUND	\$290,371.84
701	CENTRAL GARAGE	\$118.96
702	FACILITY MAINT. FUND	\$2,035.74
703	GENERAL EQUIPMENT REVOLVING	\$19,516.69
707	TECHNOLOGY DEVELOPMENT	\$1,931.78
711	SELF INSURANCE	\$5,915.03
TOTAL FOR APPROVAL		\$1,277,752.57

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 159844 THROUGH 159997 INCLUSIVE, TOTALING IN THE AMOUNT OF \$1,277,752.57 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 2-10-16
DATE

7.a.

Document group: komalley Bank: apbank 05507660

Vendor Code & Name	Check #	Check Date	Amount
0018540 3M COMPANY	159844	2/8/2016	2,854.60
0097044 A. REESE CHRISTOPHERSON	159864	2/8/2016	50.00
0016499 ACTION SPORTS	159845	2/8/2016	1,200.00
0018601 ADVANCED MEDIA TECH., INC.	159846	2/8/2016	839.59
0000163 AIRPORT AUTO PARTS INC.	159847	2/8/2016	6.02
0097137 ALERT DOOR SERVICE INC	159848	2/8/2016	58.00
0017459 ALL CITY MANAGEMENT SVC.INC.	159849	2/8/2016	2,309.85
0000372 ALLIED SECURITY ALARMS	159850	2/8/2016	150.00
0102355 AMAZON	159851	2/8/2016	994.31
0097341 ARIEL NOLASCO	159935	2/8/2016	15.38
0014617 AT&T	159852	2/8/2016	13.22
0016123 AT&T	159853	2/8/2016	2,866.36
0106295 ATLAS PELLIZZARI ELECTRIC, INC	159854	2/8/2016	53,237.52
0000345 BAKER & TAYLOR BOOKS	159855	2/8/2016	2,007.45
0015628 BAY AREA TREE CO., INC.	159856	2/8/2016	1,575.00
0106279 BAY OFFICE INTERIORS	159857	2/8/2016	10,039.13
0017624 BKF ENGINEERS	159859	2/8/2016	595.01
0096688 BRANDON LAU	159910	2/8/2016	50.00
0097350 BURAK OZTAS	159943	2/8/2016	26.29
0097590 BYRON GONG	159890	2/8/2016	79.98
0093690 CAPUCHINO SPORTS BOOSTERS	159861	2/8/2016	400.00
0097948 CARDINAL RULES	159862	2/8/2016	3,355.00
0097041 CARMEN VELEZ	159987	2/8/2016	50.00
0097352 CATHERINE MCKEERA	159922	2/8/2016	11.61
0017679 CDW GOVERNMENT, INC	159863	2/8/2016	97.07
0016324 CINTAS CORPORATION	159865	2/8/2016	275.63
0106048 CIT	159866	2/8/2016	426.89
0098588 CITY OF BURLINGAME	159867	2/8/2016	500.00
0000060 CITY OF MILLBRAE	159868	2/8/2016	487.80
0001889 CITY OF REDWOOD CITY	159869	2/8/2016	125.00
0013595 CITY OF SAN BRUNO	159870	2/8/2016	657.32
0000386 CITY OF SOUTH SAN FRANCISCO	159871	2/8/2016	10,671.01
0105187 CONCERN	159872	2/8/2016	682.08
0100132 CORAZON MARQUEZ	159918	2/8/2016	400.00
0097934 CWEA-TCP	159874	2/8/2016	164.00
0106160 DANIEL RONCO	159955	2/8/2016	31.20
0018166 DANIELLE KRANITZ	159875	2/8/2016	500.00
0097347 DAVID BURCH	159860	2/8/2016	39.46
0096663 DAVID TUFO	159982	2/8/2016	50.00
0097023 DEBORAH STUART	159970	2/8/2016	34.05
0097116 DIANE FIRU	159883	2/8/2016	50.00
0097030 DON AND JEAN BISAGNO	159858	2/8/2016	50.00
0097027 DUANE LASHAWAY	159909	2/8/2016	90.26
0018804 ECMS, INC.	159877	2/8/2016	94.29
0018697 EVIDENT	159878	2/8/2016	198.38
0013683 F. FERRANDO & CO.	159879	2/8/2016	7,325.00
0106349 F.A. POLI TRUCKING	159880	2/8/2016	340.00
0106348 FAST AGGREGATES PRODUCTS CO.	159881	2/8/2016	524.51
0013714 FIRST NATIONAL BANK	159882	2/8/2016	22,302.87
0001782 FLOWERS ELECTRIC & SVC.CO.INC.	159884	2/8/2016	12,668.72
0018117 FLYERS ENERGY, LLC	159885	2/8/2016	7,937.34
0105960 GARRATT CALLAHAN	159887	2/8/2016	1,897.67
0104135 GLOBAL TRACKING COMMUNICATIONS, INC.	159978	2/8/2016	394.87

Document group: komalley Bank: apbank 05507660

Vendor Code & Name	Check #	Check Date	Amount	
0016969	GOLDEN IDEAS	159888	2/8/2016	182.25
0017454	GOLDEN STATE FLOW MEASUREMENT	159889	2/8/2016	416,899.42
0000162	GRAINGER	159891	2/8/2016	1,850.54
0017900	GREAT LAKES DATA SYSTEMS INC	159892	2/8/2016	1,450.00
0095966	GREATAMERICA FINANCIAL SVCS.	159893	2/8/2016	693.64
0000385	HACH COMPANY	159894	2/8/2016	7,528.21
0000909	HERTZ EQUIPMENT RENTAL CORP.	159895	2/8/2016	2,215.28
0106186	HIWAY SAFETY INC.	159896	2/8/2016	2,754.87
0105966	HMTV TV DOMINICANA LLC	159897	2/8/2016	78.29
0105378	HOME MAID RAVIOLI COMPANY INC.	159898	2/8/2016	65.90
0018090	HOPKINS TECHNICAL PRODUCTS,INC	159899	2/8/2016	5,347.98
0018852	JAMES CACCIA PLUMBING INC.	159900	2/8/2016	276.00
0105874	JAMES MIRANDA	159927	2/8/2016	485.37
0097927	JAMES WYSYNSKI	159994	2/8/2016	1,000.00
0096708	JAMS, INC.	159901	2/8/2016	1,275.00
0097355	JENNIFER LIANG	159912	2/8/2016	6.73
0097192	JOANNE SATO	159961	2/8/2016	400.00
0098585	JONATHAN PAW	159946	2/8/2016	4.59
0097339	JOSEPH KNOX	159906	2/8/2016	6.12
0018376	JT2 INTEGRATED RESOURCES	159903	2/8/2016	5,806.03
0000075	K-119 TOOLS OF CALIFORNIA INC.	159904	2/8/2016	2,674.08
0000132	KELLY-MOORE PAINT CO INC.	159905	2/8/2016	119.87
0099181	KELVIN MUNAR	159932	2/8/2016	1,000.00
0000317	L.N. CURTIS & SONS	159907	2/8/2016	1,225.16
0018561	LANCE BAYER	159908	2/8/2016	1,275.00
0106245	LEAH MADONICH	159916	2/8/2016	2,618.74
0104424	LIDIA'S ITALIAN DELICACIES	159913	2/8/2016	2,145.00
0106000	LINDA E JANKLOW	159902	2/8/2016	290.00
0096690	LORRAINE RIGADINI	159954	2/8/2016	194.19
0018177	LOWE'S	159914	2/8/2016	249.52
0017026	LYNX TECHNOLOGIES, INC.	159915	2/8/2016	2,145.00
0099968	MADLINE VEGA	159986	2/8/2016	50.00
0002106	MASATOSHI MORITA	159930	2/8/2016	105.60
0016041	METROMOBILE COMMUNICATIONS	159923	2/8/2016	195.00
0106061	MICHAEL COOK	159873	2/8/2016	256.00
0092285	MICROMARKETING LLC	159925	2/8/2016	24.99
0016863	MIDWEST TAPE, LLC	159926	2/8/2016	26.79
0103593	MK TREES LLC	159928	2/8/2016	37.72
0096800	MOBILE CALIBRATION SVCS. LLC	159929	2/8/2016	363.87
0105925	MONICA WALKER	159990	2/8/2016	64.34
0000333	MOSS RUBBER & EQUIP. CORP.	159931	2/8/2016	130.80
0017289	MUNISERVICES, LLC	159933	2/8/2016	12,923.49
0000357	NATIONAL CABLE TV CO-OP, INC.	159934	2/8/2016	263,018.45
0092263	OFFICE DEPOT INC	159936	2/8/2016	949.83
0018284	OFFICEMAX INC.	159937	2/8/2016	57.64
0105280	OLD CASTLE PRECAST INC.	159938	2/8/2016	2,930.70
0097567	ONE HOUR DRY CLEANING	159939	2/8/2016	113.60
0001292	ORCHARD BUSINESS/SYNCB	159940	2/8/2016	79.16
0018701	ORKIN PEST CONTROL	159941	2/8/2016	580.62
0103933	OWEN EQUIPMENT SALES	159942	2/8/2016	274.71
0000012	PACIFIC GAS & ELECTRIC	159944	2/8/2016	60,846.83
0000102	PACIFIC WEST SECURITY, INC.	159945	2/8/2016	155.00
0095416	PATRICK MAY	159920	2/8/2016	50.00
0106156	PENGUIN RANDOM HOUSE LLC	159947	2/8/2016	614.17

Document group: komalley Bank: apbank 05507660

Vendor Code & Name	Check #	Check Date	Amount
0001154 PENINSULA LIBRARY SYSTEM	159948	2/8/2016	2,568.57
0015163 PENINSULA SPORTS OFFICIALS ASSOC.INC.	159967	2/8/2016	378.00
0097118 PETER YEE	159995	2/8/2016	50.00
0095780 PHOENIX SATELLITE TELEVISION (US) INC.	159960	2/8/2016	95.55
0098436 PROFESSIONAL LAND SERVICES	159949	2/8/2016	3,750.00
0013981 QUILL CORPORATION	159950	2/8/2016	244.77
0000071 R & B COMPANY	159951	2/8/2016	1,299.42
0104548 RENNE SLOAN HOLTZMAN SAKAI LLP	159952	2/8/2016	5,512.00
0097444 RHONEIL MANZANA	159917	2/8/2016	8.80
0103531 RICOH USA, INC.	159953	2/8/2016	289.48
0097387 ROBERT SCHNAPP	159962	2/8/2016	9.83
0018070 RON LAVEZZO	159911	2/8/2016	45.00
0016213 ROZZI REPRODUCTION&SUPPLY INC.	159957	2/8/2016	208.19
0097020 RYAN YEE	159996	2/8/2016	119.23
0091374 SALVADOR CAMPOS	159958	2/8/2016	225.00
0000081 SAN BRUNO CABLE TV	159959	2/8/2016	460.20
0097435 SANDRA MEYER	159924	2/8/2016	6.47
0017949 SCOTT MARSHALL	159919	2/8/2016	790.00
0098129 SCOTT ZAYAC	159997	2/8/2016	105.00
0103732 SFO MEDICAL CLINIC	159964	2/8/2016	1,788.00
0101667 SHELL DOOR SERVICE	159965	2/8/2016	190.00
0102909 SMITH-EMERY COMPANY	159966	2/8/2016	4,085.00
0097079 SPRINT	159968	2/8/2016	117.97
0102921 ST. FRANCIS ELECTRIC, INC.	159969	2/8/2016	12,935.00
0105796 SUNRISE FOOD DISTRIBUTOR INC.	159971	2/8/2016	355.42
0095713 SUPER ROOFING CO.	159972	2/8/2016	1,000.00
0106093 SUPPLIESOUTLET.COM	159973	2/8/2016	220.45
0101086 T-MOBILE	159977	2/8/2016	96.42
0018658 TASER INTERNATIONAL INC.	159974	2/8/2016	9,477.56
0097592 TERI MCCOLLUM	159921	2/8/2016	831.91
0017928 THE EDCCO GROUP, INC.	159975	2/8/2016	143,817.92
0018088 THE UPS STORE #810	159976	2/8/2016	79.36
0097379 TIMOTHY C. TRAVELSTEAD	159979	2/8/2016	10.29
0096003 TRACI DOS SANTOS	159876	2/8/2016	440.05
0103780 TREADWELL & ROLLO, INC.	159980	2/8/2016	3,192.50
0000665 TSQ SOLUTIONS INC.	159981	2/8/2016	325.00
0001362 TV GUIDE MAGAZINE, LLC	159983	2/8/2016	150.66
0000462 TVC COMMUNICATIONS L.L.C.	159984	2/8/2016	1,369.64
0102865 UNIVERSAL SERVICE ADMINISTRATIVE CO.	159963	2/8/2016	5,458.09
0105133 UTILITY TELEPHONE, INC.	159985	2/8/2016	813.57
0106375 VIKING SANDBLASTING, INC.	159988	2/8/2016	650.00
0017938 VOICE PRINT INTERNATIONAL INC.	159989	2/8/2016	537.00
0106289 WANDZIA ROSE	159956	2/8/2016	1,285.00
0104233 WAVE	159991	2/8/2016	8,822.50
0016899 WECO INDUSTRIES LLC	159992	2/8/2016	992.97
0000612 WESTVALLEY CONSTRUCTION CO.INC	159993	2/8/2016	104,237.95
0093259 WILLIAM FORESTER	159886	2/8/2016	395.00
GrandTotal:			1,277,752.57
Total count:			154



**City Council Agenda Item
Staff Report**

CITY OF SAN BRUNO

DATE: February 23, 2016
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 February 12, 2016 is recommended. The Labor Summary report reflecting the total payroll amount of \$1,444,387.06 for bi-weekly pay period ending February 7, 2016 is attached.

LABOR SUMMARY FOR PAY PERIOD ENDING : FEBRUARY 7, 2016

pyLaborDist	02/12/16
Fund: 001 - GENERAL FUND	1,097,972.28
Fund: 121 - FEDERAL/STATE GRANTS	1,166.84
Fund: 122 - SOLID WASTE/RECYCL.	2,215.74
Fund: 190 - EMERGENCY DISASTER FUND	17,782.73
Fund: 203 - STREET IMPROVE. PROJECTS	11,389.03
Fund: 611 - WATER FUND	81,425.52
Fund: 621 - STORMWATER FUND	6,828.87
Fund: 631 - WASTEWATER FUND	75,472.05
Fund: 641 - CABLE TV FUND	89,105.27
Fund: 701 - CENTRAL GARAGE	12,098.99
Fund: 702 - FACILITY MAINT.FUND	29,239.20
Fund: 707 - TECHNOLOGY DEVELOPMENT	16,861.84
Fund: 711 - SELF INSURANCE	2,828.70
	<hr/>
Total	1,444,387.06



City Council Agenda Item Staff Report

CITY OF SAN BRUNO

DATE: February 23, 2016

TO: Honorable Mayor and Members of the City Council

FROM: Marc Zafferano, City Attorney
Jimmy Tan, Acting Public Services Director

SUBJECT: Waive Second Reading and Adopt Ordinance Authorizing the Implementation of a Community Choice Aggregation Program in San Bruno

BACKGROUND:

On December 9, 2014, the County of San Mateo Board of Supervisors directed its staff to explore the feasibility of a Community Choice Energy program in San Mateo County; the enabling legislation adopted by the state refers to these types of programs as Community Choice Aggregation (CCA). A CCA program allows public agencies such as cities and counties to join together to purchase electricity collectively from suppliers selected by the CCA, instead of relying on PG&E to select the suppliers. As a result, a CCA could select suppliers of cleaner electricity, which would potentially reduce greenhouse gas emissions, while still being cost-competitive given PG&E's current and projected rates.

To explore the feasibility and economics of establishing a CCA in San Mateo County, the Board of Supervisors conducted a focused outreach effort to educate and engage staff, city managers and city councils about the program. Outreach efforts showed that there was interest among cities in the county for the creation of such a program.

On February 24, 2015, the county allocated \$300,000 to fund Phase 1 of the CCA program, which included the following activities: hiring a program consultant (LEAN Energy U.S.) to provide guidance and project management support; commissioning a study to determine the economic and technical feasibility of starting a CCA program in San Mateo County, which was completed by Pacific Energy Advisors, Inc.; hiring a creative services consultant to develop a website and related graphics for the program; and creating and supporting an Advisory Committee co-chaired by Board President Carole Groom and Supervisor Dave Pine. The Committee is comprised of representatives from all the cities in the county, including former Councilmember Michael Salazar and Public Services Director Jimmy Tan, as well as relevant stakeholder organizations.

The technical feasibility study concluded that implementing a CCA in the County would result in electricity rates that are competitive with PG&E's current and projected rates, while at the same time providing several alternatives for customers that would reduce greenhouse gas emissions. The study made conservative assumptions about future rate increases as well as fees that PG&E and the CPUC might add to CCA customers' bills for use and maintenance of PG&E's transmission lines. Even so, the study indicated that an average residential customer who chooses an electricity alternative with more renewable energy content than is currently offered by PG&E could expect an approximately 4% initial rate reduction. Customers could also choose an energy supply alternative

that contains 100% renewable energy content, but that alternative would cost approximately 2% more for the average customer. The CCA will retain all of the programs, such as CARE and Medical Baseline, which are available to low-income customers.

On October 20, 2015, the County introduced an ordinance authorizing a Community Choice Aggregation program within the unincorporated area of the County and allocated \$800,000 to fund Phase 2 of the CCA program. Phase 2 included the following activities: Peninsula Clean Energy Authority formation and program design; energy product investigation and supply portfolio recommendations; city outreach and informational support for local ordinance adoption; implementation plan development; and community engagement, marketing, and communication.

On January 26, 2016, the City Council conducted a study session on the Community Choice Aggregation program at which Supervisor David Pine made a Powerpoint presentation. In summary, successful CCAs are currently operating in Marin and Sonoma counties, and are being explored by Santa Clara County. If a city wishes to join the San Mateo County JPA, it can do so at no cost so long as it adopts an ordinance before the end of February. It is anticipated that most cities in the County will join. Program benefits include local control over electricity, consumer choice where none currently exists, a cleaner power supply, more stable rates, and funding for future local energy efficiency and generation programs.

The City of South San Francisco recently completed its own independent analysis of a CCA program, which was presented at its City Council meeting of January 27, 2016. The analysis validated the results of the County's prior analysis in finding that a CCA would likely result in lower initial average customer rates and significant reductions in greenhouse gas emissions. While rates lower than PG&E's rates cannot be guaranteed forever, the current electricity market is very favorable and affords the CCA with an opportunity to keep rates competitive.

On February 9, 2016, the City Council adopted a resolution authorizing the City to join the San Mateo County Peninsula Clean Energy Joint Powers Authority, appointing Vice-Mayor Marty Medina as the City's representative and Councilmember Rico Medina as the alternate on the JPA's Board of Directors. The City Council also held a public hearing, waived first reading, and introduced an ordinance authorizing the establishment of a CCA program in the City of San Bruno.

DISCUSSION:

Section 366.2(c)(12)(B) of the Public Utilities Code expressly contemplates creation of a Joint Powers Authority so that a county and a city or cities can "participate as a group in a community choice aggregation program." The County and each city can begin to take advantage of this option by doing two things: (1) entering into a Joint Powers Agreement forming a Joint Powers Authority under Section 6500, et seq. of the Government Code; and (2) adopting an Ordinance "elect[ing] to implement a community choice aggregation program within its jurisdiction" as required by Section 366.2(c)(12)(A).

One issue that arose at the February 9, 2016 City Council meeting was whether alternate members of the JPA's Board of Directors would have the same voting authority as regular members. Staff contacted the County Counsel's office, who confirmed that the intent of the JPA was that the alternates would have such authority, and that staff would be receiving written confirmation of that conclusion. As some cities have already signed the JPA, County Counsel suggested that the matter of making the clarification explicit in the JPA could be taken up at one of its early Board meetings.

Attached to this Staff report as Attachment 1 is the Ordinance introduced by the City Council on February 9, 2016. If the City Council wishes to join the CCA, it should adopt the ordinance at tonight's meeting so it will be in effect by the March 31 deadline required for the formation of the JPA.

FISCAL IMPACT:

Participating in the Community Choice Aggregation program by adopting the ordinance does not require outlay of any City funds. The County of San Mateo has provided seed money and future expenses will be covered by revenues from ratepayers.

ALTERNATIVES:

1. Decline to adopt an ordinance to authorize the Community Choice Aggregation program;
2. Request additional information before deciding to participate in the Community Choice Aggregation Program

RECOMMENDATION:

Waive Second Reading and Adopt Ordinance Authorizing the Implementation of a Community Choice Aggregation Program in San Bruno

ATTACHMENTS:

1. Ordinance

DISTRIBUTION:

None.

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF SAN BRUNO ADDING NEW CHAPTER 10.29
(MUNICIPAL SERVICES) TO TITLE 10 OF THE SAN BRUNO MUNICIPAL CODE**

* * * * *

**ORDINANCE AUTHORIZING THE IMPLEMENTATION OF A COMMUNITY CHOICE
AGGREGATION PROGRAM**

The City Council of the City of San Bruno **ORDAINS** as follows:

SECTION 1. FINDINGS. The City Council of the City of San Bruno has investigated options to provide electric services to customers within the City, with the intent of achieving greater local control and involvement over the provision of electric services, competitive electric rates, the development of clean, local, renewable energy projects, reduced greenhouse gas emissions, and the wider implementation of energy conservation and efficiency projects and programs; and hereby finds and declares as follows:

WHEREAS, the County of San Mateo prepared a Feasibility Study for a community choice aggregation (“CCA”) program in San Mateo County and in the cities within the County with the cooperation of the cities under the provisions of the Public Utilities Code section 366.2. The Feasibility Study shows that implementing a community choice aggregation program would provide multiple benefits, including:

- Providing customers a choice of power providers;
- Increasing local control and involvement in and collaboration on energy rates and other energy-related matters;
- Providing more stable long-term electric rates that are competitive with those provided by the incumbent utility;
- Reducing greenhouse gas emissions arising from electricity use within San Mateo County;
- Increasing local renewable generation capacity;
- Increasing energy conservation and efficiency projects and programs;
- Increasing regional energy self-sufficiency;
- Improving the local economy resulting from the implementation of local renewable and energy conservation and efficiency projects; and

WHEREAS, the County of San Mateo Board of Supervisors has directed staff to bring for its approval a Joint Powers Agreement creating the Peninsula Clean Energy Authority (“Authority”). Under the Joint Powers Agreements, cities and towns within San Mateo County may participate in the Peninsula Clean Energy CCA program by adopting the resolution and ordinance required by Public Utilities Code section 366.2. Cities and towns choosing to participate in the CCA program will have membership on the Board of Directors of the Authority as provided in the Joint Powers Agreements; and

WHEREAS, the Authority will enter into Agreements with electric power suppliers and other service providers, and based upon those Agreements the Authority will be able to provide power to residents and business at rates that are competitive with those of the incumbent utility (“PG&E”). Once the California Public Utilities Commission approves the implementation plan created by the Authority, the Authority will provide service to customers within the unincorporated area of San Mateo County and within the jurisdiction of those cities who have

chosen to participate in the CCA program; and

WHEREAS, under Public Utilities Code section 366.2, customers have the right to opt-out of a CCA program and continue to receive service from the incumbent utility. Customers who wish to continue to receive service from the incumbent utility will be able to do so; and

WHEREAS, on January 26, 2016, the City Council held a study session to receive a presentation and any public comment about the CCA program, and on February 9, 2016, the City Council held a public hearing at which time interested persons had an opportunity to testify either in support or opposition to implementation of the Peninsula Clean Energy CCA program in the City; and

WHEREAS, this ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to the CEQA Guidelines, as it is not a "project" as it has no potential to result in a direct or reasonably foreseeable indirect physical change to the environment. (14 Cal. Code Regs. § 15378(a)). Further, the ordinance is exempt from CEQA as there is no possibility that the ordinance or its implementation would have a significant effect on the environment. (14 Cal. Code Regs. § 15061(b)(3)). The ordinance is also categorically exempt because it is an action taken by a regulatory agency to assume the maintenance, restoration, enhancement or protection of the environment. (14 Cal. Code Regs. § 15308). The Director of Community Development shall cause a Notice of Exemption to be filed as authorized by CEQA and the CEQA guidelines.

NOW, THEREFORE, LET IT BE RESOLVED the City Council does ordain as follows:

SECTION 1. The above recitations are true and correct and material to this Ordinance.

SECTION 2. New Chapter 10.29 is hereby added to Title 10 of the Municipal Code as follows:

Chapter 10.29
Community Choice Aggregation Program

Section 10.29.010. Community Choice Aggregation Program

There is hereby created in the City a Community Choice Aggregation Program by the City's participation as a group with the County of San Mateo and other cities and towns as described above in the Community Choice Aggregation program of the Peninsula Clean Energy Authority, as generally described in the Joint Powers Agreement.

SECTION 3. This Ordinance shall take effect and be in force 30 days after its adoption, and shall be published and posted as required by law.

ATTEST:

MAYOR:

City Clerk

APPROVED AS TO FORM:

City Attorney

---o0o---

I hereby certify that the foregoing ordinance No. _____ was introduced on February 9, 2016 and adopted at a regular meeting of the San Bruno City Council on _____, 2016, by the following vote:

AYES: _____

NOES: _____

ABSENT: _____

City Clerk



City Council Agenda Item Staff Report

CITY OF SAN BRUNO

- DATE:** February 23, 2015
- TO:** Honorable Mayor and Members of the City Council
- FROM:** David Woltering, Community Development Director
Matt Neuebaumer, Associate Planner
- SUBJECT:** Hold Public Hearing and take the Following Actions to Approve the Office Project at 1250 Grundy Lane, and Associated Environmental Determination:
1. Adopt Resolution Adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.
 2. Waive First Reading and Introduce an Ordinance Amending and Replacing the Existing Development Plan for 1250 Grundy Lane.
 3. Adopt Resolution Approving the Installation of a Red Curb Along the North Side of Grundy Lane.
 4. Adopt Resolution Approving a Planned Development Permit and an Architectural Review Permit for the Proposed Office Project at 1250 Grundy Lane.

BACKGROUND

NewGround, the project applicant, has applied for approval to allow construction of a three-story office building located at 1250 Grundy Lane. The requested entitlements include an amendment to a Development Plan, a Planned Development Permit, and an Architectural Review Permit. The proposed project would be a three-story office development consisting of approximately 67,586 square feet of office area, including a small retail credit union branch, and 215 total parking spaces.

The project site is approximately 1.7 acres in total area (74,300 square feet) and is located on Grundy Lane within the Bayhill Office Park. The greater Bayhill Office Park contains 1.5 million square feet of office space. The subject property is bounded generally by Interstate 380 to the north, Grundy Lane to the south, Cherry Avenue to the west, and Elm Avenue to the east. There-story office buildings surround the subject property to the west, east, and south of the subject site. The subject property was previously developed with an 8,300 square foot restaurant (TGIF). The former restaurant was constructed in 1979, but was vacant for approximately five years prior to being demolished in May 2014.

The Architectural Review Committee reviewed this proposal on November 12, 2015 and

the Planning Commission reviewed the proposal on January 19, 2016. The Planning Commission unanimously adopted all resolutions recommending the City Council approve the project with the following recommendations, which have been included as conditions of approval:

- Incorporate between five to ten bike racks near the main entrance of the building.
- Identify the location of the changing room, bike lockers, and dedicated carpool parking spaces.
- The garbage and recycling area shall measure 20' wide by 20' deep.
- The landscaping plans shall be updated to incorporate a landscaping strip at the base of the trash/generator enclosure along the east and west elevation.
- Remove all reference details that are found throughout the plans that are not included within the current submittal.

Since the Planning Commission meeting, the applicant addressed the majority of the comments; however, staff has included a clarifying condition that the garbage and recycling area shall measure a minimum of 20'-0" wide by 20'-0" deep.

DISCUSSION

The applicant proposes to construct a 67,586 square foot three-story office building with 215 parking spaces on the site. The proposed three-story office building would serve as the new Administration Building for the San Francisco Police Credit Union (SFPCU). A small retail credit union branch for the SFPCU members is also proposed.

The project is anticipated to accommodate the current staff of the existing SFPCU, as well as future employees in relation to future growth in the next ten years. The total number of employees expected at full capacity would be approximately 210. General hours of operation for the SFPCU office would be Monday through Friday, 7:00 am to 7:00 pm. Hours of operation for the retail credit union branch would be Monday through Friday, 8:30 am to 6:00 pm.

The 24,941 square first floor would include a lobby, small retail credit union branch for members, mechanical room, bathrooms that include showers, and 16,560 square feet of future office expansion or potential lease space. The 20,863 square foot second floor would include various work stations, conference/training rooms, staff lounge, and a café. The 21,782 square foot third floor would include various work stations, conference rooms, staff lounge, and a café. Overall building square footage is summarized in the table below:

Building Square Footage Calculation	
Floor Level	Square Footage
1 st Floor	24,941
2 nd Floor	20,863
3 rd Floor	21,782
Total	67,586

Regarding parking, the project would provide 47 surface parking spaces, 24 of which

would be located to the north of the proposed building, and the remaining 23 spaces would be located to the west of the proposed building. Two levels of subgrade parking are also proposed. The lower level sub-grade garage would contain 86 parking spaces, and the upper level sub-grade garage would contain 82 parking spaces. The applicant is also proposing ten parking spaces for fuel efficient vehicles, and six parking spaces for electric vehicles, which will include charging stations. Combined, a total of 215 parking spaces are proposed, which amounts to a ratio of one parking space for every 314 square feet of gross floor area. The proposed parking ratio is consistent with other office developments located within the Bayhill Office Park.

The proposed project is in conformance with the City's development standards. The proposed development would be built at a .91 floor area ratio (FAR), which meets the Regional Office Land Use Designation FAR requirements outlined in the General Plan. The General Plan allows for a 1.5 base maximum FAR. The FAR is calculated by taking the overall gross floor area of the building and dividing it by the total lot area of the parcel on which the building is situated. The building would have a 35'-0" front setback, 13'-0" right side setback, 30'-9" left side setback, and an 80'-3" rear setback. The proposed building in conjunction with the associated roof top equipment and mechanical screening is less than the 50'-0" overall height limit. A condition of approval has been incorporated requiring height verification prior to the roof framing inspection and prior to building permit final.

ENVIRONMENTAL ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA), the City contracted with Raney Planning & Management, Inc. (Environmental Consultant) for the preparation of a draft Initial Study/Mitigated Negative Declaration. The study included a detailed traffic study (prepared by Crane Transportation Group), and analysis of the required elements (air quality, noise, public services, etc.). The draft Initial Study/Mitigated Negative Declaration was open for public review for one month from November 24, 2015 to December 23, 2015, per CEQA requirements.

During the public review period of the Draft Initial Study/Mitigated Negative Declaration, the City did not receive written comments from the public agencies. However, Caltrans requested a copy of the Mitigation Monitoring and Reporting Program (MMRP) and the Transportation Demand Management (TDM) Plan. Staff has since provided a copy of the MMRP and TDM Plan to Caltrans.

The Draft Initial Study/Mitigated Negative Declaration determined that the proposed project would not have a significant effect on the environment with the implementation of mitigation measures. Mitigation measures are included for the following elements; air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, and transportation/circulation. The mitigation measures are located within the IS/MND, MMRP, and are included as conditions of approval.

PROJECT ANALYSIS

As proposed, the project requires an amendment to the existing Development Plan, a Planned Development Permit and an Architectural Review Permit:

Development Plan Amendment (P-D Amendment): The applicant is requesting an amendment to a Development Plan to allow the development of an office building. The existing P-D Zoning District Development Plan currently allows for a restaurant use, but does not allow for office use. Therefore, the Development Plan associated with existing P-D Zoning District classification must be amended to allow for the proposed office use. The Regional Office General Plan designation together with the existing P-D Zoning District classification allow for the City Council to consider and approve the office use and allow for more flexibility in site design, floor area ratio, as well as other aspects of the development.

Planned Development Permit: All development in the P-D District must be developed and utilized in accordance with the approved P-D Development Plan. And, accordingly, a Planned Development Permit would be reviewed and approved to ensure the proposed development conforms with the provisions of that Development Plan.

Architectural Review Permit: An Architectural Review Permit is required for any new building which would be visible from the public right-of-way.

Site Layout

As proposed, the office building would be constructed over a two levels of subgrade parking, with a total of 47 surface parking spaces located on the western and northern areas of the site. Vehicular access to the site would be achieved via two driveways located off of Grundy Lane. The easternmost driveway, which is a 26'-0" wide access easement, would provide access to two levels of subterranean parking, and the westernmost driveway would provide access to the surface parking lots. The main pedestrian entrance to the building would be provided at the southwest portion of the building, and a secondary pedestrian entrance would be provided along the northern elevation.

Form & Articulation

In terms of overall building form, staff finds that the proposed design respects the scale, form, and development pattern of existing office buildings within the Bayhill Office Park. The site is surrounded by three-story office buildings to the east, west, and south. All four exterior elevations provide varying façade depth by providing projecting walls. Staff finds that the projecting walls and varying setbacks provide greater depth, break up an otherwise long, continuous wall, and provides greater architectural interest.

Exterior Materials:

Staff finds that the project includes a variety of exterior materials that additionally contribute interest to the proposed building. The majority of the building along all four exterior elevations would incorporate a glass fiber reinforced concrete (GFRC) precast finish. The GFRC is gray in color and has a smooth finish. The projecting wall element found along the southwest, southeast, and northern elevations would incorporate a composite rainscreen wall panel, known as Trespa Meteon. The composite rainscreen wall panel is rusted brown in color. A number of windows are proposed along all exterior elevations. All windows would include a clear anodized finish and would contain aluminum sunshades that measure 2'-6" deep. An aluminum composite panel,

prefinished metal coping/flushing, and prefinished metal fascia would be installed along the upper portion of the building throughout all exterior elevations. Staff finds that all proposed exterior materials complement one another in terms of overall finish and color.

Landscaping

A variety of drought tolerant trees, shrubs, perennials, and groundcovers are proposed throughout the entire site. Specifically, the landscaping plan includes six different variety of trees, seven different shrubs and perennials, and four different types of ground covers.

Signage

The proposal includes building mounted signage along the upper portion of the north elevation, and the lower portion of the southern elevation. The proposed signage would be internally illuminated and would incorporate the San Francisco Police Credit Union logo. The proposed signage would measure approximately 4" in total depth.

California Building Code

The proposed project is subject to all mandatory measures of the California Building Code, including all California Green Building Code Standards and Title 24 Energy Efficiency Requirements.

Transportation Demand Management Measures

The applicant is proposing various Transportation Demand Management (TDM) measures that would be implemented with the proposed project. The intent of a TDM program is to encourage transit, bicycle, and pedestrian travel, and to reduce reliance on vehicles. A summary of the proposed TDM measures are described below:

- Coordinate with Alliance - SFPCU's TDM Coordinator will work with Alliance to develop/implement a Transportation Action Plan outlining transportation alternatives for employees. The plan will provide reference materials laying the foundation for both near-term and long-term TDM options for employees. (The Alliance is a Public Agency that provides assistance on a County wide basis by helping commuters find alternatives to driving alone.)
- Survey Employees - SFPCU's TDM Coordinator will survey employees twice a year regarding transportation behaviors, knowledge of options and solicit feedback and requests. Survey results will feed back into TDM tactics to optimize participation in TDM.
- Subsidy for pedestrians/cyclists - (\$20/month/employee)
- Subsidize transit tickets - (\$50/month/employee)
- Participate in the Bayhill Office Park Shuttle Program – The SFPCU will participate and buy into a shuttle consortium and purchase round-trip shuttle seats from the Walmart-run Bayhill Office Park Shuttle.
- Parking for Carpoolers - Preferential Parking for carpoolers will be provided
- Flextime – SFPCU will offer flextime-alternate schedule options for employees
- On-site amenities – a small credit union branch on the first floor is provided.
- Installation of a video conference center
- Lockable bike storage for 10 bikes will be provided

- Showers/changing rooms will be provided

The proposed TDM measures will help reduce the number of vehicle trips to and from the subject site and will also reduce the overall demand for parking. To ensure compliance and to evaluate the effectiveness of the proposed TDM measures staff has included Condition of Approval VI-3. This condition would require all tenants to provide annual reports to the Community Development Department for the first five years, and every other year thereafter, describing the on-going implementation of the TDM measures selected for the project.

Traffic Safety and Parking Committee

In order to meet sight distance requirements for exiting motorists at the two driveways, the applicant is proposing to install a red curb along the north side of Grundy Lane. The proposed red curb will be 205 feet in length to the west of the western driveway and approximately 130 feet in between the two driveways. This type of proposal requires review from the Traffic Safety and Parking Committee (TSPC) and approval from the City Council. The TSPC reviewed this request at their December 2, 2015 meeting and supported the installation of red curbing along the north side of Grundy Lane.

Neighborhood Outreach

The surrounding property owners within the Bayhill Office Park have been informed through three mailed notices, a neighborhood meeting, and public meetings before the Architectural Review Committee, Planning Commission, and City Council. The neighborhood meeting was held on November 4, 2015 at the Marriott Courtyard in the Bayhill Office Park. Two people were present. There were a number of questions regarding a variety of topics, such as the location and amount of proposed parking, proposed transportation demand management measures, overall construction schedule, and potential tenants for the leasable space on the first floor.

In regards to the public meeting notices, staff has not received any direct questions from the public regarding the proposed development, as of the date of writing this report.

Conclusion

The project would be the most significant new development in the Bayhill Office Park in many years and would visually enhance the existing site. The project would enhance the Bayhill Office Park by developing a site that has remained vacant for five years. Staff finds that the proposed project is consistent with the design and scale of the surrounding office buildings in the Bayhill Office Park. Additionally, the proposed project is consistent with the General Plan Land Use Designation of Regional Office.

Next Steps

The Adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program would go into effect upon City Council approval. If the City Council approves the first reading of the attached ordinance, the second reading would occur at the March 8, 2016 City Council Meeting. The ordinance would go into effect 30 days after the second reading on April 7, 2016. The effective date of the Planned Development Permit and the Architectural Review Permit shall be the effective date of the associated Ordinance.

FISCAL IMPACT

The applicant submitted a deposit to cover staff and consultant costs in processing this application. The improvements to the site would also increase the value of the site and increase property tax.

ALTERNATIVES

1. Do not approve application.
2. Request changes to the project as proposed and/or the conditions of approval.

RECOMMENDATION

Hold public hearing and take the following actions to approve the office project at 1250 Grundy Lane, and associated environmental determination:

1. Adopt Resolution Adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.
2. Waive First Reading and Introduce an Ordinance Amending and Replacing the Existing Development Plan for 1250 Grundy Lane.
3. Adopt Resolution Approving the Installation of a Red Curb Along the North Side of Grundy Lane.
4. Adopt Resolution Approving a Planned Development Permit and an Architectural Review Permit for the Proposed Office Project at 1250 Grundy Lane.

Findings for approval are included as Attachment 2.

DISTRIBUTION

None

ATTACHMENTS

1. Location Map & Pictures
2. Findings for Approval
3. Planning Commission Resolution 2016-01
4. Planning Commission Resolution 2016-02
5. Planning Commission Resolution 2016-03
6. Resolution Recommending Adoption of a Draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
 - Exhibit A: Draft Mitigated Negative Declaration
 - Exhibit B: Mitigation Monitoring and Reporting Program
7. Ordinance Amending and Replacing the Development Plan
 - Exhibit A: Development Plan and Finding of Consistency with General Plan
8. Resolution Approving Installation of Red Zone
 - Exhibit A: Location of Red Zone
9. Resolution Recommending Approval of a Planned Development Permit and Architectural Review Permit
 - Exhibit A: Conditions of Approval
10. Site Plan, Floor Plans, and Elevations
11. Color Renderings
12. Transportation Demand Management Plan

DATE PREPARED

February 19, 2016

REVIEWED BY:

City Manager _____

Location Map & Site Photos

1250 Grundy Lane
020-011-290





1250 Grundy Lane



1250 Grundy Lane



(Adjacent Property to the East – 1100 Grundy Lane)



(Adjacent Property to the West – 1000 Cherry Avenue)

FINDINGS FOR APPROVAL

The required findings are in bold followed by staff's analysis of the merits of the project and how the findings can be made.

With respect to the **Mitigated Negative Declaration**, the City Council finds:

- 1. Based upon the Mitigated Negative Declaration prepared and comments and testimony received, the City Council hereby finds that there is no substantial evidence that the Project will have a significant adverse effect on the environment and that the Mitigated Negative Declaration reflects the City Council's independent judgment and analysis.**

The Mitigated Negative Declaration analyzed all the required elements under the California Environmental Quality Act. The analysis concluded that the project as proposed would not have a substantial impact on the environment with the implementation of the mitigation measures.

With respect to the **amendment to the Development Plan**, the City Council finds:

- 2. That said amendment is in general conformance with the general plan and that the public convenience and general welfare require adoption of the proposed amendment. (SBMC 12.136.020)**

The subject property has a General Plan Land Use Designation of Regional Office. The Regional Office Land Use Designation allows for a 1.5 base maximum FAR and permits administrative, professional, and medical offices. Small convenience retails uses, personal services, and eating and drinking establishments are permitted as ancillary uses. As proposed, the project includes a three-story office building measuring 67,586 square feet in total area. The new building would serve as the new administrative building for the San Francisco Police Credit Union. Additionally, a small retail credit union for members is proposed on a portion of the first floor. Staff finds that the proposed project is consistent and is in general conformance with the General Plan.

- 3. The proposed P-D District Zoning Change can be substantially completed within the time schedule submitted by the applicant (SBMC 12.96.190.H.1);**

As part of the amendment to the existing development plan the applicant is requesting the approval of a Planned Development Permit and an Architectural Review Permit to allow the construction of a 67,586 square foot office building with 215 parking spaces. As a condition of approval, Planned Development Permit PDP12-002 and Architectural Review Permit AR16-002 shall expire if a building permit is not obtained within one (1) year of the effective date of the associated Ordinance. Additionally, the timeline as submitted by the applicant indicates that construction drawings would be submitted in January 2016, that construction would commence in April of 2016, and the development would be completed 18-24 months thereafter. Staff finds that this is a feasible schedule.

- 4. Each unit of development, as well as the total development, can exist as an independent development capable of creating an environment of sustained desirability and stability or adequate assurance that such objective will be attained (SBMC 12.96.190.H.2);**

The development of a 67,586 square foot office building would exist as one independent development. The use includes parking and site improvements and the necessary infrastructure is available for the intended use.

- 5. The land uses proposed will not be detrimental to the present or potential surrounding uses but will have a beneficial effect which would not be achieved through other districts (SBMC 12.96.190.H.3);**

The project site is located on a 1.7 acre site within the Bayhill Office Park, which contains 1.5 million square feet of office space. The subject property and the majority of parcels within the Bayhill Office Park have a General Plan land use designation of Regional Office, and a zoning designation of Planned Development (P-D). As such, staff finds that the proposed land use is consistent with the existing land uses within the Bayhill Office Park. Additionally, staff finds that the proposed land use will not be detrimental to the present or potential surrounding uses.

- 6. The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D District (12.96.190.H.4);**

A traffic impact analysis was prepared for the proposed project. The purpose of the traffic study was to determine if there would be any significant traffic impacts that would be associated with the proposed project. The following seven intersections were analyzed in the traffic study:

- San Bruno Avenue / I-280 Southbound Off-Ramp
- San Bruno Avenue / I-280 Northbound Off-Ramp
- San Bruno Avenue / Cherry Avenue
- San Bruno Avenue / El Camino Real
- El Camino Real / Bayhill Drive
- El Camino Real / I-380 Eastbound Off-Ramp
- El Camino real / I-380 Westbound Off-Ramp

The results of the traffic study indicated that proposed project would not exceed any level of service (LOS) standards; therefore, the traffic generated would not overload the street network outside of the P-D District.

- 7. Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area (SBMC 12.96.190.H.5);**

The proposed 67,586 square foot three-story office building would be constructed on a 1.7 acres site within the Bayhill Office Park. The project site was previously developed

with an 8,300 square foot restaurant (TGIF). The former restaurant was constructed in 1979, but was vacant for approximately five years prior to being demolished in May 2014. The Bayhill Office Park contain 1.5 million square feet of total office space. As such, office uses are found to the north, south, and to the west of the subject property. Therefore, staff finds that the commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area.

8. Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan (SBMC 12.96.190.H.6);

As part of the project the applicant is requesting the approval of an amendment to an existing Development Plan and a Planned Development Permit to allow the construction of a three-story 67,586 square foot office building on a 74,300 square foot lot with 215 parking spaces. The Development Plan associated with the current P-D zone only allows for a restaurant use, but does not allow for an office use. Therefore, the Development Plan associated with the existing P-D Zoning District classification must be amended to allow for the proposed office use.

Staff finds that the proposed Development Plan is consistent with the General Plan Regional Office Land Use Designation, which allows for administrative, professional, and medical offices located in a campus-style setting. Additionally, small convenience retail uses, personal services, and eating and drinking establishments are permitted as ancillary uses. As proposed, the project would include a small retail credit union branch and supporting administrative and professional offices.

In terms of overall building form, staff finds that the proposed design respects the scale, form, and development pattern of existing office buildings within the Bayhill Office Park. The site is surrounded by three-story office buildings to the east, west, and south. All four exterior elevations provide varying façade depth by providing projecting walls. Additionally, staff finds that the project includes a variety of exterior materials that contribute interest to the proposed building. The majority of the building along all four exterior elevations would incorporate a glass fiber reinforced concrete (GFRC) precast finish. The projecting wall element found along the southwest, southeast, and northern elevations would incorporate a composite rainscreen wall panel, known as Trespa Meteon. The composite rainscreen wall panel is rusted brown in color. All windows would include a clear anodized finish and would contain aluminum sunshades that measure 2'-6" deep. An aluminum composite panel, prefinished metal coping/flushing, and prefinished metal fascia would be installed along the upper portion of the building throughout all exterior elevations. Staff finds that all proposed exterior materials complement one another in terms of overall finish and color.

9. The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D District uses proposed are in conformance with the general plan of the city (SBMC 12.96.190.H.7);

The proposed development is in conformance with the General Plan Regional Office Land Use Designation. The area surrounding the development has already been developed with office buildings.

With Respect to the **Planned Development Permit**, the City Council finds:

10. The Planned Development Permit is consistent with the previously approved development plan (SBMC 12.96.190.I.4);

The Planned Development Permit provides the details of the applicant's proposal. The Development Plan is proposed to be amended to be consistent with the proposal. Therefore, if the amendment to the Development Plan is approved, the Planned Development Permit would be consistent with it.

With respect to the **Architectural Review Permit**, the City Council finds:

11. That the location, size and intensity of the proposed operation will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern, taking into account the proposed use as compared with the general character and intensity of the neighborhood. (SBMC 12.108.040.A)

The applicant proposes to construct a three-story office building with 67,586 square feet in total area. A subgrade parking garage would contain 168 parking spaces. An additional 47 parking spaces would be provided a surface level directly to the west and to the north of the proposed building. Pedestrian access to the site is provided through three separate entrances. The main entrance and lobby is located in the southwest quadrant of the building on the first floor level, closest to Grundy Lane. A secondary entrance is provided along the rear elevation on the ground floor level. Additionally, access to the proposed building would be achieved via two internal stairwells and three elevators from within the subgrade garage. The site is located within the Bayhill Office Park, which contains 1.5 million square feet of office space. Staff finds that the vehicular and pedestrian traffic pattern associated with the proposed project would be consistent with the adjacent office developments.

12. That the accessibility of the off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets will not create a hazardous or inconvenient condition to adjacent or surrounding uses. (SBMC 12.108.040.B)

A total of 215 parking spaces are proposed. 168 parking spaces would be provided in two levels of subgrade parking, while the remaining 47 parking spaces would be provided at surface level. Vehicular access to the subgrade parking garage would be provided along the easternmost driveway along Grundy Lane. Vehicular access to the surface parking spaces would be provided along the westernmost driveway along Grundy Lane. Vehicular access to the site is similar to the previous restaurant use. The only change is that the westernmost driveway would be slightly relocated in the westerly direction. Staff has included a condition of approval that all landscaping located to the west of the western most driveway be no higher than 2'-6" to improve sight distance. Additionally, street parking would be prohibited along the majority of the project frontage.

13. That sufficient landscape areas have been reserved for the purposes of separating or screening service and storage areas from the street and adjoining building sites, breaking up large expanses of paved areas, and separating or screening parking areas from the street and adjoining building areas from paved areas and to provide access from buildings to open areas. In addition, that adequate guarantees are made, such as the filing of a performance bond, to insure maintenance of landscaped areas. (SBMC 12.108.040.C)

A variety of drought tolerant trees, shrubs, perennials, and groundcovers are proposed throughout the entire site. Specifically, the landscaping plan includes six different variety of trees, seven different shrubs and perennials, and four different types of ground covers. A total of 14 existing heritage trees would be removed as a result of the proposed project. The San Bruno Municipal Code requires that any heritage tree removed shall be replaced with either two 24" box size trees, or one 36" inch box size tree. The applicant is electing to install 30, 24" box tree, which exceeds Municipal Code requirements. Staff finds that the proposed landscaping treatments adequately break up large expanses of paved areas and provides an adequate buffer between the public right-of-way and the proposed surface parking located on the western portion of the lot.

14. That the proposed development, as set forth on the plans, will not unreasonably restrict or interfere with light and air on the property and on other property in the neighborhood, will not hinder or discourage the appropriate development and use of land and buildings in the neighborhood, or impair the value thereof; and is consistent with the design and scale of the neighborhood. (SBMC 12.108.040.D)

The proposed building is less than the Municipal Code height limit of 50'-0". Additionally, the building has a right side setback of 13'-0" and a left side setback of 30'-9". Staff finds that the proposed development would be consistent with the design and scale of the adjacent office buildings and would not interfere with access to light and air for neighboring properties.

15. That the improvement of any commercial or industrial structure, as shown on the elevations as submitted, is not detrimental to the character or value of an adjacent residential district. (SBMC 12.108.040.E)

The subject property is located within the Bayhill Office Park. The Bayhill Office park contains 1.5 million square feet of office space. The nearest residential district is located approximately 700 feet to the north, but is separated from the subject site by Interstate 380. As such, staff finds that the proposed development would not be detrimental to the character or value of an adjacent residential district.

16. That the proposed development will not excessively damage or destroy natural features, including trees, shrubs, creeks and rocks, scenic corridors, and the natural grade of the site. (SBMC 12.108.040.F)

The subject property was previously developed with an 8,300 square foot restaurant that was demolished in May 2014. The site contains older trees, and shrubs, which would be replaced with new trees and landscaping throughout the entire site. Additionally, the project would include two levels of subgrade parking. The site does not contain any creeks or scenic corridors. The proposed development therefore would not damage or destroy any natural features.

17. That the general appearance of the proposed building, structure, or grounds will be in keeping with the character of the neighborhood, will not be detrimental to the orderly and harmonious development of the city, and will not impair the desirability of investment or occupation in the neighborhood (SBMC 12.108.040.G)

The subject property is located in the Bayhill Office Park. Three story office buildings are adjacent to the subject property. The proposed 67,586 square three-story office building is consistent with the overall design and scale of the adjacent office building within the Bayhill Office environment. The project would be the most significant new development in the Bayhill Office Park in many years and would visually enhance the existing site. The project would enhance the Bayhill Office Park by developing a site that has remained vacant for five years.

18. That the proposed development is consistent with the general plan. (SBMC 12.108.040.H)

The subject property has a General Plan Land Use Designation of Regional Office. The Regional Office Land Use Designation allows for a 1.5 base maximum FAR and permits administrative, professional, and medical offices. Small convenience retail uses, personal services, and eating and drinking establishments are permitted as ancillary uses. As proposed, the project includes a three-story office building measuring 67,586 square feet in total area. The new building would serve as the new administrative building for the San Francisco Police Credit Union. A small retail credit union for members is proposed on a portion of the first floor as well. Additionally, the project is consistent with the following General Plan Land Use Policies:

Land Use Policy LUD-51: Promote construction of professional and administrative offices on existing surface parking lots in Bayhill Office Park.

Land Use Policy LUD-52: Allow ancillary commercial uses – such as cafes, health clubs, dry cleaners, sundries, etc – in Bayhill Office Park, to serve employee needs.

Land Use Policy LUD-53: Require new office development in Bayhill Office Park to provide alternative transportation, such as shuttle to the BART and Caltrain stations, preferential carpool parking, bicycle storage facilities, and bus shelters.

Staff finds that the proposed development is consistent with the general plan.

RESOLUTION NO. 2016– 01

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING & RREPORTING PROGRAM FOR THE PROPOSED DEVELOPMENT LOCATED AT 1250 GRUNDY LANE (APN 020-011-090)

WHEREAS, NewGround, Inc. (“Applicant”) submitted an application for the certain 1.7 acre site located at 1250 Grundy Lane in the City of San Bruno and more particularly described as Assessor’s Parcel Number 020-011-090 (“Property”); and

WHEREAS, the Applicant desires to develop a 67,586 square foot three-story office building on the Property with 215 parking spaces (“Project”); and

WHEREAS, in order to develop the Project, the Applicant has submitted an application to the City of San Bruno for approval of the following: (1) an amendment to the existing Development Plan; (2) a Planned Development Permit; and (3) an Architectural Review Permit; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and Implementing Guidelines, and Initial Study and Draft Mitigated Declaration, dated November 2015, have been prepared by Raney Planning & Management, Inc., and based on the type and intensity of land uses identified with the Project and the information contained therein, the Initial Study and Draft Mitigated Negative Declaration conclude that the Project, with the proposed mitigation measures, would not have a significant adverse effect on the environment; and

WHEREAS, the public review of the Draft Mitigated Negative Declaration required by the CEQA guidelines, California Code of Regulations Section 15073, has been provided;

WHEREAS, Applicant has agreed to incorporate in the Project all applicable mitigation measures identified in the Draft Mitigated Negative Declaration to reduce environmental impacts to less than a significant level; and

WHEREAS, on January 19, 2016, the Planning Commission considered the Initial Study and Draft Mitigated Negative Declaration, the application of all mitigating measures, and a proposed Mitigation Monitoring and Reporting Program.

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 Planning Commission hereby finds and determines that the environmental documents for the Project have been prepared, published, circulated, and reviewed in accordance with CEQA, and the applicable regulations pertaining thereto.
2. The Planning Commission has reviewed and considered the information contained in the Initial Study and Draft Mitigated Negative Declaration and all oral testimony and written comments received during the public review process.
3. Based upon the Draft Mitigated Negative Declaration and comments and testimony received, the Planning Commission hereby finds that there is no substantial evidence that the Project, as

mitigated, will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the Planning Commission's independent judgment and analysis.

4. The Planning Commission hereby recommends that the San Bruno City Council adopt the Draft Mitigated Negative Declaration attached hereto as Exhibit A and the Mitigation Monitoring and Reporting Program attached hereto as Exhibit B.
5. The Secretary of the City of San Bruno Planning Commission is hereby directed to forward the City Council a certified copy of this resolution together with an attested copy.

Dated: 2/1/16

Mary Lou Johnson
Planning Commission Chair

ATTEST:

David Woltering
Planning Commission Secretary
David Woltering

APPROVED AS TO FORM:

Marc Zafferano
City Attorney
Marc Zafferano

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 on this 19th day of January 2016, by the following vote:

AYES: Commissioners: Chair Johnson, Commissioners Biasotti, Kayal, Mishra, Sammut

NOES: Commissioners: None

ABSENT: Commissioners: Vice Chair Chase, Commissioner Petersen

RESOLUTION NO. 2016- 02

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THE CITY COUNCIL APPROVE AN ORDINANCE AMENDING AND REPLACING THE DEVELOPMENT PLAN FOR 1250 GRUNDY LANE (APN 020-011-090)

WHEREAS, in 1979, the City Council, by Ordinance No. 1325, amended the Zoning Ordinance to reclassify certain real property comprising of 1.7 acres located on Grundy Lane with a street address of 1250 Grundy Lane, San Bruno, California (APN 020-011-090), to allow for the construction of a free-standing restaurant; and

WHEREAS, NewGround, Inc. ("Applicant") submitted an application for the certain 1.7 acre site located at 1250 Grundy Lane in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-011-090 ("Property"); and

WHEREAS, the Applicant desires to develop a 67,586 square foot three-story office building on the Property with 215 parking spaces ("Project"); and

WHEREAS, in order to develop the Project, the Applicant has submitted an application to the City of San Bruno for approval of the following: (1) an amendment to the existing Development Plan; (2) a Planned Development Permit; and (3) an Architectural Review Permit; and

WHEREAS, in Resolution No. 2016-01, the Planning Commission recommended that the City Council adopt a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program for the development of the Project; and

WHEREAS, on January 19, 2016, the Planning Commission conducted a duly noticed public hearing 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. With respect to the Amendment to the Development Plan, the Planning Commission hereby finds:
 - a. That said amendment is in general conformance with the general plan and that the public convenience and general welfare require adoption of the proposed amendment;
 - b. The proposed P-D District Zoning Change can be substantially completed within the time schedule submitted by the applicant;
 - c. Each unit of development, as well as the total development, can exist as an independent development capable of creating an environment of sustained desirability and stability or adequate assurance that such objective will be attained;
 - d. The land uses proposed will not be detrimental to the present or potential surrounding uses but will have a beneficial effect which would not be achieved through other districts;
 - e. The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D District;
 - f. Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area;
 - g. Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan;

- h. The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D District uses proposed are in conformance with the general plan of the city.
- 2. The Planning Commission of the City of San Bruno hereby recommends the City Council approve the attached Ordinance (**Attachment 1**) amending and replacing Ordinance No. 1325.
- 3. The Planning Commission further authorizes staff to make a report of the findings and recommendations herein, as required by San Bruno Municipal Code Section 12.136.030, and to send a copy of such report to the City Council and directs the Secretary of the Planning Commission to forward to the City Council a certified copy of this resolution together with an attested copy.

Dated: 2/1/16

Mary Lou Johnson
 Planning Commission Chair

ATTEST:
David Woltering
 Planning Commission Secretary
 David Woltering

APPROVED AS TO FORM:
Marc Zafferano
 City Attorney
 Marc Zafferano

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 on this 19th day of January 2016, by the following vote:

AYES: Commissioners: Chair Johnson, Commissioners Biasotti, Kayal, Mishra, Sammut

NOES: Commissioners: None

ABSENT: Commissioners: Vice Chair Chase, Commissioner Petersen

ATTACHMENT NO. 1

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO
AMENDING AND REPLACING THE DEVELOPMENT PLAN FOR 1250
GRUNDY LANE (APN 020-011-090)**

WHEREAS, in 1979, the City Council, by Ordinance No. 1325, amended the Zoning Ordinance to reclassify certain real property comprising of 1.7 acres located on Grundy Lane with a street address of 1250 Grundy Lane, San Bruno, California (APN 020-011-090), to allow for the construction of a free-standing restaurant; and

WHEREAS, NewGround, Inc. ("Applicant") submitted an application for the certain 1.7 acre site located at 1250 Grundy Lane in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-011-090 ("Property"); and

WHEREAS, the Applicant desires to develop a 67,586 square foot three-story office building on the Property with 215 parking spaces ("Project"); and

WHEREAS, in order to develop the Project, the Applicant has submitted an application to the City of San Bruno for approval of the following: (1) an amendment to the existing Development Plan; (2) a Planned Development Permit; and (3) an Architectural Review Permit; and

WHEREAS, in Resolution No. 2016-01, the Planning Commission recommended that the City Council adopt a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program for the development of the Project; and

WHEREAS, on January 19, 2016, the Planning Commission conducted a duly noticed public hearing and on said date the public hearing was opened, held, and closed, and the Planning Commission recommended that the City Council adopt an amendment to the existing Development Plan replacing Ordinance No. 1325, including the Amended Development Plan by Resolution No. 2016-02; and

WHEREAS, a notice of public hearing was mailed on ____ and duly published in the San Mateo Daily Journal on _____, and the City Council held a public hearing on _____ and on said date the public hearing was opened, held and closed; and

NOW, THEREFORE, the City Council of the City of San Bruno Ordains as follows:

Section 1. The City Council of the City of San Bruno finds as follows:

- a. That said amendment is in general conformance with the general plan and that the public convenience and general welfare require adoption of the proposed amendment;
- b. The proposed P-D District Zoning Change can be substantially completed within the time schedule submitted by the applicant;
- c. Each unit of development, as well as the total development, can exist as an independent development capable of creating an environment of sustained desirability and stability or adequate assurance that such objective will be attained;
- d. The land uses proposed will not be detrimental to the present or potential surrounding uses but will have a beneficial effect which would not be achieved through other districts;

- e. The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D District;
- f. Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area;
- g. Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan;
- h. The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D District uses proposed are in conformance with the general plan of the city.

Section 2. The San Bruno City Council hereby amends and replaces Ordinance No. 1325 and approves the Amended Development Plan, with the development standards set forth in **Exhibit A**.

Section 3. Validity. The City Council of the City hereby declares that should any section, paragraph, sentence or work of this code as adopted and amended herein be declared of any reason to be invalid, it is the intent of the City Council of the City that it would have passed all other portions or provisions of this Ordinance independent of the elimination here from any such portion or provision as may be declared invalid.

Section 4. The Ordinance shall go into effect thirty (30) days after the date of its passage and adoption. On its effective date, this Ordinance shall amend and replace Ordinance No. 1325.

Dated: _____

Jim Ruane, Mayor

ATTEST:

APPROVED AS TO FORM:

Carol Bonner, City Clerk

City Attorney
Marc Zafferano

I hereby certify that the foregoing Ordinance No. ____ was introduced on ____, 2016 and adopted at a regular meeting of the San Bruno City Council on ____, 2016, by the following vote. Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 19th day of January 2016, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

City Clerk

EXHIBIT A
DEVELOPMENT PLAN
1250 GRUNDY LANE (APN 020-011-090)

Project Data:

- Zoning: P-D (Planned Development)
- General Plan: Regional Office
- Project Area: 1.7 Acres (74,300 square feet)
- Assessors' Parcel Number: 020-011-090
- Total Building Square Footage: 67,586 square feet.
- FAR: .91
- Building Coverage: 24,941 square feet = 33.5%
- Height: 48'-11"
- Number of Stories: 3 stories, with two levels of subgrade parking

Permitted Uses:

Administrative, Professional, and General office. Retail Credit Union Branch.

Parking:

- 168 subgrade parking spaces
- 47 surface parking spaces
- 215 total parking spaces.

Minor adjustments from standards stated herein may be approved or conditionally approved by the Community Development Director in accordance with Section 12.96.190 (P-D Planned Development District) of the San Bruno Municipal Code.

Findings of Consistency with General Plan

The proposed project, which includes the construction of a 67,586 square foot three-story office building with 215 parking spaces at 1250 Grundy Lane is consistent with the goals and programs found in the City's General Plan adopted March 24, 2009 as follows:

Land Use Element

Land Use Policy LUD-51: Promote construction of professional and administrative offices on existing surface parking lots in Bayhill Office Park.

Land Use Policy LUD-52: Allow ancillary commercial uses – such as cafes, health clubs, dry cleaners, sundries, etc – in Bayhill Office Park, to serve employee needs.

Land Use Policy LUD-53: Require new office development in Bayhill Office Park to provide alternative transportation, such as shuttle to the BART and Caltrain stations, preferential carpool parking, bicycle storage facilities, and bus shelters.

RESOLUTION NO. 2016- 03

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THE CITY COUNCIL APPROVE A PLANNED DEVELOPMENT PERMIT AND ARCHITECTURAL REVIEW PERMIT FOR THE PROPOSED DEVELOPMENT LOCATED AT 1250 GRUNDY LANE (APN 020-011-090)

WHEREAS, NewGround, Inc. ("Applicant") submitted an application for the certain 1.7 acre site located at 1250 Grundy Lane in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-011-090 ("Property"); and

WHEREAS, the Applicant desires to develop a 67,586 square foot three-story office building on the Property with 215 parking spaces ("Project"); and

WHEREAS, in order to develop the Project, the Applicant has submitted an application to the City of San Bruno for approval of the following: (1) an amendment to the existing Development Plan; (2) a Planned Development Permit; and (3) an Architectural Review Permit; and

WHEREAS, on **November 12, 2015**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the project with comments to be forward to the Planning Commission; and.

WHEREAS, on **January 19, 2016**, the Planning Commission of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code for consideration of a Planned Development Permit and Architectural Review Permit; and

WHEREAS, on **January 19, 2016**, the Planning Commission of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2016-01 recommending that the City Council adopt the Draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the development of the proposed Project, including the Planned Development Permit and Architectural Review Permit;

WHEREAS, on **January 19, 2016**, the Planning Commission of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2016-02 recommending that the City Council approved an Ordinance amending and replacing the Development Plan for 1250 Grundy Lane.

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, makes the following findings of fact:

1. With respect to the Planned Development Permit the Planning Commission hereby finds that the Planned Development Permit is consistent with the previously approved development plan.
2. With respect to the Architectural Review Permit, the Planning Commission finds:
 - a. That the location, size and intensity of the proposed operation will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern, taking into account the proposed use as compared with the general character and intensity of the neighborhood; and

- b. That the accessibility of the off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets will not create a hazardous or inconvenient condition to adjacent or surrounding uses; and
 - c. That sufficient landscape areas have been reserved for the purposes of separating or screening service and storage areas from the street and adjoining building sites, breaking up large expanses of paved areas, and separating or screening parking areas from the street and adjoining building areas from paved areas and to provide access from buildings to open areas. In addition, that adequate guarantees are made, such as the filing of a performance bond, to insure maintenance of landscaped areas; and
 - d. That the proposed development, as set forth on the plans, will not unreasonably restrict or interfere with light and air on the property and on other property in the neighborhood, will not hinder or discourage the appropriate development and use of land and buildings in the neighborhood, or impair the value thereof; and is consistent with the design and scale of the neighborhood; and
 - e. That the improvement of any commercial or industrial structure, as shown on the elevations as submitted, is not detrimental to the character or value of an adjacent residential district; and
 - f. That the proposed development will not excessively damage or destroy natural features, including trees, shrubs, creeks and rocks, scenic corridors, and the natural grade of the site; and
 - g. That the general appearance of the proposed building, structure, or grounds will be in keeping with the character of the neighborhood, will not be detrimental to the orderly and harmonious development of the city, and will not impair the desirability of investment or occupation in the neighborhood; and
 - h. That the proposed development is consistent with the general plan.
3. The Planning Commission hereby recommends that the San Bruno City Council approve the Planned Development Permit and an Architectural Review Permit, subject to the conditions of approval attached hereto as **Exhibit A**.
 4. The Planning Commission further authorizes staff to make a report of the findings and recommendations herein, as required by San Bruno Municipal Code Section 12.136.030, and to send a copy of such report to the City Council.
 5. The Secretary of the City of San Bruno Planning Commission is hereby directed to forward the City Council a certified copy of this resolution together with an attested copy.

Dated: 2/1/16

Mary Lou Johnson
 Planning Commission Chair

ATTEST:
David Woltering
 Planning Commission Secretary
 David Woltering

APPROVED AS TO FORM:
Marc Zafferano
 City Attorney
 Marc Zafferano

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 on this 19th day of January 2016, by the following vote:

AYES: Commissioners: Chair Johnson, Commissioners Biasotti, Kayal, Mishra, Sammut

NOES: Commissioners: None

ABSENT: Commissioners: Vice Chair Chase, Commissioner Petersen

1250 Grundy Lane

Conditions of Approval

I. General Conditions

Community Development Department

1. All conditions of approval herein shall apply to the project in its entirety, regardless of the individual department under which the condition is listed. These conditions of approval and any other conditions associated with any further approvals of 1250 Grundy Lane project shall run with the land, and any and all successors in interest of the property shall comply with all conditions of said approval.
2. The developer 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 developer's application for development.
3. The project shall be built according to plans reviewed by the Planning Commission on January 19, 2016 and approved by the City Council on ___ labeled "San Francisco Police Credit Union New Administration Building 1250 Grundy Lane", except as required to be modified by these Conditions of Approval. Any modification to the approved plans shall require review and approval by the Community Development Director.
4. At the time of building permit submittal, full landscaping plans be submitted. The landscaping plans shall be consistent with the preliminary landscaping plans reviewed by the Planning Commission on January 19, 2016 and approved by the City Council on ___, except as required to be modified by these Conditions of Approval. Low level landscaping measuring no higher than 2'-6" shall be installed directly to the west of the western most driveway. Irrigation plans may be deferred, but must be approved prior to rough combination inspection. Final landscaping plans as well as any changes to the approved landscaping plans shall require review and approval from the Community Development Director.
5. Applicant shall obtain a City of San Bruno building permit before construction can proceed.
6. Prior to Final Inspection, all pertinent Conditions of Approval and all improvements shall be completed to the satisfaction of the City of San Bruno.
7. The project shall comply with all aspects of the 2013 California Building Code.
8. The applicant shall comply with all aspects of the Heritage Tree Ordinance (SBMC Section 8.25).
9. The Airport Land Use Commission shall review and make a formal determination that the proposed project is consistent with the Comprehensive Airport Land Use Plan prior to City Council action

Public Services

10. If there is any conflict between previous approvals and the conditions of approval, these conditions of approval shall govern, unless approved by the City Engineer.
11. The Applicant shall replace all curb, gutter, and sidewalk between the new driveways fronting the project site.

12. All sidewalks, curb & gutter shall be monolithic, and all transverse grades shall be 2%. Gutters shall have grades that create positive flow into the City's stormwater system and shall not create any ponding within the public right-of-way.
13. New driveway approaches shall be installed to the satisfaction of the City Engineer.
14. Applicant shall perform two pavement condition surveys to determine the Pavement Condition Index (PCI) on Grundy Lane prior to the start of construction and after construction is complete. The surveys shall be performed by professional pavement inspectors conducting detailed examinations of pavement surface features such as cracking and depressions in accordance with the requirements of ASTM D6433-11, "Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys." Copies of both survey results shall be provided to the City. The Applicant shall make any repairs to the roadway necessary to attain the pre-construction PCI. The limits of the survey and any repairs shall be the project frontage on Grundy Lane plus 300' beyond the property in the direction of construction traffic.
15. All drainage improvements shall be to the satisfaction of the City Engineer.
16. San Bruno Water Division will operate and maintain water facilities up to the water meters. The Applicant shall design and construct water facilities according to San Bruno Standard Details and Specifications. During construction, only San Bruno Water Division water personnel will be allowed to operate existing water facilities including water valves to facilitate any shut-downs required for construction.
17. Backflow protection on water services shall be required. The backflow preventer shall be above grade, and shall be located on private property, accessible to Public Services staff from the outside for testing and subject to the City Engineer's approval.
18. Regarding grading, area drain grates in landscaped or dirt areas shall be cast iron, and shall be a minimum of 0.75 square foot in area.
19. Applicant shall prepare a Stormwater Management Plan (SWMP) that illustrates full compliance with Section C.3 of Order R-2-2009-0074 (NPDES Permit No. CAS612008).
20. The Applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit issuance. The Applicant shall pay the entire cost of the third-party review.
21. All site design and source control measures checked "yes" in the C.3 Regulated Project Checklist's Sections II.B and II.C shall be strictly adhered to. Source control measures shall be clearly labeled on the Improvement Plans.
22. Roof leaders and downspouts to the treatment measures shall be clearly shown on the Improvement Plans.
23. The project geotechnical report shall confirm existing soils types and the Ksat rate, if applicable. It shall also demonstrate that seasonal high groundwater level is more than ten feet (10') from the bottom of all treatment sections.
24. Details of treatment measures shall be designed in conformance with Sections 6.2 and 6.6 of the C.3 Technical Guide for flow-through planters and pervious paving, respectively.
25. Appropriate sizing calculations shall be shown on the improvement plans. Biotreatment measure drawdown shall occur within 48 hours. Treatment soil mix shall have a minimum percolation rate of five inches per hour and a maximum percolation rate of ten inches per hour, and shall be in conformance with Appendix L of the C.3 Technical Guidance. Paver

section shall be sized to hold at least the C.3.d volume of runoff from its surface area, in addition to any contributing areas.

26. Any street lighting or utilities located within biotreatment areas shall be verified and approved by City.
27. All treatment measures shown on the improvement plans shall be sufficiently dimensioned to be verified during construction by the Inspector.
28. Trash storage areas, wash areas, loading docks, repair/maintenance bays, and equipment or material storage areas and fueling areas shall be completely covered and bermed to ensure that no stormwater enters the covered area. Covered areas shall be sloped to drain to area drains connected to the sanitary sewer system.
29. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
30. Water efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance.
31. On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay," or equivalent using thermoplastic material or a plaque.
32. Project shall incorporate landscaping that minimizes irrigation and runoff, promotes surface infiltration, minimizes the use of pesticides and fertilizers, and incorporates other appropriate sustainable landscaping practices such as Bay-Friendly Landscaping.
33. Roof drains shall drain away from the building and be directed to landscaping or a stormwater treatment measure.
34. The Geotechnical Engineer who prepared the geotechnical report shall review all improvement plans prior to submittal of plans to the City and conduct any inspections, testing or other actions during construction that are called for the geotechnical report.
35. The grading plans shall minimize the need for off haul from the Project Site. Design shall incorporate all elements of the applicable geotechnical report(s) and include a pre-and post-consolidation plan. The grading plans shall be signed by the Geotechnical Engineer indicating that plans are in compliance with the geotechnical report and be subject to review and approval of the City Engineer.
36. If the geotechnical report reveals significant future settlement will occur, all surface drainage systems shall be designed to provide a minimum of two percent slope after settlement, and shall be satisfactory to the City Engineer.
37. The erosion control plan sheets shall be included as separate, numbered sheets in the grading plan of the improvement plans. The Applicant shall pay for implementing the erosion control measures depicted on the plan.
38. All private utilities (storm, sanitary, water, electric, gas, etc) and private street facilities within the development shall be maintained and repaired by the Applicant and its successors and shall be memorialized in maintenance and operations agreement.
39. No trees shall be planted within the 5'-0" Public Utility Easement. Any tree planted within 15'-0" of a City-owned water facility shall install root guards to redirect roots away from any City-owned water facility.

Fire Department

40. FDC/double-detector check valves and fire hydrant locations shall be approved by Fire Marshal.
41. Building water flow requirements for fire suppression shall comply with CFC Appendix B.
42. Provide NFPA 13 Fire Sprinkler system throughout building and garages. Fire Sprinkler System shall be under a separate fire permit.
43. Fire Sprinkler system to include Class I standpipe connections at each stairwell floor landing, including garage levels.
44. Provide signage to identify location of garage standpipes.
45. Provide fire extinguishers and Class I (no fire hose) wet standpipes throughout building in protective cabinets except in stairwells (stairwell wet standpipes may be exposed). Coverage not to exceed 250 lineal feet between devices.
46. Standpipe devices to each FDC location shall provide min. 250 gallons per minute at 20 PSI.
47. Fire hydrant locations and distribution to comply with CFC Appendix C. If new fire hydrants are required, the hydrants shall be a Clow 960 model.
48. Addition of new hydrants and / or modification to existing hydrants under separate fire permit.
49. Elevators: Shunts to be removed. Sprinklers shall be omitted from elevator shafts, with the exception of the bottom of the shafts. Sprinklers shall also be omitted from electrical rooms. Provide smoke detectors on top of shafts and equipment rooms. Sprinklers to be provided at bottom of elevator shafts. Include comments in elevator and fire sprinkler notes on plans.
50. Stairwells shall be numbered to coincide with elevator locations as feasible.
51. Provide recessed Knox Boxes at Main Entrance and Employee Entrance.
52. Provide Fire Alarm system throughout building and parking garage. System to include remote annunciators at Main entrance and Employee Entrance. System to be submitted under separate fire permit.
53. Fire alarm system shall utilize horn strobe units in place of bells.
54. Provide address numbers on exterior elevations as required by Fire Marshal.
55. All pertinent rooms (IDF/electrical room, conference room, etc.) shall be identified by use. Font size and graphics shall be approved by the Fire Marshall.
56. Garage entrance control gates for parking structure shall comply with CFC Appendix D.
57. Garage exit signs shall be visible and not obstructed.
58. Provide Fire Lane marking and signage plan.
59. Provide remote control for garage/parking fans (as applicable) as required by Fire Marshal.
60. Provide nine sets of 8 ½ x 11 inch laminated, color-coded, floor plans and site plans as required by Fire Marshal. To be supplied with electronic file back-up.
61. Emergency Vehicle Access (EVA) paths to be rated for 60,000 lb vehicle load.

Police Department

62. Address numbers for the business shall be on a contrasting background, easily visible from the street. The address numbers also must be visible at night. Address numbers must be affixed on or near any exterior door.
63. Parking lots and associated garages, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with lighting of sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness.
64. All exterior doors shall have their own light source which shall adequately illuminate entry/exit areas at all hours in order to:
 - a) Make any person on the premises clearly visible.
 - b) Provide adequate illumination for person entering and exiting the building.
65. Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fence and property lines and under vulnerable windows. Landscaping shall not conceal doors or windows from view, obstruct visibility of the parking lot from the street or business buildings, nor provide access to the roof.
66. Access control shall be utilized for vehicular and pedestrian traffic.
67. CCTV surveillance shall be utilized throughout both levels of the parking garage, the main lobby, and the retail credit union branch, including each teller window in the bank and in areas where money transactions will occur such as an ATM machine. The applicant shall install a video surveillance system that is capable of recording and saving any crimes that are committed on the premises.
68. All entrances to parking areas shall be posted with appropriate signs per 22658(a) CVC, to assist in removal of vehicles at the property owners/managers request.
69. All handicap parking stalls shall be appropriately painted and marked as per the California Vehicle Code.
70. Designated fire lanes shall be properly painted and signage that reflects the red zone is a fire lane, for proper enforcement purposes.
71. Whenever possible, open fencing design such as wrought iron, tubular steel, or densely linked and heavy-posted chain-link shall be utilized in order to maximize natural surveillance while establishing territoriality.
72. The applicant shall install a robbery and burglary alarm system and the system will be monitored by an off-site alarm company.
73. The applicant shall submit emergency contact information to the Police Department for after hour's emergency contact.

San Bruno Cable

74. The developer/contractor shall be responsible for labor and construction including the coordination with PG&E for excavating the joint trench, supplying and installing CATV conduits, and excavating, supplying, and installing the CATV splice/equipment underground utility boxes. This conduit shall connect the newly constructed building into San Bruno Cable TV's network infrastructure located close to the street.

75. The developer/contractor shall be responsible for internal wiring of each outlet consisting of RG6 and Cat5E cables individually ran into the Main Point of Entry (MPOE). San Bruno Cable TV will supply the distribution fiber optic cable, power supply, and necessary equipment to complete the connection at the MPOE.
76. Developer/Contractor shall provide B-36 utility underground vaults with 12-inch extensions for housing customer equipment and taps. Christy B36 with 12" extensions (35 1/4"l x 22 1/4"w x 12"h, plus 12" extension).
77. Developer/Contractor shall provide two schedule 40 two-inch conduits to interconnect all distribution B36 underground utility boxes with pull string/rope.
78. Developer/Contractor shall provide wiring within the building that will consist of RG6 (77% braid or higher) cable and Category 5E Ethernet cable and routed in homerun design for each outlet. Additional outlets shall be wired homerun to the Main Point of Entry. All cables shall conform to San Bruno Cable TV's requirements.
79. Developer/Contractor shall provide a grounded wire for attachment to the cable equipment at the demarcation point MPOE with a minimum gauge of 14.
80. Developer/Contractor shall provide an electrical outlet within the allocated space in the MPOE data room.

II. Prior to Building Permit Issuance

Community Development Department

1. 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 thirty (30) days of City Council approval. Until such time as the Summary is filed, the Planned Development Permit and Architectural Review Permit shall not be valid for any purpose. The effective date of the Planned Development Permit and Architectural Review Permit shall be the effective date of the associated Ordinance. The Planned Development Permit and Architectural Review Permit shall expire if a building permit is not obtained within one (1) year of the effective date.
2. The signed copy of the Conditions of Approval shall be photocopied and included as a full size page in the Building Division set of drawings.
3. All proposed business identification signs shall require prior city approval in accordance with Chapter 12.104 of the Municipal Code.
4. A property maintenance and management plan shall be prepared for the entire property. The property maintenance and management plan shall include the following:
 - a) General cleaning of litter and debris on-site
 - b) Maintenance of all exterior building materials
 - c) Window Cleaning, etc.
 - d) Landscaping
5. A plan showing the location of any temporary contractor's storage yard or construction trailer on the property, including security fencing and lighting, shall be submitted to the Community Development Director for approval prior to installation and prior to building permit issuance. NOTE: A building permit is required to include the following:

- a) Submittal of plans clearly showing conformance with disability accessibility to proposed modular building in accordance with Chapter 11B of 2013 CBC
 - b) Restroom facilitation
 - c) Seismic tie-down system
 - d) Electrical, water and sewer support systems.
6. Provide a plan and program specifying methods and materials for:
- a) Pedestrian protection during construction.
 - b) Site fencing and securing during construction
 - c) Dust control during construction
 - d) BMPs/NPDES plan
 - e) Temporary Power Plan
7. Prior to issuance of a grading permit, the project applicant shall show on the grading plans via notation that the contractor shall ensure that all diesel-powered equipment larger than 100 horsepower shall meet USEPA emissions standards for Tier 4 engines or equivalent. The grading plans shall be submitted for review and approval by the City Engineer. (Mitigation Measure III-1):
8. A nesting survey shall be conducted 15 days prior to commencing construction work if this work would occur between March 1 and September 1 (If construction work would not occur during the nesting season, a nesting survey is not required). If special-status birds are not identified nesting within the area of effect, further mitigation is not required. If special-status birds are identified nesting within the area of effect, a radius around the nest(s) shall be staked with orange construction fencing. The radius buffer size shall be determined by a qualified biologist. Construction or earth-moving activities shall be restricted within the identified buffer until the determination is made by a qualified biologist that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by June 15th; however, the date may be later and would have to be determined by a qualified ornithologist. (Mitigation Measure IV-1).
9. Prior to the issuance of a grading permit or building permit, project plans shall include a requirement (via notation) indicating that if historic and/or cultural resources, or human remains are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant. (Mitigation Measure V-1).
10. Prior to export of on-site soils, soil samples shall be collected by an Environmental Consultant to determine the presence/absence of residual organochlorine pesticide levels and pesticide-based metals (arsenic, lead, and mercury). The soil analytical results shall be documented in a report and submitted to the City Planning Department for review and approval. If levels of detected compounds do not exceed appropriate environmental screening criteria (e.g. California Human Health Screening Levels [CHHSLs] and California hazardous waste criteria), soils can be exported for disposal or utilization as fill

elsewhere. If residual concentrations are detected in export soils at levels exceeding appropriate environmental screening criteria, contaminated soils shall be disposed of at an appropriately permitted landfill. (Mitigation Measure VIII-1).

11. Prior to the issuance of a building permit, the project applicant shall coordinate with the City Street Division to post a 25 mph speed limit sign on the eastbound Grundy Lane approach to the western project driveway. Improvements shall be fully funded by the project applicant. (Mitigation Measure XVI-1).
12. Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. The plan shall stipulate the measure that result in compliance with the noise ordinance.

Public Services Department

13. The Applicant shall pay all required utility fees and post all applicable bonds for infrastructure improvements to be dedicated to the City prior to building permit issuance.
14. At the time that any building permit is issued for any new building, the Applicant shall pay for all current, on-site service connection fees (including but not limited to Water and Wastewater).
15. The applicant shall submit a detailed construction and staging plan that shall be reviewed and approved by the City prior to building permit issuance. Existing on-street parking shall not be impacted by project construction without permission from the Public Services Department.
16. The Applicant shall provide the name and 24-hour emergency phone number of the contact person in charge of construction.
17. The Applicant shall apply for an Encroachment Permit from the Public Services Department for work in the City public right-of-way, easements or property in which the City holds interest. An Encroachment Permit shall also be required for any traffic control of roadways during construction. The permit application shall include Traffic Control Plans for review and approval by the City.
18. Property Owner shall enter into a Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according to the approved Maintenance Plan(s). The Maintenance Agreement shall be recorded against the property.
19. A Maintenance Plan for every stormwater treatment control measure or applicable site design measure, inclusive of maintenance and inspection checklists and Maintenance Inspection Report Forms, shall be submitted to the City for review and approval prior to issuance of a grading permit. A copy of the final, approved Maintenance Plan(s) shall be made a part of the Maintenance Agreement. A copy of the final, approved Maintenance Plan(s) shall also be on file with the Engineering Division.
20. The Applicant shall apply for and obtain a City Grading Permit. Plot and Finished Grading Plan shall be prepared by a California licensed Civil Engineer.
21. Prior to the issuance of grading permit, the applicant shall provide Public Services Department with a plan indicating the amount of soil to be removed, disposal sites, the

number of truck trips required and the proposed haul routes. Final haul route within San Bruno shall be approved by the City Engineer.

22. Grading plans with appropriate erosion control measures shall be required for the development. Grading plans shall show all adjacent properties sufficiently to assure that the proposed grading does not negatively impact adjacent lands and shall incorporate drainage features necessary to assure continued drainage without erosion and drainage entering from adjacent properties.
23. A Storm Water Pollution Prevention Plan (SWPPP) shall be submitted to the City of San Bruno and the Regional Water Quality Board subsequent to the approval and issuance of grading and building permits, and prior to the approval of the Improvement Plans.
24. Prior to the issuance of a grading permit, Applicant shall obtain from the California State Water Resources Control Board a General Construction Activity Storm Water Permit under the National Pollutant Discharge Elimination System (NPDES) if applicable. Applicant shall comply with all requirements of the permit to minimize pollution of storm water discharges during construction activities. The permit shall include any work by public and/or private utilities performing work on behalf of Applicant, if applicable.
25. Temporary erosion control structures shall remain in place until the site is completely developed. A Maintenance Plan shall be submitted to the City Engineer indicating contractor responsibility for complying with the erosion control plan for the duration of the construction project. The Maintenance Plan shall include dust control, but is not limited to BMP's as outlined in the Storm Water Pollution Prevention Plan (SWPPP), and shall be to the satisfaction of the City of San Bruno and meet all Regional Water Quality Control Board (RWQCB) requirements.
26. Applicant shall submit a complete Geotechnical analysis/report at the time of building permit submittal. Applicant shall implement the recommendations of a geotechnical report by a registered Geotechnical Engineer. The geotechnical investigation shall provide data to evaluate the geotechnical conditions of the site and provide seismic, landslide and mudslide evaluation and recommendations and recommendations for appropriate soil engineering to reduce seismic hazards.
27. Prior to the issuance of any permits, certificates of insurance shall be provided to the City verifying that both the Applicant and any contractors have public liability insurance. The amount and type of insurance shall be reviewed by the City and shall be sufficient to cover damages that may result from construction and operations. The insurance limits shall be as required by the City Attorney. Combined single limit coverage and the policy shall be subject to review and approval of the City Attorney.
28. Prior to building permit issuance the applicant shall hold a preconstruction conference with City staff. The Applicant shall arrange for the attendance of the construction managers, contractor, and all subcontractors who are responsible for installing public improvements, grading and erosion control measures.
29. Haul routes within San Bruno for construction shall be reviewed and approved by the City Engineer, via the City's hauling permit process.

Fire

30. Safety Plan for construction process to be approved by the Fire Marshal prior to building permit issuance.

III.Improvement Plans

Community Development Department

1. The roof and site storm drain system shall be designed in accordance with the 2013 California Plumbing Code, Chapter 11

Public Services Department

2. An improvement plan for public improvements shall be submitted by the Applicant to the City for review, comment and approval. The improvement plans shall include public streets, sidewalks, sewers, storm drains, water, electrical, streetlights, other utilities, and landscaping.
3. Improvement Plans must be prepared pursuant to the City of San Bruno Municipal Code (Muni Code), State Law and Regulations and Standard Engineering Practice, where the Muni Code shall govern in the event of a conflict.
4. Storm drainage improvements on private property shall be privately owned and maintained. Storm drain laterals, including those within the public right-of-way, shall be privately maintained, with responsibility terminating at connections to the public storm drain system.
5. The street storm drain system shall be designed to withstand a 25-year storm. The 100 year storm shall be contained within the right-of-way.
6. Hydraulic calculations for design of the storm drain system prepared by a registered civil engineer shall be submitted for City review and approval at the time that the improvement plans are submitted. The Applicant's design professional shall evaluate the project's impact to the City's storm drainage system and shall substantiate their conclusions with drainage calculations to the satisfaction of the City Engineer.
7. All project runoff shall be treated to meet C.3 requirements of the Municipal Regional Permit.
8. Interceptors or other storm pollution control systems per NPDES requirements shall be installed for storm water from roadways that are not filtered by vegetated swale or other biological pretreatment facilities.
9. A final hydrology and hydraulic report prepared by a qualified California Registered Civil Engineer shall be submitted to the City for review and approval to demonstrate full compliance with drainage system design requirement. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels.
10. In conjunction with submittal of Grading Plans, the Applicant shall file a Notice of Intent for storm water discharge with the Regional Water Quality Control Board. A copy of the filing shall be submitted to the City Engineer as part of the required Improvement Plans for the site.
11. Joint trenches under sidewalks shall include telephone, City of San Bruno (CSB) Cable TV, electrical, communication, and gas lines. The trench width and depth shall be to the standards of the utility companies and to the satisfaction of the City Engineer.
12. Utility clearances between utility mains, CSB Cable TV, sewers, structures or other objects shall be to the satisfaction of the City Engineer and comply with San Bruno Standard Specification 33 10 50 of the City Standard Specifications.

13. Prior to approval of the improvement plans, the Applicant shall provide written approval of the development improvement plans from all affected utility companies, including, but not limited to, Pacific Gas and Electric, CSB Cable TV and Telephone demonstrating their review and approval of the proposed improvements.
14. Applicant shall submit any project phasing with the Improvement Plans.
15. Applicant shall indicate the number of sewer laterals required for the Project. Laterals are considered at the discretion of the City Engineer.
16. Any plans shall be prepared to standard engineering practice and the City of San Bruno Municipal Code (Muni Code). In the event of conflict, the Muni Code shall govern unless approved by the City Engineer.
17. All Improvement Plans for work within the public right-of-way shall be submitted on 22"x34" standard plan sheets. Scale shall be sufficiently large for clarity and review. Street Improvement Plans and Profiles shall have a minimum of 1"=20' scale. The Site Plan and Grading Plans shall have a minimum scale of 1"=40'.
18. The Applicant shall submit engineered Improvement Plans (including specifications & engineers cost estimates) for approval by the City Engineer, showing the infrastructure necessary to serve the Development. The Improvement Plans shall include, but are not limited to, all engineering calculations necessary to substantiate the design, proposed roadways, drainage improvements, utilities including City Cable TV service, traffic control devices, retaining and/or sound walls, waterlines, sanitary sewers, and storm drains, street lighting, common area landscaping and other project improvements.
19. The Applicant shall provide, as part of its Improvement Plans submittal and/or building plan submittal, detailed structural calculations and design details for retaining walls and sound walls, which may be constructed as part of the Project. Walls shall incorporate drainage features recommended in the geotechnical report to ensure proper drainage. The aesthetic design shall be to the satisfaction of the Planning Director. The structural and drainage design shall be to the satisfaction of the City Engineer and Building Official.

Community Services Department

20. The use of irrigation for landscape improvements shall contain either drip irrigation or low-flow overhead sprinklers. All trees shall be irrigated by bubblers. Trees shall be irrigated on a separate valve than other plant material. All irrigation valves shall contain a gate valve prior to the valve to allow for isolation and valve maintenance.

IV. Construction Process

Community Development Department

1. The applicant shall implement the following dust control measures during all construction phases:
 - a) Water all active construction area at least twice daily.
 - b) Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.
 - c) Cover all trucks hauling soil, sand and other loose materials, or require all trucks to maintain at least two feet of freeboard.
 - d) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.

- e) Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
 - f) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
 - g) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
 - h) Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
 - i) Limit traffic speeds on unpaved roads to 15 miles per hour.
 - j) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
 - k) Replant vegetation in disturbed areas as quickly as possible.
 - l) Consult with the BAAQMD to ensure that construction work is conducted in accordance with BAAQMD rules and regulations.
2. Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the San Mateo County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. Additional work is not to take place in the immediate vicinity of the find, which shall be identified by the qualified archaeologist, until the identified appropriate actions have been implemented. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant. (Mitigation Measure V-2).
3. During construction, the project contractor shall ensure that all fills are completely removed from within building areas and proposed site retaining wall areas and to a lateral distance of at least five feet beyond the building or retaining wall footprint, or to a lateral distance equal to fill depth below the perimeter footing, whichever is greater.
- Provided the fills meet the “Material for Fill” requirements set forth in the Geotechnical Investigation prepared for the proposed project by Cornerstone Earth Group, the fills may be reused when backfilling the excavations. The fills are anticipated to be acceptable for reuse based on review of the soil boring samples collected on-site. However, if materials are encountered that do not meet the requirements (e.g., debris, wood, trash), such materials should be screened out of the remaining material and be removed from the site.
- Backfill of excavations shall be placed in lifts and compacted in accordance with the “Compaction” recommendations in the Geotechnical Investigation. Fills extending into planned pavement and flatwork areas may be left in place provided they are determined to be at a low risk for future differential settlement and that the upper 12 to 18 inches of fill below pavement subgrade is re-worked and compacted in accordance with the Compaction recommendations. (Mitigation Measure IV-1).
4. During construction, the project contractor shall ensure the following (Mitigation Measure XII-1):
- a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shield or shrouds, wherever feasible).

- b) Impact tools (e.g., jack hammer, pavement breakers and rock drills), if any, used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used; the muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
 - c) Stationary noise sources shall be located as far from sensitive receptors as possible, and shall be muffled and enclosed within temporary sheds and insulation barriers, or other measures shall be incorporated to the extent feasible.
5. Given the Bayhill Office environment and the project's close proximity to Interstate 380, General construction hours for all exterior work (foundation, exterior walls, roof, etc.) shall be limited to between the hours of 7:00 am – 6:00 pm. For all interior work (mechanical, electrical, plumbing, etc.) General construction hours shall be limited to between the hours of 7:00 am – 10:00 pm. (Condition is under review and may be modified).

Public Services Department

- 6. Traffic control, regulatory, warning, guide signs and markings (including fire hydrant pavement markers) shall be installed in conformance with the California Manual of Uniform Traffic Control Devices, and as directed and approved by the City Engineer.
- 7. City streets shall not be closed during construction of the project.
- 8. Applicant shall coordinate installation of stormwater treatment measures with the City and shall arrange to have a City Inspector or designated third party inspector present at the time of installation. Applicant shall be responsible for all fees associated with special stormwater inspections during construction.
- 9. Applicant shall arrange and pay for final inspection of installed treatment measure by City's third part inspector within 45 days of installation or project construction completion, whichever comes first.
- 10. Continuous site inspection shall be provided by a Geotechnical Engineer at the Applicant's expense during trenching and backfill operations. The Geotechnical Engineer shall take compaction tests, and shall submit test results to the Public Services Department.

Fire Department

- 11. Fire department access shall be maintained at the site throughout construction, with a minimum of 20 feet of width.

V. Prior to Occupancy

Community Development Department

- 1. The applicant shall meet with staff and Recology regarding regularly scheduled trash, recycling, and compost collection.
- 2. A Temporary Certificate of Occupancy (TCO) may be applied for by formal request to the Building Official for: Stocking, Training and/or installation of fixtures, furniture and equipment (FF&E).

3. Owner of building shall apply for a Certificate of Occupancy (C of O) from the Building Official after Final Building Approval is obtained.

Public Services Department

4. Prior to project acceptance by the City, the Applicant shall retain a Civil Engineer to prepare "as-built" or "record" drawings, and the drawing shall be submitted in AutoCAD and PDF formats.
5. Prior to project acceptance by the City, the Applicant shall prepare "Maintenance and Responsibility" drawings and shall be submitted in AutoCAD and PDF formats.
6. For all work to be dedicated to the City, Applicant shall provide six printed copies and one digital copy of any operations and maintenance manual with all certifications, warranties, guarantees, and proof of payment to outside agencies.
7. Upon completion of construction, the Applicant shall repair any public improvements damaged by construction operations to the conditions existing prior to project construction and to the satisfaction of the City Engineer.

VI. On-Going

Community Development Department

1. All trash, recycling, and composting bins shall remain inside of the trash enclosure located at the rear of the site until the time of collection. At no time shall trash, recycling, or composting bins be stored within the public right-of-way, or be visible from the public right-of-way.
2. Applicant shall comply with all requirements of San Bruno Municipal Code Chapter 5.16 regarding procedures for regulating and abating graffiti. Applicant shall install measures reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti, including, without limitation, the following:
 - a) Applicant or owner shall immediately remove any graffiti at the property;
 - b) Right of access by City forces to remove graffiti;
 - c) Application, installation and/or use of anti-graffiti materials to the surface or structure such as anti-etching films or anti-graffiti paints;
 - d) Installation and use of landscaping so as to screen or to provide a barrier to the surface or structure;
 - e) Installation and use of additional lighting;
 - f) Building design modifications or changes to surface or structure; and
 - g) Applicant or permittee shall supply the City with sufficient matching paint and/or anti-graffiti material on demand for use in the abatement of graffiti by City forces.
3. The applicant shall implement the Transportation Demand Management plan approved by the City Council. On an annual basis all tenants shall submit a report to the Community Development Department for the first five years, and every other year thereafter, describing the on-going implementation of the Transportation Demand Management measures selected for the project. Any changes to the Transportation Demand Management plan shall require approval in writing from the Community Development Director.
4. All required means of egress and disability accessibility shall be continuously maintained.

Public Services Department

5. Property Owner shall be responsible for conducting all servicing and maintenance as described and required by the stormwater treatment measure Maintenance Plan(s). Maintenance of all site design and treatment control measures shall be the owner's responsibility.
6. Approved Maintenance Plans shall be kept on-site and made readily available to maintenance crews. Maintenance plans shall be strictly adhered to.
7. By April 1 each year, Maintenance Inspection and Servicing Reports for the stormwater treatment systems shall be submitted to the City for the previous calendar year (January 1 through December 31).
8. Site access shall be granted to representatives of the City, the San Mateo County Mosquito and Vector Control District, and the Water Board, at any time, for the sole purpose of performing operation and maintenance inspections of the installed stormwater treatment systems. A statement to that effect shall be made a part of the Maintenance Agreement recorded for the property.
9. Property Owner shall be required to pay for all municipal inspections of installed stormwater treatment systems as required by the Regional Water Quality Control Board or the City.
10. The Applicant and its successors shall be responsible for maintenance of the sewer lateral up to the proposed manhole on Grundy Lane

Fire Department

11. Required means of egress shall be continuously maintained free of obstructions.

VII. Planning Commission Conditions

1. The applicant shall modify the plans in advance of the City Council meeting by incorporating the following:
 - a) Incorporate between five to ten bike racks near the main entrance of the building.
 - b) Identify the location of the changing room, bike lockers, and dedicated carpool parking spaces.
 - c) The garbage and recycling area shall measure 20' wide by 20' deep.
 - d) The landscaping plans shall be update to incorporate a landscaping strip at the base of the trash/generator enclosure along the east and west elevation.
 - e) Remove all reference details that are found throughout the plans that are not included within the current submittal.

RESOLUTION NO. 2016– XX

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO
ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION
MONITORING & RREPORTING PROGRAM FOR THE PROPOSED
DEVELOPMENT LOCATED AT 1250 GRUNDY LANE (APN 020-011-090)**

WHEREAS, NewGround, Inc. (“Applicant”) submitted an application for the certain 1.7 acre site located at 1250 Grundy Lane in the City of San Bruno and more particularly described as Assessor’s Parcel Number 020-011-090 (“Property”); and

WHEREAS, the Applicant desires to develop a 67,586 square foot three-story office building on the Property with 215 parking spaces (“Project”); and

WHEREAS, in order to develop the Project, the Applicant has submitted an application to the City of San Bruno for approval of the following: (1) an amendment to the existing Development Plan; (2) a Planned Development Permit; and (3) an Architectural Review Permit; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and Implementing Guidelines, and Initial Study and Draft Mitigated Declaration, dated November 2015, have been prepared by Raney Planning & Management, Inc., and based on the type and intensity of land uses identified with the Project and the information contained therein, the Initial Study and Draft Mitigated Negative Declaration conclude that the Project, with the proposed mitigation measures, would not have a significant adverse effect on the environment; and

WHEREAS, the public review of the Draft Mitigated Negative Declaration required by the CEQA guidelines, California Code of Regulations Section 15073, has been provided;

WHEREAS, Applicant has agreed to incorporate in the Project all applicable mitigation measures identified in the Draft Mitigated Negative Declaration to reduce environmental impacts to less than a significant level; and

WHEREAS, on **January 19, 2016**, the Planning Commission adopted Resolution 2016-01 recommending the City Council adopt the Draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project; and

WHEREAS, on **February 23, 2016**, the City Council conducted a duly-notice public hearing pursuant to Section 65353 of the California Government Code to consider the adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

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

1. The City Council hereby finds and determines that the environmental documents for the Project have been prepared, published, circulated, and reviewed in accordance with CEQA, and the applicable regulations pertaining thereto.
2. The City Council has reviewed and considered the information contained in the Initial Study and Draft Mitigated Negative Declaration and all oral testimony and written comments received during the public review process.

3. Based upon the Draft Mitigated Negative Declaration and comments and testimony received, the City Council hereby finds that there is no substantial evidence that the Project, as mitigated, will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the City Council's independent judgment and analysis.
4. The City Council hereby adopts the Mitigated Negative Declaration attached hereto as **Exhibit A** and the Mitigation Monitoring and Reporting Program attached hereto as **Exhibit B**.

Dated: _____

Jim Ruane, Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk
Carol Bonner

City Attorney
Marc Zafferano

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 on this 23rd day of February 2016, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____



CITY of SAN BRUNO
COMMUNITY DEVELOPMENT DEPARTMENT



San Francisco Police Credit Union New Administration
Building Project

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

November 2015

Prepared by:



1501 Sports Drive, Suite A, Sacramento, CA 95834

TABLE OF CONTENTS

A.	BACKGROUND	1
B.	SOURCES.....	2
C.	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	3
D.	DETERMINATION	4
E.	BACKGROUND AND INTRODUCTION.....	5
F.	PROJECT DESCRIPTION	5
G.	ENVIRONMENTAL CHECKLIST	11
	<i>I. AESTHETICS</i>	<i>13</i>
	<i>II. AGRICULTURE AND FOREST RESOURCES</i>	<i>15</i>
	<i>III. AIR QUALITY.....</i>	<i>16</i>
	<i>IV. BIOLOGICAL RESOURCES</i>	<i>23</i>
	<i>V. CULTURAL RESOURCES.....</i>	<i>26</i>
	<i>VI. GEOLOGY AND SOILS</i>	<i>28</i>
	<i>VII. GREENHOUSE GAS EMISSIONS.....</i>	<i>33</i>
	<i>VIII. HAZARDS AND HAZARDOUS MATERIALS.....</i>	<i>36</i>
	<i>IX. HYDROLOGY AND WATER QUALITY</i>	<i>40</i>
	<i>X. LAND USE AND PLANNING</i>	<i>46</i>
	<i>XI. MINERAL RESOURCES.....</i>	<i>48</i>
	<i>XII. NOISE.....</i>	<i>49</i>
	<i>XIII. POPULATION AND HOUSING</i>	<i>53</i>
	<i>XIV. PUBLIC SERVICES</i>	<i>54</i>
	<i>XV. RECREATION.....</i>	<i>56</i>
	<i>XVI. TRANSPORTATION/CIRCULATION.....</i>	<i>57</i>
	<i>XVII. UTILITIES AND SERVICE SYSTEMS.....</i>	<i>71</i>
	<i>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</i>	<i>74</i>

FIGURES

Figure 1: Regional Project Location	6
Figure 2: Project Vicinity Map	7
Figure 3: Project Site Plan	9
Figure 4: Project Landscape Plan	10
Figure 5: Project Grading and Storm Drain Plan.....	42
Figure 6: Existing Plus Project AM Peak Hour Volumes.....	61
Figure 7: Existing Plus Project PM Peak Hour Volumes	62
Figure 8: 2030 Cumulative Plus Project AM Peak Hour Volumes	66
Figure 9: 2030 Cumulative Plus Project PM Peak Hour Volumes	67

TABLES

Table 1: BAAQMD Thresholds of Significance	17
Table 2: Maximum Unmitigated Project Emissions.....	19
Table 3: Maximum Mitigated Project Construction-Related Emissions (lbs/day).....	20

Table 4: Unmitigated Project GHG Emissions	34
Table 5: Vibration Levels for Varying Construction Equipment	50
Table 6: Existing Peak Hour LOS at Intersections	59
Table 7: Project Trip Generation	60
Table 8: Project Trip Generation Including Trip Reductions	60
Table 9: Existing Plus Project Peak Hour LOS at Intersections	64
Table 10: 2030 Cumulative No Project versus Cumulative Plus Project Peak Hour LOS at Intersections.....	65
Table 11: Stopping Site Distances	69

APPENDIX

- Appendix A: Air Quality and Greenhouse Gas Modeling Results
- Appendix B: Traffic Study

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

November 2015

A. BACKGROUND

1. Project Title: San Francisco Police Credit Union New Administration Building
2. Lead Agency Name and Address: City of San Bruno
Community Development Department
567 El Camino Real
San Bruno, CA 94066-4247
3. Contact Person and Phone Number: Matt Neuebaumer
Associate Planner
(650) 616-7074
4. Project Location: 1250 Grundy Lane
San Bruno, CA 94066
5. Project Sponsor's Name and Address: Janet Goodman
Program Director
NewGround
15450 South Outer Forty Drive, Suite 300
Chesterfield, MO 63017
6. Existing General Plan Designation: Regional Office
8. Existing Zoning Designation: Planned Development (P-D)
10. Project Description Summary:

The proposed project includes the construction of a three-story, 67,586-square-foot (sf) office building with subsurface parking on a 1.7-acre site located at 1250 Grundy Lane, San Bruno, California. The office building would serve as the San Francisco Police Credit Union new administration building and would include a large reception area, work stations, meeting rooms, a small retail credit union branch, a staff lounge, a training room, a break room, and 16,560 sf of future office expansion or lease space. The necessary entitlements being reviewed by the City of San Bruno include a P-D Amendment, Planned Development Permit, and an Architectural Review Permit.

B. SOURCES

The following documents are referenced information sources utilized by this analysis:

1. Association of Bay Area Governments. Interactive Liquefaction Hazard Map. Available at: <http://quake.abag.ca.gov/earthquakes/#LIQUEFACTION>. Accessed November 2015.
2. Bay Area Air Quality Management District. Plans & Climate. Available at: <http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans.aspx>. Accessed November 2015.
3. Bay Area Air Quality Management District. Air Quality Standards and Attainment Status. Available at: <http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status>. Accessed November 2015.
4. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2011.
5. BKF Engineers. *C.3 Regulated Projects Checklist*. October 26, 2015.
6. BKF Engineers. *Rainwater Harvesting and Use Feasibility Worksheet*. November 15, 2011.
7. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
8. Callander Associates. *Landscape Plan SF Police Credit Union San Bruno, California*. March 28, 2013.
9. City of San Bruno. *Climate Action Plan Public Review Draft*. October 2012.
10. City of San Bruno. *Local Hazard Mitigation Plan ANNEX City of San Bruno*. March 27, 2007.
11. City of San Bruno. Personal communication with Joseph Cervantes, Associate Civil Engineer. July 23, 2013.
12. City of San Bruno. *San Bruno Municipal Code*. 1999.
13. Cornerstone Earth Group. *Design-Level Geotechnical Investigation*. December 20, 2012.
14. Cornerstone Earth Group. *Phase I Environmental Site Assessment*. January 16, 2013.
15. Crane Transportation Group. *Transportation & Circulation Report for the 1250 Grundy Lane Project*. August 27, 2015.
16. Dyett & Bhatia. *San Bruno 2025: General Plan Draft Environmental Impact Report Revised After Public Review*. December 2008.
17. Dyett & Bhatia. *San Bruno General Plan*. December 2008.
18. ENVIRON International Corporation and the California Air Districts. *California Emissions Estimator Model User's Guide Version 2013.2*. July 2013.
19. Federal Aviation Administration. *Notice Criteria Tool*. Available at: <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp>. Accessed August 8, 2013.
20. NewGround. *SF Police Credit Union Headquarters*. May 15, 2013.
21. Thomas D. Auer, AIA, NewGround International, Inc. *SF Police Credit Union Headquarters San Bruno, California 94066 (Complete Plan Set)*. August 12, 2013.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Less Than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology & Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology & Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

D. DETERMINATION

On the basis of this initial study:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Matt Neuebaumer, Associate Planner
Printed Name

Date

City of San Bruno
For

E. BACKGROUND AND INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) identifies and analyzes the potential environmental impacts of the San Francisco Police Credit Union New Administration Building Project (proposed project). The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. If the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures that should be applied to the project are prescribed. The mitigation measures prescribed for environmental effects described in this IS/MND will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the project through project conditions of approval. The City will adopt findings and a Mitigation Monitoring and Reporting Program for the project in conjunction with approval of the project.

The City of San Bruno completed their General Plan and associated Environmental Impact Report (EIR) in December 2008, and adopted the same documents on March 24, 2009. The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 *et seq.*), and includes an examination of the potential wide-ranging effects resulting from implementation of the General Plan land use diagram. Measures to mitigate the significant adverse project and cumulative impacts associated with the General Plan were identified in the General Plan EIR.

The environmental setting and impact discussion for each section of this IS/MND have been largely based on information in the City's General Plan and associated EIR. In addition, detailed technical reports have been prepared for the proposed project, including a Design-Level Geotechnical Investigation and Phase I Environmental Site Assessment by Cornerstone Earth Group, and a Traffic Study by Crane Transportation Group. All technical reports used in the preparation of this IS/MND are available at the City of San Bruno upon request.

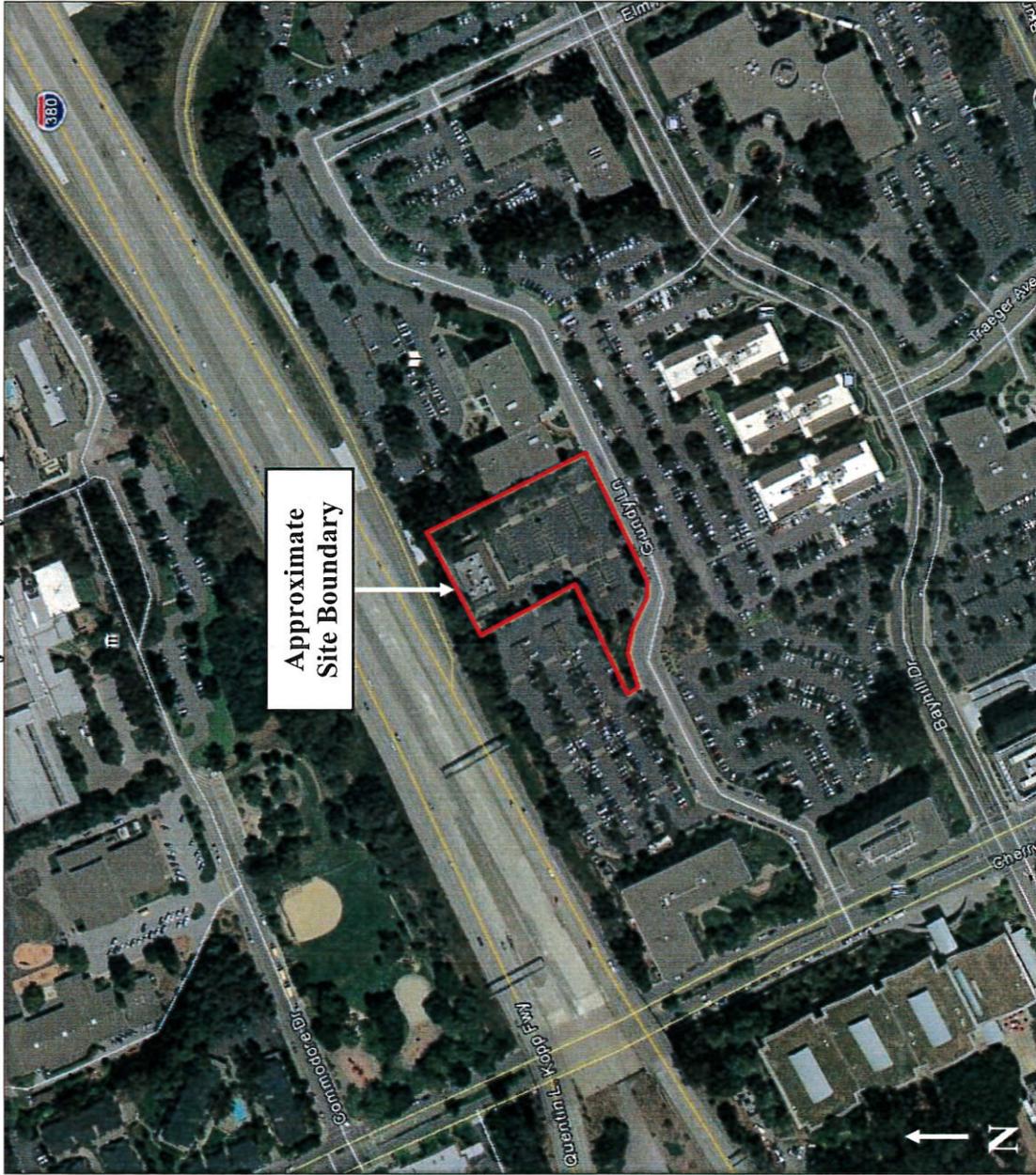
F. PROJECT DESCRIPTION

Project Location and Existing Conditions

The proposed project is located on an approximately 1.7-acre site at 1250 Grundy Lane in the City of San Bruno, California (see Figure 1, Regional Project Location). The project site is bounded by Interstate 380 (I-380) to the north and Grundy Lane to the south. An 8,300-square-foot (sf) restaurant building (previously a TGI Fridays) was constructed on the northern portion of the project site in 1979, with associated surface parking making up the remainder of the site (see Figure 2, Project Vicinity Map); however, the building was demolished in May 2014.

The project site has a General Plan land use designation of Regional Office, a zoning designation of Planned Development (P-D), and is located within the Bayhill Office Park. The greater Bayhill Office Park contains 1.5 million sf of office space. As such, existing office buildings surround the project site. Three-story office developments are located to the west and to the east of the site. Additional office buildings are located south of the project site as well.

Figure 2
Project Vicinity Map



Vegetation on-site consists of ornamental landscaping, including heritage trees. Heritage trees are defined by the City per the City's Heritage Tree Ordinance, Chapter 8.25 of the City's Municipal Code, as follows:

1. Any native bay (*Umbellularia californica*), buckeye (*Aesculus* species), oak (*Quercus* species), redwood (*Sequoia sempervirens*), or pine (*Pinus radiata*) tree that has a diameter of six inches or more measured at fifty-four inches above natural grade;
2. Any tree or stand of trees designated by resolution of the city council to be of special historical value or of significant community benefit;
3. A stand of trees, the nature of which makes each dependent on the others for survival; or
4. Any other tree with a trunk diameter of ten inches or more, measured at fifty-four inches above natural grade.

Proposed Project

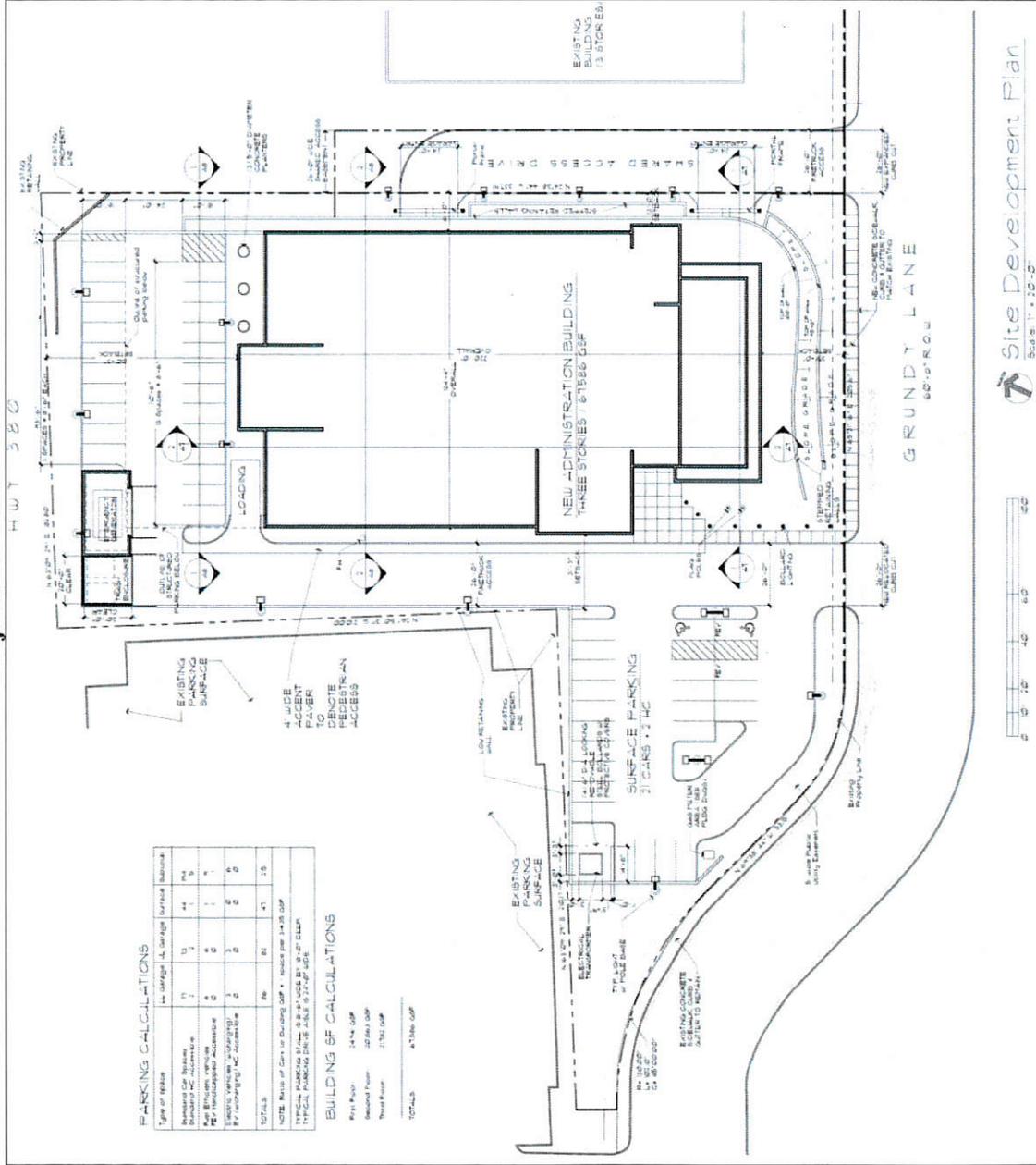
The proposed project consists of the construction of a three-story, 67,586 sf office building with a two-level subsurface parking garage (see Figure 3, Project Site Plan). The 24,941 sf first floor of the office building would include a large reception area, meeting rooms, a small retail credit union branch for San Francisco Police Credit Union (SFPCU) members, and 16,560 sf of future office expansion or potential lease space. The 20,863 sf second floor would include various office work stations, and a staff lounge. The 21,782 sf third floor would include various work stations, conference rooms, staff lounge, and a café.

A total of 168 parking spaces would be included in the two-level subsurface parking garage – 82 on the upper level and 86 on the lower level. In addition, the proposed project includes 47 spaces of surface level parking. A total of 16 spaces are reserved for fuel efficient vehicles and electric vehicles. Access to the two-level subsurface parking garage would be achieved through a 26-foot-wide access easement along the eastern boundary of the site, which would act as a shared driveway.

The project is anticipated to accommodate the current staff of the existing SFPCU, as well as future employees in relation to future growth in the next ten years. The total number of employees expected at full capacity would be approximately 210. The environmental analysis contained in this IS/MND is based on the maximum employment projection of 210 employees. Typical hours of operation for the SFPCU offices would be Mondays through Fridays from 8:00 AM to 5:00 PM. Hours of operation for the retail credit union branch would be Mondays through Thursdays from 9:00 AM to 4:00 PM and Fridays from 9:00 AM to 5:00 PM.

A number of existing on-site trees, including heritage trees, would be removed in order to accommodate the proposed project. Heritage tree removal is regulated by the City's Heritage Tree Ordinance, which is intended to retain as many trees as possible. A detailed landscaping plan has been prepared for the project, which indicates that the heritage trees would be replaced at a 2:1 ratio, consistent with the City's Heritage Tree Ordinance (see Figure 4, Project Landscape Plan).

Figure 3
Project Site Plan



The proposed project would connect to existing water and sewer lines along Grundy Lane, as well as existing electrical lines. In addition, the project would connect to the existing storm drainage system and includes improvements to the site's storm drainage system by constructing driveways and/or uncovered parking lots with permeable surfaces, directing runoff from the roof, sidewalks, walkways, patios, driveways, and uncovered parking lots onto vegetated areas, and constructing self-treating stormwater areas.

Construction of the proposed project is anticipated to commence in Spring/Summer 2016 and be completed within 15 months.

Because the existing P-D Zoning District for the site is currently for restaurant uses, a zoning amendment to the P-D Zoning District for the site would be required to allow the proposed office uses. It should be noted that the City of San Bruno Ordinance No. 1284 requires a vote of the public for any building or structure exceeding 50 feet or three stories in height. A vote of the public is also required for all multi-story parking structures. City staff has evaluated the proposed project and has determined that the project does not require a vote of the public per Ordinance No. 1284, as the proposed building would be 50 feet in height or less. Additionally, the proposed project would include two levels of parking below the existing grade. The upper level of parking is more than 50 percent below the existing grade and, thus, does not constitute a story. Furthermore, City staff has routinely determined that sub-grade parking garages do not constitute a multi-story parking structure.

Discretionary Actions

Implementation of the proposed project would require the following discretionary actions by the City of San Bruno:

- Adoption of the IS/MND and a Mitigation Monitoring and Reporting Plan;
- Approval of a P-D Amendment;
- Attainment of a Planned Development Permit; and
- Attainment of an Architectural Review Permit.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. According to the City’s General Plan EIR, the hills located to the north and west of the City provide a visual backdrop for the City. Partial views of the San Francisco Bay, Oakland hills, and Mount Diablo could be seen from points along the western hills. However, residential homes in the hills have enough elevation gain that smaller buildings within the City’s eastern flatlands are miniature on the vast horizon (GP DEIR, p. 3-23). In addition, the City’s Ordinance No. 1284 limits structures to three stories (or 50 feet) unless voter approval is obtained. City staff has evaluated the proposed project and has determined that the project does not require a vote of the public per Ordinance No. 1284, as the proposed building would be 50 feet in height or less. Additionally, although the proposed project would include two levels of parking below the existing grade, the upper level of parking is more than 50 percent below the existing grade, and, thus, does not constitute a story. Furthermore, City staff has routinely determined that sub-grade parking garages do not constitute a multi-story parking structure. The proposed project site, although currently vacant, has been previously developed and is surrounded by existing development similar to the proposed uses, including three-story office developments to the west and east of the project site. As such, the proposed project would not result in a substantial adverse effect on a scenic vista and impacts would be *less than significant*.
- b. A scenic corridor could be described as a roadway or highway with unique or distinctive physical or cultural features. The City’s General Plan EIR identifies the following roadways as scenic corridors:
- Skyline Boulevard (Highway 35);
 - Interstate 280 (I-280);
 - Crystal Springs Road;
 - Sharp Park Road;

- El Camino Real; and
- Sneath Lane.

The proposed project site is not located directly adjacent to any of the roadways identified as a scenic corridor. Although the City recognizes the scenic corridors listed above as local scenic roadways, Skyline Boulevard is eligible to be designated as a State scenic highway and I-280 is a State-designated scenic highway. The project site is located over 6,500 feet from Skyline Boulevard, over 2,300 feet from I-280, and over 1,500 feet from El Camino Real. In addition, the proposed project site has been previously developed, is surrounded by existing similar developments, and is located in Bayhill Office Park, an area designated for Regional Office land uses. Therefore, implementation of the proposed project would not damage any scenic resources within a State scenic highway, and impacts would be *less than significant*.

- c. The existing visual character of the project site and vicinity is urbanized developed land with a majority of office uses. The project site has been previously developed with a restaurant building and associated surface parking. Existing office buildings surround the proposed project site, including two three-story office developments. In addition, the proposed project would be consistent with the land use designation for the site of Regional Office, and is located in the Bayhill Office Park, an area containing an overall 1.5 million sf of office space. Thus, the proposed project would be considered consistent with the existing visual character of the area. Furthermore, the project would incorporate a variety of architectural and landscape features to increase the aesthetic appeal of the underutilized site (see Figure 4). An Architectural Review Permit is required for the project, which would require the City to review the project's architectural plans to ensure that the proposed development would be compatible and designed consistent with the surrounding developments. Thus, the proposed project would not degrade the existing visual character or quality of the site and its surroundings, and a *less-than-significant* impact would result.
- d. Although recently demolished, lighting has already been in place at the project site in association with the previous building and parking. The surrounding office developments also contribute to the lit environment surrounding the site. In addition, the proposed project has been designed to minimize the effects of light and glare on adjacent areas, including the use of Light Emitting Diode (LED) lighting, which provides more precise and even distribution of light compared to traditional lighting. The LED lighting would help to focus the light onto only the areas necessary on the project site and minimize overflow of lighting off-site. Calculations for light intensity resultant of the proposed project were conducted, and the project would not cause an overflow of lighting off-site, with the exception of a few areas along Grundy Lane and minimal portions of the properties immediately to the east and west. The proposed project site is not directly adjacent to any residences or other sensitive land uses and is located in a regional office development area. Therefore, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be considered *less than significant*.

II. AGRICULTURE AND FOREST RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a, b, e. The proposed project site, although currently vacant, has been previously developed and is surrounded by existing office developments. The site and the surrounding area are designated for Regional Office use. As such, the site or surrounding area is not designated or zoned for agricultural uses and is not currently used for agricultural purposes. The site is not considered Farmland of Prime, Unique, or Statewide Importance and is not under a Williamson Act contract. Thus, agricultural land would not be converted to non-agricultural uses as a result of the proposed project. Consequently, the proposed project would have ***no impact*** to the conversion of Farmland to non-agricultural use or a conflict with a Williamson Act contract.
- c, d. The project site is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

III. AIR QUALITY. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. The City of San Bruno is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area, and is located in the San Francisco Bay Area Air Basin (SFBAAB). The SFBAAB is currently designated as a nonattainment area for State and federal ozone, State and federal particulate matter 2.5 microns in diameter (PM_{2.5}), and State particulate matter 10 microns in diameter (PM₁₀) standards. The applicable air quality plan for the SFBAAB is the 2010 Multi-Pollutant Clean Air Plan (CAP), adopted on September 15, 2010.¹ The 2010 CAP was developed, in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), as a multi-pollutant plan that provides an integrated control strategy to reduce ozone, PM, toxic air contaminants (TACs), and greenhouse gases (GHGs). The 2010 CAP is a roadmap depicting how the Bay Area will achieve compliance with the State and federal air quality standard for ozone as expeditiously as practicable and how the region will reduce transport of ozone and ozone precursors to neighboring air basins. The CAP also considers the impacts of ozone control measures on PM emissions, air toxics, and GHGs in a single, integrated plan, and establishes emission control measures to be adopted or implemented in the region.

The aforementioned applicable air quality plan and incorporated emission controls are based on population and employment projections provided by local governments, usually developed as part of the General Plan update process. The project would be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project would be inconsistent with the plan's growth assumptions, in terms of population, employment, or regional growth in Vehicle Miles Traveled (VMT), which are based on

¹ Bay Area Air Quality Management District. *Current Plans*. Available at: <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>. Accessed September 8, 2015.

ABAG projections that are, in turn, based on the City’s General Plan. The proposed project is consistent with the current Regional Office General Plan land use designation for the site, and a General Plan amendment is not proposed as part of the project. In addition, the project site is surrounded by existing development similar to what is proposed for the project, and is located within an area planned for regional office development. Although the proposed project would modify the existing use of the project site and a zoning amendment would be required to allow the proposed office uses, the project would still be considered consistent with growth assumptions of the applicable air quality plan, as they are generally based on General Plan land use designations. Furthermore, the overall number of project trips would likely be less than what has been anticipated for buildout of the site due to the number of shuttle buses serving the area, the project’s proximity to San Mateo County Transit District (SamTrans) bus services, Peninsula Corridor Joint Powers Board (Caltrain), and Bay Area Rapid Transit (BART) shuttles. Overall, the project would be considered consistent with growth assumptions of the applicable air quality plan.

In addition, as presented in the sections below, the project would not exceed the applicable thresholds of significance for any pollutant and would not result in emissions that substantially contribute to the nonattainment designations of PM and ozone for the area. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, and a *less-than-significant* impact would result.

- b,c. According to the CEQA Guidelines, an air quality impact may be considered significant if the proposed project’s implementation would result in, or potentially result in, conditions, which violate any existing local, State or federal air quality regulations. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants designated as nonattainment in the area, the BAAQMD has established significance thresholds associated with development projects for emissions of reactive organic gases (ROG), nitrogen oxide (NO_x), PM₁₀, and PM_{2.5}. The BAAQMD’s significance thresholds, expressed in pounds per day (lbs/day) for project-level and tons per year (tons/yr) for cumulative, listed in Table 1, are recommended for use in the evaluation of air quality impacts associated with proposed development projects.

Table 1			
BAAQMD Thresholds of Significance			
Pollutant	Construction (lbs/day)	Operational (lbs/day)	Cumulative (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82	82	15
PM _{2.5}	54	54	10

Source: BAAQMD, CEQA Guidelines, May 2011.

In addition, the BAAQMD identifies screening criteria for development projects, which provide a conservative indication of whether a development could result in potentially significant air quality impacts. If a project is below the screening criteria, a detailed air quality assessment of that project’s air pollutant emissions would not be required. The

screening criteria for a general office building development are if the development is less than or equal to the following screening level sizes:

- 346 thousand sf (ksf) for operational criteria pollutants; and
- 277 ksf for construction criteria pollutants.

Accordingly, if a general office building development is less than or equal to the screening size for operational and construction criteria pollutants, the development would not be expected to result in potentially significant air quality impacts, and a detailed air quality assessment would not be required.

It should be noted that the BAAQMD resolutions adopting and revising the significance thresholds in 2011 were set aside by the Alameda County Superior Court on March 5, 2012. The Alameda Superior Court did not determine whether the thresholds were valid on the merits, but found that the adoption of the thresholds was a project under CEQA, necessitating environmental review. The BAAQMD appealed the Alameda County Superior Court's decision. The Court of Appeal of the State of California, First Appellate District, reversed the trial court's decision. The Court of Appeal's decision was appealed to the California Supreme Court, which granted limited review, and the matter is currently pending there. The California Supreme Court has indicated that it will address the question whether CEQA review is confined to an analysis of a proposed project's impacts on the existing environment, or does it also require analysis of the existing environment's impacts on the proposed project. The California Supreme Court has not indicated that it will review the underlying question whether adoption of the thresholds is a project under CEQA, and no court has indicated that the thresholds lack evidentiary support. In May of 2012, BAAQMD updated its *CEQA Air Quality Guidelines* to continue to provide direction on recommended analysis methodologies, but without recommended quantitative significance thresholds. The May 2012 BAAQMD *CEQA Air Quality Guidelines* state that lead agencies may reference the Air District's 1999 Thresholds of Significance available on the Air District's website. Lead agencies may also reference the Air District's *CEQA Thresholds Options and Justification Report* developed by staff in 2009. The *CEQA Thresholds Options and Justification Report*, available on the District's website, outlines substantial evidence supporting a variety of thresholds of significance.

Per CEQA Guidelines Section 15064.7, the City has elected to use the BAAQMD's thresholds and methodology for this project, as they are based on substantial evidence and remain the most up-to-date, scientifically-based method available to evaluate air quality impacts in the SFBAAB region. Thus, the BAAQMD's thresholds of significance presented in Table 1 and screening criteria are applicable for this analysis. Accordingly, if the proposed project would not meet the screening criteria and result in emissions in excess of the thresholds of significance presented in Table 1, the project could have a significant effect on air quality.

The proposed project consists of a total of 67,586 sf, or approximately 67.6 ksf, which is below both the construction and operational screening levels for criteria pollutants. However, per the BAAQMD *CEQA Air Quality Guidelines*, analysis of construction-related emissions is still required for projects that would include certain construction

activities, such as extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export). Because the project would involve the export of approximately 17,600 cubic yards of soil, analysis of the proposed project's construction-related emissions is still required.

The proposed project's construction-related emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2013.2.2 - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. Construction was assumed to commence in June 2016 and would be accomplished within an approximately 15-month period. Although not necessary, the proposed project's operational emissions were also quantified and compared to the applicable project-level and cumulative thresholds of significance. The model was adjusted to reflect the project-specific trip generation rate, project-specific indoor and outdoor water usage estimates, and compliance with the California Building Energy Efficiency Standards Code.

According to CalEEMod, the proposed project would result in emissions as shown in Table 2.

Table 2				
Maximum Unmitigated Project Emissions				
	ROG	NO_x	PM₁₀	PM_{2.5}
Construction-Related Emissions (lbs/day)				
Proposed Project	17.46	76.76	10.37	6.05
BAAQMD Thresholds	54	54	82	54
Exceed Thresholds?	NO	YES	NO	NO
Operational Emissions (lbs/day)				
Proposed Project	6.48	6.92	4.16	1.18
BAAQMD Thresholds	54	54	82	54
Exceed Thresholds?	NO	NO	NO	NO
Cumulative Emissions (tons/yr)				
Proposed Project	1.02	0.93	0.55	0.16
BAAQMD Thresholds	10	10	15	10
Exceed Thresholds?	NO	NO	NO	NO
<i>Source: CalEEMod, September 2015 (see Appendix A).</i>				

As shown in the table, and as expected from the BAAQMD screening criteria, the proposed project would result in operational emissions below the applicable operational and cumulative thresholds of significance. However, the proposed project's construction-related emissions of NO_x would exceed the applicable threshold of significance. Therefore, the project could violate air quality standards and contribute to the region's nonattainment status of ozone; and a *potentially significant* impact would occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the proposed project's construction-related emissions of NO_x to below the applicable threshold of significance as shown in Table 6. Therefore, with implementation of the following mitigation measure, the above impact would be reduced to a *less-than-significant* level.

Table 3				
Maximum Mitigated Project Construction-Related Emissions (lbs/day)				
	ROG	NO_x	PM₁₀	PM_{2.5}
Proposed Project	16.54	53.62	9.22	4.99
BAAQMD Thresholds	54	54	82	54
Exceed Thresholds?	NO	NO	NO	NO

Source: CalEEMod, September 2015 (see Appendix A).

III-1 Prior to issuance of a grading permit, the project applicant shall show on the grading plans via notation that the contractor shall ensure that all diesel-powered equipment larger than 100 horsepower shall meet USEPA emissions standards for Tier 4 engines or equivalent. The grading plans shall be submitted for review and approval by the City Engineer.

- d. Emissions of carbon monoxide (CO) are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood. CO emissions are particularly related to traffic levels.

In addition to screening criteria for criteria pollutants and GHG, BAAQMD has established screening criteria for localized CO emissions, including the following:

- Consistency with applicable congestion management programs;
- Increase in traffic volumes at intersections to more than 44,000 vehicles per hour; and
- Increase in traffic volumes at intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, underpass, etc.).

As the City has elected to use the BAAQMD's thresholds and methodology for this project, the BAAQMD's screening criteria for localized CO emissions presented above are utilized for this analysis.

The proposed project is consistent with the existing land use designation for the site; thus, the project would be consistent with any established congestion management program, because such programs are typically based on land use designations. According to the traffic assessment prepared for the proposed project, none of the study intersection would operate at traffic volumes in excess of the BAAQMD localized CO emissions screening criteria, even under 2030 Cumulative Plus Project conditions. The traffic assessment also concluded that the estimated amount of new trips associated with the proposed project would not result in any significant impacts to nearby roadways or intersections. As such, a substantial increase in levels of CO at surrounding intersections would not occur, and

the project would not generate localized concentrations of CO that would exceed standards.

Toxic Air Contaminants (TACs) are also a category of environmental concern. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Children, pregnant women, the elderly, and those with existing health problems are considered more sensitive to air pollution than others. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, day care centers, playgrounds, and medical facilities. The proposed project includes the development of an office building, which would not be considered a sensitive receptor. Commodore Park and two multi-family residential developments are located 600 feet or more north of the project site, but are separated from the site by I-380. In addition, single-family residences are located south of the project site, on the opposite side of San Bruno Avenue. The residences to the north would be considered the closest sensitive receptors to the project site.

The project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Emissions of DPM resulting from construction-related equipment and vehicles are minimal and temporary. Relatively few vehicle trips associated with the proposed use would be expected to be composed of diesel-fueled vehicles. In addition, the CARB's Handbook includes distribution centers with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The project is not a distribution center and would not be located near an existing distribution center. Therefore, the project would not generate any substantial concentrations of TACs, and would not expose nearby sensitive receptors to emissions of TACs.

It should be noted that the project site is located near an existing rail line to the east, running parallel to Huntington Avenue and Herman Street. However, CARB does not consider train tracks to be a significant source of TAC emissions and is only concerned with rail yards due to the substantial amount of trains and idling. The project site is not located near an existing rail yard and, thus, the project would not be affected by DPM emissions associated with a rail yard.

The CARB, per its Handbook, considers that any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose those

receptors to DPM. Similarly, the BAAQMD recommends placement of overlay zones at least 500 feet from all freeways and high volume roadways. Directly adjacent to the north of the site is I-380, approximately 90 feet from the nearest travel lane. The nearby freeway could be considered a source of DPM; however, the proposed office use is not considered a sensitive land use, as the only sustained on-site human activity occurs indoors. Thus, an increase in any potential risks associated with DPM emissions from the nearby I-380 would not occur with implementation of the proposed project.

In conclusion, the proposed project would not expose sensitive receptors to substantial concentrations of any TACs. Therefore, impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be considered *less than significant*.

- e. Typical sources of objectionable odor include industrial or intensive agricultural uses. Surrounding land uses include office buildings similar to that of the proposed project. Heavy industrial uses are not located in the vicinity of the project site. In addition, the project site has not been and is not currently used for agricultural purposes, and is not located near any intensive agricultural uses. According to the City's General Plan EIR, two facilities within the City have the potential to generate nuisance odors – the San Bruno Transfer Station and the South San Francisco-San Bruno Wastewater Treatment Facility. However, the facilities are not located in the vicinity of the project site, and the General Plan EIR states that complaints have not been filed for either facility in a number of years. Thus, the future employees at the project site would not be subjected to any objectionable odors from existing industrial or agricultural sources.

Office land uses are not typically associated with the creation of substantial objectionable odors. Diesel fumes from construction equipment and delivery trucks are often found to be objectionable; however, construction of the proposed project would be temporary and diesel emissions would be minimal and regulated. Accordingly, the project would not be expected to create objectionable odors affecting a substantial number of people.

It should be noted that emissions of DPM from the nearby freeway could potentially result in objectionable odors at the project site. However, similar to the discussion above, because the project site has been previously developed and sustained on-site human activity would only occur indoors, an increase in any objectionable odors associated with DPM emissions from the nearby I-380 would not occur with implementation of the proposed project.

For the aforementioned reasons, construction and operation of the proposed project would have a *less-than-significant* impact with respect to creating objectionable odors affecting a substantial number of people.

IV. BIOLOGICAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a. According to Figure 6-1, Vegetative Communities and Special Species Habitat, of the City’s General Plan, the proposed project site does not contain any areas identified as a vegetative community or special species habitat. In addition, a search of the California Department of Fish and Wildlife’s (CDFW) Natural Diversity Database (CNDDDB) was performed for the proposed project location to determine the records of sensitive plant and wildlife species within the general vicinity of the area. A total of 43 federally listed, State listed, or special-status plant and wildlife species were identified for the general project area.

Many of the plant and wildlife species occur in specialized habitats, such as riparian, wetlands, marshes, ponds, and other aquatic habitats (e.g., California red-legged frog, California clapper rail, California black rail, Serpentine Bunchgrass, San Francisco garter

snake, western pond turtle, etc.), as well as coastal scrub (e.g., western leatherwood), sandy ground (e.g., San Francisco Bay spineflower), slopes (e.g., Marin western flax, San Mateo woolly sunflower, San Mateo thorn-mint, fountain thistle, etc.), grasslands (e.g., Crystal Springs lessingia, San Francisco owl's-clover, etc.), and mountain ridges (e.g., Franciscan onion). The proposed project site is surrounded by other office buildings and structures similar to that of the proposed project. Immediately adjacent to the site to the north is I-380. The site is relatively flat and the only vegetation on-site is ornamental landscaping. As discussed below, the proposed project site does not contain and is not considered, associated with, or located within the vicinity of any riparian habitat, wetlands, or other sensitive natural community. The absence of suitable habitat and the highly disturbed and urbanized nature of the site and surrounding area would eliminate the potential for many of the special-status species to occur on site. Accordingly, the majority of the species identified by the CNDDDB search to potentially occur in the area would not be present at the project site and would not be affected by implementation of the proposed project.

Although the proposed project site is highly disturbed and lacks essential habitat for special-status plants and wildlife species, the potential exists for migratory bird species to be present in the on-site trees. Migratory bird species are protected by the federal Migratory Bird Treaty Act. Development of the proposed project would require removal of the existing ornamental vegetation on the project site, including some of the on-site trees. Should any of the migratory bird species be found nesting in the on-site trees during construction activities, the proposed project could result in a ***potentially significant*** impact associated with a substantial adverse effect on a species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or U.S. Fish and Wildlife Service (USFWS).

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

- IV-1 A nesting survey shall be conducted 15 days prior to commencing construction work if this work would occur between March 1 and September 1 (If construction work would not occur during the nesting season, a nesting survey is not required). If special-status birds are not identified nesting within the area of effect, further mitigation is not required. If special-status birds are identified nesting within the area of effect, a radius around the nest(s) shall be staked with orange construction fencing. The radius buffer size shall be determined by a qualified biologist. Construction or earth-moving activities shall be restricted within the identified buffer until the determination is made by a qualified biologist that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by June 15th; however, the date may be later and would have to be determined by a qualified ornithologist.*

- b,c. Wetlands or seasonal wetlands generally denote areas where the soil is seasonally saturated and/or inundated by fresh water for a significant portion of the wet season, and then seasonally dry during the dry season. To be classified as "wetland," the duration of saturation and/or inundation must be long enough to cause the soils and vegetation to become altered and adapted to the wetland conditions. The proposed project is surrounded by existing development and is in a highly disturbed, urban area associated with regional office land uses. Water features are not located on the project site or in the vicinity of the project, and the site is not within a floodplain or normally subjected to flooding. As such, wetlands, season wetland, or vernal pools do not exist on or are associated with the project site. Similarly, riparian habitat does not exist on the project site or in the vicinity, and the project would not involve removal of any riparian vegetation or sensitive native vegetation. In addition, local or regional sensitive habitat types or natural communities regulated by the CDFW or USFWS are not present or associated with the project footprint.

Consequently, the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, any riparian habitat, or other sensitive natural community. Therefore, impacts related to riparian habitat, wetlands, or other sensitive natural community would be *less than significant*.

- d. As discussed above, the project site is highly disturbed and is located in a currently developed area. Resident or migratory wildlife corridors, or wildlife nursery sites, do not exist on the project site or the immediate vicinity. Therefore, the project would not interfere with the movement of any resident or migratory fish or wildlife species, and impacts would be *less than significant*.
- e. Vegetation on the project site consists of ornamental landscaping, including heritage trees. Removal of a number of the existing vegetation, including 14 heritage trees, would be required for the proposed project. The proposed project is required to comply with the City's Heritage Tree Ordinance, which requires a removal permit and tree replacement of either two 24-inch box size trees or one 36-inch box size tree for each heritage tree removed. According to the landscape plan prepared for the proposed project (see Figure 4), the project would replace the 14 heritage trees removed with a total of 28 new (24-inch) box size trees, which meets the City's Heritage Tree Ordinance requirement. Therefore, the project would not conflict with the applicable tree preservation policy or ordinance, and impacts would be considered *less than significant*.
- f. The San Bruno Mountain Habitat Conservation Plan (HCP) was prepared for the County of San Mateo in 1982 and was authorized by the U.S. Fish and Wildlife Service (USFWS) in 1983. The majority of the San Bruno Mountain is included in the planning area for the HCP. However, the City of San Bruno, including the proposed project site, is not within the planning area for the San Bruno Mountain HCP. The City does not have an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. Therefore, *no impact* would occur related to a conflict with such a plan.

V. CULTURAL RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. The term cultural resources encompasses archaeological, traditional, and “built environment” resources, including, but not necessarily limited to, buildings, structures, objects, districts, and sites (generally 45 years old or older). A historic resource is a structure, site, or feature that is representative of a historic period or building type, but is not of landmark quality. According to Figure 3.11-1 of the City’s General Plan EIR, the project site is not in the vicinity of any identified historic resource. In addition, the proposed project site is currently vacant and does not contain any historical resources. Therefore, implementation of the proposed project would result in a *less-than-significant* impact related to historical resources as defined in Section 15064.5.
- b-d. According to the City’s General Plan EIR, due to the geology of the area, few known fossils or paleontological resources exist in the City. In addition, the project site has been previously developed and is surrounded by existing development. Thus, surface artifacts are unlikely to occur at the site. However, the City’s General Plan EIR states that a high possibility exists for the City to contain Native American resources due to the City’s location between the San Francisco Bay and the coastal mountain range. Consequently, the possibility exists that during construction activities, such as grading and excavation, unidentified archaeological resources, paleontological resources, or human remains may be uncovered, which could result in a *potentially significant* impact.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

- V-1 Prior to the issuance of a grading permit or building permit, project plans shall include a requirement (via notation) indicating that if historic and/or cultural resources, or human remains are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a*

qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant.

V-2

Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the San Mateo County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. Additional work is not to take place in the immediate vicinity of the find, which shall be identified by the qualified archaeologist, until the identified appropriate actions have been implemented. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant.

VI. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a.i, a.ii. The San Francisco Bay area is one of the most seismically active areas in the Country. While seismologists cannot predict earthquake events, the U.S. Geological Survey’s Working Group on California Earthquake Probabilities 2007 estimates a 63 percent chance of at least one magnitude 6.7 or greater earthquake occurring in the Bay Area region between 2007 and 2036. As seen with damage in San Francisco and Oakland due to the 1989 Loma Prieta earthquake that was centered about 50 miles south of San Francisco, significant damage can occur at considerable distances. Higher levels of shaking and damage would be expected for earthquakes occurring at closer distances.

The faults considered capable of generating significant earthquakes are generally associated with the well-defined areas of crustal movement, which trend northwesterly. The nearest State-considered active fault to the site is the San Andreas Fault, which is located 1.4 miles from the site. In addition, the San Gregorio Fault and the Monte Vista-Shannon Fault are located 6.6 miles and 15.4 miles from the project site, respectively. However, the site is not located within a State-designated Alquist Priolo Earthquake Fault Zone. According to the Geotechnical Investigation prepared for the proposed project,

surface expression of fault traces are not known to cross the site.² Nonetheless, the project design would comply with the California Building Code, which includes seismic design standards for buildings. As such, fault rupture hazard is not expected to be a significant geologic hazard at the project site.

According to the Geotechnical Investigation prepared for the proposed project, moderate to severe (design-level) earthquakes could cause strong ground shaking, which is the case for most sites within the Bay Area. Peak ground acceleration (PGA) is a measure of the maximum acceleration experienced by soil or rock particles during an earthquake, and is used in building codes to prescribe how much horizontal force a structure should be able to withstand in a seismic event. The PGA is measured in units of “g,” acceleration due to gravity. The PGA for the project site was estimated in the Geotechnical Investigation to be approximately 0.58g.

The State of California regulates development in California through a variety of tools that reduce or mitigate potential hazards from earthquakes or other geologic hazards. The California Building Standards Code, Unreinforced Masonry Building Law, Alquist-Priolo Earthquake Fault Zoning Act, and the State of California Seismic Hazards Mapping Act govern development in potentially seismically active areas. The proposed project would be required to comply with the aforementioned regulations, as applicable. Implementation of the seismic considerations of the building codes and regulations would ensure that strong seismic ground shaking would not cause substantial adverse effects to the proposed project.

Because the project would not expose people or structures to potential substantial adverse effects associated with fault rupture or strong seismic ground shaking, impacts would be considered *less than significant*.

- a.iii.c. The San Bruno area, as with much of San Mateo County, has not been mapped under the California Seismic Hazard Mapping Act. However, the site is not currently located within a Seismic Hazard Zone for liquefaction. According to the Association of Bay Area Governments (ABAG, 2011), the project site is located within an area of very low liquefaction potential.

Strong seismic shaking could trigger liquefaction, soil softening, ground deformation due to settlement, and/or flow failures in sloping ground. Soils most susceptible to liquefaction are loose, non-cohesive soils that are saturated and are bedded with poor drainage, such as sand and silt layers bedded with a cohesive cap. Loose unsaturated sandy soils are also susceptible to settlement during strong seismic shaking. Primarily stiff to hard cohesive and medium dense to very dense granular soils were encountered at the site. Thus, the potential for substantial differential seismic settlement affecting the proposed improvements is low. In addition, the groundwater level is anticipated to be on the order of 50 feet deep or deeper. Accordingly, the Geotechnical Investigation prepared for the proposed project concluded similar to ABAG that the site has a low potential for liquefaction.

² Cornerstone Earth Group. *Design-Level Geotechnical Investigation*. December 20, 2012.

The project would be designed consistent with the seismic design standards in the California Building Code, as well as with the engineering recommendations provided in the Geotechnical Investigation for the proposed project. Consequently, the proposed project would not be expected to expose people or structures to potential substantial adverse effects associated with seismic-related ground failure, including liquefaction.

However, according to the Geotechnical Investigation, during current site development, the site was apparently graded to create a level building pad and parking lot, with cuts and fills likely on the order of 10 feet or more. The thickness of fill generally ranges from two to five feet across the majority of the site, but was found to be 7.5 to 12 feet thick in the northeast corner of the site. The fills generally consisted of medium stiff to hard lean clays over medium dense sands. Below the fills, alternating layers of stiff to hard lean clays with various amounts of sand and silt and medium dense to very dense sands with various amounts of silt and clay were encountered to the maximum depth explored of 49.5 feet. Based on the current development plan, the majority of the undocumented fill would be removed during the excavation of the subterranean garage; however, any remaining existing fills within the new building pad area should be replaced with compacted, engineered fill. Should existing fills not be entirely removed from the project site, a *potentially significant* impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VI-1 During construction, the project contractor shall ensure that all fills are completely removed from within building areas and proposed site retaining wall areas and to a lateral distance of at least five feet beyond the building or retaining wall footprint, or to a lateral distance equal to fill depth below the perimeter footing, whichever is greater.

Provided the fills meet the "Material for Fill" requirements set forth in the Geotechnical Investigation prepared for the proposed project by Cornerstone Earth Group, the fills may be reused when backfilling the excavations. The fills are anticipated to be acceptable for reuse based on review of the soil boring samples collected on-site. However, if materials are encountered that do not meet the requirements (e.g., debris, wood, trash), such materials should be screened out of the remaining material and be removed from the site.

Backfill of excavations shall be placed in lifts and compacted in accordance with the "Compaction" recommendations in the Geotechnical Investigation. Fills extending into planned pavement and flatwork areas may be left in place provided they are determined to be at a low risk for future differential settlement and that the upper 12 to 18 inches of fill below pavement subgrade is re-worked and compacted in accordance with the Compaction recommendations.

- aiv. The proposed project site has been previously developed and is surrounded by existing development. In addition, the project site is relatively flat. Therefore, *no impact* related to exposure of people or structures to potential substantial adverse effects associated with landslides would occur.
- b. The proposed project has been previously developed and is surrounded by existing development. Land on the site is flat and would have a slight potential for soil erosion. However, during the early stages of construction activities, topsoil would be exposed due to grading and leveling of the site. After grading and leveling and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to occur, which would adversely affect project site soils. However, as required under the federal Clean Water Act, because the project would disturb more than one acre of land during construction, the project would be required to obtain coverage under and comply with the State's Construction General Permit to minimize or avoid sedimentation associated with stormwater runoff during construction. In addition, per Section 12.12.050, Erosion Control, of the City's Municipal Code, a complete and detailed plan for erosion control shall be prepared and included within the grading plan for the project. The project would be required to implement the San Mateo Countywide Water Pollution Prevention Program's construction Best Management Practices (BMPs), including temporary erosion controls to stabilize all denuded areas until permanent erosion controls are established.

After construction is completed, implementation of the impervious surfaces on the site would preclude future erosion on the site. In addition, the proposed project site is a C.3 regulated project and is required to include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures. Design measures for the project include, but are not limited to, the following:

- Direct roof runoff onto vegetated areas;
- Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas;
- Direct runoff from driveways and/or uncovered parking lots onto vegetated areas;
- Construction of driveways and/or uncovered parking lots with permeable surfaces; and
- Self-treating stormwater area.

As shown in the Landscape Plan (see Figure 4), the project design includes a variety of vegetation to aid in the prevention of erosion. Therefore, because the proposed project would comply with all applicable policies and regulations, and include design measures for erosion reduction and control, impacts related to soil erosion or loss of topsoil would be considered *less than significant*.

- d. According to the Geotechnical Analysis prepared for the proposed project, the project site soils exhibit low to moderate plasticity and expansion potential. A Plasticity Index (PI) test was performed on a representative sample of soil at the basement foundation level at a depth of 16 feet. The PI test showed a PI of 14, which indicated low plasticity and

expansion potential to wetting and drying cycles. Therefore, the proposed project would not be located on expansive soil, and a *less-than-significant* impact would result.

- e. The project site is currently connected to the City's sewer system, and would remain connected to the City's system upon implementation of the proposed project. Septic tanks or alternative wastewater disposal systems are not proposed for the project and would not be required. Therefore, *no impact* would occur from soils incapable of adequately supporting the use of septic tanks.

VII. GREENHOUSE GAS EMISSIONS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a,b. Implementation of the proposed project would cumulatively contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O). Sources of GHG emissions include area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO₂e/yr).

The BAAQMD identifies screening criteria for development projects, which provide a conservative indication of whether a development could result in a potentially significant impact associated with GHG emissions. If the screening criterion for GHG is met by a project, a detailed assessment of that project’s GHG emissions would not be required.³ The operational GHG screening criterion for a general office building development is if the development is less than or equal to 53 ksf. Because the project consists of a total of 67,586 sf, or approximately 67.5 ksf, a detailed GHG assessment is required for the proposed project.

The BAAQMD threshold of significance for project-level operational GHG emissions is 1,100 MTCO₂e/yr. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. As such, BAAQMD has not established a threshold of significance for construction-related GHG emissions and does not require quantification. Nonetheless, the

³ As explained in detail in the Air Quality section of this IS/MND, the BAAQMD resolutions adopting and revising the significance thresholds in 2011 were set aside by the Alameda County Superior Court on March 5, 2012. The Alameda Superior Court did not determine whether the thresholds were valid on the merits, but found that the adoption of the thresholds was a project under CEQA, necessitating environmental review. The BAAQMD appealed the Alameda County Superior Court’s decision. The Court of Appeal of the State of California, First Appellate District, reversed the trial court’s decision. The Court of Appeal’s decision was appealed to the California Supreme Court, which granted limited review, and the matter is currently pending there. The California Supreme Court has not indicated that it will review the underlying question whether adoption of the thresholds is a project under CEQA, and no court has indicated that the thresholds lack evidentiary support. Per CEQA Guidelines Section 15064.7, the City has elected to use the BAAQMD’s thresholds, screening, and analysis methodology for this project, as they are based on substantial evidence and remain the most up-to-date, scientifically-based method available to evaluate air quality impacts in the SFBAAB region.

proposed project’s construction-related GHG emissions have been quantified, amortized, and added to the estimated proposed project operational emissions in order to provide a conservative analysis.

Analysis of the proposed project’s construction and operational GHG emissions included estimations of CO₂, N₂O, and CH₄ emissions and was conducted using CalEEMod, with incorporation of the project-specific trip generation, project-specific indoor and outdoor water usage estimates, and compliance with the California Building Energy Efficiency Standards Code. According to the CalEEMod results, the proposed project would result in unmitigated GHG emissions as shown in Table 4. As shown in the table, even when considering the amortized construction-related GHG emissions in the project’s total GHG emissions, the estimated emissions would be below the applicable threshold of significance of 1,100 MTCO₂e/yr.

Table 4	
Unmitigated Project GHG Emissions	
	Annual GHG Emissions
Construction-Related GHG Emissions ¹	22.06 MTCO ₂ e/yr
Operational GHG Emissions	1,026.73 MTCO ₂ e/yr
Total Annual GHG Emissions	1,048.79 MTCO₂e/yr
BAAQMD Threshold	1,100 MTCO ₂ e/yr
Exceeds Threshold?	NO
¹ Total construction-related GHG emissions of 551.57 MTCO ₂ e/yr amortized over the anticipated lifetime of the project (i.e., 25 years for this analysis). ⁴	
<i>Source: CalEEMod, September 2015 (see Appendix A).</i>	

It should be noted that the City of San Bruno currently has a draft Climate Action Plan (CAP). The CAP presents specific actions the City may wish to take to reduce GHG emissions. The goal of the CAP is a 15 percent reduction in GHG emissions relative to a 2005 baseline. Assembly Bill (AB) 32 requires that Statewide GHG emissions be reduced to 1990 levels by the year 2020. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, approved in 2008, which provides the outline for actions to reduce California’s GHG emissions. The City’s CAP goal was selected to be consistent with the AB 32 Scoping Plan and BAAQMD guidelines. Actions implemented by the State are projected to meet the vast majority of the 15 percent reduction goal. City actions would supplement State policies to ultimately achieve the 15 percent goal at the local level. The City of San Bruno is committed to the GHG emissions reduction target of 15 percent below baseline 2005 levels by 2020.

In order to determine the proposed project’s compliance with the City’s draft CAP, CalEEMod was used to estimate the GHG emissions associated with buildout of the

⁴ The BAAQMD does not recommend any specific operational lifetimes for use in amortizing construction-related GHG emissions; however, the Sacramento Metropolitan Air Quality Management District, per its *Guide to Air Quality Assessment in Sacramento County*, suggests an operational lifetime for a new conventional commercial building of 25 years. The estimates are derived from the State of California Executive Order D-16-00 and US Green Building Council’s October 2003 report on *The Costs and Financial Benefits of Green Buildings*.

proposed project under both the baseline 2005 condition and the year 2020 condition. The 2005 baseline condition assumes buildout of the proposed project in the year 2005 without compliance with any State mandated regulations (i.e., the California Building Energy Efficiency Standards Code). Amortized construction GHG emissions were also taken into account for the 2005 and 2020 estimates. According to the CalEEMod results, total GHG emissions under baseline 2005 conditions (operational plus amortized construction emissions) would be 1,271.50 MTCO_{2e}/yr. Total GHG emissions under 2020 conditions (operational plus amortized construction emissions) would be 993.92 MTCO_{2e}/yr. Consequently, an overall reduction of 21.8 percent $(1,271.50 \text{ MTCO}_2e - 993.92 \text{ MTCO}_2e) / 1,271.50 \text{ MTCO}_2e \times 100\% = 21.8\%$ would result for the proposed project from baseline 2005 conditions by the year 2020, which is consistent with the GHG emission reduction target goals per the City CAP.

Because the proposed project would result in GHG emissions below the BAAQMD's threshold of significance, the project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. In addition, the proposed project would meet the minimum required emissions reduction per the City's draft CAP. Therefore, impacts associated with the generation of GHG emissions would be considered *less than significant*.

VIII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b. A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project site in order to determine potentially hazardous conditions at the site. According to the Phase I ESA, an approximately 15-gallon above-ground hydraulic fluid tank associated with a former trash compactor was observed on the west side of the previous building. Evidence of hydraulic fluid leaks was not readily apparent during site reconnaissance. Other hazardous materials were not observed on the project site. As such, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Hazardous material incidents that would be likely to have impacted the project site have not been reported in the vicinity. Several facilities in the vicinity were reported as hazardous materials users, which is typical to many commercial areas. However, facilities associated with hazardous materials use would have an associated spill prevention, control and countermeasure plan to prevent and contain such leaks or spills to the extent feasible. Thus, the project would not be expected to be affected by the routine transport, use, or disposal of hazardous materials associated with the existing uses in the area.

The site was determined to be used for agricultural purposes until the early 1940s. Pesticides may have been applied to crops in the normal course of farming operations. Because the project site was capped by the previous building and associated parking and landscaping features, risk to human health from residual pesticides, if any, is substantially reduced. However, during construction, approximately 21,900 cubic yards of excess soil is anticipated to be exported from the site. As such, if elevated concentrations of agricultural chemicals are present in the on-site soils, off-site disposal of soil could create a hazard to the public or the environment through disposal of such potentially hazardous materials. Accordingly, the Phase I ESA prepared for the project recommends soil sampling of the on-site soils to evaluate whether agricultural chemicals are present.

Operations associated with the proposed project's office uses would not involve the routine transport, use, or disposal of hazardous materials. Thus, during operations, the proposed project would not create any hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

In summary, because a potential exists for agricultural chemicals to be present in the on-site soils to be exported, the proposed project could create a significant hazard to the public or the environment through a reasonably foreseeable upset or accidental condition involving the release of hazardous materials into the environment, and a *potentially significant* impact would result.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VIII-1 Prior to export of on-site soils, soil samples shall be collected by an Environmental Consultant to determine the presence/absence of residual organochlorine pesticide levels and pesticide-based metals (arsenic, lead, and mercury). The soil analytical results shall be documented in a report and submitted to the City Planning Department for review and approval. If levels of detected compounds do not exceed appropriate environmental screening criteria (e.g. California Human Health Screening Levels [CHHSLs] and California hazardous waste criteria), soils can be exported for disposal or utilization as fill elsewhere. If residual concentrations are detected in export soils at levels exceeding appropriate

environmental screening criteria, contaminated soils shall be disposed of at an appropriately permitted landfill.

- c. As stated above, operations associated with the proposed project's office uses would not involve the routine transport, use, or disposal of hazardous materials. Soil sampling required per Mitigation Measure VIII-3 would ensure that if any pesticides are found to be present on-site, remediation of the soils would be conducted prior to export. Furthermore, the nearest existing or proposed school facility is Decima M. Allen Elementary School, which is over one-half mile from the project site. Therefore, the proposed project would result in a ***less-than-significant*** impact associated with hazardous emission or handling of hazardous materials within one-quarter mile of an existing or proposed school.
- d. The proposed project site has been previously developed, surrounded by existing office land uses, and is located in a regional office area. The project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, ***no impact*** would result from implementation of the proposed project.
- e. The nearest airport is the San Francisco International Airport (SFO), which is located approximately 1.5 miles east of the project site, on the opposite side of Highway 101. The Federal Aviation Administration (FAA) has established Federal Aviation Regulations (FAR) Part 77 criteria, which are imaginary surfaces that extend outward from the end of each runway and define the maximum heights of structures within the airport vicinity that cannot be exceeded without creating a hazard to aircraft navigation. The City of San Bruno is within the San Mateo County Comprehensive Airport Land Use Plan (CALUP) boundary and falls within the SFO Imaginary Surfaces Height Restrictions Map. According to Figure 3.14-2, SFO Height Restriction Standards, of the City's General Plan EIR, the proposed project site is located in a height restriction area of 350 feet. The maximum height of the proposed project would be 50 feet or less at the highest point, which would not exceed the height restriction of 350 feet. However, according to the FAA Notice Criteria Tool, the proposed project would be in proximity to a navigation facility and may impact the assurance of navigation signal reception. Consequently, per Section 77.9 of Part 77 of the Code of Federal Regulations (CFR), Construction or alteration requiring notice, FAA Form 7460-1 is required to be prepared, submitted, and approved 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. The proposed project would comply with all applicable General Plan policies intended to minimize potential air safety hazards, as well as the height restrictions and safety compatibility standards of the FAR Part 77 and the San Mateo County CALUP. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and impacts would be ***less than significant***.
- f. The proposed project is not within the vicinity of a private airstrip. Thus, the proposed project would not result in a safety hazard for people residing or working in the project area, and ***no impact*** would occur.

- g. The City of San Bruno has an Emergency Operations Plan that includes a discussion of fire, earthquake, flooding, and landslide hazards, as well as emergency evacuation routes and a chain of command system to coordinate all departments of first responders. The proposed project is consistent with the designated uses for the site and is located in a regional office area. In addition, the site is surrounded by existing similar developments. Implementation of the proposed project would not modify the existing circulation system in the area and, thus, would not interfere with any evacuation or response routes used by emergency response teams. Because the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, impacts would be considered *less than significant*.
- h. The proposed project is located in a regional office area that is highly disturbed. The project site and surrounding areas are regularly maintained and are not considered "wildlands" where wildland fires are a risk to structures. However, according to the City's General Plan EIR, the site may be considered a wildland/urban interface hazard area. The proposed project is required to comply with the City's General Plan policies and procedures pertaining to reduction of fire hazards, as well as the State Public Resource Codes 4290 and 4291 that require management along structures and roadsides. Therefore, because the risk of on-site structures being subject to wildland fires is low and the project would be required to comply with applicable policies and regulations, impacts related to exposure of people or structures to the risk of loss, injury, or death involving wildland fires would be considered *less than significant*.

IX. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,f. The project consists of the construction of a new office building. During the early stages of construction activities, topsoil would be exposed due to grading and leveling of the site. After grading and leveling, and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which would

adversely affect water quality. However, as required under the federal Clean Water Act, because the project would disturb more than one acre of land during construction, the project would be required to obtain coverage under and comply with the State's Construction General Permit, which regulates stormwater discharges associated with construction activities. The State's Construction General Permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP identifies BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project, including post-construction impacts. In addition, the project would be required to implement the San Mateo Countywide Water Pollution Prevention Program's construction BMPs, including temporary controls to stabilize all denuded areas until permanent controls are established.

The proposed office use does not involve any operations typically associated with the generation or discharge of polluted water. Thus, typical operations on the project site would not violate any water quality standards or waste discharge requirements, nor degrade water quality. Implementation of the impervious surfaces on the site would result in the generation of urban runoff, which could contain pollutants if the runoff comes into contact with vehicle fluids on parking surfaces and/or landscape fertilizers. However, the proposed project is subject to the California Regional Water Quality Control Board San Francisco Bay Region's Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit Order R2-2009-0074. Accordingly, the proposed project site is a C.3 regulated project per the NPDES Permit Order R2-2009-0074 and is required to include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures. As presented in the Treatment Calculations table in Figure 5, Project Grading and Storm Drain Plan, the proposed project meets the required treatment area for the site per the C.3 Regulations. The treatment areas identified in Figure 5 consist of flow-through planters.

Because the proposed project would comply with all applicable regulations and does not involve uses associated with the generation or discharge of polluted water, the proposed project would not violate any water quality standards, waste discharge requirements, or otherwise substantially degrade water quality. Therefore, impacts would be considered *less than significant*.

- b. The City of San Bruno utilizes potable water from the Westside Groundwater Basin to meet more than half of the City's water needs. The project site, although currently vacant, has been previously developed with a restaurant building that was connected to the City's water system. Although an increase in water use at the site would result from implementation of the proposed project, the increase would not be considerable enough to cause a substantial depletion in groundwater supplies. According to the City, the existing water system is adequate to accommodate the proposed project.⁵ In addition, the proposed project is consistent with the City's land use designation for the site and the surrounding area.

⁵ City of San Bruno. Personal communication with Joseph Cervantes, Associate Civil Engineer. July 23, 2013.

As also shown in Figure 5, the proposed project would result in a reduction in impervious surfaces on the site, as compared to the existing conditions, and would include permeable surfaces in the project design. Thus, the proposed project would allow for a greater potential area for groundwater recharge than what currently exists on the site. Therefore, implementation of the proposed project would not interfere substantially with groundwater recharge.

Because the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, impacts would be considered *less than significant*.

- c-e. The proposed project site is currently developed and surrounded by existing development in an urban, developed area. As such, the project would not alter the course of a stream or river. Implementation of the proposed project involves the construction of a new building, which would result in an alteration to the existing drainage pattern of the site. Implementation of the impervious surfaces on the site would result in the generation of urban runoff. As shown in Figure 5, the proposed project site currently has 59,450 sf of impervious surfaces associated with the parking area and building foundation for the previous on-site use. The proposed project would include a total new impervious area of 35,150 sf.

The proposed project site is a C.3 regulated project and is required to include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures. Design measures for the project include, but are not limited to, the following:

- Direct roof runoff onto vegetated areas;
- Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas;
- Direct runoff from driveways and/or uncovered parking lots onto vegetated areas;
- Construction of driveways and/or uncovered parking lots with permeable surfaces; and
- Self-treating stormwater areas.

The vegetated areas noted above consist of flow-through infiltration planters. Due to the project design's consistency with C.3 regulations, including incorporation of additional landscaping and stormwater treatment areas and the use of pervious pavers within several drive aisles and parking areas, the rate and/or amount of stormwater runoff from the site would not be expected to substantially change with implementation of the proposed project. In addition, groundwater was not encountered during drilling of borings for the Geotechnical Investigation, and the groundwater level is anticipated to be on the order of approximately 50 feet deep or deeper. The lower garage floor would be approximately 22 feet below grade. As such, groundwater is not anticipated to be encountered, and construction dewatering is not expected to be necessary. Therefore, the project would not result in a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding.

Because the rate or amount of surface runoff is not anticipated to substantially increase, the City's existing stormwater drainage system would have adequate capacity to accommodate the proposed project. In addition, as discussed above, an increase in the potential for urban runoff constituents from the project site's runoff to downstream surface waters would not increase as a result of the proposed project. The proposed project's compliance with C.3 Regulations, including site design measures, source controls, and hydraulically-sized stormwater treatment measures, would ensure that runoff water from the site would not be a substantial source of polluted runoff.

In conclusion, the proposed project would not substantially alter the existing drainage pattern of the site or area that would result in substantial erosion, siltation, or flooding, and would not create or contribute runoff water exceeding the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts would be considered *less than significant*.

- g. The proposed project consists of a new office building, and the project site is surrounded by existing similar developments in a regional office area. The proposed project would not place any housing within a 100-year floodplain and *no impact* would occur.
- h,i. According to the Geotechnical Investigation prepared for the proposed project, the project site is located within a Federal Emergency Management Agency (FEMA) flood hazard Zone D. A Zone D flood hazard area is considered an area of undetermined, but possible flood hazard. However, the project site has been previously developed, is relatively flat, and is surrounded by existing development in a regional office area. Accordingly, implementation of the proposed project would not result in an increase in risks associated with placing structures within a 100-year floodplain. In addition, according to Figure 3.13-1, Flooding and Storm Drainage, of the City's General Plan EIR, the project site is not within a potential flood zone. The City's General Plan EIR also states that areas located within the 100-year floodplain do not exist within the City, based on FEMA flood hazard mapping.

The ABAG has compiled a database of Dam Failure Inundation Hazard Maps. The generalized hazard maps were prepared by dam owners as required by the State Office of Emergency Services and are intended for planning purposes. Based on the Dam Failure Inundation Hazard Maps, the proposed project site is not located within a dam failure inundation area.

In conclusion, the proposed project would not place a structure within a 100-year floodplain that would impede or redirect flood flows, and would not expose people or structures to risks involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, impacts related to flooding would be considered *less than significant*.

- j. Tsunamis are defined as sea waves created by undersea fault movement. A tsunami poses little danger away from shorelines. When tsunamis reach the shoreline, high swells of water break and wash inland with great force. The City of San Bruno is located

approximately four miles east of the Pacific Ocean, separated by mountainous terrain, and approximately three miles west of the San Francisco Bay. Although tsunamis could be a hazard to the City, the mapping of the inundation area has not been completed at this time. However, according to the City's Local Hazard Mitigation Plan, if one assumes that a 42-foot tsunami enters the Golden Gate, the tsunami would be roughly 10 feet in the City of San Bruno. The lowest elevation in San Bruno is 12 feet above sea level. As such, the proposed project would not be expected to be exposed to flooding risks associated with tsunamis.

A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir, with destructive capacity that is not as great as that of a tsunami. The proposed project site is not located near a closed body of water large enough for a seiche to occur. Therefore, the proposed project is not anticipated to be impacted by seiches.

Mudflows typically occur in mountainous or hilly terrain, and the project site and surrounding area is relatively flat. Thus, the likelihood for danger from mudflows would be low at the site.

Because the proposed project would not be threatened by a seiche, tsunami, or mudflow, *no impact* from such phenomena would occur.

X. LAND USE AND PLANNING.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a. The proposed project site is currently developed with a surface parking lot, and is surrounded by existing development. Therefore, the project would not physically divide an established community and *no impact* would occur.
- b. The proposed office project is consistent with the Regional Office General Plan land use designation for the site. In addition, the site is located within the Bayhill Office Park. The greater Bayhill Office Park contains 1.5 million sf of office space. As such, existing office buildings surround the project site, including three-story office developments to the west and east, and additional office buildings to the south.

The project site has a zoning designation of Planned Development (P-D). Because the existing P-D Zoning District for the site is specific to restaurant use, a zoning amendment to the P-D Zoning District for the site would be required to allow the proposed office uses and specify development standards specific to the proposed project. Upon approval of the zoning amendment, the project would not conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project, adopted for the purpose of avoiding or mitigating an environmental effect.

It should be noted that the City of San Bruno Ordinance No. 1284 requires a vote of the public for any building or structure exceeding 50 feet or three stories in height. A vote of the public is also required for all multi-story parking structures. City staff has evaluated the proposed project and has determined that the project does not require a vote of the public per Ordinance No. 1284, as the proposed building would be 50 feet in height or less. Additionally, the proposed project would include two levels of parking below the existing grade. The upper level of parking is more than 50 percent below the existing grade and, thus, does not constitute a story. Furthermore, City staff has routinely determined that sub-grade parking garages do not constitute a multi-story parking structure.

In conclusion, the project's overall impact related to a conflict with applicable land use plans, policies, or regulations would be *less than significant*.

- c. The San Bruno Mountain Habitat Conservation Plan (HCP) was prepared for the County of San Mateo in 1982 and was authorized by the U.S. Fish and Wildlife Service (USFWS) in 1983. The majority of the San Bruno Mountain is included in the planning area for the HCP. However, the City of San Bruno, including the proposed project site, is not within the planning area for the San Bruno Mountain HCP. The City does not have an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. Therefore, *no impact* would occur related to a conflict with such a plan.

XI. MINERAL RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a,b. According to the City’s General Plan EIR, mineral resources or recovery sites do not exist within the City of San Bruno. In addition, the project site has been previously developed, and is surrounded by other existing developments. Therefore, ***no impact*** to mineral resources would occur as a result of the proposed project.

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

Discussion

a, c. Operations at the proposed project would not involve any substantial noise generating sources. In addition, the project site has been previously developed, and is immediately surrounded by existing office developments. The nearest sensitive receptors to the site would be the residences located at the residential development approximately 0.14-mile from the project site on the north side of I-380. In addition, a residential development is located on the northwestern corner of Commodore Drive and Cherry Avenue approximately 0.17-mile from the project site. Consequently, the proposed project would not result in the generation of noise levels in excess of standards or a substantial increase in ambient noise levels in the project vicinity that would adversely affect the nearest residential receptors. However, future employees at the project site would be subjected to noise from existing sources in the area.

The existing noise environment at the project site is defined by noise from existing vehicular traffic on surrounding roadways, most prominently from traffic on adjacent I-380. According to Figure 3.15-2, Existing and Projected Noise Contours, of the City's General Plan EIR, the project site is within a 70 decibel (dB) roadway noise exposure contour. According to Table 7-2, Land Use Compatibility For Community Noise Environments, of the City's General Plan, the normally acceptable exterior day/night

noise level for office buildings is up to 70 dB. The proposed project does not include any outdoor areas that would support outdoor activities

Title 24 of the California Code of Regulations contains the State Noise Insulation Standards, which specify interior noise standards for new developments other than single-family homes. Such new developments are required to be designed to reduce outdoor noise to an interior level of 45 dB or less in any habitable room. Thus, for the proposed project, the anticipated exterior noise level of 70 dB must be reduced by 25 dB in order to meet the State interior noise level standard. Consistent with State and local building codes, the project would be designed to reduce exterior noise levels, including insulated building materials. In particular, the glass proposed to be utilized throughout the proposed project design (i.e., double 1/8-inch insulated glass with a STC rating of 30) would achieve an estimated sound transmission loss of 25 dB. Therefore, the proposed glass material alone would provide a reduction in exterior noise levels sufficient to meet the State's 45 dB interior noise level standard.

In conclusion, the proposed project would not expose persons to or generate noise levels in excess of standards or result in a substantial permanent increase in ambient noise levels in the project vicinity, and impacts would be *less than significant*.

- b. The primary vibration-generating activities associated with the project would occur when the infrastructure such as grading, utilities, and parking lots are constructed. The types of vibration impact include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Table 5 shows the typical vibration levels produced by construction equipment.

Type of Equipment	Peak Particle Velocity (ppv) @ 25 feet (inches/second)	Approximate Velocity Level @ 25 feet (VdB)
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Small Bulldozer	0.003	58
Auger/Drill Rigs	0.089	87
Jackhammer	0.035	79
Vibratory Hammer	0.070	85
Vibratory Compactor/Roller	0.210	94

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

The Table 5 data indicates that construction vibration levels, with the exception of the vibratory compactor/roller, are less than the 0.2 in/sec ppv threshold of damage to buildings at distances of 25 feet. The construction vibration levels of the vibratory compactor/roller, however, are not significantly above the threshold and would not be expected to cause any damage given the distances to the nearest buildings.

The following is an excerpt from the Caltrans Technical Advisory, TAV-02-01-R9601, regarding construction vibrations:

With the exception of a few instances involving pavement breaking, pile driving, all Caltrans construction vibration measurements have been below the 5 mm/s (0.2 in/sec) architectural damage risk level for continuous vibrations. The highest measured vibration level was 73.1 mm/s (2.88 in/sec) at 3 m (10 ft) from a pavement breaker. This instance marked the only time that the single event safe level of 50 mm/s (2 in/sec) was exceeded during vibration monitoring by Caltrans. Other construction activities and equipment, such as D-8 and D-9 Caterpillars, earthmovers and haul trucks have never exceeded 2.5 mm/s (0.10 in/sec) or one half of the architectural damage risk level, at 3 m (10 ft).

Based upon the information in Table 5 and the Caltrans Technical Advisory, vibrations are not predicted to exceed safe thresholds at adjacent sensitive receptors. Construction of the project would not require the use of pile driving. Additionally, the risk of annoyance due to construction vibrations is very low considering the distance to the nearest receptors. Therefore, this impact is considered *less than significant*.

- d. During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Per the City's Noise Ordinance, particularly Section 6.16.070, Construction of buildings and projects, of the City's Municipal Code, construction activities involving equipment that would generate 85 dB at a distance of 100 feet during the hours of 7:00 AM to 10:00 PM or 65 dB at a distance of 100 feet between the hours of 10:00 PM and 7:00 AM are restricted within a residential zone or within a 500-foot radius of a residential zone.

According to Table 3.15-4, Typical Construction Noise Levels, in the City's General Plan EIR, activities involved in construction could generate maximum noise levels ranging from 74 dB to 101 dB at a distance of 50 feet. Building construction would occur at distances of approximately 0.14-mile (or approximately 740 feet) from the nearest sensitive residential receptors. Noise dissipates at a rate of 6 dB per each doubling of distance (e.g., a noise level of 101 dB at 50 feet would be reduced to 95 dB at a distance of 100 feet, 89 dB at a distance of 150 feet, etc.). Thus, the maximum noise to potentially be generated by construction at the site of 101 dB would not generate excessive noise at the nearest sensitive residential receptor.

Although construction activities would be temporary in nature, are anticipated to occur during normal daytime working hours, and would comply with the City's Noise Ordinance, the temporary increase in ambient noise levels could be considered a nuisance to nearby receptors. Therefore, a *potentially significant* impact would result.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impacts to a *less-than-significant* level.

XII-1 *During construction, the project contractor shall ensure the following:*

- *Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shield or shrouds, wherever feasible.*
 - *Impact tools (e.g., jack hammer, pavement breakers and rock drills), if any, used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used; the muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.*
 - *Stationary noise sources shall be located as far from sensitive receptors as possible, and shall be muffled and enclosed within temporary sheds and insulation barriers, or other measures shall be incorporated to the extent feasible.*
- e. The San Francisco International Airport (SFO) is located approximately 1.5 miles east of the project site, on the opposite side of Highway 101. According to the City's General Plan EIR, aircraft departures from SFO are the primary source of transportation noise in the City. Figure 3.15-2, Existing and Projected Noise Contours, of the City's General Plan EIR indicates that the project site is between the 60 dB and 65 dB aircraft noise exposure contours. The San Mateo County CALUP establishes noise/land use compatibility standards, as shown in Table 3.15-1 of the General Plan EIR, which specify the compatible noise standard for commercial land uses, including office buildings, to be less than 70 dB. In addition, as discussed above, the normally acceptable exterior day/night noise level for office buildings is up to 70 dB. As also discussed above, the project design includes noise insulating features and building materials that would reduce interior noise levels to the State standard level. Because the proposed project would be subjected to aircraft noise between 60 dB and 65 dB, which is less than the 70 dB compatibility standards, and the project design includes noise insulation in compliance with State and local building codes, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with the nearby airport. Therefore, a *less-than-significant* impact would occur.
- f. The proposed project is not within the vicinity of a private airstrip. Thus, the proposed project would not result in a safety hazard for people residing or working in the project area, and *no impact* would occur.

XIII. POPULATION AND HOUSING.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a. The proposed project consists of the construction of a new office building and associated surface and subterranean parking. Development of the proposed project would not involve the creation of any new housing, and, thus, would not directly induce population growth or result in a substantial increase in population in the area. While the project would result in a slight increase in the employee work force within the City, the 210 potential jobs generated on-site would not be expected to induce substantial population growth in the City. Because the project site has been previously developed and is surrounded by existing development, the project would not create new development in a currently undeveloped area and an extension of major infrastructure would not be required. In addition, the proposed project is consistent with the land use designation for the site and the surrounding area. Therefore, impacts to population and housing would be considered *less than significant*.

- b,c. The project site is currently developed with a surface parking lot. Development of the proposed project would not displace existing housing or people and would not result in the need for replacement housing. Therefore, *no impact* would occur.

XIV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

a, b. The proposed project site is located within the jurisdiction of the San Bruno Fire Department (SBFD), which provides fire protection services and emergency medical services within the City and to areas within the County. The nearest fire station is located at 555 El Camino Real in the City of San Bruno, which is approximately 0.65-mile southeast of the site. The San Bruno Police Department provides law enforcement services to the project site.

The proposed project is consistent with the General Plan land use designation for the site and would be consistent with the General Plan goals and policies. The General Plan EIR concluded that development in the City consistent with the General Plan would not result in the need for additional fire or police protection facilities. The General Plan policies would also help to ensure that the City’s impacts remain less than significant associated with fire and police protection services. In addition, the proposed project site has been previously developed, and is surrounded by existing similar development; thus, the demand for police and fire protection services would generally remain the same for the area with implementation of the proposed project. Consequently, the current fire and police protection services would be adequate to serve the proposed project, and the project would not result in the need for new or physically altered fire or police service facilities, the construction of which could cause environmental impacts. Thus, a *less-than-significant* impact related to fire and police protection would occur.

c. Four school districts serve the San Bruno residents from kindergarten through the community college level. The San Bruno Park School District operates six elementary schools and one middle school, and serves the majority of children within the City from kindergarten through eighth grade. In addition, the South San Francisco Unified School District has one elementary school within the City. The San Mateo Union High School District serves the City’s high school students, and the San Mateo Community College District provides post-secondary educational services. According to the General Plan EIR, because the City’s schools are under capacity, current facilities may be sufficient to accommodate student growth through the year 2025.

As the proposed project would consist of an office building, the proposed project would not directly induce population growth in the City. Accordingly, implementation of the proposed project would not increase the number of students within the City or the demand for school services. Therefore, the proposed project would result in a *less-than-significant* impact associated with the provision of school facilities or services.

- d,e. The City of San Bruno currently provides a total of 72 acres of City parkland, including five small pocket parks, 12 neighborhood parks, and one large community park. The Parks and Recreation Services Department maintains all developed municipal park sites, street medians, and landscaping along San Mateo Avenue and at other City facilities. In addition to City parks, local recreation centers, school facilities, and a 108-acre regional park - San Mateo County's Junipero Serra Park - provide recreational opportunities for San Bruno residents. Junipero Serra Park is maintained by the San Mateo County Parks and Recreation Division. Hiking and cycling trails are located west of the City boundary within the Golden Gate National Recreation Area and the San Francisco Peninsula Watershed, accessible from Sneath Lane and San Bruno Avenue. A privately operated driving range, located at the former Willard Engvall school site along Sneath Lane, also provides recreational services.

As the proposed project would consist of an office building, the proposed project would not directly induce population growth in the City. Accordingly, implementation of the proposed project would not increase the demand for parks or other public facilities or services. Therefore, impacts would be *less than significant*.

XV. RECREATION. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

- a,b. The proposed project consists of the construction of a new office building. Development of the proposed project would not create housing and would not directly induce population growth within the City of San Bruno. Therefore, an increased demand for new recreational facilities or increased use of existing facilities would not result from implementation of the proposed project, and a *less-than-significant* impact with regard to recreational facilities would occur.

XVI. TRANSPORTATION/CIRCULATION. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a.b. A traffic impact analysis was prepared for the proposed project by Crane Transportation Group (CTG) on August 27, 2015 (see Appendix B). The purpose of the traffic study was to determine any significant traffic impacts that would be associated with the proposed project. The following issues were analyzed:
- Existing A.M. and P.M. Peak Hour, Existing Plus Project Peak Hour, Cumulative, and Cumulative Plus Project traffic conditions at major intersections that may be impacted by the proposed project;
 - Project traffic impacts on adjacent roadways that would be used to access the site, including seven key intersections, such as those providing access to Interstate 280 (I-280) freeway and Interstate 380 (I-380); and
 - Required measures to mitigate any significant project traffic impacts.

The following seven key intersections on adjacent roadways that would be used to access the site were analyzed in the traffic impact analysis:

- San Bruno Avenue / I-280 Southbound Off-Ramp
- San Bruno Avenue / I-280 Northbound Off-Ramp
- San Bruno Avenue / Cherry Avenue
- San Bruno Avenue / El Camino Real

- El Camino Real / Bayhill Drive
- El Camino Real / I-380 Eastbound Off-Ramp
- El Camino Real / I-380 Westbound Off-Ramp

The project site is located in the City of San Bruno, which is served by several freeways including Highway 101, I-280, and I-380. I-380 runs adjacent to the north project boundary.

The project would gain access directly from Grundy Lane. Grundy Lane connects to Cherry Avenue and Bayhill Drive (via a short extension of Elm Avenue), each of which connects to one or two major arterials in the City of San Bruno: El Camino Real (SR 82), San Bruno Avenue or Sneath Lane

El Camino Real provides local area access to I-380, while San Bruno Avenue and Sneath Lane both provide access to I-280 west of the site. San Bruno Avenue also provides access to Highway 101 to the east of the site. Each facility is briefly described below.

Existing Levels of Service (LOS)

The City of San Bruno considers Level of Service (LOS) D as the acceptable threshold for a signalized intersection in the City of San Bruno for a Non-Congestion Management Agency (CMA) monitored location, while LOS E is the minimum acceptable operation for a signalized CMA monitored location. The El Camino Real / San Bruno Avenue intersection was the only CMA monitored intersection evaluated in the traffic impact analysis.

The LOS for signalized intersections is based on and measured in terms of control delay for the peak fifteen-minute analysis period. The weekday AM peak period is 7:00 AM to 9:00 AM and the PM peak period is 4:00 PM to 6:00 PM. Table 6 below presents the Existing Peak Hour LOS at the study intersections. As shown in the table, all analyzed intersections currently operate at an acceptable (LOS D or better) LOS during both the AM and PM peak traffic hours. The poorest, but still operating acceptably, is at El Camino Real / San Bruno Avenue, which operates at LOS C during the AM peak period and LOS D during the PM peak period. The remaining intersections operate at LOS C or better.

Table 6
Existing Peak Hour LOS at Study Intersections

Location	Control	AM Peak Hour		PM Peak Hour	
		LOS	Average Delay (seconds)	LOS	Average Delay (seconds)
El Camino Real / I-380 WB Off-Ramp	Signal	B	18.1	C	27.8
El Camino Real / I-380 EB Off-Ramp	Signal	A	8.5	B	17.4
El Camino Real / Bayhill Drive	Signal	A	7.6	C	24.8
El Camino Real / San Bruno Ave	Signal	C	34.6	D	44.0
San Bruno Ave / Cherry Ave	Signal	B	19.7	C	26.5
San Bruno Ave / I-280 NB Off-Ramp	Signal	B	19.6	C	24.7
San Bruno Ave / I-280 SB Off-Ramp	Signal	C	20.9	C	20.7

Source: Crane Transportation Group, August 2015.

Existing Plus Project LOS

Table 7 below presents the proposed project’s anticipated trip generation. As shown in the table, the 210 employees would be expected to generate 101 inbound and 14 outbound AM peak hour trips, with 21 inbound and 104 outbound PM peak hour trips. Table 8, however, shows the anticipated project trip generation after accounting for peak hour trip reductions due to the project’s proximity to dedicated shuttle service.⁶ In addition, because the project would generate more than 100 net new trips and include more than 25 employees, implementation of a Transportation Demand Management (TDM) Program is required for the project per C/CAG criteria and City of San Bruno Municipal Code requirements. While the project’s TDM is anticipated to further reduce peak hour trips associated with the project, these reductions have not been included in the Traffic Study analysis. It should be noted that reductions in peak hour trips have been documented in nearby communities with similar transit access and TDM program measures.

Project traffic was distributed to the local roadway network based upon existing peak hour traffic flow patterns in the area, the numerous opportunities for freeway access, and the traffic consultant’s knowledge of local area AM and PM peak congestion on the various freeway segments. Surveys of residential locations of workers from office developments in nearby South San Francisco were also utilized in developing project distribution projections. Approximately 20 percent of project traffic would be distributed to I-280 both to the north and south, with 35 percent of project traffic traveling on I-380 to Highway 101. The proposed project’s resultant existing plus project AM and PM peak

⁶ C/CAG TDM Program criteria allow one peak-hour project trip to be credited for each peak-hour trip seat on a dedicated shuttle. Shuttle service runs between the San Bruno BART station and the Bayhill Office Park buildings in a one-way loop via San Bruno Avenue, Cherry Avenue, Sneath Lane, and Huntington Avenue. In addition, shuttle service runs between the San Bruno Caltrain station and the Bayhill Office Park buildings in a one-way loop in the project area using San Bruno Avenue, Cherry Avenue, Sneath Lane, and El Camino Real. With six to seven combined shuttle trips per hour serving the project area during each of the peak traffic hours, approximately 13 to 14 shuttle seats are estimated to be available per hour to offset 13 to 14 peak hour trips. The peak hour trip reduction for the project translates to an approximate reduction in project trips of 10%.

hour volumes are shown distributed to the local roadway network on Figure 6 and Figure 7, respectively.

Use	Size or # of Employees	Daily 2-Way Trips		AM Peak Hour Trips				PM Peak Hour Trips			
				Inbound		Outbound		Inbound		Outbound	
		Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol
Police Credit Union Office	210	*	810	**	112	**	15	***	23	***	115
<p>* $\ln(T) = 0.84 \ln(X) + 2.23$ ** $\ln(T) = 0.86 \ln(X) + 0.24$ (88% in/12% out) *** $T = 0.37(X) + 60.08$ (17% in/83% out)</p> <p>Ln = Natural Log T = Trips X = Number of Employees</p> <p><i>Source: Crane Transportation Group, August 2015.</i></p>											

Use	AM Peak Hour Trips		PM Peak Hour Trips	
	Inbound	Outbound	Inbound	Outbound
Average Trip Generation	112	15	23	115
10% Reduction Due to Dedicated Transit Service	-11	-1	-2	-11
Net Project Trip Generation	101	14	21	104
<i>Source: Crane Transportation Group, August 2015.</i>				

Standards of Significance

In addition to the City of San Bruno LOS standards, San Mateo County Congestion Management Program (CMP) LOS Standards have been established for roadway segments and intersections near the County line that have been designated CMP roadway system facilities. For Non-CMP intersections, a significant impact would occur if the proposed project would result in any of the following:

- Deteriorate peak hour intersection operations from an acceptable (LOS D or better) to an unacceptable level (LOS E or LOS F); or
- Exacerbate unacceptable operations by increasing the average control delay by four (4) seconds or more at an intersection operating at LOS E or LOS F.

Figure 6
Existing Plus Project AM Peak Hour Volumes

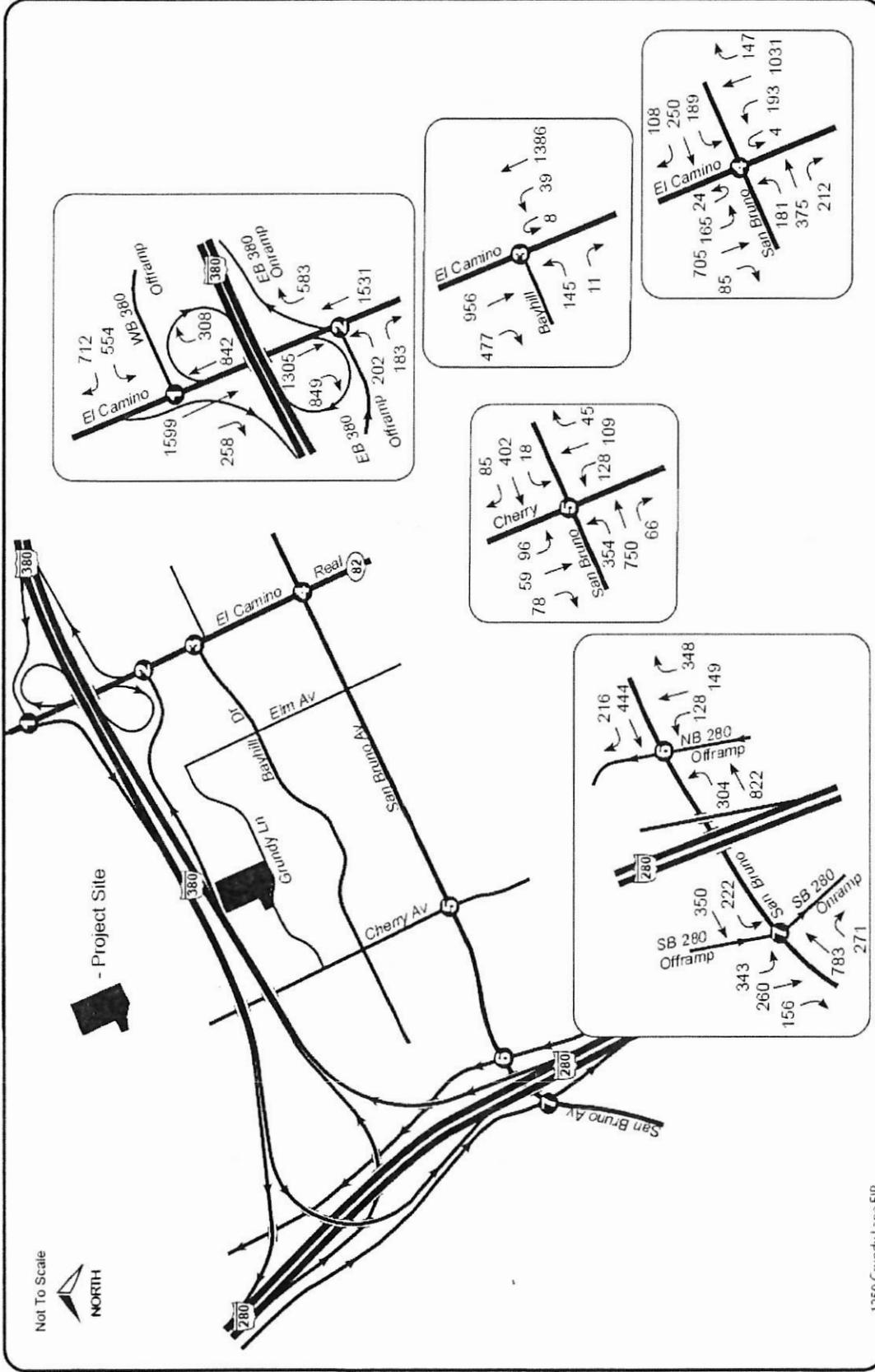
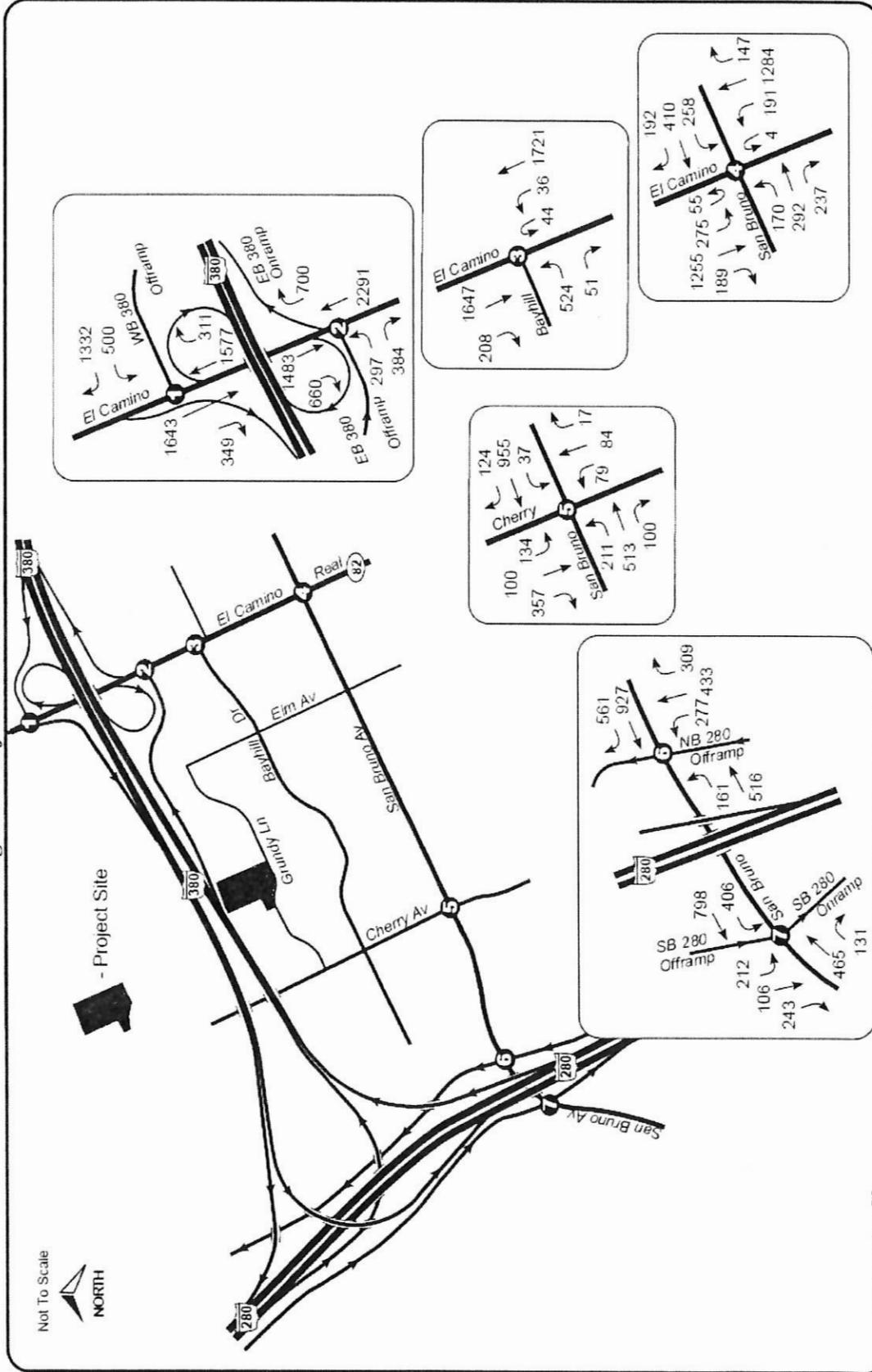


Figure 7
Existing Plus Project PM Peak Hour Volumes



1250 Grundy Lane EIR

Source: Crane Transportation Group, August 2015.

For CMP Intersections, a significant impact would occur if the proposed project would result in any of the following:

- Deteriorate peak hour intersection operations from an acceptable (LOS E or better) to an unacceptable level (LOS F); or
- Exacerbate unacceptable operations by increasing the average critical delay by four (4) seconds or more at an intersection operating at LOS F.

For Caltrans facilities, Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, but Caltrans acknowledges that this may not always be feasible. Because El Camino Real (SR 82) is a predominantly signalized, heavily-traveled road, and in order to provide consistency with the above-described City of San Bruno standards, LOS D is considered the appropriate target LOS for these State highway intersections. The Caltrans Guide goes on to say that if an existing State highway facility is operating at worse than the appropriate target LOS, the existing measure of effectiveness (i.e., vehicle delay at intersections) should be maintained. However, Caltrans typically will consider and defer to a local jurisdiction's significance threshold. As previously noted, for Non-CMP intersections, a significant impact would occur if the proposed project would result in any of the following:

- Deteriorate peak hour intersection operations from an acceptable (LOS D or better) to an unacceptable level (LOS E or LOS F); or
- Exacerbate unacceptable operations by increasing the average control delay by four (4) seconds or more at an intersection operating at LOS E or LOS F.

For CMP Intersections, a significant impact would occur if the proposed project would result in any of the following:

- Deteriorate peak hour intersection operations from an acceptable (LOS E or better) to an unacceptable level (LOS F); or
- Exacerbate unacceptable operations by increasing the average critical delay by four (4) seconds or more at an intersection operating at LOS F

Table 9 presents the addition of project traffic to the existing volumes. As shown in the table, the El Camino Real / San Bruno Avenue intersection would continue to operate at LOS D in the PM peak hour, and all other intersections would operate at LOS C or better. Thus, all intersections would continue to operate within the established LOS thresholds, and impacts to local intersections would not occur as a result of the proposed project.

Table 9
Existing Plus Project Peak Hour LOS at Intersections

Location	Control	AM Existing Peak Hour		PM Existing Peak Hour		AM Existing Plus Project Peak Hour		PM Existing Plus Project Peak Hour	
		LOS	Average Delay (seconds)	LOS	Average Delay (seconds)	LOS	Average Delay (seconds)	LOS	Average Delay (seconds)
El Camino Real / I-380 WB Off-Ramp	Signal	B	18.1	C	27.8	B	18.5	C	27.9
El Camino Real / I-380 EB Off-Ramp	Signal	A	8.5	B	17.4	A	8.7	B	17.5
El Camino Real / Bayhill Drive	Signal	A	7.6	C	24.8	A	8.2	C	26.6
El Camino Real / San Bruno Ave	Signal	C	34.6	D	44.0	C	34.7	D	44.2
San Bruno Ave / Cherry Ave	Signal	B	19.7	C	26.5	C	20.3	C	27.1
San Bruno Ave / I-280 NB Off-Ramp	Signal	B	19.6	C	24.7	B	19.8	C	24.8
San Bruno Ave / I-280 SB Off-Ramp	Signal	C	20.9	C	20.7	C	20.9	C	20.8

Source: Crane Transportation Group, August 2015.

Cumulative Conditions

Year 2030 AM and PM peak hour traffic volumes were developed using 2030 traffic projections from the San Bruno Transit Corridors Plan Draft EIR. Because these projections included traffic activity from the restaurant on the project site that has now been closed for several years, traffic volumes from this use were removed from the 2030 system in order to present a true “no project” set of projections. It should be noted that planned and funded roadway improvements that would improve circulation system capacity are not anticipated by 2030.

The 2030 Cumulative No Project peak hour LOS for the seven intersections analyzed is shown in Table 10. As shown in the table, the two poorest projected intersections are El Camino Real / San Bruno Ave and El Camino Real / Bayhill Drive. The El Camino Real / San Bruno Ave intersection is projected to operate at unacceptable LOS F during the PM peak hour, while the El Camino Real / Bayhill Drive intersection is projected to operate at unacceptable LOS E during the AM peak hour. However, all other study intersections would operate at acceptable LOS during the AM and PM peak traffic hours under the 2030 Cumulative No Project scenario.

Table 10
2030 Cumulative No Project versus Cumulative Plus Project Peak Hour LOS at Intersections

Location	Control	AM Cumulative No Project Peak Hour		PM Cumulative No Project Peak Hour		AM Cumulative Plus Project Peak Hour		PM Cumulative Plus Project Peak Hour	
		LOS	Average Delay (seconds)	LOS	Average Delay (seconds)	LOS	Average Delay (seconds)	LOS	Average Delay (seconds)
El Camino Real / I-380 WB Off-Ramp	Signal	C	20.8	C	32.7	C	21.4	C	33.1
El Camino Real / I-380 EB Off-Ramp	Signal	B	10.1	B	17.1	B	10.3	B	17.1
El Camino Real / Bayhill Drive	Signal	E	68.1	D	37.0	E	69.9	D	38.7
El Camino Real / San Bruno Ave	Signal	E	73.7	F	113.3	E	74.1	F	113.7
San Bruno Ave / Cherry Ave	Signal	D	51.5	D	42.2	D	54.3	D	42.7
San Bruno Ave / I-280 NB Off-Ramp	Signal	B	19.7	C	28.4	C	20.1	C	28.6
San Bruno Ave / I-280 SB Off-Ramp	Signal	C	20.9	C	21.5	C	20.9	C	21.6

Source: Crane Transportation Group, August 2015.

The anticipated volumes for 2030 Cumulative Plus Project conditions for the AM and PM peak hour traffic hours are presented in Figure 8 and Figure 9, respectively. Table 10 presents the 2030 Cumulative Plus Project intersection LOS compared to the 2030 Cumulative No Project conditions. As shown in the table, the addition of project traffic to the year 2030 Cumulative No Project volumes would not result in unacceptable LOS at any of the study intersections per the significance criteria listed above. For the two intersections discussed above that would operate at unacceptable LOS without the proposed project traffic, the addition of project traffic would not increase the average control delay at either intersection by the significance criteria limit of four seconds (e.g., only a 1.8 second delay increase would occur at the El Camino Real / Bayhill Drive intersection, and a 0.4 second delay increase would occur at the El Camino Real / San Bruno Ave intersection). Therefore, all intersections would continue to operate within LOS thresholds under 2030 Cumulative Plus Project conditions, and impacts to study intersections would not occur as a result of the proposed project.

Figure 8
2030 Cumulative Plus Project AM Peak Hour Volumes

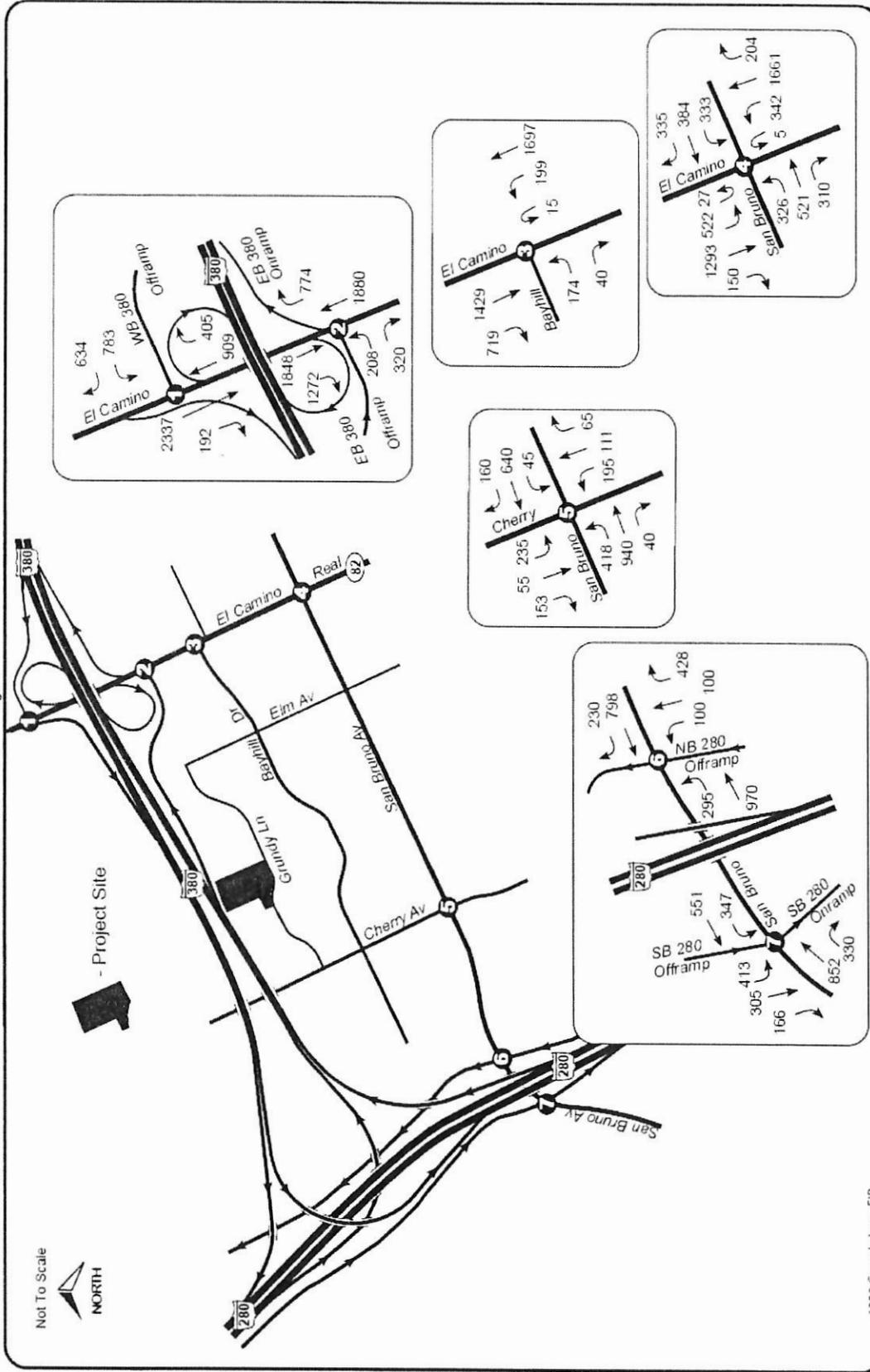
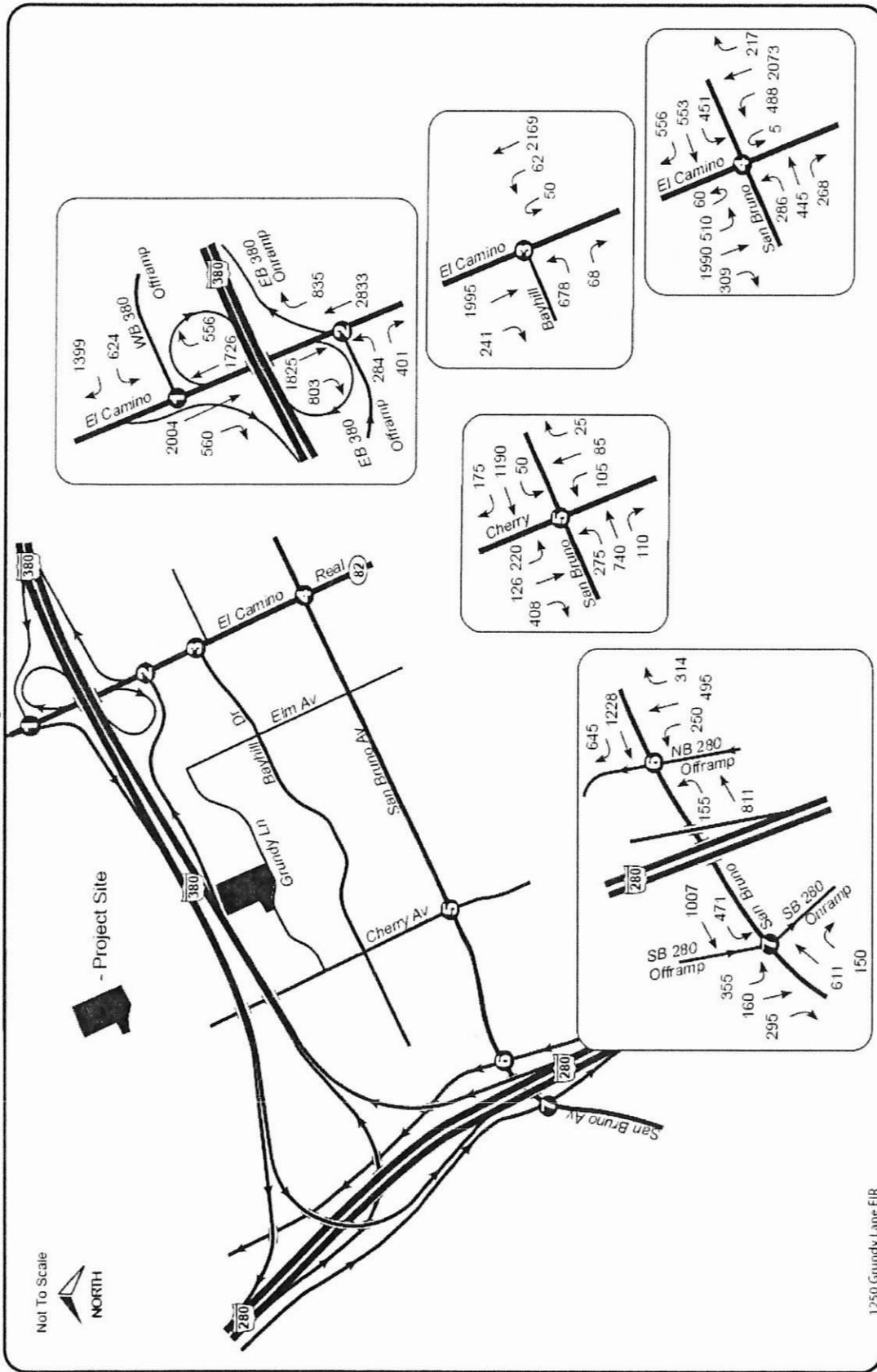


Figure 9
2030 Cumulative Plus Project PM Peak Hour Volumes



Conclusion

As discussed above, although the proposed project would cause an increase in traffic in the area, the incremental increase would not result in adverse traffic impacts per the thresholds of significance used for this analysis. Therefore, the proposed project would have a *less-than-significant* impact with respect to causing an increase in traffic that would be substantial in relation to the existing traffic load and capacity of the street system, and exceeding any LOS standards.

- c. The proposed project would not directly induce population growth in the area and would, thus, not be expected to result in any substantial increase in air traffic levels. In addition, as discussed in further detail in Section VIII, Hazards and Hazardous Materials, of this IS/MND, the proposed project would comply with all applicable General Plan policies intended to minimize potential air safety hazards, as well as the height restrictions and safety compatibility standards of the FAR Part 77 and the San Mateo County CALUP. As such, the project would not result in any affects to or from the nearby SFO airport. Because the project would not result in any changes to existing regional air traffic patterns or activity, *no impact* would occur.
- d. The project would have two driveway connections to the north side of Grundy Lane. Sight lines for the proposed project at each driveway for exiting drivers would be as follows after the proposed surface parking lot immediately west of the project’s west driveway is developed:

	<u>PROJECT WEST DRIVEWAY</u>	<u>PROJECT EAST DRIVEWAY</u>
Sight Line to East on Grundy Lane	450’	290’
Sight Line to West on Grundy Lane	250’	300’

On-street parking is currently prohibited along the north side of Grundy Lane to the east of the project site, which would facilitate sight lines in that direction. On-street parking would also be prohibited along the site frontage between the project driveways and partially through the horizontal curve just west of the west driveway, subject to review by the City Public Services Department and Traffic Safety and Parking Committee and approval by the City Council.

Minimum acceptable sight lines on local streets are typically evaluated using stopping sight distances as the criteria. Stopping sight distances based upon speed, according to *A Policy on Geometric Design of Highways and Streets* - a guidance document prepared by the American Association of State Highway and Transportation Officials - are presented in Table 11 below.

Table 11		
Stopping Site Distances		
Speed	Level	3% Downgrade
20 mph	115'	116'
25 mph	155'	158'
30 mph	200'	205'
35 mph	250'	257'
<i>Source: Crane Transportation Group, August 28, 2013.</i>		

While a posted speed limit does not currently exist on Grundy Lane, observed speeds ranged from 20 to 30 mph with an occasional vehicle traveling faster than 30 mph. In addition, a minor downgrade occurs (west to east) along Grundy Lane, just west of the proposed west driveway location. Based upon observed speeds, minor downhill grade, and available sight lines, a minor sight line deficiency for exiting drivers at the project's west driveway (looking west to see eastbound vehicles) would occur with implementation of the proposed project. Because the proposed project could result in a sight line deficiency, a *potentially significant* impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impacts to a *less-than-significant* level.

XVI-1 Prior to the issuance of a building permit, the project applicant shall coordinate with the City Streets Division to post a 25 mph speed limit sign on the eastbound Grundy Lane approach to the western project driveway. Improvements shall be fully funded by the project applicant.

- e. The proposed project site has been previously developed and is surrounded by existing similar developments. Modifications to the existing circulation system in the project area would not occur as a result of the proposed project. As such, emergency access to the site and/or surrounding area would not be modified from existing. The project design includes sufficient emergency vehicle access to the site. Therefore, impacts related to emergency access would be *less than significant*.
- f. Caltrain and the SamTrans currently provide transit services to the City of San Bruno. The BART provides service to the City as well. Caltrain is a commuter rail service consisting of approximately 77 miles of track with 76 total trains traveling per day between the cities of San Francisco and Gilroy. SamTrans is a fixed-route bus system consisting of 64 routes to, from, and within the City of San Bruno. BART is a 95-mile, automated rapid transit system with 47 stations located along five lines of double track, connecting San Francisco to Millbrae and other East Bay communities – north to Richmond, east to Pittsburg/Bay Point, east to Dublin/Pleasanton, and south to Fremont.

As the proposed project would result in a slight increase in the employee population in the area, an increase in new transit riders or other alternative modes of transportation in the area could result. SamTrans offers BART shuttles and community shuttles that connect BART and rail stations with major employment sites. The Peninsula Traffic

Congestion Relief Alliance (known as Commute.org) serves as a broker between cities and interested employers to help create successful commuter shuttle programs.

A shuttle program currently exists at the Bayhill Office Park that is run by Walmart, which has offices located within Bayhill Office Park. The shuttle service runs in a one-way loop via San Bruno Avenue, Cherry Avenue, Sneath Lane, and Huntington Avenue, with a stop at 850 Cherry Avenue, which is in front of Walmart's office building. The Bayhill Office Park shuttle provides employee shuttle trips to/from the San Bruno BART station and the San Bruno Caltrain station. The Bayhill Office Park shuttle service is funded by Walmart, the Bay Air Quality Management District Transportation Fund, and, for the San Bruno BART shuttle trips only, subsidy monies are also provided by SamTrans. Employee ridership is free for shuttle service to the San Bruno BART and Caltrain stations. The current shuttle program is managed by Walmart rather than Commute.org. Restrictions on ridership for the existing Bayhill Office Park Shuttle do not currently exist; therefore, future employees at the proposed project site could use the existing shuttle to/from the San Bruno BART and Caltrain stations. The applicant for the proposed project could coordinate with Walmart regarding the addition of a new stop location at 1250 Grundy Lane, though utilization of the existing 850 Cherry Avenue shuttle stop by future project employees would necessitate only a short distance walk of approximately one City block, or 1,000 feet, to/from the project site.

Sidewalks are provided along the project's Grundy Lane frontage as well as along both sides of all local streets. The only nearby existing bike routes are along Sneath Lane, where Class II signed and striped bike lanes are provided. Bayhill Drive and Cherry Avenue are all designated as potential future bike routes in the City's General Plan Circulation Element.

Because the proposed project would be located within the Bayhill Office Park, free shuttle services would be available for future employees to/from for the San Bruno BART and Caltrain stations. Pedestrian and bicycle facilities are also available for use in the project vicinity. In addition, the proposed project would be consistent with the General Plan goals and policies associated with alternative transportation, as well as all applicable State and local standards, including compliance with parking standards, and other features supportive of alternative transportation usage. Therefore, the proposed project would not conflict with any adopted policies supporting alternative transportation, and impacts would be *less than significant*.

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

Discussion

a-e. The following is a discussion of the proposed project utilities, including the existing water, sewer, and storm drainage systems, and the potential increase in demand for each system.

Wastewater System

The City of San Bruno's sewer system consists of approximately 150 miles of pipeline and seven lift stations. Currently, 2.8 million gallons of effluent per day goes to the South San Francisco-San Bruno Water Quality Control Plant (SSF/SB WQCP). The treatment facility is located one mile north of the San Francisco International Airport within the boundaries of South San Francisco. From the treatment facility, treated wastewater is discharged into the San Francisco Bay from a 60-inch outfall pipeline two miles offshore and 20 feet beneath the surface. The proposed project includes a connection to the existing six-inch lateral lines next to the project site along Grundy Lane. Due to the slight increase in employees at the site, an increase in demand for wastewater treatment would

likely result from implementation of the proposed project. Despite the slight increase in number of employees at the project site, the City has confirmed that the existing infrastructure and facilities have adequate capacity for the associated increase in demand.⁷ Therefore, current wastewater services would be adequate to accommodate the proposed project.

Water System

The City of San Bruno uses a local water source to meet more than half of its water needs. Four wells produce approximately half of the City's water supply by drawing potable water from the Westside Groundwater Basin, a deep aquifer located between 250 feet and 500 feet below ground surface. Water purchased from the San Francisco Public Utilities Commission (SFPUC) is the second primary source for the City. The SFPUC's water source is the Hetch Hetchy system, which originates in the Sierra Nevada Mountains and is transported 150 miles through a series of pipelines and tunnels to supply San Francisco and other cities on the Peninsula. In addition to the four wells, the City of San Bruno's water system infrastructure consists of 18 booster pumps, one filtering plant, eight storage tanks (with a combined capacity of eight million gallons), 900 fire hydrants, 9,000 valves, over 100 miles of water mains, ranging from 12 inches to 16 inches in diameter, and 11,300 metered services. Water service would be provided to the project site by means of connecting to the existing two-inch domestic and two-inch fire flow water lines along Grundy Lane. According to the City, the existing infrastructure and facilities would be sufficient to accommodate the proposed project.⁸

Storm Drainage

The proposed project would connect to the City's existing storm drainage system. A Storm Drain Master Plan was developed for the City in May 2014. According to the City's Storm Drain Master Plan, the City's drainage system has a 25-year storm capacity. The proposed project would result in impervious surfaces; however, as discussed in the Hydrology and Water Quality section of this IS/MND, the proposed project would result in a smaller impervious area than what currently exists on the project site. In addition, the proposed project includes compliance with stormwater control requirements per C.3 Regulations, including appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures. As presented in the Treatment Calculations table in Figure 5, Project Grading and Storm Drain Plan, the project design includes stormwater treatment areas in excess of what is required per the C.3 Regulations. As such, the project would not be expected to result in an increase in stormwater runoff, and the City has determined that the existing storm drainage system has adequate capacity to accommodate the proposed project.⁹

⁷ City of San Bruno. Personal communication with Joseph Cervantes, Associate Civil Engineer. July 23, 2013.

⁸ *Ibid.*

⁹ *Ibid.*

Conclusion

As discussed above, the project would not result in a substantial increase in the demand for water, wastewater, or stormwater service systems. Furthermore, the City confirms that the existing infrastructure and facilities are adequate to accommodate the proposed project. In conclusion, construction of new or expansion of existing water, wastewater, or stormwater drainage system facilities would not be required, and a *less-than-significant* impact related to water, wastewater, and stormwater services would result.

- f,g. According to the City's General Plan EIR, the City of San Bruno currently utilizes the Ox Mountain Landfill, located in Half Moon Bay off of San Mateo Road. While the landfill is anticipated to reach capacity in 2017, a current expansion is underway that should extend capacity through 2025. In addition, waste stream reduction, such as recycling and continual public education about waste reduction, is expected to lengthen the projected life of the facility. Furthermore, the proposed project is consistent with the land use designation for the site in the General Plan and would comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would result in a *less-than-significant* impact related to solid waste services.

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

Discussion

- a. As mentioned previously, the project site has a low sensitivity for biological resources and cultural resources. Although unlikely, the potential exists for the project to affect nesting birds during construction activities if found nesting in the existing on-site trees. In addition, the possibility exists that subsurface excavation of the site during grading and other construction activities could unearth deposits of cultural significance. However, this IS/MND includes mitigation measures that would reduce any potential impacts to a less-than-significant level. Therefore, the proposed project would have *less-than-significant* overall impacts to the quality of the environment, plant and wildlife species, and important examples of California history or prehistory.
- b. The proposed project in conjunction with other development within the City of San Bruno could incrementally contribute to cumulative impacts in the area. However, mitigation measures for all potentially significant project-level impacts identified for the proposed project in this IS/MND have been included that would reduce impacts to less-than-significant levels. All future development projects in the area would be required to undergo the same environmental analysis and mitigate any potential impacts, as necessary. Therefore, the proposed project would not have any impacts that would be cumulatively considerable, and impacts would be *less than significant*.
- c. Because the project site has been previously developed, is surrounded by existing development, and is consistent with the land use designation for the site, substantial adverse effects on human beings are not anticipated with implementation of the proposed project. It should be noted that construction could result in exposure of persons to

pesticide residues within on-site soils. However, this IS/MND includes mitigation measures that would reduce any potential impacts to a less-than-significant level. Therefore, impacts related to environmental effects that could cause adverse effects on human beings would be *less than significant*.

Appendix A & Appendix B

The Mitigated Negative Declaration, including Appendix A & Appendix B, are available at the Community Development Department, located at 567 El Camino Real, San Bruno, CA 94066.

Alternatively, you can access the electronic copy of the Mitigated Negative Declaration by following the steps below:

- Go to the City of San Bruno website: <https://sanbruno.ca.gov/>
- Scroll over "Government" and click on "Community Development"
- Click on "Planning Division"
- Scroll over "Development Activity" and click on "1250 Grundy Lane"

San Francisco Police Credit Union New Administration Building Project
Mitigation Monitoring and Reporting Program

January 2016

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The Mitigation Monitoring and Reporting Program (MMRP) ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Initial Study/Mitigated Negative Declaration (IS/MND) for the San Francisco Police Credit Union New Administration Building Project are listed in the MMRP along with the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign-off that the mitigation measure has been implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM
SAN FRANCISCO POLICE CREDIT UNION NEW ADMINISTRATION BUILDING PROJECT**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p>III-1 Prior to issuance of a grading permit, the project applicant shall show on the grading plans via notation that the contractor shall ensure that all diesel-powered equipment larger than 100 horsepower shall meet USEPA emissions standards for Tier 4 engines or equivalent. The grading plans shall be submitted for review and approval by the City Engineer.</p>	<p>Prior to issuance of a grading permit</p>	<p>City Engineer</p>	
<p>IV-1 A nesting survey shall be conducted 15 days prior to commencing construction work if this work would occur between March 1 and September 1 (if construction work would not occur during the nesting season, a nesting survey is not required). If special-status birds are not identified nesting within the area of effect, further mitigation is not required. If special-status birds are identified nesting within the area of effect, a radius around the nest(s) shall be staked with orange construction fencing. The radius buffer size shall be determined by a qualified biologist. Construction or earth-moving activities shall be restricted within the identified buffer until the determination is made by a qualified biologist that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by June 15th; however, the date may be later and would have to be determined by a qualified ornithologist.</p>	<p>A nesting survey shall be performed 15 days prior to commencing construction work, if work would occur between March 1 and September 1</p>	<p>Community Development Department</p>	
<p>V-1 Prior to the issuance of a grading permit or building permit, project plans shall include a requirement (via notation) indicating that if historic and/or cultural resources, or human remains are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to</p>	<p>Prior to the issuance of a grading permit or building permit</p>	<p>Community Development Department</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
SAN FRANCISCO POLICE CREDIT UNION NEW ADMINISTRATION BUILDING PROJECT**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p>submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant.</p>			
<p>V-2 Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the San Mateo County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. Additional work is not to take place in the immediate vicinity of the find, which shall be identified by the qualified archaeologist, until the identified appropriate actions have been implemented. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant.</p>	<p>If human bone or bone of unknown origin is found during construction</p>	<p>Community Development Department Native American Heritage Commission San Mateo County Coroner</p>	
<p>VI-1 During construction, the project contractor shall ensure that all fills are completely removed from within building areas and proposed site retaining wall areas and to a lateral distance of at least five feet beyond the building or retaining wall footprint, or to a lateral distance equal to fill depth below the perimeter footing, whichever is greater. Provided the fills meet the "Material for Fill" requirements set forth in the Geotechnical Investigation prepared for the proposed project by Cornerstone Earth Group, the fills may be reused when backfilling the excavations. The</p>	<p>During construction</p>	<p>City Engineer</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
SAN FRANCISCO POLICE CREDIT UNION NEW ADMINISTRATION BUILDING PROJECT**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p>fills are anticipated to be acceptable for reuse based on review of the soil boring samples collected on-site. However, if materials are encountered that do not meet the requirements (e.g., debris, wood, trash), such materials should be screened out of the remaining material and be removed from the site.</p> <p>Backfill of excavations shall be placed in lifts and compacted in accordance with the "Compaction" recommendations in the Geotechnical Investigation. Fills extending into planned pavement and flatwork areas may be left in place provided they are determined to be at a low risk for future differential settlement and that the upper 12 to 18 inches of fill below pavement subgrade is re-worked and compacted in accordance with the Compaction recommendations.</p>			
<p>VIII-1 Prior to export of on-site soils, soil samples shall be collected by an Environmental Consultant to determine the presence/absence of residual organochlorine pesticide levels and pesticide-based metals (arsenic, lead, and mercury). The soil analytical results shall be documented in a report and submitted to the City Planning Department for review and approval. If levels of detected compounds do not exceed appropriate environmental screening criteria (e.g. California Human Health Screening Levels [CHHSLs] and California Hazardous waste criteria), soils can be exported for disposal or utilization as fill elsewhere. If residual concentrations are detected in export soils at levels exceeding appropriate environmental screening criteria, contaminated soils shall be disposed of at an appropriately permitted landfill.</p>	<p>Prior to export of on-site soils</p>	<p>Community Development Department</p>	
<p>XII-1 During construction, the project contractor shall ensure the following:</p> <ul style="list-style-type: none"> • Equipment and trucks used for project 	<p>During construction</p>	<p>Community Development Department</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM
SAN FRANCISCO POLICE CREDIT UNION NEW ADMINISTRATION BUILDING PROJECT**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p>construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shield or shrouds, wherever feasible).</p> <ul style="list-style-type: none"> Impact tools (e.g., jack hammer, pavement breakers and rock drills), if any, used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used; the muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Stationary noise sources shall be located as far from sensitive receptors as possible, and shall be muffled and enclosed within temporary sheds and insulation barriers, or other measures shall be incorporated to the extent feasible. 			
<p>XVI-1</p> <p><i>Prior to the issuance of a building permit, the project applicant shall coordinate with the City Streets Division to post a 25 mph speed limit sign on the eastbound Grundy Lane approach to the western project driveway. Improvements shall be fully funded by the project</i></p>	<p>Prior to the issuance of a building permit</p>	<p>City Engineer Community Development Department</p>	

MITIGATION MONITORING AND REPORTING PROGRAM			
SAN FRANCISCO POLICE CREDIT UNION NEW ADMINISTRATION BUILDING PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>applicant.</i>			

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO
AMENDING AND REPLACING THE DEVELOPMENT PLAN FOR 1250
GRUNDY LANE (APN 020-011-090)**

WHEREAS, in 1979, the City Council, by Ordinance No. 1325, amended the Zoning Ordinance to reclassify certain real property comprising of 1.7 acres located on Grundy Lane with a street address of 1250 Grundy Lane, San Bruno, California (APN 020-011-090), to allow at that time for the construction of a free-standing restaurant; and

WHEREAS, NewGround, Inc. ("Applicant") submitted an application for the certain 1.7 acre site located at 1250 Grundy Lane in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-011-090 ("Property"); and

WHEREAS, the Applicant desires to develop a 67,586 square foot three-story office building on the Property with 215 parking spaces ("Project"); and

WHEREAS, in order to develop the Project, the Applicant has submitted an application to the City of San Bruno for approval of the following: (1) an amendment to the existing Development Plan; (2) a Planned Development Permit; and (3) an Architectural Review Permit; and

WHEREAS, on **January 19, 2016**, the Planning Commission conducted a duly notice public hearing and on said date the public hearing was opened, held and closed, and the Planning Commission recommended that the City Council adopt an Ordinance amending the existing Development Plan replacing Ordinance No. 1325, including the Amended Development Plan by Resolution No. 2016-02; and

WHEREAS, a notice of public hearing was mailed on **February 12, 2016** and duly published in the San Mateo Daily Journal on **February 13, 2016**, and the City Council held a public hearing on **February 23, 2016** and on said date the public hearing was opened, held and closed; and

WHEREAS, on **February 23, 2015**, the City Council of the City of San Bruno, conducted a duly notice public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2016-XX adopting the Draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the development of the proposed Project.

NOW, THEREFORE, the City Council of the City of San Bruno Ordains as follows:

Section 1. The City Council of the City of San Bruno finds as follows:

- a. That said amendment is in general conformance with the general plan and that the public convenience and general welfare require adoption of the proposed amendment;
- b. The proposed P-D District Zoning Change can be substantially completed within the time schedule submitted by the applicant;
- c. Each unit of development, as well as the total development, can exist as an independent development capable of creating an environment of sustained desirability and stability or adequate assurance that such objective will be attained;
- d. The land uses proposed will not be detrimental to the present or potential surrounding uses but will have a beneficial effect which would not be achieved through other districts;

- e. The streets and thoroughfares proposed are suitable and adequate to carry anticipate traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D District;
- f. Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area;
- g. Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan;
- h. The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D District uses proposed are in conformance with the general plan of the city.

Section 2. The San Bruno City Council hereby amends and replaces Ordinance No. 1325 and approves the Amended Development Plan, with the development standards set forth in **Exhibit A**.

Section 3. Validity. The City Council of the City hereby declares that should any section, paragraph, sentence or work of this code as adopted and amended herein be declared of any reason to be invalid, it is the intent of the City Council of the City that it would have passed all other portions or provisions of this Ordinance independent of the elimination here from any such portion or provision as may be declared invalid.

Section 4. The Ordinance shall go into effect thirty (30) days after the date of its passage and adoption. On its effective date, this Ordinance shall amend and replace Ordinance No. 1325.

Dated: _____

Jim Ruane, Mayor

ATTEST:

APPROVED AS TO FORM:

Carol Bonner, City Clerk

City Attorney
Marc Zafferano

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Ordinance No. ____ was introduced on ____, 2016 and adopted at a regular meeting of the San Bruno City Council on ____, 2016, by the following vote.

AYES: Councilmembers: _____

NOES: Councilmembers: _____

ABSENT: Councilmembers: _____

City Clerk

EXHIBIT A

DEVELOPMENT PLAN

1250 GRUNDY LANE (APN 020-011-090)

Project Data:

- Zoning: P-D (Planned Development)
- General Plan: Regional Office
- Project Area: 1.7 Acres (74,300 square feet)
- Assessors' Parcel Number: 020-011-090
- Total Building Square Footage: 68,000 square feet.
- FAR: .92
- Building Coverage: 25,500 square feet = 34.3%
- Maximum Height: 50'-0"
- Minimum Setbacks:
 - o Front – 30'-0"
 - o Rear – 70'-0"
 - o Right Side – 13'-0"
 - o Left Side – 30'-0"
- Number of Stories: 3 stories, with two levels of subgrade parking

Permitted Uses:

Administrative, Professional, and General office. Retail Credit Union Branch.

Parking:

- 168 subgrade parking spaces
- 47 surface parking spaces
- 215 total parking spaces.

Minor adjustments from standards stated herein may be approved or conditionally approved by the Community Development Director in accordance with Section 12.96.190 (P-D Planned Development District) of the San Bruno Municipal Code.

Findings of Consistency with General Plan

The proposed project, which includes the construction of a 67,586 square foot three-story office building with 215 parking spaces at 1250 Grundy Lane is consistent with the goals and programs found in the City's General Plan adopted March 24, 2009 as follows:

Land Use Element

Land Use Policy LUD-51: Promote construction of professional and administrative offices on existing surface parking lots in Bayhill Office Park.

Land Use Policy LUD0-52: Allow ancillary commercial uses – such as cafes, health clubs, dry cleaners, sundries, etc – in Bayhill Office Park, to serve employee needs.

Land Use Policy LUD-53: Require new office development in Bayhill Office Park to provide alternative transportation, such as shuttle to the BART and Caltrain stations, preferential carpool parking, bicycle storage facilities, and bus shelters.

RESOLUTION NO. 2016- XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO
APPROVING THE INSTALLATION OF A RED CURB ALONG THE NORTH
SIDE OF GRUNDY LANE FOR THE PROPOSED DEVELOPMENT LOCATED
AT 1250 GRUNDY LANE (APN 020-011-090)

WHEREAS, Pursuant to Title VII, Section 7.08.050, of the San Bruno Municipal Code, any action of the City Council following a recommendation from the Department of Public Services and the Traffic Safety and Parking Committee (TSPC) shall be taken by resolution; and

WHEREAS, NewGround, Inc. ("Applicant") submitted an application for the certain 1.7 acre site located at 1250 Grundy Lane in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-011-090 ("Property"); and

WHEREAS, the Applicant desires to develop a 67,586 square foot three-story office building on the Property with 215 parking spaces ("Project"); and

WHEREAS, the Applicant is incorporating a red curb along the north side of Grundy Lane in order to meet sight distance requirements for existing motorists at the proposed driveways, as referenced in **Exhibit A**.

WHEREAS, on **December 2, 2015**, the Traffic Safety and Parking Committee (TSPC) has reviewed the recommendation to install the red curb and recommended the City Council's approval.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby adopts a resolution approving the installation of the red curb along the north side of Grundy Lane.

Dated: _____

Jim Ruane, Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk
Carol Bonner

City Attorney
Marc Zafferano

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 on this 2nd day of February 2016, by the following vote:

AYES: Councilmembers: _____

NOES: Councilmembers: _____

ABSENT: Councilmembers: _____

RESOLUTION NO. 2016- XX

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO
APPROVING A PLANNED DEVELOPMENT PERMIT AND ARCHITECTURAL
REVIEW PERMIT FOR THE PROPOSED DEVELOPMENT LOCATED AT 1250
GRUNDY LANE (APN 020-011-090)**

WHEREAS, NewGround, Inc. (“Applicant”) submitted an application for the certain 1.7 acre site located at 1250 Grundy Lane in the City of San Bruno and more particularly described as Assessor’s Parcel Numbers 020-011-090 (“Property”); and

WHEREAS, the Applicant desires to develop a 67,586 square foot three-story office building on the Property with 215 parking spaces (“Project”); and

WHEREAS, in order to develop the Project, the Applicant has submitted an application to the City of San Bruno for approval of the following: (1) an amendment to the existing Development Plan; (2) a Planned Development Permit; and (3) an Architectural Review Permit; and

WHEREAS, on **November 12, 2015**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the project with comments to be forward to the Planning Commission; and.

WHEREAS, on **January 19, 2016**, the Planning Commission of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code for consideration of a Planned Development Permit and Architectural Review Permit; and

WHEREAS, on **February 23, 2015**, the City Council of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2016-XX adopting the Draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the development of the proposed Project; and

WHEREAS, on **February 23, 2015**, the City Council of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code, waived the first reading and introduced Ordinance No. XX amending and replacing the Development Plan for 1250 Grundy Lane.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of San Bruno, based on facts in the staff reports, written and oral testimony, and exhibits presented, makes the following findings of fact:

1. With respect to the Planned Development Permit the City Council hereby finds that the Planned Development Permit is consistent with the previously approved development plan.
2. With respect to the Architectural Review Permit, the City Council finds:
 - a. That the location, size and intensity of the proposed operation will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern, taking into account the proposed use as compared with the general character and intensity of the neighborhood; and
 - b. That the accessibility of the off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets will not create a hazardous or inconvenient condition to adjacent or surrounding uses; and

- c. That sufficient landscape areas have been reserved for the purposes of separating or screening service and storage areas from the street and adjoining building sites, breaking up large expanses of paved areas, and separating or screening parking areas from the street and adjoining building areas from paved areas and to provide access from buildings to open areas. In addition, that adequate guarantees are made, such as the filing of a performance bond, to insure maintenance of landscaped areas; and
- d. That the proposed development, as set forth on the plans, will not unreasonably restrict or interfere with light and air on the property and on other property in the neighborhood, will not hinder or discourage the appropriate development and use of land and buildings in the neighborhood, or impair the value thereof; and is consistent with the design and scale of the neighborhood; and
- e. That the improvement of any commercial or industrial structure, as shown on the elevations as submitted, is not detrimental to the character or value of an adjacent residential district; and
- f. That the proposed development will not excessively damage or destroy natural features, including trees, shrubs, creeks and rocks, scenic corridors, and the natural grade of the site; and
- g. That the general appearance of the proposed building, structure, or grounds will be in keeping with the character of the neighborhood, will not be detrimental to the orderly and harmonious development of the city, and will not impair the desirability of investment or occupation in the neighborhood; and
- h. That the proposed development is consistent with the general plan.

BE IT FURTHER RESOLVED that the San Bruno City Council hereby approves the Planned Development Permit and an Architectural Review Permit, subject to the conditions of approval attached hereto as **Exhibit A**.

Dated: _____

Jim Ruane, Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk
Carol Bonner

City Attorney
Marc Zafferano

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 on this 23rd day of February 23 2016, by the following vote:

AYES: Councilmembers: _____

NOES: Councilmembers: _____

ABSENT: Councilmembers: _____

1250 Grundy Lane

Conditions of Approval

I. General Conditions

Community Development Department

1. All conditions of approval herein shall apply to the project in its entirety, regardless of the individual department under which the condition is listed. These conditions of approval and any other conditions associated with any further approvals of 1250 Grundy Lane project shall run with the land, and any and all successors in interest of the property shall comply with all conditions of said approval.
2. The developer 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 developer's application for development.
3. The project shall be built according to plans reviewed by the Planning Commission on January 19, 2016 and approved by the City Council on ___ labeled "San Francisco Police Credit Union New Administration Building 1250 Grundy Lane", except as required to be modified by these Conditions of Approval. Any modification to the approved plans shall require review and approval by the Community Development Director.
4. At the time of building permit submittal, full landscaping plans be submitted. The landscaping plans shall be consistent with the preliminary landscaping plans reviewed by the Planning Commission on January 19, 2016 and approved by the City Council on ___, except as required to be modified by these Conditions of Approval. Low level landscaping measuring no higher than 2'-6" shall be installed directly to the west of the western most driveway. Irrigation plans may be deferred, but must be approved prior to rough combination inspection. Final landscaping plans as well as any changes to the approved landscaping plans shall require review and approval from the Community Development Director.
5. Applicant shall obtain a City of San Bruno building permit before construction can proceed.
6. Prior to Final Inspection, all pertinent Conditions of Approval and all improvements shall be completed to the satisfaction of the City of San Bruno.
7. The project shall comply with all aspects of the 2013 California Building Code.
8. The applicant shall comply with all aspects of the Heritage Tree Ordinance (SBMC Section 8.25).

Public Services

9. If there is any conflict between previous approvals and the conditions of approval, these conditions of approval shall govern, unless approved by the City Engineer.
10. The Applicant shall replace all curb, gutter, and sidewalk between the new driveways fronting the project site.
11. All sidewalks, curb & gutter shall be monolithic, and all transverse grades shall be 2%. Gutters shall have grades that create positive flow into the City's stormwater system and shall not create any ponding within the public right-of-way.

12. New driveway approaches shall be installed to the satisfaction of the City Engineer.
13. Applicant shall perform two pavement condition surveys to determine the Pavement Condition Index (PCI) on Grundy Lane prior to the start of construction and after construction is complete. The surveys shall be performed by professional pavement inspectors conducting detailed examinations of pavement surface features such as cracking and depressions in accordance with the requirements of ASTM D6433-11, "Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys." Copies of both survey results shall be provided to the City. The Applicant shall make any repairs to the roadway necessary to attain the pre-construction PCI. The limits of the survey and any repairs shall be the project frontage on Grundy Lane plus 300' beyond the property in the direction of construction traffic.
14. All drainage improvements shall be to the satisfaction of the City Engineer.
15. San Bruno Water Division will operate and maintain water facilities up to the water meters. The Applicant shall design and construct water facilities according to San Bruno Standard Details and Specifications. During construction, only San Bruno Water Division water personnel will be allowed to operate existing water facilities including water valves to facilitate any shut-downs required for construction.
16. Backflow protection on water services shall be required. The backflow preventer shall be above grade, and shall be located on private property, accessible to Public Services staff from the outside for testing and subject to the City Engineer's approval.
17. Regarding grading, area drain grates in landscaped or dirt areas shall be cast iron, and shall be a minimum of 0.75 square foot in area.
18. Applicant shall prepare a Stormwater Management Plan (SWMP) that illustrates full compliance with Section C.3 of Order R-2-2009-0074 (NPDES Permit No. CAS612008).
19. The Applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit issuance. The Applicant shall pay the entire cost of the third-party review.
20. All site design and source control measures checked "yes" in the C.3 Regulated Project Checklist's Sections II.B and II.C shall be strictly adhered to. Source control measures shall be clearly labeled on the Improvement Plans.
21. Roof leaders and downspouts to the treatment measures shall be clearly shown on the Improvement Plans.
22. The project geotechnical report shall confirm existing soils types and the Ksat rate, if applicable. It shall also demonstrate that seasonal high groundwater level is more than ten feet (10') from the bottom of all treatment sections.
23. Details of treatment measures shall be designed in conformance with Sections 6.2 and 6.6 of the C.3 Technical Guide for flow-through planters and pervious paving, respectively.
24. Appropriate sizing calculations shall be shown on the improvement plans. Biotreatment measure drawdown shall occur within 48 hours. Treatment soil mix shall have a minimum percolation rate of five inches per hour and a maximum percolation rate of ten inches per hour, and shall be in conformance with Appendix L of the C.3 Technical Guidance. Paver section shall be sized to hold at least the C.3.d volume of runoff from its surface area, in addition to any contributing areas.

25. Any street lighting or utilities located within biotreatment areas shall be verified and approved by City.
26. All treatment measures shown on the improvement plans shall be sufficiently dimensioned to be verified during construction by the Inspector.
27. Trash storage areas, wash areas, loading docks, repair/maintenance bays, and equipment or material storage areas and fueling areas shall be completely covered and bermed to ensure that no stormwater enters the covered area. Covered areas shall be sloped to drain to area drains connected to the sanitary sewer system.
28. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
29. Water efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance.
30. On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay," or equivalent using thermoplastic material or a plaque.
31. Project shall incorporate landscaping that minimizes irrigation and runoff, promotes surface infiltration, minimizes the use of pesticides and fertilizers, and incorporates other appropriate sustainable landscaping practices such as Bay-Friendly Landscaping.
32. Roof drains shall drain away from the building and be directed to landscaping or a stormwater treatment measure.
33. The Geotechnical Engineer who prepared the geotechnical report shall review all improvement plans prior to submittal of plans to the City and conduct any inspections, testing or other actions during construction that are called for the geotechnical report.
34. The grading plans shall minimize the need for off haul from the Project Site. Design shall incorporate all elements of the applicable geotechnical report(s) and include a pre-and post-consolidation plan. The grading plans shall be signed by the Geotechnical Engineer indicating that plans are in compliance with the geotechnical report and be subject to review and approval of the City Engineer.
35. If the geotechnical report reveals significant future settlement will occur, all surface drainage systems shall be designed to provide a minimum of two percent slope after settlement, and shall be satisfactory to the City Engineer.
36. The erosion control plan sheets shall be included as separate, numbered sheets in the grading plan of the improvement plans. The Applicant shall pay for implementing the erosion control measures depicted on the plan.
37. All private utilities (storm, sanitary, water, electric, gas, etc) and private street facilities within the development shall be maintained and repaired by the Applicant and its successors and shall be memorialized in maintenance and operations agreement.
38. No trees shall be planted within the 5'-0" Public Utility Easement. Any tree planted within 15'-0" of a City-owned water facility shall install root guards to redirect roots away from any City-owned water facility.

Fire Department

39. FDC/double-detector check valves and fire hydrant locations shall be approved by Fire Marshal.

40. Building water flow requirements for fire suppression shall comply with CFC Appendix B.
41. Provide NFPA 13 Fire Sprinkler system throughout building and garages. Fire Sprinkler System shall be under a separate fire permit.
42. Fire Sprinkler system to include Class I standpipe connections at each stairwell floor landing, including garage levels.
43. Provide signage to identify location of garage standpipes.
44. Provide fire extinguishers and Class I (no fire hose) wet standpipes throughout building in protective cabinets except in stairwells (stairwell wet standpipes may be exposed). Coverage not to exceed 250 lineal feet between devices.
45. Standpipe devices to each FDC location shall provide min. 250 gallons per minute at 20 PSI.
46. Fire hydrant locations and distribution to comply with CFC Appendix C. If new fire hydrants are required, the hydrants shall be a Clow 960 model.
47. Addition of new hydrants and / or modification to existing hydrants under separate fire permit.
48. Elevators: Shunts to be removed. Sprinklers shall be omitted from elevator shafts, with the exception of the bottom of the shafts. Sprinklers shall also be omitted from electrical rooms. Provide smoke detectors on top of shafts and equipment rooms. Sprinklers to be provided at bottom of elevator shafts. Include comments in elevator and fire sprinkler notes on plans.
49. Stairwells shall be numbered to coincide with elevator locations as feasible.
50. Provide recessed Knox Boxes at Main Entrance and Employee Entrance.
51. Provide Fire Alarm system throughout building and parking garage. System to include remote annunciators at Main entrance and Employee Entrance. System to be submitted under separate fire permit.
52. Fire alarm system shall utilize horn strobe units in place of bells.
53. Provide address numbers on exterior elevations as required by Fire Marshal.
54. All pertinent rooms (IDF/electrical room, conference room, etc.) shall be identified by use. Font size and graphics shall be approved by the Fire Marshall.
55. Garage entrance control gates for parking structure shall comply with CFC Appendix D.
56. Garage exit signs shall be visible and not obstructed.
57. Provide Fire Lane marking and signage plan.
58. Provide remote control for garage/parking fans (as applicable) as required by Fire Marshal.
59. Provide nine sets of 8 ½ x 11 inch laminated, color-coded, floor plans and site plans as required by Fire Marshal. To be supplied with electronic file back-up.
60. Emergency Vehicle Access (EVA) paths to be rated for 60,000 lb vehicle load.

Police Department

61. Address numbers for the business shall be on a contrasting background, easily visible from the street. The address numbers also must be visible at night. Address numbers must be affixed on or near any exterior door.
62. Parking lots and associated garages, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with lighting of sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness.
63. All exterior doors shall have their own light source which shall adequately illuminate entry/exit areas at all hours in order to:
 - a) Make any person on the premises clearly visible.
 - b) Provide adequate illumination for person entering and exiting the building.
64. Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fence and property lines and under vulnerable windows. Landscaping shall not conceal doors or windows from view, obstruct visibility of the parking lot from the street or business buildings, nor provide access to the roof.
65. Access control shall be utilized for vehicular and pedestrian traffic.
66. CCTV surveillance shall be utilized throughout both levels of the parking garage, the main lobby, and the retail credit union branch, including each teller window in the bank and in areas where money transactions will occur such as an ATM machine. The applicant shall install a video surveillance system that is capable of recording and saving any crimes that are committed on the premises.
67. All entrances to parking areas shall be posted with appropriate signs per 22658(a) CVC, to assist in removal of vehicles at the property owners/managers request.
68. All handicap parking stalls shall be appropriately painted and marked as per the California Vehicle Code.
69. Designated fire lanes shall be properly painted and signage that reflects the red zone is a fire lane, for proper enforcement purposes.
70. Whenever possible, open fencing design such as wrought iron, tubular steel, or densely linked and heavy-posted chain-link shall be utilized in order to maximize natural surveillance while establishing territoriality.
71. The applicant shall install a robbery and burglary alarm system and the system will be monitored by an off-site alarm company.
72. The applicant shall submit emergency contact information to the Police Department for after hour's emergency contact.

San Bruno Cable

73. The developer/contractor shall be responsible for labor and construction including the coordination with PG&E for excavating the joint trench, supplying and installing CATV conduits, and excavating, supplying, and installing the CATV splice/equipment underground utility boxes. This conduit shall connect the newly constructed building into San Bruno Cable TV's network infrastructure located close to the street.

74. The developer/contractor shall be responsible for internal wiring of each outlet consisting of RG6 and Cat5E cables individually ran into the Main Point of Entry (MPOE). San Bruno Cable TV will supply the distribution fiber optic cable, power supply, and necessary equipment to complete the connection at the MPOE.
75. Developer/Contractor shall provide B-36 utility underground vaults with 12-inch extensions for housing customer equipment and taps. Christy B36 with 12" extensions (35 1/4"l x 22 1/4"w x 12"h, plus 12" extension).
76. Developer/Contractor shall provide two schedule 40 two-inch conduits to interconnect all distribution B36 underground utility boxes with pull string/rope.
77. Developer/Contractor shall provide wiring within the building that will consist of RG6 (77% braid or higher) cable and Category 5E Ethernet cable and routed in homerun design for each outlet. Additional outlets shall be wired homerun to the Main Point of Entry. All cables shall conform to San Bruno Cable TV's requirements.
78. Developer/Contractor shall provide a grounded wire for attachment to the cable equipment at the demarcation point MPOE with a minimum gauge of 14.
79. Developer/Contractor shall provide an electrical outlet within the allocated space in the MPOE data room.

II. Prior to Building Permit Issuance

Community Development Department

1. 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 thirty (30) days of City Council approval. Until such time as the Summary is filed, the Planned Development Permit and Architectural Review Permit shall not be valid for any purpose. The effective date of the Planned Development Permit and Architectural Review Permit shall be the effective date of the associated Ordinance. The Planned Development Permit and Architectural Review Permit shall expire if a building permit is not obtained within one (1) year of the effective date.
2. The signed copy of the Conditions of Approval shall be photocopied and included as a full size page in the Building Division set of drawings.
3. All proposed business identification signs shall require prior city approval in accordance with Chapter 12.104 of the Municipal Code.
4. A property maintenance and management plan shall be prepared for the entire property. The property maintenance and management plan shall include the following:
 - a) General cleaning of litter and debris on-site
 - b) Maintenance of all exterior building materials
 - c) Window Cleaning, etc.
 - d) Landscaping
5. A plan showing the location of any temporary contractor's storage yard or construction trailer on the property, including security fencing and lighting, shall be submitted to the Community Development Director for approval prior to installation and prior to building permit issuance. NOTE: A building permit is required to include the following:

- a) Submittal of plans clearly showing conformance with disability accessibility to proposed modular building in accordance with Chapter 11B of 2013 CBC
 - b) Restroom facilitation
 - c) Seismic tie-down system
 - d) Electrical, water and sewer support systems.
6. Provide a plan and program specifying methods and materials for:
- a) Pedestrian protection during construction.
 - b) Site fencing and securing during construction
 - c) Dust control during construction
 - d) BMPs/NPDES plan
 - e) Temporary Power Plan
7. Prior to issuance of a grading permit, the project applicant shall show on the grading plans via notation that the contractor shall ensure that all diesel-powered equipment larger than 100 horsepower shall meet USEPA emissions standards for Tier 4 engines or equivalent. The grading plans shall be submitted for review and approval by the City Engineer. (Mitigation Measure III-1):
8. A nesting survey shall be conducted 15 days prior to commencing construction work if this work would occur between March 1 and September 1 (If construction work would not occur during the nesting season, a nesting survey is not required). If special-status birds are not identified nesting within the area of effect, further mitigation is not required. If special-status birds are identified nesting within the area of effect, a radius around the nest(s) shall be staked with orange construction fencing. The radius buffer size shall be determined by a qualified biologist. Construction or earth-moving activities shall be restricted within the identified buffer until the determination is made by a qualified biologist that the young have fledged (i.e., left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by June 15th; however, the date may be later and would have to be determined by a qualified ornithologist. (Mitigation Measure IV-1).
9. Prior to the issuance of a grading permit or building permit, project plans shall include a requirement (via notation) indicating that if historic and/or cultural resources, or human remains are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant. (Mitigation Measure V-1).
10. Prior to export of on-site soils, soil samples shall be collected by an Environmental Consultant to determine the presence/absence of residual organochlorine pesticide levels and pesticide-based metals (arsenic, lead, and mercury). The soil analytical results shall be documented in a report and submitted to the City Planning Department for review and approval. If levels of detected compounds do not exceed appropriate environmental screening criteria (e.g. California Human Health Screening Levels [CHHSLs] and California hazardous waste criteria), soils can be exported for disposal or utilization as fill

elsewhere. If residual concentrations are detected in export soils at levels exceeding appropriate environmental screening criteria, contaminated soils shall be disposed of at an appropriately permitted landfill. (Mitigation Measure VIII-1).

11. Prior to the issuance of a building permit, the project applicant shall coordinate with the City Street Division to post a 25 mph speed limit sign on the eastbound Grundy Lane approach to the western project driveway. Improvements shall be fully funded by the project applicant. (Mitigation Measure XVI-1).
12. Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. The plan shall stipulate the measure that result in compliance with the noise ordinance.
13. The garbage and recycling area shall measure a minimum of 20'-0" wide by 20'-0" deep.
14. All directional signage shall be located on the subject property. The location, content, and appearance of all directional signage shall be reviewed and approved by the Community Development Director.

Public Services Department

15. The Applicant shall pay all required utility fees and post all applicable bonds for infrastructure improvements to be dedicated to the City prior to building permit issuance.
16. At the time that any building permit is issued for any new building, the Applicant shall pay for all current, on-site service connection fees (including but not limited to Water and Wastewater).
17. The applicant shall submit a detailed construction and staging plan that shall be reviewed and approved by the City prior to building permit issuance. Existing on-street parking shall not be impacted by project construction without permission from the Public Services Department.
18. The Applicant shall provide the name and 24-hour emergency phone number of the contact person in charge of construction.
19. The Applicant shall apply for an Encroachment Permit from the Public Services Department for work in the City public right-of-way, easements or property in which the City holds interest. An Encroachment Permit shall also be required for any traffic control of roadways during construction. The permit application shall include Traffic Control Plans for review and approval by the City.
20. Property Owner shall enter into a Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according to the approved Maintenance Plan(s). The Maintenance Agreement shall be recorded against the property.
21. A Maintenance Plan for every stormwater treatment control measure or applicable site design measure, inclusive of maintenance and inspection checklists and Maintenance Inspection Report Forms, shall be submitted to the City for review and approval prior to issuance of a grading permit. A copy of the final, approved Maintenance Plan(s) shall be made a part of the Maintenance Agreement. A copy of the final, approved Maintenance Plan(s) shall also be on file with the Engineering Division.

22. The Applicant shall apply for and obtain a City Grading Permit. Plot and Finished Grading Plan shall be prepared by a California licensed Civil Engineer.
23. Prior to the issuance of grading permit, the applicant shall provide Public Services Department with a plan indicating the amount of soil to be removed, disposal sites, the number of truck trips required and the proposed haul routes. Final haul route within San Bruno shall be approved by the City Engineer.
24. Grading plans with appropriate erosion control measures shall be required for the development. Grading plans shall show all adjacent properties sufficiently to assure that the proposed grading does not negatively impact adjacent lands and shall incorporate drainage features necessary to assure continued drainage without erosion and drainage entering from adjacent properties.
25. A Storm Water Pollution Prevention Plan (SWPPP) shall be submitted to the City of San Bruno and the Regional Water Quality Board subsequent to the approval and issuance of grading and building permits, and prior to the approval of the Improvement Plans.
26. Prior to the issuance of a grading permit, Applicant shall obtain from the California State Water Resources Control Board a General Construction Activity Storm Water Permit under the National Pollutant Discharge Elimination System (NPDES) if applicable. Applicant shall comply with all requirements of the permit to minimize pollution of storm water discharges during construction activities. The permit shall include any work by public and/or private utilities performing work on behalf of Applicant, if applicable.
27. Temporary erosion control structures shall remain in place until the site is completely developed. A Maintenance Plan shall be submitted to the City Engineer indicating contractor responsibility for complying with the erosion control plan for the duration of the construction project. The Maintenance Plan shall include dust control, but is not limited to BMP's as outlined in the Storm Water Pollution Prevention Plan (SWPPP), and shall be to the satisfaction of the City of San Bruno and meet all Regional Water Quality Control Board (RWQCB) requirements.
28. Applicant shall submit a complete Geotechnical analysis/report at the time of building permit submittal. Applicant shall implement the recommendations of a geotechnical report by a registered Geotechnical Engineer. The geotechnical investigation shall provide data to evaluate the geotechnical conditions of the site and provide seismic, landslide and mudslide evaluation and recommendations and recommendations for appropriate soil engineering to reduce seismic hazards.
29. Prior to the issuance of any permits, certificates of insurance shall be provided to the City verifying that both the Applicant and any contractors have public liability insurance. The amount and type of insurance shall be reviewed by the City and shall be sufficient to cover damages that may result from construction and operations. The insurance limits shall be as required by the City Attorney. Combined single limit coverage and the policy shall be subject to review and approval of the City Attorney.
30. Prior to building permit issuance the applicant shall hold a preconstruction conference with City staff. The Applicant shall arrange for the attendance of the construction managers, contractor, and all subcontractors who are responsible for installing public improvements, grading and erosion control measures.
31. Haul routes within San Bruno for construction shall be reviewed and approved by the City Engineer, via the City's hauling permit process.

Fire

32. Safety Plan for construction process to be approved by the Fire Marshal prior to building permit issuance.

III.Improvement Plans

Community Development Department

1. The roof and site storm drain system shall be designed in accordance with the 2013 California Plumbing Code, Chapter 11

Public Services Department

2. An improvement plan for public improvements shall be submitted by the Applicant to the City for review, comment and approval. The improvement plans shall include public streets, sidewalks, sewers, storm drains, water, electrical, streetlights, other utilities, and landscaping.
3. Improvement Plans must be prepared pursuant to the City of San Bruno Municipal Code (Muni Code), State Law and Regulations and Standard Engineering Practice, where the Muni Code shall govern in the event of a conflict.
4. Storm drainage improvements on private property shall be privately owned and maintained. Storm drain laterals, including those within the public right-of-way, shall be privately maintained, with responsibility terminating at connections to the public storm drain system.
5. The street storm drain system shall be designed to withstand a 25-year storm. The 100 year storm shall be contained within the right-of-way.
6. Hydraulic calculations for design of the storm drain system prepared by a registered civil engineer shall be submitted for City review and approval at the time that the improvement plans are submitted. The Applicant's design professional shall evaluate the project's impact to the City's storm drainage system and shall substantiate their conclusions with drainage calculations to the satisfaction of the City Engineer.
7. All project runoff shall be treated to meet C.3 requirements of the Municipal Regional Permit.
8. Interceptors or other storm pollution control systems per NPDES requirements shall be installed for storm water from roadways that are not filtered by vegetated swale or other biological pretreatment facilities.
9. A final hydrology and hydraulic report prepared by a qualified California Registered Civil Engineer shall be submitted to the City for review and approval to demonstrate full compliance with drainage system design requirement. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels.
10. In conjunction with submittal of Grading Plans, the Applicant shall file a Notice of Intent for storm water discharge with the Regional Water Quality Control Board. A copy of the filing shall be submitted to the City Engineer as part of the required Improvement Plans for the site.
11. Joint trenches under sidewalks shall include telephone, City of San Bruno (CSB) Cable TV, electrical, communication, and gas lines. The trench width and depth shall be to the standards of the utility companies and to the satisfaction of the City Engineer.

12. Utility clearances between utility mains, CSB Cable TV, sewers, structures or other objects shall be to the satisfaction of the City Engineer and comply with San Bruno Standard Specification 33 10 50 of the City Standard Specifications.
13. Prior to approval of the improvement plans, the Applicant shall provide written approval of the development improvement plans from all affected utility companies, including, but not limited to, Pacific Gas and Electric, CSB Cable TV and Telephone demonstrating their review and approval of the proposed improvements.
14. Applicant shall submit any project phasing with the Improvement Plans.
15. Applicant shall indicate the number of sewer laterals required for the Project. Laterals are considered at the discretion of the City Engineer.
16. Any plans shall be prepared to standard engineering practice and the City of San Bruno Municipal Code (Muni Code). In the event of conflict, the Muni Code shall govern unless approved by the City Engineer.
17. All Improvement Plans for work within the public right-of-way shall be submitted on 22"x34" standard plan sheets. Scale shall be sufficiently large for clarity and review. Street Improvement Plans and Profiles shall have a minimum of 1"=20' scale. The Site Plan and Grading Plans shall have a minimum scale of 1"=40'.
18. The Applicant shall submit engineered Improvement Plans (including specifications & engineers cost estimates) for approval by the City Engineer, showing the infrastructure necessary to serve the Development. The Improvement Plans shall include, but are not limited to, all engineering calculations necessary to substantiate the design, proposed roadways, drainage improvements, utilities including City Cable TV service, traffic control devices, retaining and/or sound walls, waterlines, sanitary sewers, and storm drains, street lighting, common area landscaping and other project improvements.
19. The Applicant shall provide, as part of its Improvement Plans submittal and/or building plan submittal, detailed structural calculations and design details for retaining walls and sound walls, which may be constructed as part of the Project. Walls shall incorporate drainage features recommended in the geotechnical report to ensure proper drainage. The aesthetic design shall be to the satisfaction of the Planning Director. The structural and drainage design shall be to the satisfaction of the City Engineer and Building Official.

Community Services Department

20. The use of irrigation for landscape improvements shall contain either drip irrigation or low-flow overhead sprinklers. All trees shall be irrigated by bubblers. Trees shall be irrigated on a separate valve than other plant material. All irrigation valves shall contain a gate valve prior to the valve to allow for isolation and valve maintenance.

IV. Construction Process

Community Development Department

1. The applicant shall implement the following dust control measures during all construction phases:
 - a) Water all active construction area at least twice daily.
 - b) Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.

- c) Cover all trucks hauling soil, sand and other loose materials, or require all trucks to maintain at least two feet of freeboard.
 - d) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
 - e) Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
 - f) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
 - g) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
 - h) Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
 - i) Limit traffic speeds on unpaved roads to 15 miles per hour.
 - j) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
 - k) Replant vegetation in disturbed areas as quickly as possible.
 - l) Consult with the BAAQMD to ensure that construction work is conducted in accordance with BAAQMD rules and regulations.
2. Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the San Mateo County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. Additional work is not to take place in the immediate vicinity of the find, which shall be identified by the qualified archaeologist, until the identified appropriate actions have been implemented. All fees associated with the services of the qualified archaeologist shall be paid by the project applicant. (Mitigation Measure V-2).
3. During construction, the project contractor shall ensure that all fills are completely removed from within building areas and proposed site retaining wall areas and to a lateral distance of at least five feet beyond the building or retaining wall footprint, or to a lateral distance equal to fill depth below the perimeter footing, whichever is greater.
- Provided the fills meet the "Material for Fill" requirements set forth in the Geotechnical Investigation prepared for the proposed project by Cornerstone Earth Group, the fills may be reused when backfilling the excavations. The fills are anticipated to be acceptable for reuse based on review of the soil boring samples collected on-site. However, if materials are encountered that do not meet the requirements (e.g., debris, wood, trash), such materials should be screened out of the remaining material and be removed from the site.
- Backfill of excavations shall be placed in lifts and compacted in accordance with the "Compaction" recommendations in the Geotechnical Investigation. Fills extending into planned pavement and flatwork areas may be left in place provided they are determined to be at a low risk for future differential settlement and that the upper 12 to 18 inches of fill below pavement subgrade is re-worked and compacted in accordance with the Compaction recommendations. (Mitigation Measure IV-1).
4. During construction, the project contractor shall ensure the following (Mitigation Measure XII-1):

- a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shield or shrouds, wherever feasible.
 - b) Impact tools (e.g., jack hammer, pavement breakers and rock drills), if any, used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used; the muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
 - c) Stationary noise sources shall be located as far from sensitive receptors as possible, and shall be muffled and enclosed within temporary sheds and insulation barriers, or other measures shall be incorporated to the extent feasible.
5. Given the Bayhill Office environment and the project's close proximity to Interstate 380, General construction hours for all exterior work (foundation, exterior walls, roof, etc.) shall be limited to between the hours of 7:00 am – 6:00 pm. For all interior work (mechanical, electrical, plumbing, etc.) General construction hours shall be limited to between the hours of 7:00 am – 10:00 pm. (Condition is under review and may be modified).
 6. A height survey shall be required prior to the roof framing inspection and prior to building permit final. The height survey shall be conducted by a State Licensed Surveyor.

Public Services Department

7. Traffic control, regulatory, warning, guide signs and markings (including fire hydrant pavement markers) shall be installed in conformance with the California Manual of Uniform Traffic Control Devices, and as directed and approved by the City Engineer.
8. City streets shall not be closed during construction of the project.
9. Applicant shall coordinate installation of stormwater treatment measures with the City and shall arrange to have a City Inspector or designated third party inspector present at the time of installation. Applicant shall be responsible for all fees associated with special stormwater inspections during construction.
10. Applicant shall arrange and pay for final inspection of installed treatment measure by City's third part inspector within 45 days of installation or project construction completion, whichever comes first.
11. Continuous site inspection shall be provided by a Geotechnical Engineer at the Applicant's expense during trenching and backfill operations. The Geotechnical Engineer shall take compaction tests, and shall submit test results to the Public Services Department.

Fire Department

12. Fire department access shall be maintained at the site throughout construction, with a minimum of 20 feet of width.

V. Prior to Occupancy

Community Development Department

1. The applicant shall meet with staff and Recology regarding regularly scheduled trash, recycling, and compost collection.
2. A Temporary Certificate of Occupancy (TCO) may be applied for by formal request to the Building Official for: Stocking, Training and/or installation of fixtures, furniture and equipment (FF&E).
3. Owner of building shall apply for a Certificate of Occupancy (C of O) from the Building Official after Final Building Approval is obtained.

Public Services Department

4. Prior to project acceptance by the City, the Applicant shall retain a Civil Engineer to prepare "as-built" or "record" drawings, and the drawing shall be submitted in AutoCAD and PDF formats.
5. Prior to project acceptance by the City, the Applicant shall prepare "Maintenance and Responsibility" drawings and shall be submitted in AutoCAD and PDF formats.
6. For all work to be dedicated to the City, Applicant shall provide six printed copies and one digital copy of any operations and maintenance manual with all certifications, warranties, guarantees, and proof of payment to outside agencies.
7. Upon completion of construction, the Applicant shall repair any public improvements damaged by construction operations to the conditions existing prior to project construction and to the satisfaction of the City Engineer.

VI. On-Going

Community Development Department

1. All trash, recycling, and composting bins shall remain inside of the trash enclosure located at the rear of the site until the time of collection. At no time shall trash, recycling, or composting bins be stored within the public right-of-way, or be visible from the public right-of-way.
2. Applicant shall comply with all requirements of San Bruno Municipal Code Chapter 5.16 regarding procedures for regulating and abating graffiti. Applicant shall install measures reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti, including, without limitation, the following:
 - a) Applicant or owner shall immediately remove any graffiti at the property;
 - b) Right of access by City forces to remove graffiti;
 - c) Application, installation and/or use of anti-graffiti materials to the surface or structure such as anti-etching films or anti-graffiti paints;
 - d) Installation and use of landscaping so as to screen or to provide a barrier to the surface or structure;
 - e) Installation and use of additional lighting;
 - f) Building design modifications or changes to surface or structure; and

- g) Applicant or permittee shall supply the City with sufficient matching paint and/or anti-graffiti material on demand for use in the abatement of graffiti by City forces.
- 3. The applicant shall implement the Transportation Demand Management plan approved by the City Council. On an annual basis all tenants shall submit a report to the Community Development Department for the first five years, and every other year thereafter, describing the on-going implementation of the Transportation Demand Management measures selected for the project. Any changes to the Transportation Demand Management plan shall require approval in writing from the Community Development Director.
- 4. All required means of egress and disability accessibility shall be continuously maintained.

Public Services Department

- 5. Property Owner shall be responsible for conducting all servicing and maintenance as described and required by the stormwater treatment measure Maintenance Plan(s). Maintenance of all site design and treatment control measures shall be the owner's responsibility.
- 6. Approved Maintenance Plans shall be kept on-site and made readily available to maintenance crews. Maintenance plans shall be strictly adhered to.
- 7. By April 1 each year, Maintenance Inspection and Servicing Reports for the stormwater treatment systems shall be submitted to the City for the previous calendar year (January 1 through December 31).
- 8. Site access shall be granted to representatives of the City, the San Mateo County Mosquito and Vector Control District, and the Water Board, at any time, for the sole purpose of performing operation and maintenance inspections of the installed stormwater treatment systems. A statement to that effect shall be made a part of the Maintenance Agreement recorded for the property.
- 9. Property Owner shall be required to pay for all municipal inspections of installed stormwater treatment systems as required by the Regional Water Quality Control Board or the City.
- 10. The Applicant and its successors shall be responsible for maintenance of the sewer lateral up to the proposed manhole on Grundy Lane

Fire Department

- 11. Required means of egress shall be continuously maintained free of obstructions.

ARCHITECT	THOMAS H. NEW GROUND ARCHITECTS 1250 GRUNDY LANE SAN BRUNO, CA 94066
CONSULTANTS	NEW GROUND INTERNATIONAL, INC. 1250 GRUNDY LANE SAN BRUNO, CA 94066

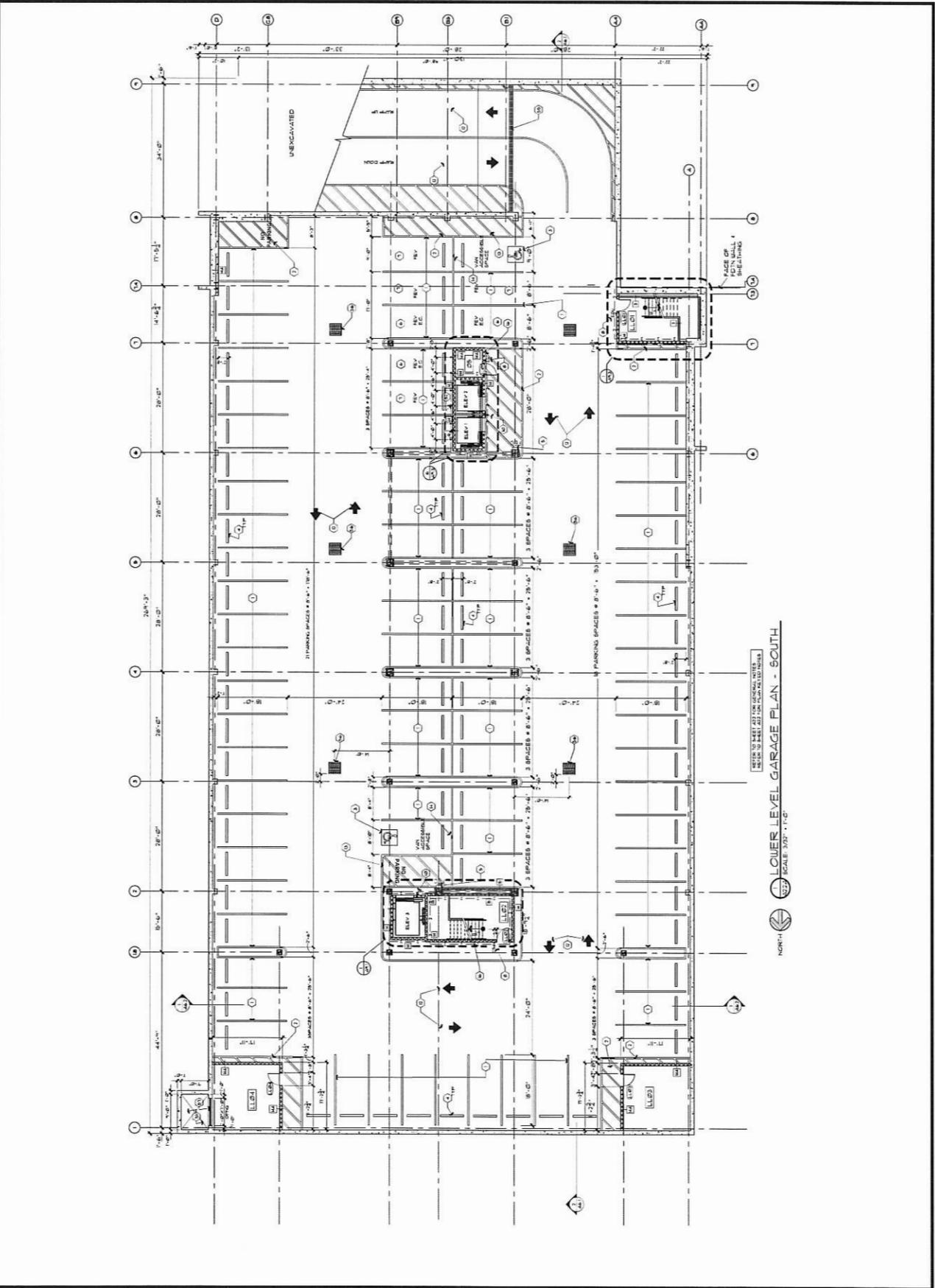
REVISIONS	NO. 1 DATE 12/10/2010 BY E. WILCOX CHECKED BY M. JEFF PROJECT NO. 2010-0004
------------------	---

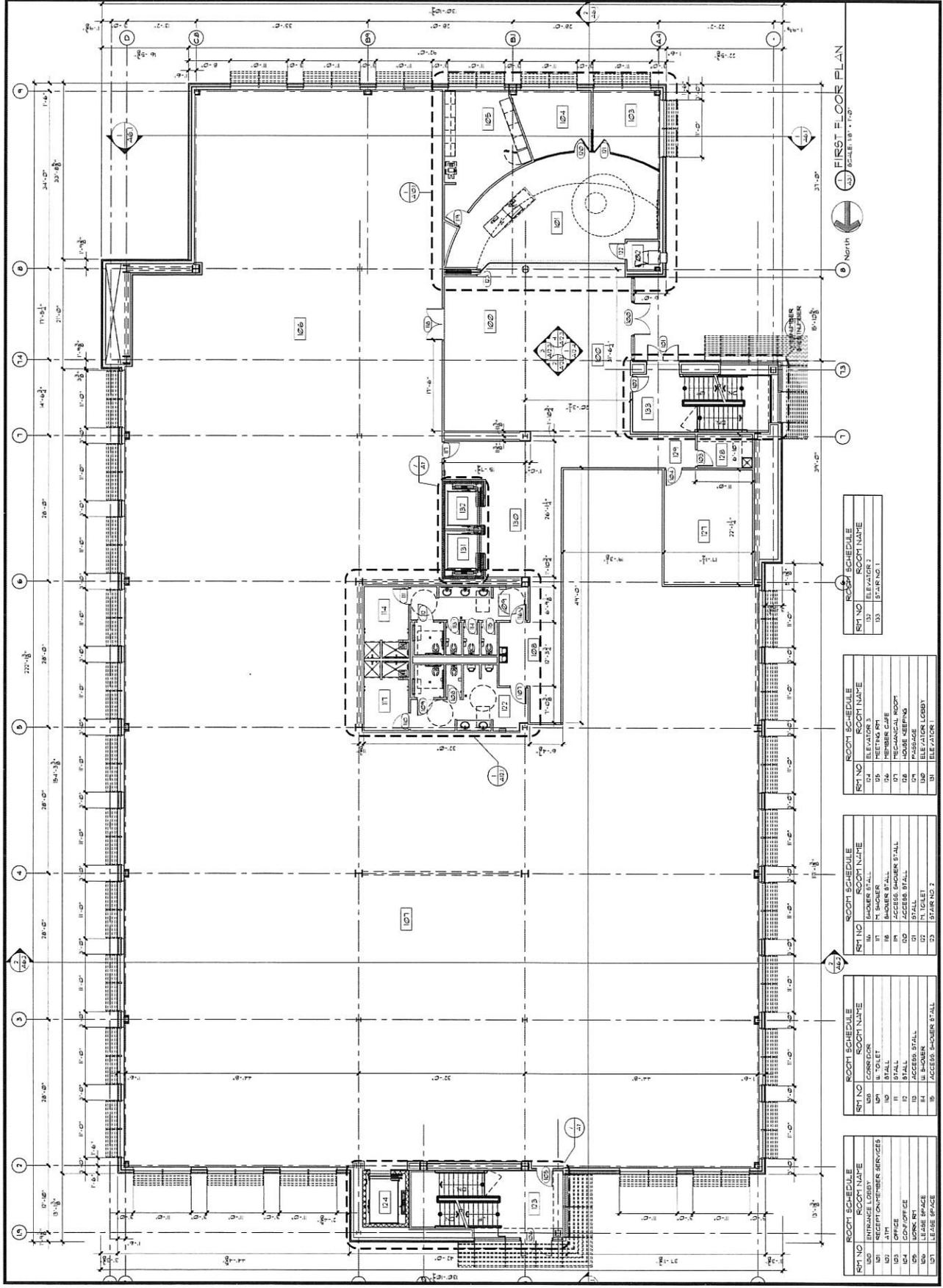
DO NOT REPRODUCE
This document contains confidential information and is the property of New Ground International, Inc. It is not to be used for any other project or published in any form without the written consent of the ARCHITECT, at 1250 GRUNDY LANE, SAN BRUNO, CA 94066.

SF Police Credit Union
New Administration Building
1250 Grundy Lane
San Bruno, California 94066

REVISION	NO. 1 DATE 12/10/2010 BY E. WILCOX CHECKED BY M. JEFF PROJECT NO. 2010-0004
-----------------	---

The LOWER LEVEL GARAGE PLAN
Sheet No. **A2.1**





ROOM NO.	ROOM NAME
101	ELEVATOR
102	ELEVATOR
103	ELEVATOR

ROOM NO.	ROOM NAME
104	MEETING RM
105	MEMBER CARE
106	MECHANICAL ROOM
107	RESTROOMS
108	MASSAGE
109	ELEVATOR LOBBY
110	ELEVATOR

ROOM NO.	ROOM NAME
111	SHOWER STALL
112	SHOWER STALL
113	ACCESS SHOWER STALL
114	STALL
115	STALL
116	TOILET
117	TOILET
118	STAIR NO. 2

ROOM NO.	ROOM NAME
119	CONTRIBUTOR
120	W. TOILET
121	STALL
122	STALL
123	ACCESS STALL
124	W. SHOWER
125	ACCESS SHOWER STALL

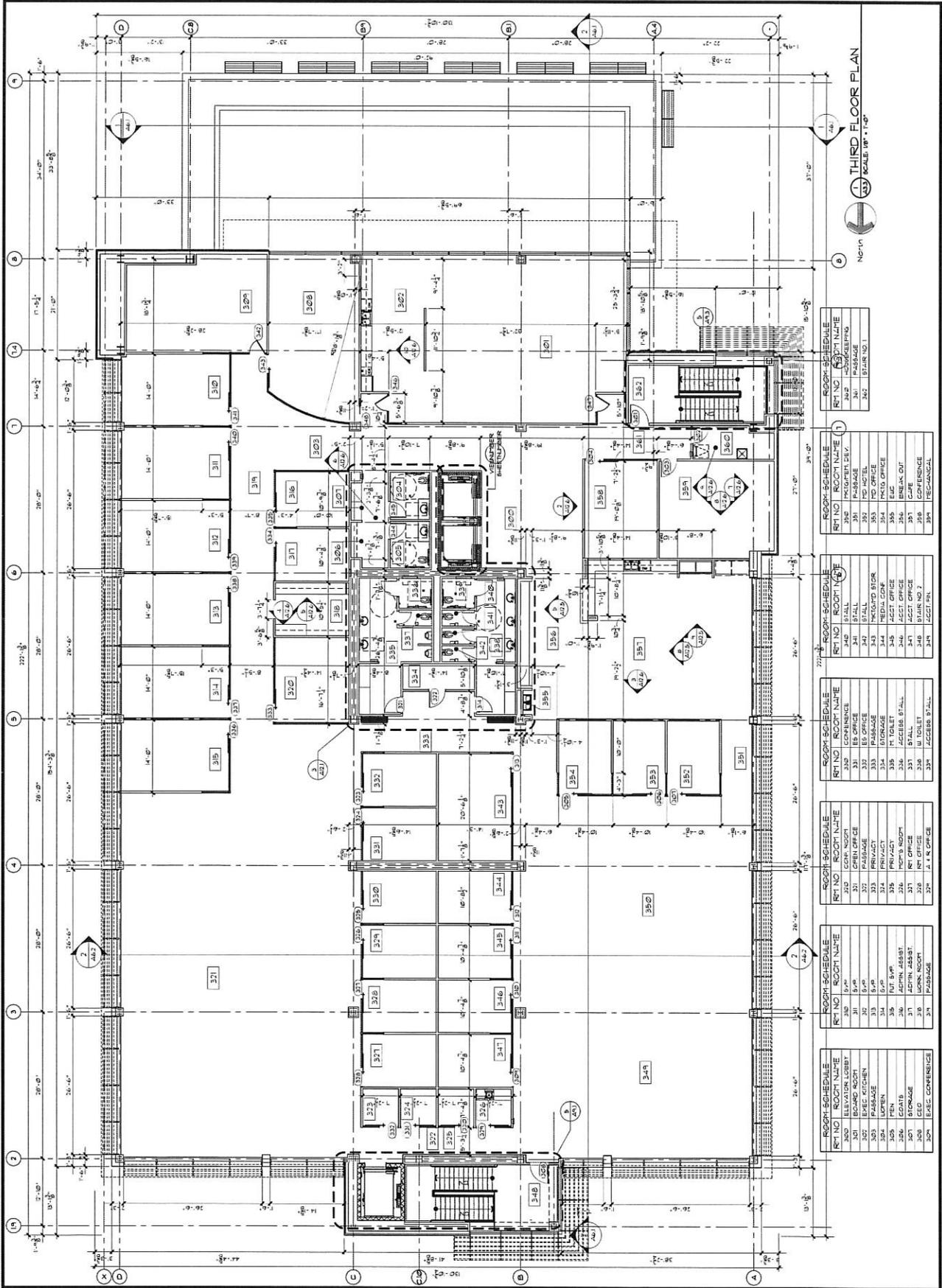
ROOM NO.	ROOM NAME
126	ENTRANCE
127	RECEIPT CENTER SERVICES
128	ATM
129	OFFICE
130	OFFICE
131	WORK SPACE
132	LEASE SPACE
133	LEASE SPACE

DO NOT REPRODUCE
This document is the property of the Architect. It is to be used only for the project and site identified herein. It is not to be used for any other project or site without the written consent of the Architect. The Architect assumes no responsibility for the construction of this project or for the accuracy of the information contained herein.

SF Police Credit Union
New Administration Building
1250 Grundy Lane
San Bruno, California 94066

ARC
Submittal
10-22-15

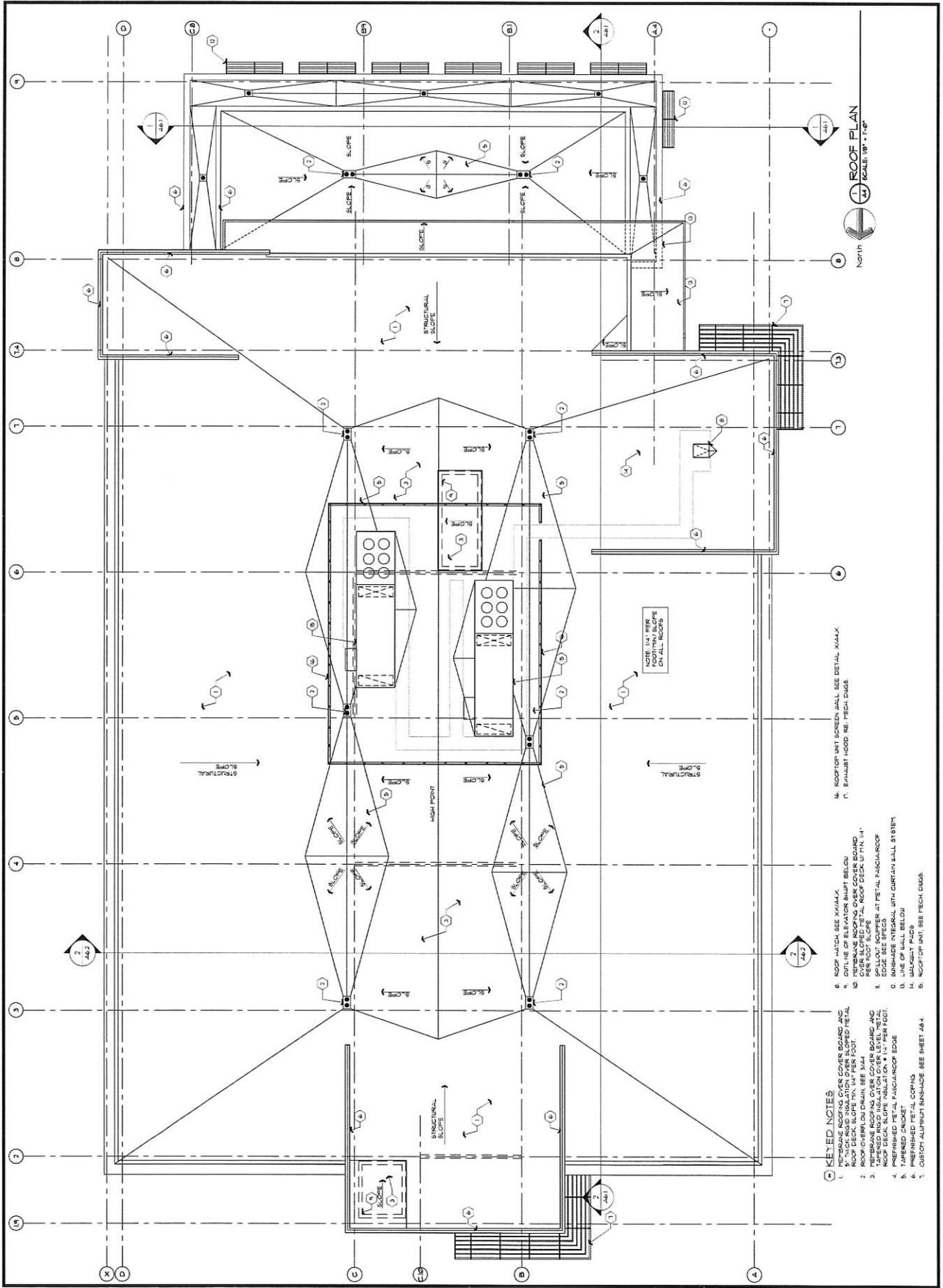
Revision:
Issue Date: 10/22/15
Arch: Elyse D. Williams
Drawn By: R. Hoff
Checked By: M. Hoff
Project No.: 201500001
10th THIRD FLOOR PLAN
Sheet No. **A3.3**



| ROOM SCHEDULE |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| ROOM NO. | ROOM NAME |
| 301 | BOARD ROOM |
| 302 | BOARD ROOM |
| 303 | BOARD ROOM |
| 304 | BOARD ROOM |
| 305 | BOARD ROOM |
| 306 | BOARD ROOM |
| 307 | BOARD ROOM |
| 308 | BOARD ROOM |
| 309 | BOARD ROOM |
| 310 | BOARD ROOM |
| 311 | BOARD ROOM |
| 312 | BOARD ROOM |
| 313 | BOARD ROOM |
| 314 | BOARD ROOM |
| 315 | BOARD ROOM |
| 316 | BOARD ROOM |
| 317 | BOARD ROOM |
| 318 | BOARD ROOM |
| 319 | BOARD ROOM |
| 320 | BOARD ROOM |
| 321 | BOARD ROOM |
| 322 | BOARD ROOM |
| 323 | BOARD ROOM |
| 324 | BOARD ROOM |
| 325 | BOARD ROOM |
| 326 | BOARD ROOM |
| 327 | BOARD ROOM |
| 328 | BOARD ROOM |
| 329 | BOARD ROOM |
| 330 | BOARD ROOM |
| 331 | BOARD ROOM |
| 332 | BOARD ROOM |
| 333 | BOARD ROOM |
| 334 | BOARD ROOM |
| 335 | BOARD ROOM |
| 336 | BOARD ROOM |
| 337 | BOARD ROOM |
| 338 | BOARD ROOM |
| 339 | BOARD ROOM |
| 340 | BOARD ROOM |
| 341 | BOARD ROOM |
| 342 | BOARD ROOM |
| 343 | BOARD ROOM |
| 344 | BOARD ROOM |
| 345 | BOARD ROOM |
| 346 | BOARD ROOM |
| 347 | BOARD ROOM |
| 348 | BOARD ROOM |
| 349 | BOARD ROOM |
| 350 | BOARD ROOM |
| 351 | BOARD ROOM |
| 352 | BOARD ROOM |
| 353 | BOARD ROOM |
| 354 | BOARD ROOM |
| 355 | BOARD ROOM |
| 356 | BOARD ROOM |
| 357 | BOARD ROOM |
| 358 | BOARD ROOM |
| 359 | BOARD ROOM |
| 360 | BOARD ROOM |
| 361 | BOARD ROOM |
| 362 | BOARD ROOM |
| 363 | BOARD ROOM |
| 364 | BOARD ROOM |
| 365 | BOARD ROOM |
| 366 | BOARD ROOM |
| 367 | BOARD ROOM |
| 368 | BOARD ROOM |
| 369 | BOARD ROOM |
| 370 | BOARD ROOM |
| 371 | BOARD ROOM |
| 372 | BOARD ROOM |
| 373 | BOARD ROOM |
| 374 | BOARD ROOM |
| 375 | BOARD ROOM |
| 376 | BOARD ROOM |
| 377 | BOARD ROOM |
| 378 | BOARD ROOM |
| 379 | BOARD ROOM |
| 380 | BOARD ROOM |
| 381 | BOARD ROOM |
| 382 | BOARD ROOM |
| 383 | BOARD ROOM |
| 384 | BOARD ROOM |
| 385 | BOARD ROOM |
| 386 | BOARD ROOM |
| 387 | BOARD ROOM |
| 388 | BOARD ROOM |
| 389 | BOARD ROOM |
| 390 | BOARD ROOM |
| 391 | BOARD ROOM |
| 392 | BOARD ROOM |
| 393 | BOARD ROOM |
| 394 | BOARD ROOM |
| 395 | BOARD ROOM |
| 396 | BOARD ROOM |
| 397 | BOARD ROOM |
| 398 | BOARD ROOM |
| 399 | BOARD ROOM |
| 400 | BOARD ROOM |



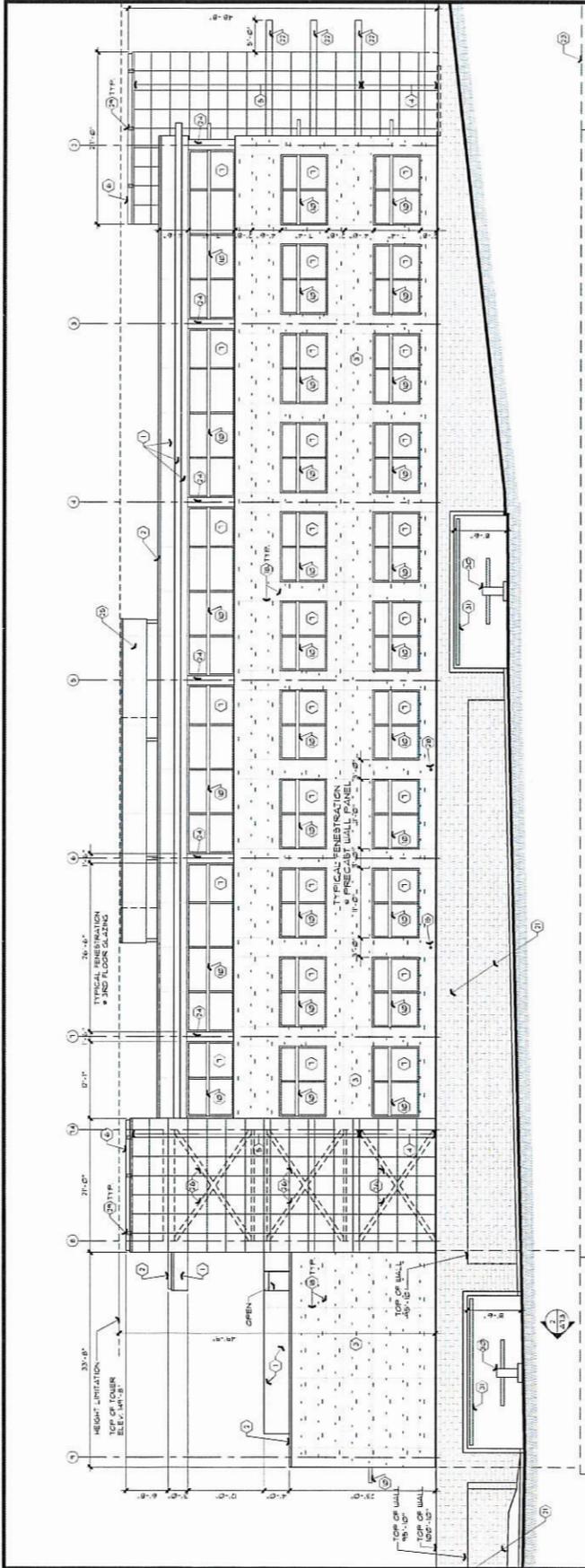
THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"



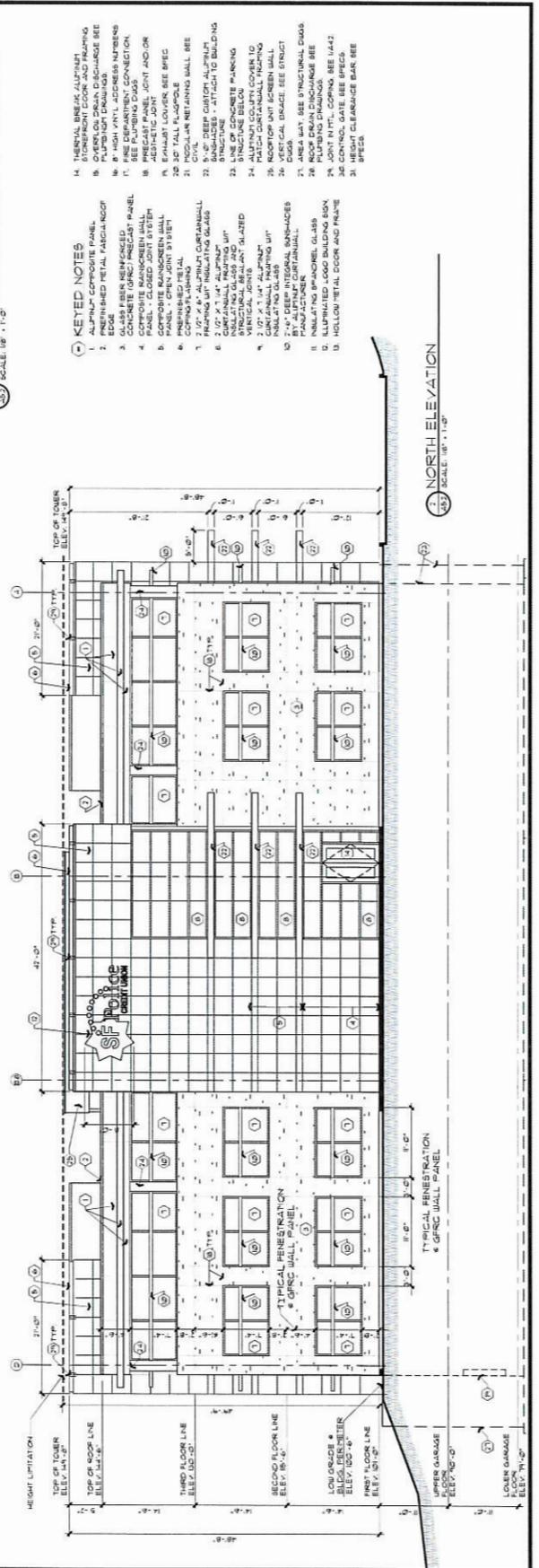
- KEYED NOTES**
1. PREFINISH ROOFING COVER BOARD AND METAL FLASHING OVER ROOF DECK AND METAL ROOF DECK SLOPE 1/4" PER FOOT.
 2. ROOF OVERLAP DRAIN, SEE 1041 OVER SLOPED METAL ROOF DECK UP 1/4" PER FOOT.
 3. TYPED ROOFING INSULATION OVER LEVEL ROOF. ROOF DECK SLOPE INDICATION 1/4" PER FOOT.
 4. TYPED ROOFING INSULATION OVER ROOF DECK EDGE.
 5. TYPED ROOFING INSULATION OVER ROOF DECK EDGE.
 6. CUSTOM ALUMINUM BURNSHADE SEE SHEET 1041.
 7. ROOF TOP UNIT, SEE FISH DRAW.
 8. ROOF HATCH, SEE 1041/1042.
 9. PREFINISH ROOFING COVER BOARD OVER SLOPED METAL ROOF DECK SLOPE 1/4" PER FOOT.
 10. PREFINISH ROOFING COVER BOARD OVER SLOPED METAL ROOF DECK UP 1/4" PER FOOT.
 11. SPILLOUT SCOPPER AT METAL FLASH/ROOF EDGE, SEE SPEC.
 12. METAL FLASHING WITH GUTTER HALL SYSTEM.
 13. WALKWAY PADS.
 14. ROOF TOP UNIT, SEE FISH DRAW.
 15. ROOF TOP UNIT SCREEN WALL, SEE DETAIL 1041-X.
 16. BRUSHWOOD TRIP STEP EDGE.

ROOF PLAN
SCALE 1/8" = 1'-0"





1 EAST ELEVATION
SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

- KEYED NOTES**
1. ALUMINUM CURTAIN WALL
 2. PREFABRICATED METAL FABRICATION
 3. EDGE
 4. CONCRETE BANSCREEN WALL
 5. CONCRETE BANSCREEN WALL
 6. CONCRETE BANSCREEN WALL
 7. 2'-0" X 8'-0" ALUMINUM CURTAIN WALL
 8. 2'-0" X 1'-0" ALUMINUM CURTAIN WALL
 9. 2'-0" X 1'-0" ALUMINUM CURTAIN WALL
 10. 2'-0" X 1'-0" ALUMINUM CURTAIN WALL
 11. INSULATING BRANCHED GLASS
 12. HOLLOW METAL DOOR AND FRAME
 13. METAL BREAK ALUMINUM
 14. STONEFRONT EOOD AND FRAMING
 15. ALUMINUM CURTAIN WALL
 16. ALUMINUM CURTAIN WALL
 17. 8' HIGH VINYL ADDRESS NUMBERS
 18. PRECAST PANEL JOINT AND CORNER
 19. PRECAST PANEL JOINT AND CORNER
 20. PRECAST PANEL JOINT AND CORNER
 21. TALL PLASCOPE
 22. 100% LAMINATED GLASS
 23. 2'-0" X 8'-0" ALUMINUM CURTAIN WALL
 24. 2'-0" X 1'-0" ALUMINUM CURTAIN WALL
 25. LINE OF CONCRETE MARKING
 26. STRUCTURE BELOW
 27. MATCH CURTAIN WALL FINISH
 28. ROOFTOP UNIT SCREEN WALL
 29. CONCRETE BRANCHED GLASS
 30. CONCRETE BRANCHED GLASS
 31. AREA MAY BE STRUCTURAL CHANG
 32. ROOF BRANCHED GLASS
 33. JOINT IN FTL. COPING SEE 1/4-2
 34. CONTROL. GATE. SEE SPEC
 35. HEIGHT CLEARANCE BAR SEE SPEC

ARCHITECT THOMAS D. AMY, AIA, NCARB 1000 CALIFORNIA STREET, SUITE 100 SAN FRANCISCO, CA 94109 415.774.1100
CONSULTANTS NEWGROUND ARCHITECTS 1000 CALIFORNIA STREET, SUITE 100 SAN FRANCISCO, CA 94109 415.774.1100

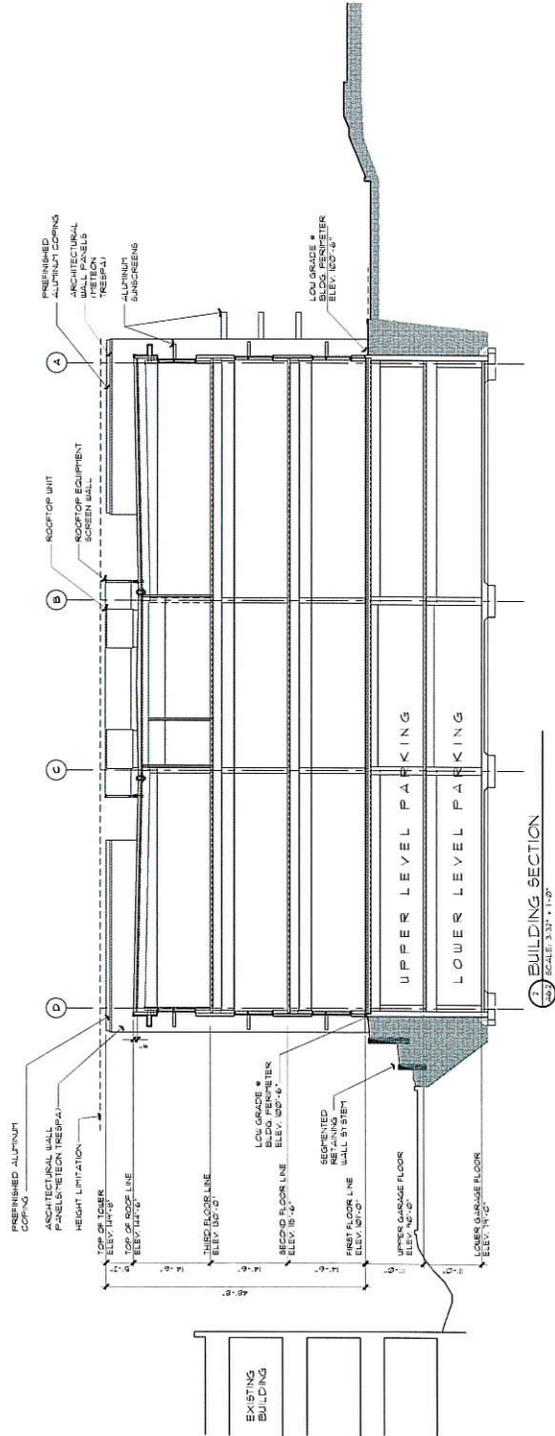
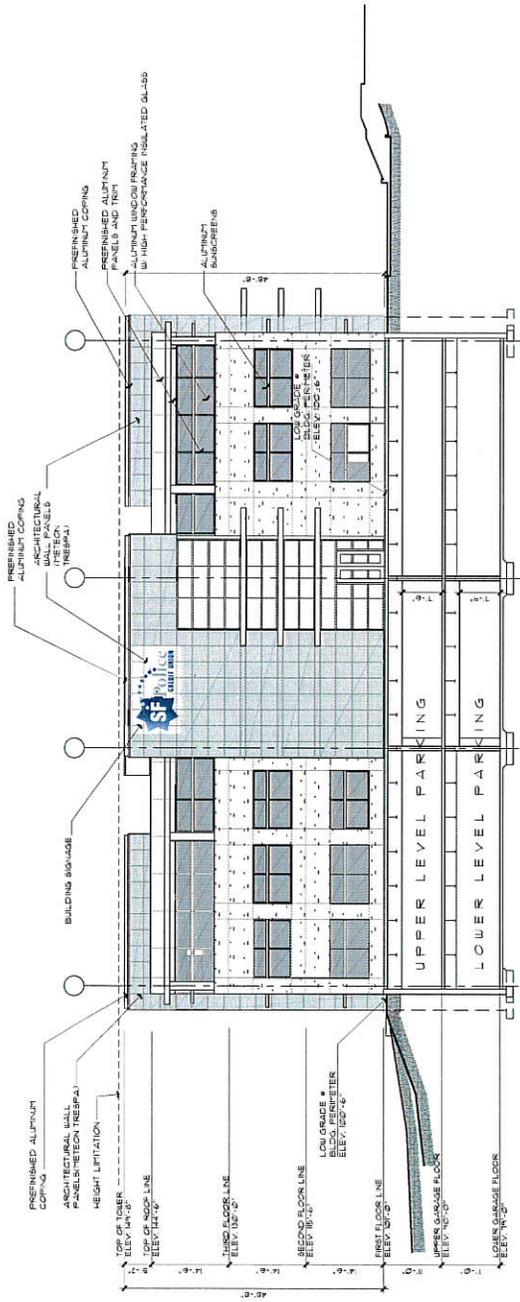
DO NOT REPRODUCE
this drawing without the written consent of the architect. This drawing is the property of the architect and is to be used only for the project and site for which it was prepared. It is not to be used for any other project or site without the written consent of the architect.

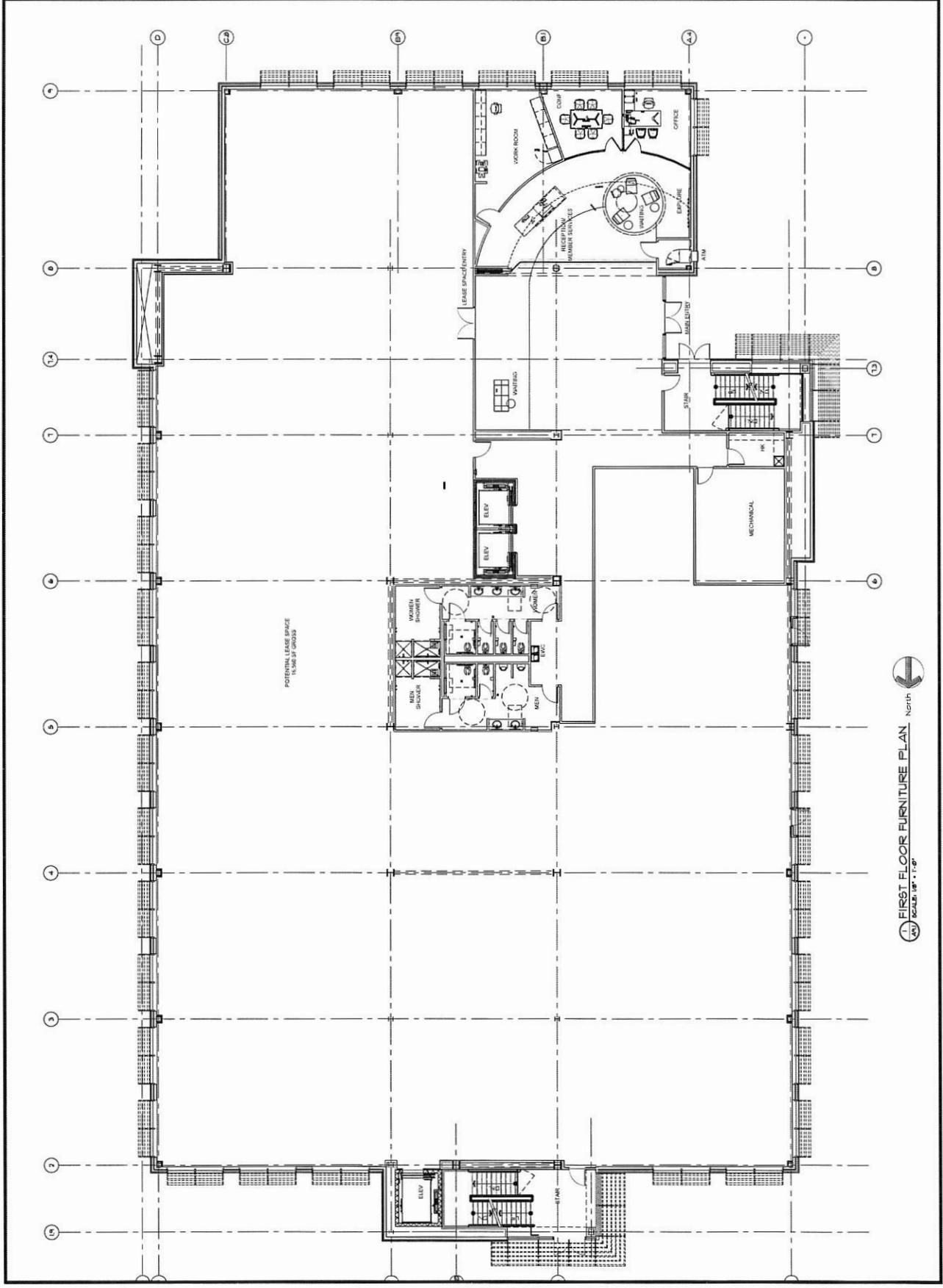
SF Police Credit Union
New Administration Building
1250 Grundy Lane
San Bruno, California 94066

ARC
Submittal
10-22-15

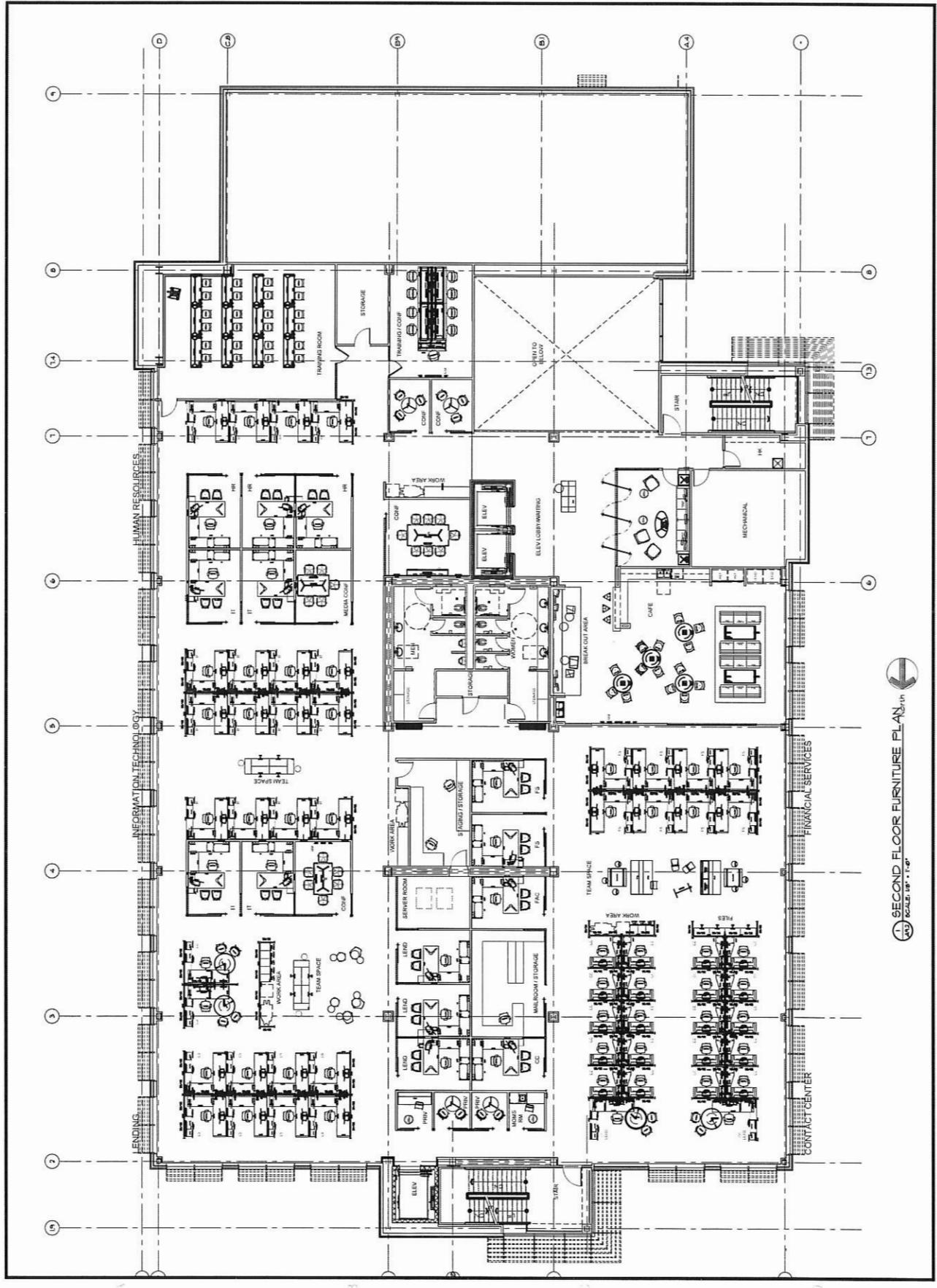
REVISIONS
DATE: 08/11/15
BY: T.D.A.

A6.2

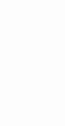




1 FIRST FLOOR FURNITURE PLAN
NORTH
SCALE: 1/8" = 1'-0"



SECOND FLOOR FURNITURE PLAN
SCALE: 1/4" = 1'-0"



ARCHITECT	ARC 1250 Grandy Lane San Bruno, California 94066
CONSULTANTS	NewGround Interiors LLC 1250 Grandy Lane San Bruno, California 94066

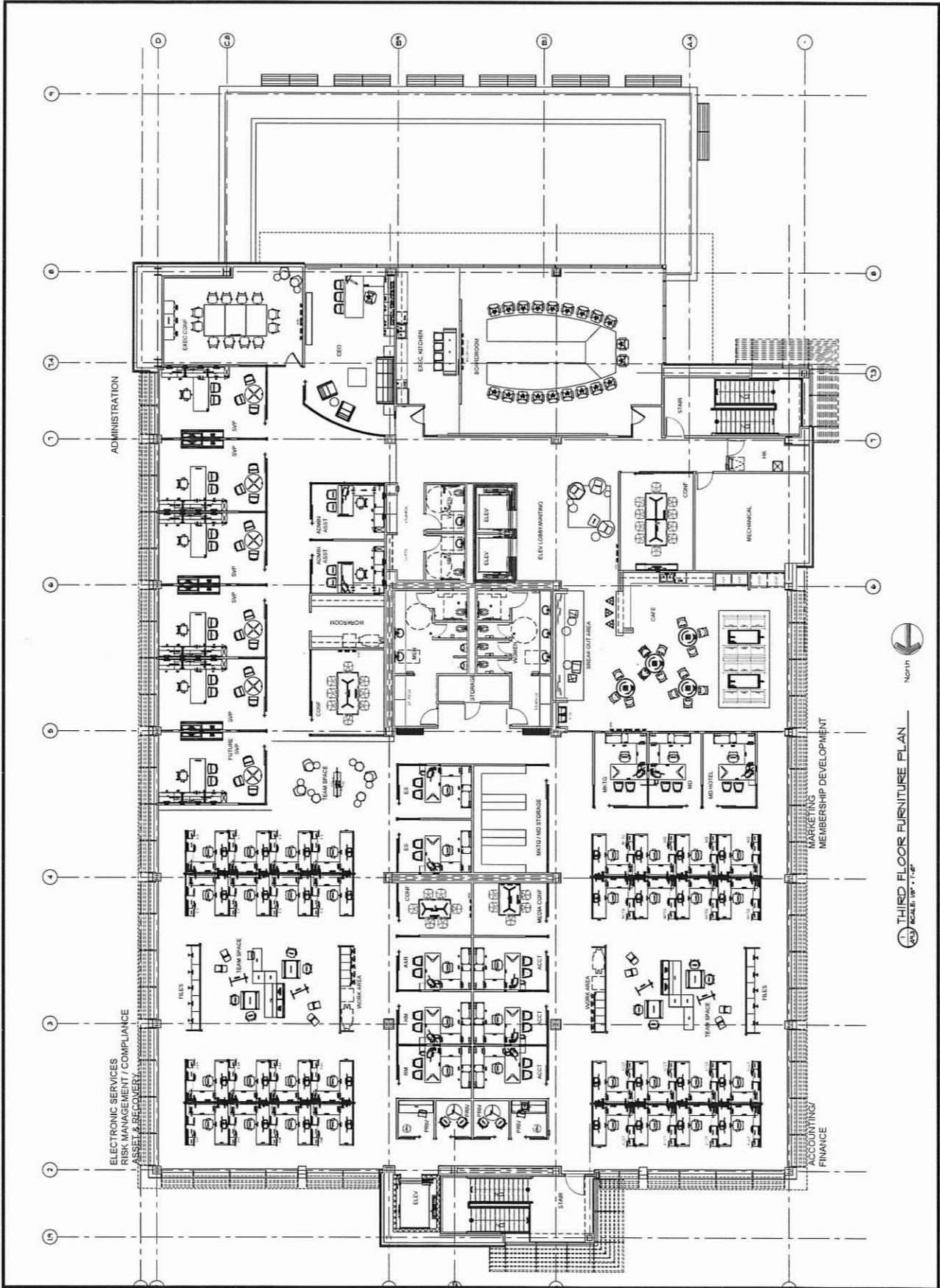
DO NOT REPRODUCE
This drawing and its contents are the property of the Architect. No part of this drawing may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the Architect.

SF Police Credit Union
New Administration Building
1250 Grandy Lane
San Bruno, California 94066

ARC
Submittal
10-22-15

REVISIONS	Issue Date: 10/22/15
	Arch: Roger D. Williams
	Designer: [Name]
	Project No.: 20150004

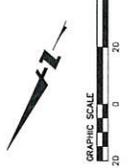
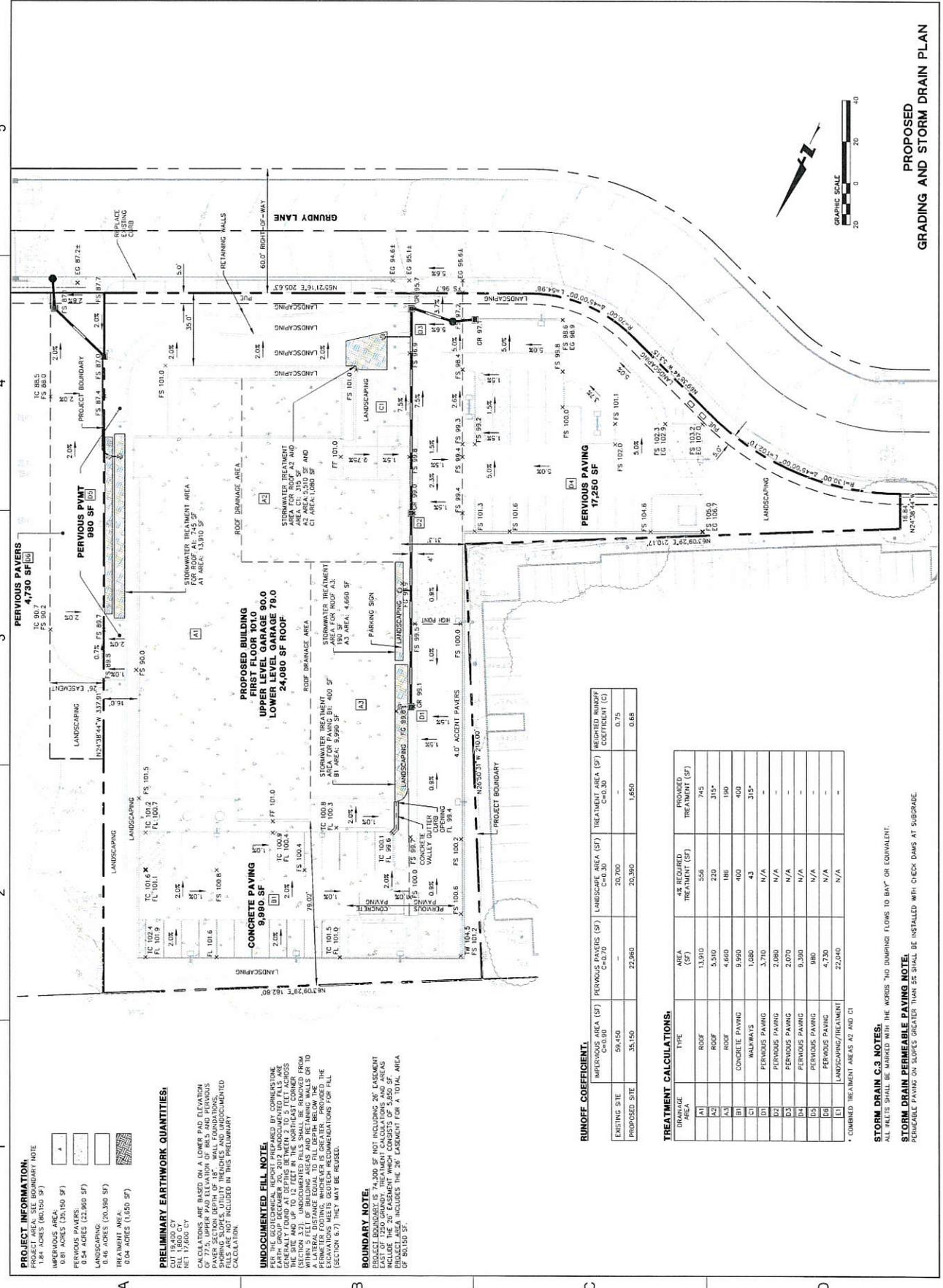
A17.3



THIRD FLOOR FURNITURE PLAN
SCALE: 1/8" = 1'-0"



**EXISTING
GRADING AND STORM DRAIN PLAN**



**PROPOSED
GRADING AND STORM DRAIN PLAN**

PROJECT INFORMATION:
PROJECT NAME: SF POLICE CREDIT UNION
1.84 ACRES (80,150 SF)
IMPERVIOUS AREA:
0.81 ACRES (35,150 SF)
PERVIOUS PAVING:
0.54 ACRES (23,900 SF)
LANDSCAPING:
0.46 ACRES (20,300 SF)
TREATMENT AREA:
0.04 ACRES (1,650 SF)

PRELIMINARY EARTHWORK QUANTITIES:
CUT
FILL 17,600 CY

Calculations are based on a lower pad elevation than shown on the site plan. The proposed paving section depth of 18" wall foundations and retaining walls are not included in this preliminary calculation.

UNDOCUMENTED FILL NOTE:
FOR THE GEOLOGICAL REPORT PREPARED BY CORNELIUS ENGINEERING CONSULTANTS, INC. (CEC) ON 10/5/11, THE SITE AND UP TO 12 FEET IN THE NORTHEAST CORNER OF THE PROPOSED BUILDING ARE TO BE EXCAVATED TO A DEPTH OF 5 FEET BELOW THE PRELIMINARY FINISH ELEVATION. THE EXCAVATION DEPTH IS TO BE DETERMINED BY THE EXCAVATION METERS GEOTECH RECOMMENDATIONS FOR FILL (SECTION 6.7.7) THEY MAY BE REQUIRED.

BOUNDARY NOTE:
PROJECT BOUNDARY IS 74,900 SF NOT INCLUDING 26" FLASHEMENT CONCRETE CURB AND 26" FLASHEMENT CONCRETE CURB. THE 26" FLASHEMENT CONCRETE CURB INCLUDES THE 26" FLASHEMENT WHICH CONSISTS OF 5,450 SF. PROJECT AREA INCLUDES THE 26" FLASHEMENT FOR A TOTAL AREA OF 80,350 SF.

RUNOFF COEFFICIENT:

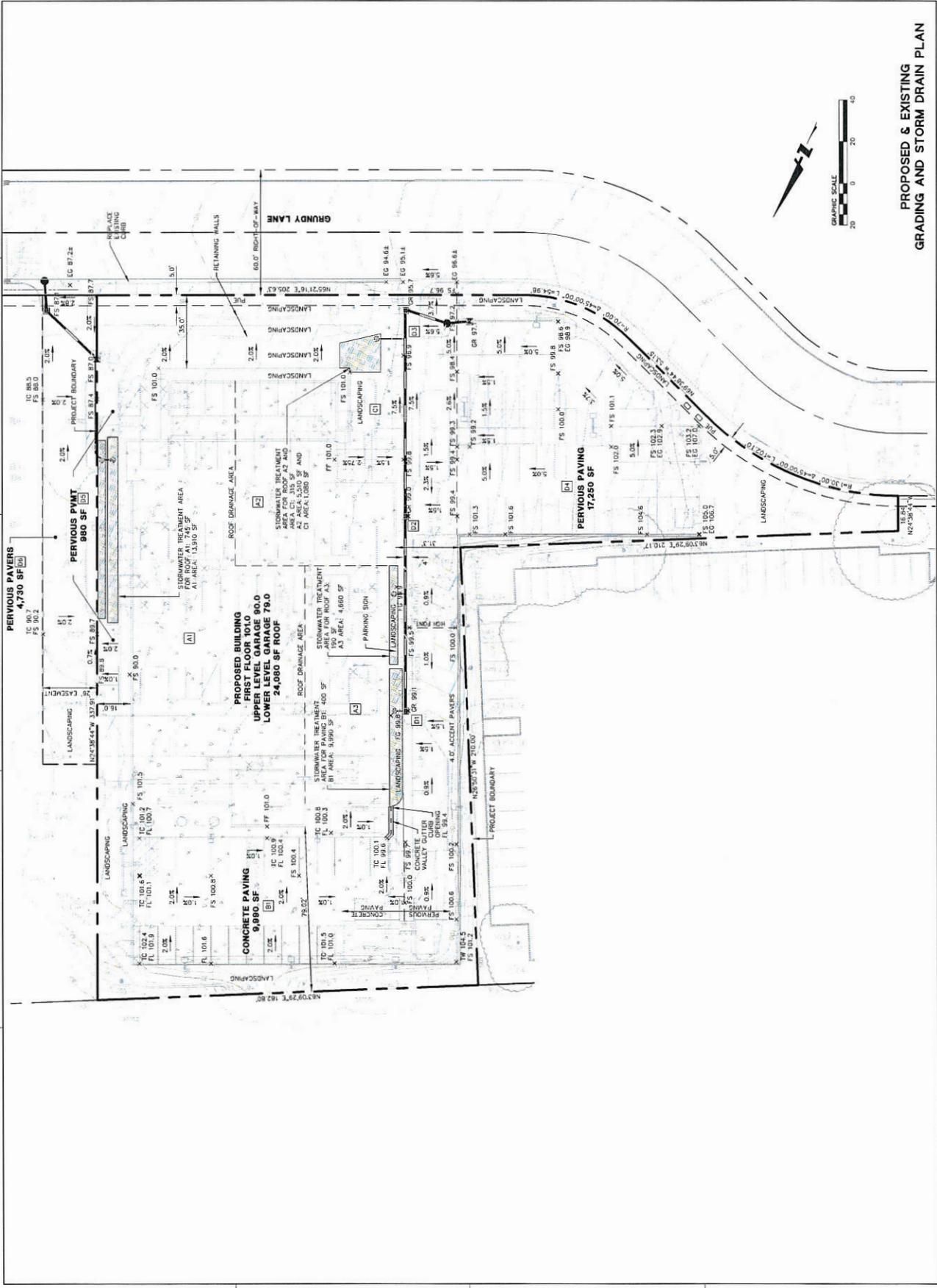
EXISTING SITE	PERVIOUS PAVING (SF)	LANDSCAPE AREA (SF)	TREATMENT AREA (SF)	WEIGHTED RUNOFF COEFFICIENT (C)
59,450	20,700	-	-	0.75
PROPOSED SITE	35,150	20,350	1,650	0.68

TREATMENT CALCULATIONS:

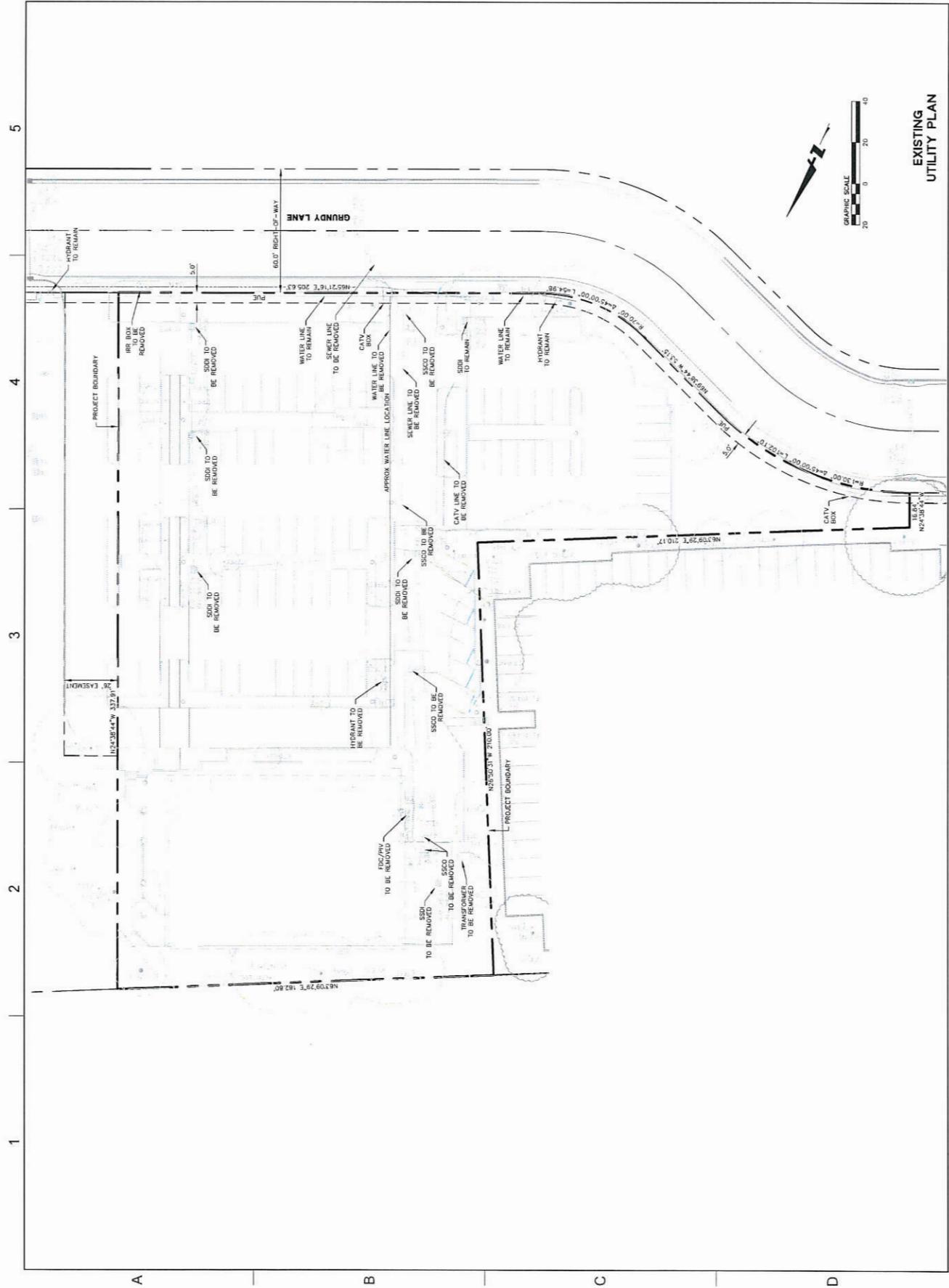
DRAINAGE AREA	TYPE	AREA (SF)	4% REQUIRED TREATMENT (SF)	PROVIDED TREATMENT (SF)
A1	ROOF	13,910	558	745
A2	ROOF	5,510	220	315*
A3	ROOF	4,660	186	190
B1	CONCRETE PAVING	9,990	400	400
B2	WALKWAYS	1,080	43	315*
B3	PERVIOUS PAVING	3,710	N/A	-
B4	PERVIOUS PAVING	2,080	N/A	-
B5	PERVIOUS PAVING	2,070	N/A	-
B6	PERVIOUS PAVING	9,350	N/A	-
B7	PERVIOUS PAVING	980	N/A	-
B8	PERVIOUS PAVING	4,730	N/A	-
B9	LANDSCAPING/TREATMENT	22,640	N/A	-

* COMBINED TREATMENT AREAS A2 AND C1

STORM DRAIN C.S. NOTES:
ALL INLETS SHALL BE MARKED WITH THE WORDS "NO DUMPING FLOWS TO BAY" OR EQUIVALENT.
STORM DRAIN PERMEABLE PAVING NOTE:
PERMEABLE PAVING ON SLOPES GREATER THAN SIX SHALL BE INSTALLED WITH CHECK DAMS AT SUBGRADE.



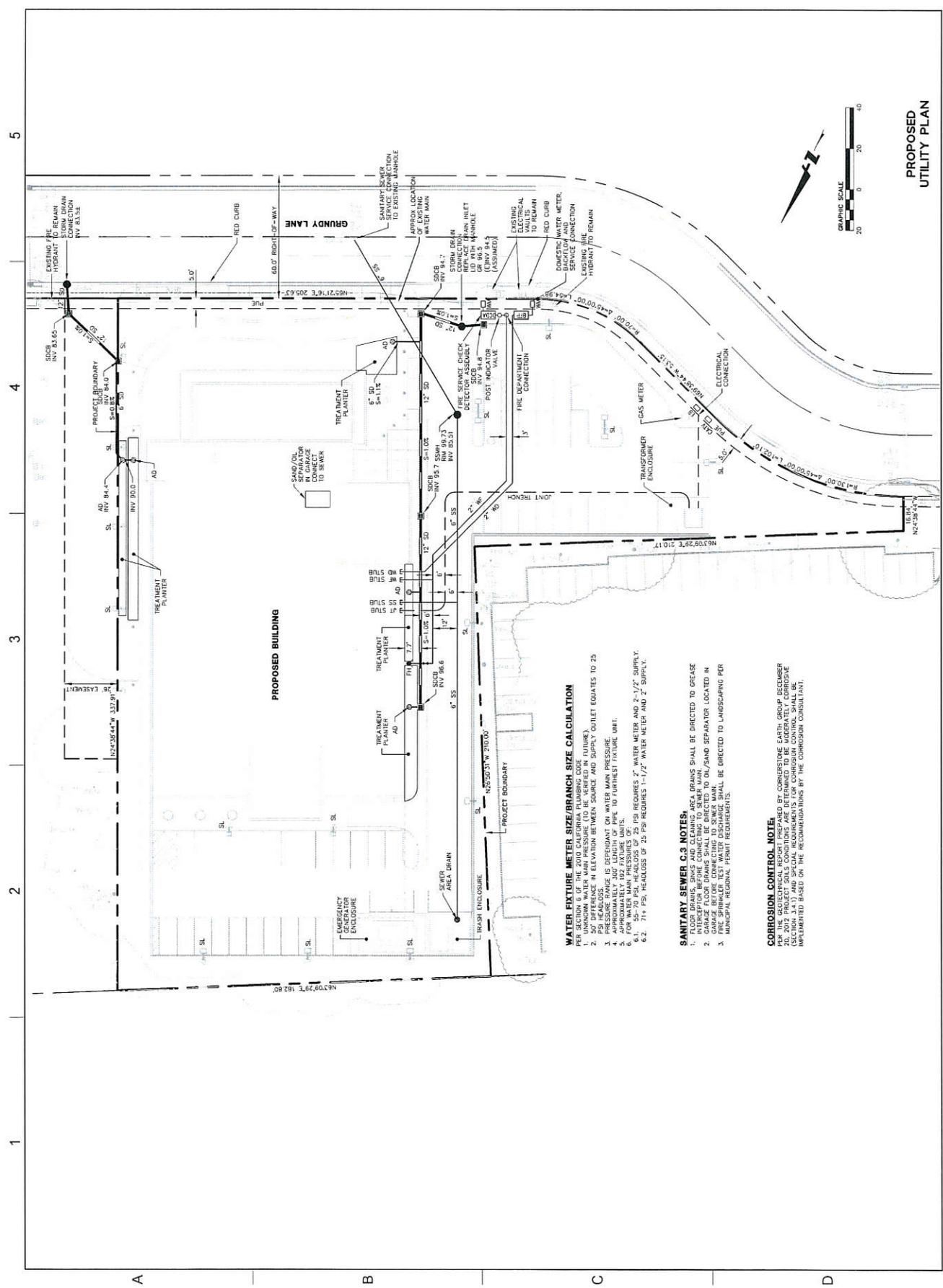
**PROPOSED & EXISTING
GRADING AND STORM DRAIN PLAN**



A B C D

1 2 3 4 5

Revision:	
Issue Date:	01/23/2015
Arch. / Eng. / PM:	JM
Drawn By:	JM
Checked By:	JM
Project No.:	2014-0008
Title:	



PROPOSED UTILITY PLAN

WATER FIXTURE WATER METER SIZE BRANCH SIZE CALCULATION

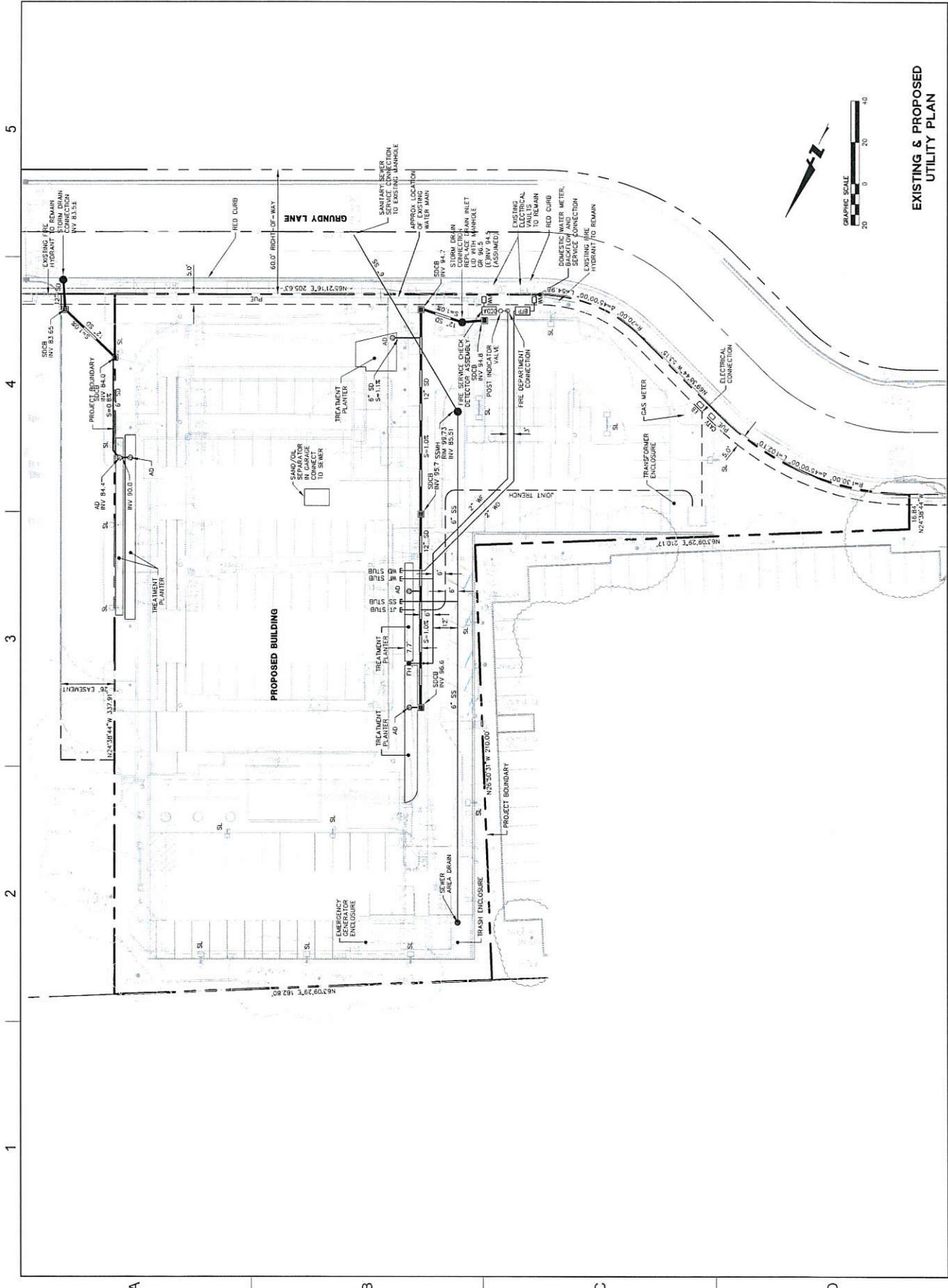
- 1. UNKNOWN WATER MAIN PRESSURE (TO BE SERVED IN FUTURE).
- 2. 50' DIFFERENCE IN ELEVATION BETWEEN SOURCE AND SUPPLY OUTLET EQUATES TO 25 PSI.
- 3. PRESSURE RANGE IS DEPENDANT ON WATER MAIN PRESSURE.
- 4. APPROXIMATELY 100 GPM CAPACITY TO FURTHEST FIXTURE UNIT.
- 5. APPROXIMATELY 100' FIXTURE UNITS.
- 6.2. 71+ PSI HEADLOSS OR 25 PSI REQUIRES 1-1/2" WATER METER AND 2" SUPPLY.

SANITARY SEWER C-3 NOTES

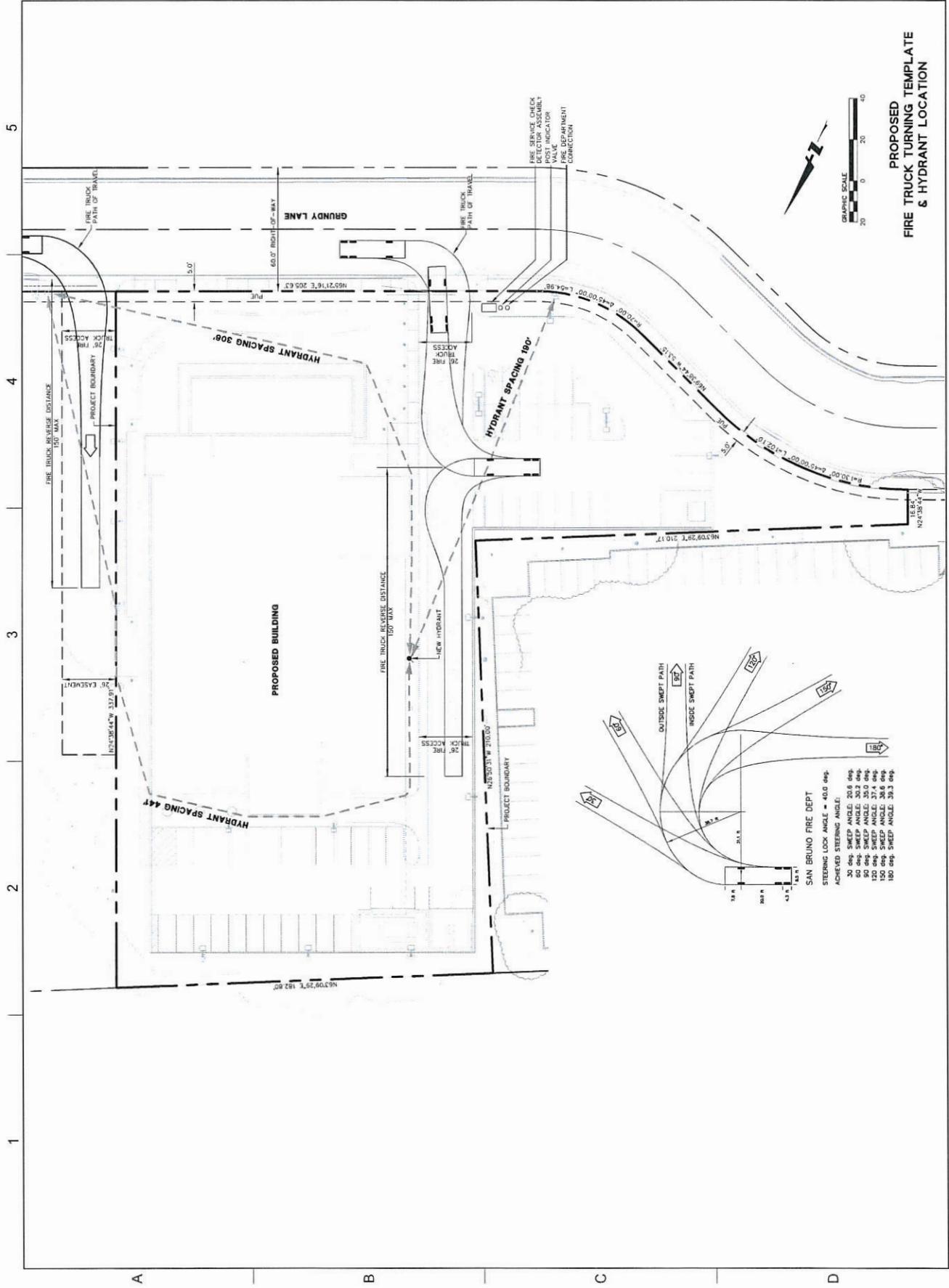
- 1. INTERCEPTOR AREA DRAINS SHALL BE DIRECTED TO GREASE INTERCEPTOR BEFORE CONNECTING TO SEWER MAIN.
- 2. GREASE INTERCEPTOR SHALL BE LOCATED OUT OF LANDSCAPING PER LOCAL CODE BEFORE CONNECTING TO SEWER MAIN.
- 3. FIRE SPRINKLER TEST WATER DISCHARGE SHALL BE DIRECTED TO LANDSCAPING PER MUNICIPAL REGIONAL PERMIT REQUIREMENTS.

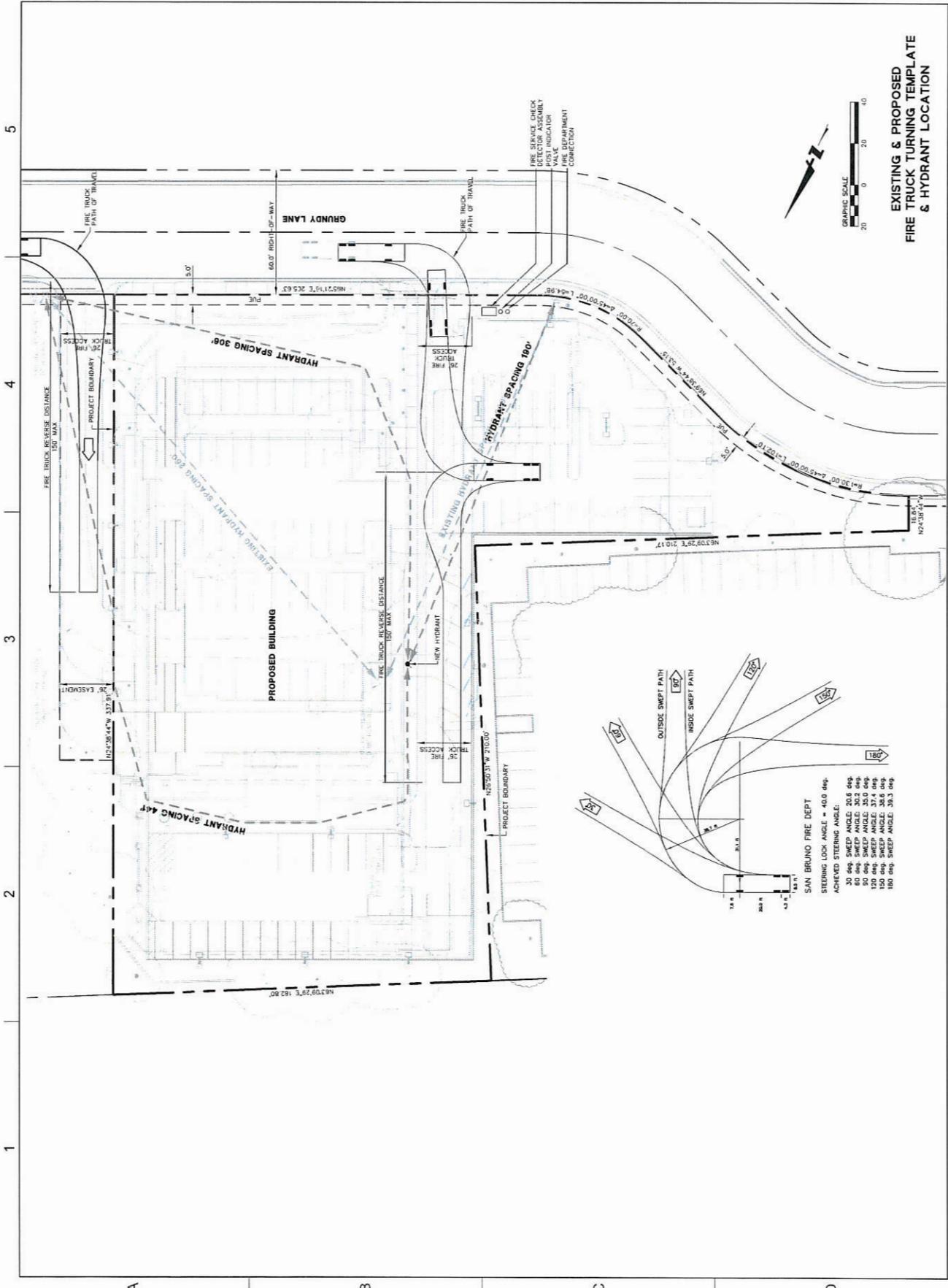
CORROSION CONTROL NOTE:

PER THE GEOLOGICAL REPORT PREPARED BY CORNISTONE EARTH GROUP, DECEMBER 2014, THE SOILS AT THIS SITE ARE CLASSIFIED AS CORROSION AGGRESSIVE (SECTION 3.4.1) AND SPECIAL REQUIREMENTS FOR CORROSION CONTROL SHALL BE IMPLEMENTED BASED ON THE RECOMMENDATIONS BY THE CORROSION CONSULTANT.



**EXISTING & PROPOSED
UTILITY PLAN**



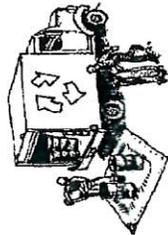


Construction Best Management Practices (BMPs)

SAN MATEO COUNTYWIDE
**Water Pollution
 Prevention Program**
 Clean Water. Healthy Community.

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project. Please note: the wet season begins on October 1 and continues through April 30.

Materials & Waste Management



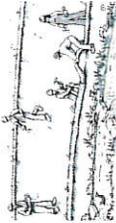
- Non-Hazardous Materials**
 - Cover waste disposal containers securely with tarp at the end of every work day and during wet weather.
 - Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the site.
 - Clean or replace portable toilets, and inspect them frequently for leaks and spills.
 - Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, dry board, pipe, etc.)
 - Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.
- Hazardous Materials**
 - Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
 - Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rains are forecast.
 - Follow manufacturer's application instructions for hazardous materials.
 - Apply chemicals outdoors when rains are forecast within 24 hours.
 - Arrange for appropriate disposal of all hazardous wastes.

Equipment Maintenance & Spill Control



- Maintenance and Parking**
 - Designate an area fitted with appropriate BMPs, for vehicle and equipment parking and storage.
 - Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
 - If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains.
 - Place a drip pan (or pans) to collect fluids.
 - Recycle or dispose of all fluids properly.
 - If vehicles or other equipment must be cleaned onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
 - Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, steam cleaning equipment, etc.
- Spill Prevention and Control**
 - Keep spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.
 - Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks.
 - Clean up spills or leaks immediately and dispose of cleanup materials properly.
 - Do not hose down surfaces where fluids have spilled.
 - Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
 - Sweep up spilled dry materials immediately. Do not try to wash them away with water or bury them.
 - Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
 - Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil, to report a spill: 1) Dial 911 or your local emergency response number 2) Call the California Fire Department or State Services Warning Center: (800) 832-7551 (24 hours).

Earthwork & Contaminated Soils



- Erosion Control**
 - Schedule grading and excavation work for dry weather only.
 - Stabilize all disturbed areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matery) until vegetation is established.
 - Seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- Sediment Control**
 - Protect storm drain inlets, gutters, ditches, and drainage courses with appropriate BMPs, such as grass, filter rolls, or berms, etc.
 - Prevent sediment from migrating offsite by installing and maintaining sediment control devices such as filter rolls, silt fences, or berms, etc.
 - Keep excavated soil on the site where it will not collect into the street.
 - Transfer excavated materials to dump trucks on the site, not in the street.
 - Contaminated Soils
 - If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
 - Unusual soil conditions, discoloration, or odor.
 - Abandoned underground tanks
 - Abandoned wells
 - Buried barrels, debris, or trash

Paving/Asphalt Work



- Avoid paving and seal coating in wet weather, or when rain is forecast before fresh pavement will have time to cure.
- Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- Collect and recycle or appropriately dispose of excess asphalt gravel or sand.
- Do NOT sweep or wash it into gutters.
- Do not use water to wash down fresh asphalt concrete pavement.
- Sweeping & Asphalt/Concrete Removal**
 - Completely cover or hurr-hole-storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain.
 - Spread, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner).
 - If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



- Store concrete, grout and mortar under cover, on pallets and away from drainage areas. These materials must never reach a storm drain.
- Wash out concrete equipment trucks in office or in a contained area, so there is no discharge into the underlying soil or into surrounding areas. Let concrete harden and dispose of all garbage.
- Collect the wash water from washing exposed aggregate concrete and remove it for appropriate disposal/ditch.

Dewatering



- Effectively manage all fines on, off, and adjacent to the site. Direct run-off that discharges from the site. Direct run-off water from offsite away from all disturbed areas or otherwise ensure compliance approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or sediment trap through a basin, tank, or sediment trap may be required.
- In areas of known contamination, testing is required prior to reuse or discharge of water. Test for heavy metals, nitrates, and determine whether testing is required and how to interpret results. Contaminated groundwater must be treated or hauled off-site for proper disposal.

Painting & Paint Removal



- Painting cleanup**
 - Never clean brushes or rinse paint containers into a street, gutter, storm drain, or surface waters.
 - For water-based paints, paint out brushes to the extent possible. Rinse to the sanitary sewer once you have gained permission from the local wastewater treatment authority. Never pour paint down a drain.
 - For oil-based paints, paint out brushes to the extent possible and clean remaining solvent into a paint can. Fill and seal the can with a cap. Dispose of residue and nonvolatile thinner/solvents as hazardous waste.
- Paint removal**
 - Chemical paint stripping residue and chips and dust from masonry paints or paint containing lead or tributyltin must be disposed of as hazardous waste.
 - Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.

Landscape Materials



- Contain stockpiled landscaping materials by storing them under tarps when they are not actively being used.
- Stock available landscape material on pallets. Cover or store these materials when they are not actively being used or applied.
- Discourage application of any available landscape material within 2 days before a forecast rain event or during wet weather.

Storm drain polluters may be liable for fines of up to \$10,000 per day!

SAN MATEO COUNTYWIDE
 WATER POLLUTION PREVENTION
 PROGRAM BMP PLAN SHEET

BKF
 255 SHORELINE DR
 SUITE 200
 REDWOOD CITY, CA 94061
 650-452-8383
 650-452-8399 (FAX)

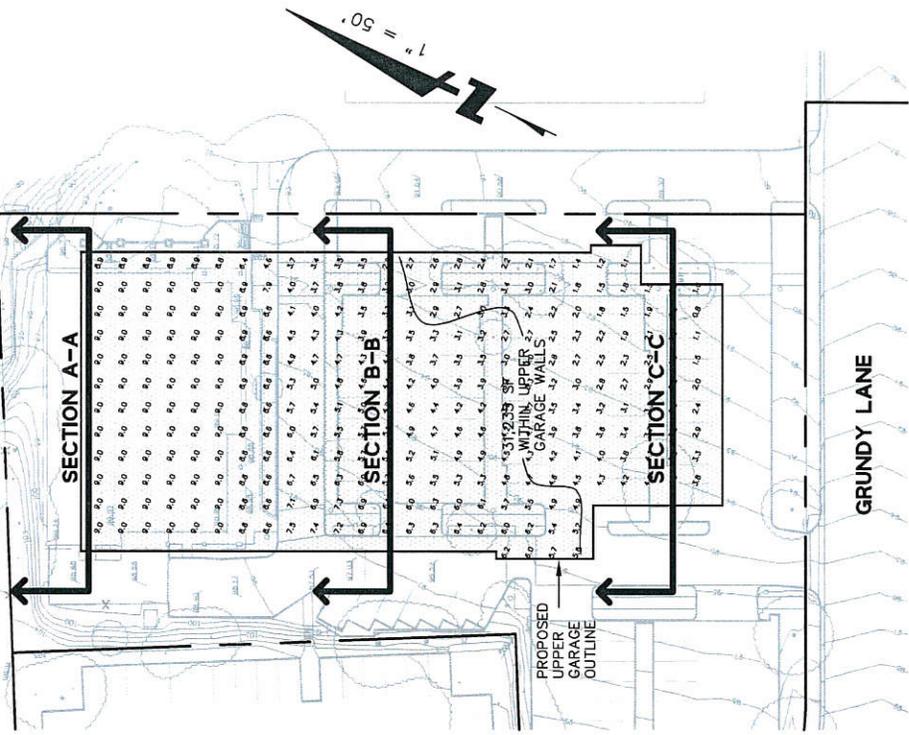


CITY OF SAN BRUNO
 SAN MATEO COUNTY
 CALIFORNIA
**1250 GRUNDY LANE
 INCOMPLETE LETTER ITEM 1D
 UPPER LEVEL GARAGE VOLUME EXHIBIT**

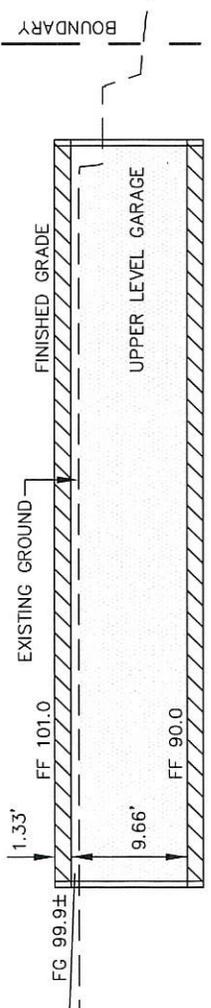
DATE	07/13/2015	NO.	
PROJECT	1250 GRUNDY LANE		
DESIGNED BY	BKF		
CHECKED BY	BKF		
APPROVED BY	BKF		
DATE	07/13/2015		

EX
 1 OF 1

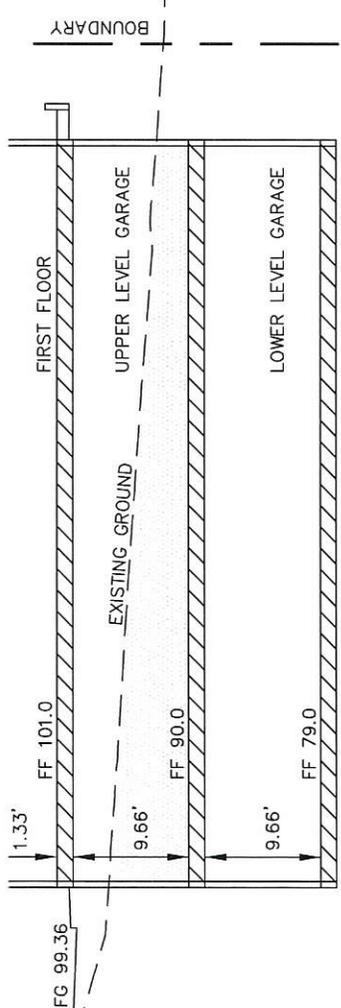
**PERCENT OF UPPER GARAGE
 BELOW EXISTING GROUND: 57.4%**
 EXISTING GROUND - FF 90.0 = 6,420 CY
 INNER WALL UPPER GARAGE = 31,235 SF
 HEIGHT OF UPPER GARAGE = 9.66 FT
 TOTAL AREA UPPER GARAGE = 11,175 CY
 6,420 / 11,175 CY = 57.4% BURIED



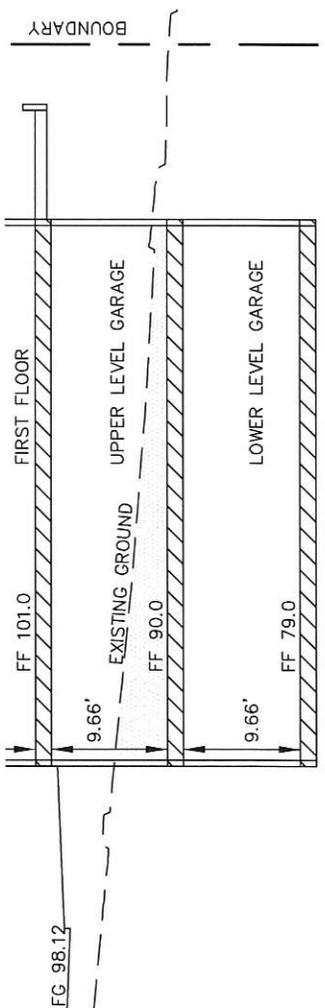
UPPER GARAGE FF 90.0



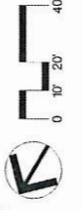
SECTION A-A
 SCALE: HORIZ 1" = 20',
 VERT 1" = 10'



SECTION B-B
 SCALE: HORIZ 1" = 20',
 VERT 1" = 10'



SECTION C-C
 SCALE: HORIZ 1" = 20',
 VERT 1" = 10'



Scientific Name Common Name	Height*	Spread*	Size	Quantity	Years to Maturity	Characteristics	Water Use**
<i>Acacia redolens</i> Ribbon Acacia	15'	30'	24" Box	3	10	Deep red spring and summer foliage in fall, blackish red bark	M
<i>Adiantum species</i> Maidenhair Fern	30"	30"	24" Box	9	10	Ornamental bark	L
<i>Chionodoxa glauca</i> Chinese Fritillaria	20"	20"	24" Box	7	10	Clusters of white fringe-like flowers	M
<i>Melaleuca quinquanervia</i> Paperbark Tree	20'-40'	15'-25'	24" Box	3	10	Ornamental bark	L
<i>Platanus chinensis</i> Chinese Platanus	30'-60'	30'-60'	24" Box	3	10	Vivid red fall color, fruitless	L
<i>Ulmus parvifolia</i> Chinese Elm	40'-60'	50'-70'	24" Box	5	10	Ornamental bark, fall color	L
SHRUBS and PERENNIALS							
<i>Ceratostigma plumbaginoides</i> Dwarf Plumbago	6'-12'	1'-6"	1 Gal.	29	-	Blue blossoms	L
<i>Cistus x purpureus</i> Rockrose	4'	4'	5 Gal.	77	-	Reddish purple flowers	L
<i>Colobynema pulchrum</i> Pink Breath of Heaven	5'	5'	5 Gal.	42	-	Tiny pink flowers	M
<i>Phormium tenax 'Bronze Baby'</i> New Zealand Flax	2'-6"	2'-6"	5 Gal.	172	-	Twisting reddish brown leaves	L
<i>Rhaphiolepis indica 'Ballerna'</i> Ballerna Indian Hawthorn	2'	4'	5 Gal.	108	-	Rosey pink flowers	L
<i>Rosmarinus officinalis</i> Rosemary	2'-6"	8"	5 Gal.	37	-	Tiny blue flowers	L
<i>Westringia rostrata</i> Cottoncane	3'	3'	5 Gal.	182	-	Variegated foliage	L
GROUNDCOVERS							
<i>Acacia redolens</i>	1'-6"	6'-15"	1 Gal.	135	-	Fluffy yellow flowers	L
<i>Biossalle mix***</i>	1'-2"	1'-2"	1 Gal.	-	-	Forms arching clumps	L
<i>Carex lurida</i>	2'-3"	3'-4"	1 Gal.	357	-	Forms tight clumps	L
<i>Chondropetalum tetostemum</i>	4"	4"	1 Gal.	-	-	Forms light clumps	L
<i>Conocarpus laurifolius</i> Saw Palmetto	1'	10'	1 Gal.	47	-	Lots of bright red fruit	L
<i>Fragaria chiloensis</i> Strawberry	4'-8"	1'-6"	1 Gal.	107	-	Glossy leaves, white flowers, red berries	M
<i>Hardenbergia violacea 'Canoelands'</i> Purple Vine Lilac	12'	12'	5 Gal.	7	-	Pinkish-purple flowers	L

Scientific Name Common Name	Height*	Spread*	Size	Quantity	Years to Maturity	Characteristics	Water Use**
<i>Acacia redolens</i>	15'	30'	24" Box	3	10	Deep red spring and summer foliage in fall, blackish red bark	M
<i>Ceratostigma plumbaginoides</i>	6'-12'	1'-6"	1 Gal.	29	-	Blue blossoms	L
<i>Cistus x purpureus</i>	4'	4'	5 Gal.	77	-	Reddish purple flowers	L
<i>Colobynema pulchrum</i>	5'	5'	5 Gal.	42	-	Tiny pink flowers	M
<i>Phormium tenax 'Bronze Baby'</i>	2'-6"	2'-6"	5 Gal.	172	-	Twisting reddish brown leaves	L
<i>Rhaphiolepis indica 'Ballerna'</i>	2'	4'	5 Gal.	108	-	Rosey pink flowers	L
<i>Rosmarinus officinalis</i>	2'-6"	8"	5 Gal.	37	-	Tiny blue flowers	L
<i>Westringia rostrata</i>	3'	3'	5 Gal.	182	-	Variegated foliage	L
<i>Acacia redolens</i>	1'-6"	6'-15"	1 Gal.	135	-	Fluffy yellow flowers	L
<i>Biossalle mix***</i>	1'-2"	1'-2"	1 Gal.	-	-	Forms arching clumps	L
<i>Carex lurida</i>	2'-3"	3'-4"	1 Gal.	357	-	Forms tight clumps	L
<i>Chondropetalum tetostemum</i>	4"	4"	1 Gal.	-	-	Forms light clumps	L
<i>Conocarpus laurifolius</i>	1'	10'	1 Gal.	47	-	Lots of bright red fruit	L
<i>Fragaria chiloensis</i>	4'-8"	1'-6"	1 Gal.	107	-	Glossy leaves, white flowers, red berries	M
<i>Hardenbergia violacea 'Canoelands'</i>	12'	12'	5 Gal.	7	-	Pinkish-purple flowers	L

*Height and spread given are per Sunset and are under optimal conditions. Height and spread are anticipated to be significantly less in this application.
 **Water use determined from WUCOLS (Water Use Classification of Landscape species) California Department of Water Resources.
 H = high water use, M = medium water use, L = low water use
 *** Biossalle mix selected from San Mateo County C3 Handbook Appendix A. Plant List and Planning Guidance for Landscape Based Bestreatment measures.

NUMBER	TREE TYPE	Disposition	DBH	Disposition
1	<i>Eucalyptus</i> sp.	Remove	9", 9"	Remove
2	<i>Eucalyptus</i> sp.	Remove	9"	Remove
3	<i>Eucalyptus</i> sp.	Remove	8"	Remove
4	<i>Eucalyptus</i> sp.	Remove	17"	Remove
5	<i>Eucalyptus</i> sp.	Remove	6", 10"	Remove
6	<i>Eucalyptus</i> sp.	Remove	6", 6", 8", 8"	Remove
7	<i>Eucalyptus</i> sp.	Remove	20"	Remove
8	<i>Laurea nobilis</i>	Remove	4"	Remove
9	<i>Laurea nobilis</i>	Remove	4"	Remove
10	<i>Laurea nobilis</i>	Remove	4"	Remove
11	<i>Myoporum laetum</i>	Remove	3", 3", 3", 5"	Remove
12	<i>Myoporum laetum</i>	Remove	3", 3", 3", 4", 5"	Remove
13	<i>Myoporum laetum</i>	Remove	5", 7"	Remove
14	<i>Eucalyptus</i> sp.	To Remain	14"	To Remain
15	<i>Eucalyptus</i> sp.	To Remain	11"	To Remain
16	<i>Myoporum laetum</i>	Remove	8"	Remove
17	<i>Myoporum laetum</i>	Remove	8"	Remove
18	<i>Myoporum laetum</i>	Remove	12"	Remove
19	<i>Myoporum laetum</i>	Remove	6"	Remove
20	<i>Myoporum laetum</i>	Remove	8"	Remove

NUMBER	TREE TYPE	Disposition	DBH	Disposition
21	<i>Myoporum laetum</i>	Remove	11"	Remove
22	<i>Myoporum laetum</i>	Remove	9"	Remove
23	<i>Myoporum laetum</i>	Remove	6"	Remove
24	<i>Myoporum laetum</i>	Remove	6"	Remove
25	<i>Myoporum laetum</i>	Remove	11"	Remove
26	<i>Myoporum laetum</i>	Remove	9"	Remove
27	<i>Laurea nobilis</i>	Remove	6"	Remove
28	<i>Myoporum laetum</i>	Remove	5"	Remove
29	<i>Myoporum laetum</i>	Remove	9"	Remove
30	<i>Myoporum laetum</i>	Remove	10"	Remove
31	<i>Myoporum laetum</i>	Remove	10"	Remove
32	<i>Pine radiata</i>	Remove	17"	Remove
33	<i>Pine radiata</i>	Remove	18"	Remove
34	<i>Pine radiata</i>	Remove	8", 10", 12", 24"	Remove
35	<i>Eucalyptus</i> sp.	Remove	13"	Remove
36	<i>Leptospermum laevigatum</i>	Remove	14"	Remove
37	<i>Acacia</i> sp.	Remove	7"	Remove
38	<i>Acacia</i> sp.	Remove	6"	Remove
39	<i>Acacia</i> sp.	Remove	7"	Remove

NUMBER	TREE TYPE	Disposition	DBH	Disposition
1	<i>Eucalyptus</i> sp.	Remove	9", 9"	Remove
2	<i>Eucalyptus</i> sp.	Remove	9"	Remove
3	<i>Eucalyptus</i> sp.	Remove	8"	Remove
4	<i>Eucalyptus</i> sp.	Remove	17"	Remove
5	<i>Eucalyptus</i> sp.	Remove	6", 10"	Remove
6	<i>Eucalyptus</i> sp.	Remove	6", 6", 8", 8"	Remove
7	<i>Eucalyptus</i> sp.	Remove	20"	Remove
8	<i>Laurea nobilis</i>	Remove	4"	Remove
9	<i>Laurea nobilis</i>	Remove	4"	Remove
10	<i>Laurea nobilis</i>	Remove	4"	Remove
11	<i>Myoporum laetum</i>	Remove	3", 3", 3", 5"	Remove
12	<i>Myoporum laetum</i>	Remove	3", 3", 3", 4", 5"	Remove
13	<i>Myoporum laetum</i>	Remove	5", 7"	Remove
14	<i>Eucalyptus</i> sp.	To Remain	14"	To Remain
15	<i>Eucalyptus</i> sp.	To Remain	11"	To Remain
16	<i>Myoporum laetum</i>	Remove	8"	Remove
17	<i>Myoporum laetum</i>	Remove	8"	Remove
18	<i>Myoporum laetum</i>	Remove	12"	Remove
19	<i>Myoporum laetum</i>	Remove	6"	Remove
20	<i>Myoporum laetum</i>	Remove	8"	Remove

Heritage Tree Summary
 Heritage trees removed (Bay Buckeye Redwood or Pine) ≥ 8"
 Heritage trees removed ≥ 10"
 Total heritage trees removed
 Total 24" box tree requirement
 Total 24" box trees shown
 Deficit/surplus of replacement trees

DBH Diameter breast height
 ☉ Tree to remain
 ✕ Tree to be removed

Notes:
 Some existing trees labeled for removal have been removed. The 24" box tree requirement quantity is 28 and the presence of fewer than 14 existing heritage trees does not lower this requirement.



LEGEND

- # Irrigation zone
- Irrigation zone number designation

--- Main line, class 315, sized for water velocity of ≤ 5 fps

WATER USE BY ZONE

- 1 ETWU = (35.1) (0.62) [(0.4 x 1,753) / .81 + 0] = 18,839 gallons/yr
- 2 ETWU = (35.1) (0.62) [(0.5 x 246) / .81 + 0] = 3,305 gallons/yr
- 3 ETWU = (35.1) (0.62) [(0.3 x 4,740) / .81 + 0] = 38,204 gallons/yr
- 4 ETWU = (35.1) (0.62) [(0.3 x 1,745) / .81 + 0] = 14,065 gallons/yr
- 5 ETWU = (35.1) (0.62) [(0.4 x 3,116) / .81 + 0] = 33,487 gallons/yr
- 6 ETWU = (35.1) (0.62) [(0.3 x 1,648) / .81 + 0] = 13,283 gallons/yr
- 7 ETWU = (35.1) (0.62) [(0.3 x 740) / .81 + 0] = 5,964 gallons/yr
- 8 ETWU = (35.1) (0.62) [(0.3 x 5,200) / .81 + 0] = 41,912 gallons/yr
- 9 ETWU = (35.1) (0.62) [(0.4 x 1,010) / .81 + 0] = 10,854 gallons/yr

ESTIMATE (total water use for site) = 179,913 gallons/yr

Maximum Instantaneous Use = 60 gpm

WATER USE FORMULA *

$EWU = (ETo) (0.62) [(PF \times HA) / IE + SLA]$

- ETWU = Estimated Total Water Use per year (gallons)
- ETo = Reference Evapotranspiration (inches)
- PF = Plant Factor from WUCOLS
- HA = Hydrozone Area (high, medium, and low water use areas) (square feet)
- SLA = Special Landscape Area (square feet)
- 0.62 = Conversion Factor
- IE = Irrigation Efficiency (minimum 0.71)

* Calculated using CA State Model Water Ordinance AB 1881

TREES



Acer palmatum 'Bloodgood'
 Red Japanese Maple



Arbutus 'Marina'
 Strawberry Tree



Melaleuca quinquenervia
 Paperbark Tree



Ulmus parvifolia
 Chinese Evergreen Elm

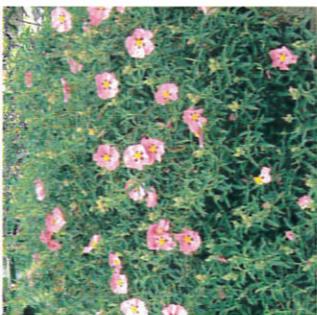


Pistacia chinensis
 Chinese Pistache



Chionanthus retusus
 Chinese Fringetree

SHRUBS AND PERENNIALS



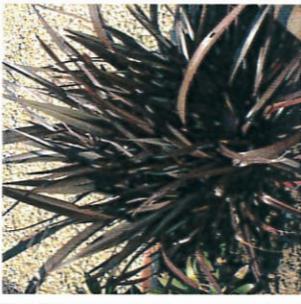
Cistus x purpureus
 Rockrose



Coleonema pulchrum
 Pink Breath of Heaven



Rhapidolepis indica 'Ballerina'
 Ballerina Indian Hawthorn



Phormium tenax 'Bronze Baby'
 New Zealand Flax



Westringia rosmariniformis (Top)
 Coast Rosemary



Ceratostigma plumbaginoides (Bottom)
 Dwarf Plumbago



Rosmarinus officinalis 'Lockwood de Forest'
 Rosemary

GROUNDCOVERS



Acacia recedens
 Acacia



Fragaria chiloensis
 Ornamental Strawberry



Catnaster 'Lowfast'
 Bearberry Catnaster



Carex pansa
 California Meadow Sedge



Bioswale Mix
 Cape Reed



Chondropetalum tectorum (right)
Carex Tumulicala (top left)
 Berkeley Sedge
Muhlenbergia (bottom left)
 Deer Grass

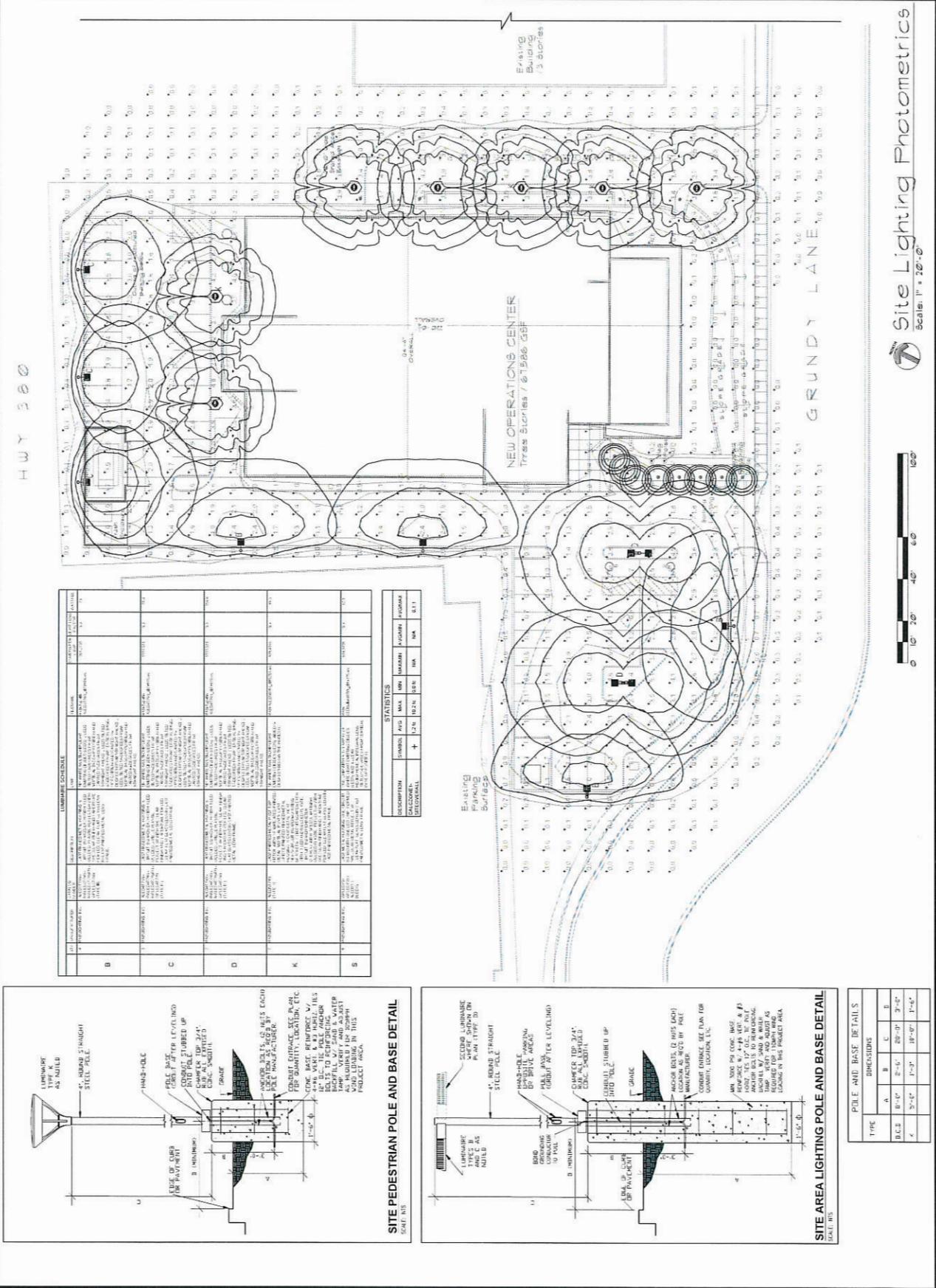
ARCHITECT	Thomas D. Allen, AIA/NCARB THOMAS D. ALLEN ARCHITECTS 1250 GRUNDY LANE SAN BRUNO, CA 94066
CONSULTANTS	Handford International, Inc. 11000 S. DEER CREEK RD. DUBLIN, CA 94568 TEL: 925.835.1100 WWW.HANDFORD.COM
	Nicholas J. DeMarco P.E. NICHOLAS J. DEMARCO CONSULTANTS 11000 S. DEER CREEK RD. DUBLIN, CA 94568 TEL: 925.835.1100 WWW.NJDEMARCO.COM
DO NOT REPRODUCE	Without the written permission of the author. This document and its contents are the property of the author and are not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the author.

SF Police Credit Union
New Administration Building
1250 Grundy Lane
San Bruno, California 94066

ARC
Submittal
10-22-15

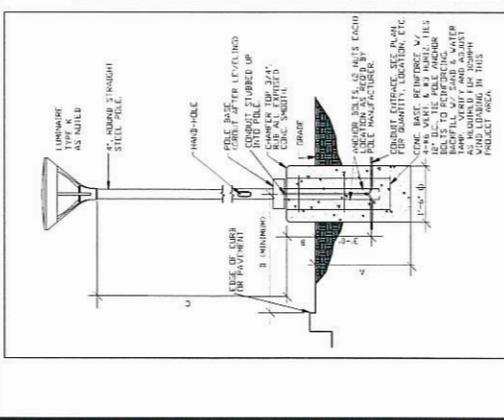
PROJECT	SF Police Credit Union
DATE	10/22/15
DESIGNED BY	T. DeMarco
CHECKED BY	T. DeMarco
DATE	10/22/15

E1.1

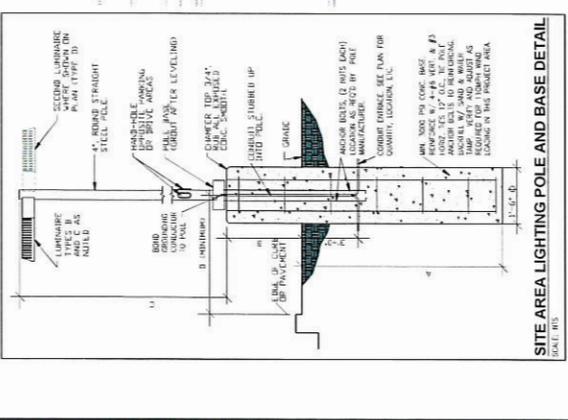


ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
B	1. LUMINAIRE TYPE K AS NOTED	12	EA	1200.00	14400.00
C	2. 4" RIBBON STRAIGHT	12	LN	100.00	1200.00
D	3. 1/2" DIA. 1/4" THICK ANCHOR BOLTS (2 WITH EACH)	24	EA	10.00	240.00
K	4. 1/2" DIA. 1/4" THICK ANCHOR BOLTS (2 WITH EACH)	24	EA	10.00	240.00
S	5. 1/2" DIA. 1/4" THICK ANCHOR BOLTS (2 WITH EACH)	24	EA	10.00	240.00

DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
STATISTICS				
TOTAL	12	EA	1200.00	14400.00



SITE PEDESTRIAN POLE AND BASE DETAIL
SCALE: 1/8\"/>



SITE AREA LIGHTING POLE AND BASE DETAIL
SCALE: 1/8\"/>

TYPE	A	B	C	E
HEIGHTS	8'-0"	8'-0"	8'-0"	8'-0"
	8'-0"	8'-0"	8'-0"	8'-0"

Site Lighting Photometrics
Scale: 1" = 20'-0"

PS4-07-2002

RAE

Project: SF Police Credit Union
Architect: Thomas R. Brune, AIA, LEED AP
Manufacturer: Newcomer International, Inc.

Dimensions: 1250 Grunby Lane, San Bruno, CA 94066

Technical Specifications:

General: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Material: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Finish: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Mounting: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Performance: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Warranty: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Notes: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

PS4-07-2002

RAE

Project: SF Police Credit Union
Architect: Thomas R. Brune, AIA, LEED AP
Manufacturer: Newcomer International, Inc.

Dimensions: 1250 Grunby Lane, San Bruno, CA 94066

Technical Specifications:

General: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Material: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Finish: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Mounting: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Performance: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Warranty: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Notes: PS4-07-2002 LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

ALED178N

RAE

Project: SF Police Credit Union
Architect: Thomas R. Brune, AIA, LEED AP
Manufacturer: Newcomer International, Inc.

Dimensions: 1250 Grunby Lane, San Bruno, CA 94066

Technical Specifications:

General: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Material: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Finish: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Mounting: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Performance: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Warranty: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Notes: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

ALED178N

RAE

Project: SF Police Credit Union
Architect: Thomas R. Brune, AIA, LEED AP
Manufacturer: Newcomer International, Inc.

Dimensions: 1250 Grunby Lane, San Bruno, CA 94066

Technical Specifications:

General: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Material: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Finish: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Mounting: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Performance: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Warranty: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Notes: ALED178N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

ALED378N

RAE

Project: SF Police Credit Union
Architect: Thomas R. Brune, AIA, LEED AP
Manufacturer: Newcomer International, Inc.

Dimensions: 1250 Grunby Lane, San Bruno, CA 94066

Technical Specifications:

General: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Material: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Finish: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Mounting: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Performance: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Warranty: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Notes: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

ALED378N

RAE

Project: SF Police Credit Union
Architect: Thomas R. Brune, AIA, LEED AP
Manufacturer: Newcomer International, Inc.

Dimensions: 1250 Grunby Lane, San Bruno, CA 94066

Technical Specifications:

General: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Material: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Finish: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Mounting: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Performance: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Warranty: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

Notes: ALED378N LED strip light, 1250 Grunby Lane, San Bruno, CA 94066.

RAAB

Project: SF Police Credit Union
Type: RAB
Prepared By: [Name]
Date: [Date]

Drawings: [List of drawings]

Technical Specifications:

General: [Text describing general requirements]

Materials: [Text describing material requirements]

Installation: [Text describing installation requirements]

Quality Control: [Text describing quality control requirements]

Warranty: [Text describing warranty requirements]

RAAB

Project: SF Police Credit Union
Type: RAB
Prepared By: [Name]
Date: [Date]

Drawings: [List of drawings]

Technical Specifications:

General: [Text describing general requirements]

Materials: [Text describing material requirements]

Installation: [Text describing installation requirements]

Quality Control: [Text describing quality control requirements]

Warranty: [Text describing warranty requirements]

RAAB

Project: SF Police Credit Union
Type: RAB
Prepared By: [Name]
Date: [Date]

Drawings: [List of drawings]

Technical Specifications:

General: [Text describing general requirements]

Materials: [Text describing material requirements]

Installation: [Text describing installation requirements]

Quality Control: [Text describing quality control requirements]

Warranty: [Text describing warranty requirements]

RAAB

Project: SF Police Credit Union
Type: RAB
Prepared By: [Name]
Date: [Date]

Drawings: [List of drawings]

Technical Specifications:

General: [Text describing general requirements]

Materials: [Text describing material requirements]

Installation: [Text describing installation requirements]

Quality Control: [Text describing quality control requirements]

Warranty: [Text describing warranty requirements]

RAAB

Project: SF Police Credit Union
Type: RAB
Prepared By: [Name]
Date: [Date]

Drawings: [List of drawings]

Technical Specifications:

General: [Text describing general requirements]

Materials: [Text describing material requirements]

Installation: [Text describing installation requirements]

Quality Control: [Text describing quality control requirements]

Warranty: [Text describing warranty requirements]

RAAB

Project: SF Police Credit Union
Type: RAB
Prepared By: [Name]
Date: [Date]

Drawings: [List of drawings]

Technical Specifications:

General: [Text describing general requirements]

Materials: [Text describing material requirements]

Installation: [Text describing installation requirements]

Quality Control: [Text describing quality control requirements]

Warranty: [Text describing warranty requirements]

RAAB

Project: SF Police Credit Union
Type: RAB
Prepared By: [Name]
Date: [Date]

Drawings: [List of drawings]

Technical Specifications:

General: [Text describing general requirements]

Materials: [Text describing material requirements]

Installation: [Text describing installation requirements]

Quality Control: [Text describing quality control requirements]

Warranty: [Text describing warranty requirements]

RAAB

Project: SF Police Credit Union
Type: RAB
Prepared By: [Name]
Date: [Date]

Drawings: [List of drawings]

Technical Specifications:

General: [Text describing general requirements]

Materials: [Text describing material requirements]

Installation: [Text describing installation requirements]

Quality Control: [Text describing quality control requirements]

Warranty: [Text describing warranty requirements]



GRUNDY LANE ENTRANCE

NEWGROUND

SF POLICE CU
SAN BRUNO, CA



SF POLICE CU
SAN BRUNO, CA

VISITOR PARKING

NEWGROUND





HWY 380 VIEW

SF POLICE CU
SAN BRUNO, CA

NEWGROUND





HWY 380 VIEW

SF POLICE CU
SAN BRUNO, CA

NEWGROUND





GRUNDY LANE PARKING STRUCTURE ENTRANCE

NEWGROUND

SF POLICE CU
SAN BRUNO, CA



**TRANSPORTATION DEMAND MANAGEMENT
(TDM) PLAN FOR THE PROPOSED
SAN FRANCISCO POLICE CREDIT UNION
OFFICE AT 1250 GRUNDY LANE IN
SAN BRUNO, CALIFORNIA**

January 14, 2016

Prepared for: SAN FRANCISCO POLICE CREDIT UNION

**Prepared by: Mark D. Crane, P.E.
California Registered Traffic Engineer (#1381)
CRANE TRANSPORTATION GROUP
2621 E. Windrim Court
Elk Grove, CA 95758
(916) 647-3406**

I. INTRODUCTION

This document presents the Transportation Demand Management (TDM) plan for the proposed San Francisco Police Credit Union office to be located at 1250 Grundy Lane in San Bruno, California. The office would be 67,586 square feet in size and ultimately accommodate up to 210 employees. The projected two-way trip generation would be 115 trips during the weekday AM peak hour and 125 trips during the weekday PM peak hour.

II. TRANSPORTATION DEMAND MANAGEMENT PLAN REQUIREMENTS

A TDM plan is required by the San Mateo County Congestion Management Agency (C/CAG – City/County Association of Governments) whenever peak hour trip generation is projected to exceed 100 trips. The TDM plan typically consists of a variety of measures, each one having a certain number of associated trip credits. The objective is to provide enough measures such that the accumulated trip credits will add up to the maximum peak hour trip generation during the day. In the case of the San Francisco Police Credit Union project, that is 125 trips during the PM commute peak hour – or – the requirement for 125 trip reduction credits to be produced by the TDM plan.

The City of San Bruno uses the C/CAG TDM plan requirements, measures and their associated trip reduction credits.

III. PROJECT LOCATION

The proposed project is located within the BayHill Office Park in San Bruno, which is just west of El Camino Real (State Route 82) and just south of the I-380 freeway. There is frequent bus service along El Camino Real as well as shuttle bus service between the BayHill Office Park and nearby Caltrain and BART stations.

IV. TDM PLAN

The San Francisco Police Credit Union proposed 1250 Grundy Lane office TDM plan is presented in **Table 1**. Measures are listed along with the level of participation and their resultant trip reduction credits. These measures have been selected from the complete list of potential C/CAG TDM programs and their trip reduction credits as listed in the **Appendix**. The 1250 Grundy Lane office TDM plan is proposing to use 12 of these measures because only some are appropriate for a building the size of the proposed project. A summary of measures included in the project TDM plan is listed below.

- Providing bicycle lockers and showers.
- Promoting flextime for workers.
- Preferential parking for carpoolers.

- Subsidizing transit tickets and bicycle riders.
- Purchasing shuttle bus seats.
- Providing amenities within the building to reduce trips and provide added security.
- Regular surveying of employees to determine commute methods and ways to reduced auto use.
- Working with the Alliance to develop and employ a Transportation Action Plan.

As presented in **Table 1**, at full project occupancy the proposed TDM plan would provide more than the required 125 trip reduction credits, more than offsetting the anticipated maximum commute period peak hour traffic expected from the project at buildout.

V. TDM PLAN PHASING

Though the ultimate occupancy capacity for the building at 1250 Grundy is 210 employees, San Francisco Police Credit Union will initially occupy only 2 of the 3 floors with their operations and house roughly 70-80 full-time employees when the building opens in 2018. The first floor of the building will be built as “shell space” and subsequently leased to a tenant. The anticipated occupancy for the first floor, which will initially be occupied by a tenant is 50-60 people. It is expected that the credit union will grow into their space year-by-year and reach the full occupancy of each floor, and the building as a whole, by the year 2028.

The maximum anticipated initial occupancy is 140 people (80 credit union employees and 60 tenants) or about two-thirds the number of the ultimate development. Because the proposed TDM plan is designed to provide enough trip reduction credits for the ultimate 210 employees, there will initially be some plan measures that won’t experience full participation due to the lack of employees, such as subsidizing transit tickets and bicycle riders, purchasing shuttle seats or utilizing all provided bike riding facilities. Therefore, the full TDM plan will be phased in over time with ultimate utilization of all measures at the time of maximum employment.

Table 1 also provides the trip reduction credits that would be anticipated over the first 10 years of operation (2018 to 2027) since the number of employees will start at less than 50 percent and gradually increase to full occupancy. The TDM table illustrates the measures which will be implemented immediately, and the measures where participation will grow over time.

This Report is intended for presentation and use in its entirety, together with all of its supporting exhibits, schedules, and appendices. Crane Transportation Group will have no liability for any use of the Report other than in its entirety, such as providing an excerpt to a third party or quoting a portion of the Report. If you provide a portion of the Report to a third party, you agree to hold CTG harmless against any liability to such third parties based upon their use of or reliance upon a less than complete version of the Report.

Table 1 (page 1 of 2)

**TDM PLAN FOR THE PROPOSED
SAN FRANCISCO POLICE CREDIT UNION OFFICE AT 1250 GRUNDY LANE
IN SAN BRUNO, CALIFORNIA
(COMPLYING WITH SAN MATEO C/CAG GUIDELINES)**

MEASURE	LEVEL OF PARTICIPATION	TRIP REDUCTION CREDITS (PARTIAL OCCUPANCY)* 2018-2027	TRIP REDUCTION CREDITS (FULL OCCUPANCY) 2028 & BEYOND
SFPCU's TDM Coordinator will work with Alliance to develop/implement a Transportation Action Plan outlining transportation alternatives for employees. The plan will provide reference materials laying the foundation for both near-term and long-term TDM options for employees.	1 time/year	10	10
SFPCU's TDM Coordinator will survey employees twice a year regarding transportation behaviors, knowledge of options and solicit feedback and requests. Survey results will feed back into TDM tactics to optimize participation in TDM.	2 times/year	3	3
SFPCU will subsidize commuters (\$20/month/employee)	3-5 cyclists	3	5
SFPCU will subsidize transit tickets (\$50/month/employee)	5-15 users	5	15
SFPCU will buy into a shuttle consortium and purchase round-trip shuttle seats from the Walmart-run BayHill Office Park shuttle.	5-15 users	5	15
SFPCU will assign preferential parking spaces for carpools (assumed 2 carpools per floor).	4-6 carpool spaces	8	12
SFPCU will offer flextime-alternate schedule options to employees.	12-20 employees	12	20
SFPCU's Administrative Building will house amenities including a credit union branch on the first floor of the building.	Banking	5	5
The new building will incorporate safety and security systems for pedestrians and bicyclists.	CCTV at building entries and lockable bike storage	5	5
Install a video conference center.	1 facility provided	5	5
Shower and changing room + lockable bike storage for 10 bikes.	2 showers 10 lockable bike spaces	30	30
SFPCU's TDM Plan incorporates 10 or more TDM strategies	11 strategies	5	5
TOTAL TRIP REDUCTION CREDITS		96	130

Source: Crane Transportation Group, San Francisco Police Credit Union

Table 1 (page 2 of 2)

**TDM PLAN FOR THE PROPOSED
SAN FRANCISCO POLICE CREDIT UNION OFFICE AT 1250 GRUNDY LANE
IN SAN BRUNO, CALIFORNIA
(COMPLYING WITH SAN MATEO C/CAG GUIDELINES)**

* Though the ultimate occupancy capacity for the building is 210 employees, the credit union will initially occupy only 2 of the 3 floors with their operations and house roughly 70-80 full-time employees when the building opens in 2018. They will grow into their space year-by-year and reach the full occupancy of each floor, and the building as a whole, in the year 2028. The first floor of the building will be built as “shell space” and subsequently leased to a tenant. The anticipated occupancy for the first floor, which will initially be occupied by a tenant is 50-60 people. The *maximum* anticipated initial occupancy is 140 people; 80 credit union employees and 60 tenants.

The peak trip generation of 125 trips is based on the maximum 210 occupants which calculates to .6 trips/occupant. By this logic, the 140 initial building occupants will generate 84 trips; 48 trips by credit union employees and 36 trips by other building tenants. SFPCU proposes to phase the TDM plan corresponding to the credit union’s occupancy. Several of the TDM tactics are integral to the building infrastructure and they will be constant throughout. Some tactics include employee benefits such as subsidizing public transportation and/or shuttle seats. Participation for these tactics will grow corresponding to the credit union’s growth. The TDM table illustrates the measures which will be implemented immediately, and the measures where participation will grow over time.

Appendix

**San Mateo C/CAG
Transportation Demand Management Program
Measures and Trip Credits**

GUIDELINES FOR IMPLEMENTING THE LAND USE COMPONENT OF THE CONGESTION MANAGEMENT PROGRAM

All land use changes or new developments that require a negative declaration or an Environmental Impact Report (EIR) and that are projected to generate a net (subtracting existing uses that are currently active) 100 or more trips per hour at any time during the a.m. or p.m. peak hour period, must be reported to C/CAG within ten days of completion of the initial study prepared under the California Environmental Quality Act (CEQA). Peak period includes 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. **Peak hour is defined as the hour when heaviest daily traffic volume occurs and generally occurs during morning and afternoon commute times. Traffic counts are obtained during AM and PM peak periods and the volume from the heaviest hour of AM or PM traffic is used to define peak hour for those time periods. The highest number of net trips resulting from AM or PM peak hour will be used. Net trips are calculated by subtracting trips for existing uses from those generated by the new project.** Although projects that generate less than 100 peak hour trips are not subject to these guidelines, local jurisdictions are strongly encouraged to apply them to all projects, particularly where the jurisdiction has determined that the impacts of the project will have an adverse effect on traffic in that jurisdiction.

These guidelines are not intended to establish a Countywide **threshold** of significance of 100 peak hour trips for CEQA purposes. The determination of what level of traffic results in a significant impact is left in the first instance to the local jurisdiction. These guidelines do contemplate, however, that all trips resulting from projects that are reviewed by C/CAG and fall under these guidelines will be mitigated, whether or not it rises to a level of significance under CEQA.

Local jurisdictions must ensure that the developer and/or tenants will reduce the demand for all new peak hour trips (including the first 100 trips) projected to be generated by the development. The local jurisdiction can select one or more of the options that follow or may propose other methods for mitigating the trips. It is up to the local jurisdiction working together with the project sponsor to choose the method(s) that will be compatible with the intended purpose of the project and the community that it will serve. The options identified in these guidelines are not intended to limit choices. Local jurisdictions are encouraged to be creative in developing options that meet local needs while accomplishing the goal of mitigating new peak hour trips. The additional measures that are not specifically included in these guidelines should be offered for review by C/CAG staff in advance of approving the project. Appeals to the decisions by C/CAG staff will be taken to the full C/CAG Board for consideration.

The Congestion Management Program roadway network includes all state highways and selected principal arterials. When considering land use projects, local jurisdictions may either require that mitigation for impacts to the Congestion Management Program roadway network be finally determined and imposed as a condition of approval of the project, or may conditionally approve such project, conditioned on compliance with the requirements to mitigate the impacts to the Congestion Management Program roadway network. In those instances where conditional approval is given, a building permit may not be issued for the project until the required mitigation is determined and subsequently imposed on the project.

6. Adopt the C/CAG guidelines for application to the appropriate level of project in the jurisdiction, and submit an annual report describing affected projects and guidelines applied. C/CAG would review the jurisdiction's efforts on an annual basis and could require amendments to the jurisdiction's guidelines if the jurisdiction's guidelines were not meeting Congestion Management Program goals.
7. Negotiate with C/CAG staff for other acceptable ways to mitigate the trips for specific developments on a case-by-case basis.
8. **C/CAG recognizes that for retail or special uses appropriate TDM measures may be difficult to implement. Please contact C/CAG to develop appropriate measures for these types of projects.**

<u>Transportation Demand Management Measure</u>	<u>Number of Trips Credited</u>	<u>Rationale</u>
Secure bicycle storage	One peak hour trip will be credited for every 3 new bike lockers/racks installed and maintained. Lockers/racks must be installed within 100 feet of the building.	Experience has shown that bicycle commuters will average using this mode one-third of the time, especially during warmer summer months.
Showers and changing rooms.	Ten peak hour trips will be credited for each new combination shower and changing room installed. An additional 5 peak hour trips will be credited when installed in combination with at least 5 bike lockers	10 to 1 ratio based on cost to build and the likelihood that bicycle utilization will increase.
Operation of a dedicated shuttle service during the peak period to a rail station or an urban residential area. Alternatively the development could buy into a shuttle consortium.	One peak hour trip will be credited for each peak-hour round trip seat on the shuttle. Increases to two trips if a Guaranteed Ride Home Program is also in place. Five additional trips will be credited if the shuttle stops at a child-care facility enroute to/from the worksite.	Yields a one-to-one ratio (one seat in a shuttle equals one auto trip reduced); utilization increases when a guaranteed ride home program is also made available.

Charging employees for parking.	Two peak hour trips will be credited for each parking spot charged out at \$20 per month for one year. Money shall be used for TDM measures such as shuttles or subsidized transit tickets.	Yields a two-to-one ratio
Subsidizing transit tickets for employees.	One peak hour trip will be credited for each transit pass that is subsidized at least \$20 per month for one year. One additional trip will be credited if the subsidy is increased to \$75 for parents using transit to take a child to childcare enroute to work.	Yields a one-to-one ratio (one transit pass equals one auto trip reduced).
Subsidizing pedestrians/bicyclists who commute to work.	One peak hour trip will be credited for each employee that is subsidized at least \$20 per month for one year.	Yields a one-to-one ratio (One pedestrian/bicyclist equals one auto trip reduced).
Creation of preferential parking for carpoolers.	Two peak hour trips will be credited for each parking spot reserved.	Yields a two-to-one ratio (one reserved parking spot equals a minimum of two auto trips reduced).
Creation of preferential parking for vanpoolers.	Seven peak hour trips will be credited for each parking spot reserved.	Yields a seven-to-one ratio (one reserved parking spot equals a minimum of seven auto trips reduced).
Implementation of a vanpool program.	Seven peak hour trips will be credited for each vanpool arranged by a specific program operated at the site of the development. Increases to ten trips if a Guaranteed Ride Home Program is also in place.	The average van capacity is seven.

Operation of a commute assistance center, offering on site, one stop shopping for transit and commute alternatives information, preferably staffed with a live person to assist building tenants with trip planning.

One peak hour trip will be credited for each feature added to the information center; and an additional one peak hour trip will be credited for each hour the center is staffed with a live person, up to 20 trips per each 200 tenants. Possible features may include:

- Transit information brochure rack
- Computer kiosk connected to Internet
- Telephone (with commute and transit information numbers)
- Desk and chairs (for personalized trip planning)
- On-site transit ticket sales
- Implementation of flexible work hour schedules that allow transit riders to be 15-30 minutes late or early (due to problems with transit or vanpool).
- Quarterly educational programs to support commute alternatives

This is based on staff's best estimate. Short of there being major disincentives to driving, having an on site TDM program offering commute assistance is fundamental to an effective TDM program.

Survey Employees to examine use and best practices.

Three peak hour trips will be credited for a survey developed to be administered twice yearly

This is based on staff's best estimate with the goal of finding best practices to achieve the mode shift goal.

Implementation of a parking cash out program.

One peak hour trip will be credited for each parking spot where the employee is offered a cash payment in return for not using parking at the employment site.

Yields a one-to-one ratio (one cashed out parking spot equals one auto trip reduced).

Implementation of ramp metering.	Three hundred peak hour trips will be credited if the local jurisdiction in cooperation with CalTrans, installs and turns on ramp metering lights during the peak hours at the highway entrance ramp closest to the development.	This is a very difficult and costly measure to implement and the reward must be significant.
Installation of high bandwidth connections in employees' homes to the Internet to facilitate home telecommuting	One peak hour trip will be credited for every three connections installed. This measure is not available as credit for a residential development.	Yields a one-to-three ratio.
Installation of video conferencing centers that are available for use by the tenants of the facility.	Five peak hour trips will be credited for a center installed at the facility.	This is based on staff's best estimate.
Implementation of a compressed workweek program.	One peak hour trip will be credited for every 5 employees that are offered the opportunity to work four compressed days per week.	The workweek will be compressed into 4 days; therefore the individual will not be commuting on the 5 th day.
Flextime: Implementation of an alternate hours workweek program.	One peak hour trip will be credited for each employee that is offered the opportunity to work staggered work hours. Those hours can be a set shift set by the employer or can be individually determined by the employee.	This is based on staff's best estimate.
Provision of assistance to employees so they can live close to work.	If an employer develops and offers a program to help employees find acceptable residences within five miles of the employment site, a credit of one trip will be given for each slot in the program.	This assumes that a five-mile trip will generally not involve travel on the freeways.

Implementation of a program that gives preference to hiring local residents at the new development site.

One peak hour trip will be credited for each employment opportunity reserved for employees recruited and hired from within five miles of the employment site.

This assumes that a five-mile trip will generally not involve travel on the freeways.

Provision of on-site amenities/accommodations that encourage people to stay on site during the workday, making it easier for workers to leave their automobiles at home.

Five peak hour trips will be credited for each feature added to the job site. Possible features may include:

- banking
- grocery shopping
- clothes cleaning
- exercise facilities
- child care center

This is based on staff's best estimate.

Provide use of motor vehicles to employees who use alternate commute methods so they can have access to vehicles during breaks for personal use.

Five peak hour trips will be credited for each vehicle provided.

This is based on staff's best estimate.

Provide use of bicycles to employees who use alternate commute methods so they can have access to bicycles during breaks for personal use.

One peak hour trip will be credited for every four bicycles provided.

This is based on staff's best estimate.

Provision of child care services as a part of the development

One trip will be credited for every two child care slots at the job site. This amount increases to one trip for each slot if the child care service accepts multiple age groups (infants=0-2yrs, preschool=3&4 yrs, school-age=5 to 13 yrs).

This is based on staff's best estimate.

Developer/property owner may join an employer group to expand available child care within 5 miles of the job site or may provide this service independently

One trip will be credited for each new child care center slot created either directly by an employer group, by the developer/property owner, or by an outside provider if an agreement has been developed with the developer/property owner that makes the child care accessible to the workers at the development.

This is based on staff's best estimate.

Join the Alliance's guaranteed ride home program.

Two peak hour trips will be credited for every 2 slots purchased in the program.

Experience shows that when a Guaranteed Ride Home Program is added to a TDM program, average ridership increases by about 50%.

Combine any ten of these elements and receive an additional credit for five peak hour trips.

Five peak hour trips will be credited.

Experience has shown that offering multiple and complementary TDM components can magnify the impact of the overall program.

Work with the Alliance to develop/ implement a Transportation Action Plan.

Ten peak hour trips will be credited.

This is based on staff's best estimate.

The developer can provide a cash legacy after the development is complete and designate an entity to implement any (or more than one) of the previous measures before day one of occupancy.

Peak hour trip reduction credits will accrue as if the developer was directly implementing the items.

Credits accrue depending on what the funds are used for.

Encourage infill development.

Two percent of all peak hour trips will be credited for each infill development.

Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).

Encourage shared parking.	Five peak hour trips will be credited for an agreement with an existing development to share existing parking.	Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).
Participate in/create/sponsor a Transportation Management Association.	Five peak hour trips will be credited.	Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).
Coordinate Transportation Demand Management programs with existing developments/ employers.	Five peak hour trips will be credited.	This is based on staff's best estimate.
For employers with multiple job sites, institute a proximate commuting program that allows employees at one location to transfer/trade with employees in another location that is closer to their home.	One peak hour trip will be credited for each opportunity created.	Yields a one-to-one ratio.
Pay for parking at park and ride lots or transit stations.	One peak hour trip will be credited for each spot purchased.	Yields a one-to-one ratio.

Additional Measures for Residential Developments

Develop schools, convenience shopping, recreation facilities, and child care centers in new subdivisions.	Five peak hour trips will be credited for each facility included.	This is based on staff's best estimate.
Provision of child care services at the residential development and/or at a nearby transit center	One trip will be credited for every two child care slots at the development/transit center. This amount increases to one trip for each slot if the child care service accepts multiple age groups (infants, preschool, school-age).	This is based on staff's best estimate.
Make roads and streets more pedestrian and bicycle friendly.	Five peak hour trips will be credited for each facility included.	This is based on staff's best estimate.
Revise zoning to limit undesirable impacts (noise, smells, and traffic) instead of limiting broad categories of activities.	Five peak hour trips will be credited.	This is based on staff's best estimate.
Create connections for non-motorized travel, such as trails that link dead-end streets.	Five peak hour trips will be credited for each connection made.	This is based on staff's best estimate.
Create alternative transportation modes for travel within the development and to downtown areas - bicycles, scooters, electric carts, wagons, shuttles, etc.	One peak hour trip will be credited for each on-going opportunity created (i.e. five bicycles/scooters/wagons = five trips, two-seat carts = two trips, seven passenger shuttle = seven trips).	This is based on staff's best estimate.
Design streets/roads that encourage pedestrian and bicycle access and discourage automobile access.	Five trips will be credited for each design element.	This is based on staff's best estimate.
Install and maintain	Five trips will be credited for each	This is based on staff's best

alternative transportation kiosks.	kiosk.	estimate.
Install/maintain safety and security systems for pedestrians and bicyclists.	Five trips will be credited for each measure implemented.	This is based on staff's best estimate.
Implement jitneys/vanpools from residential areas to downtowns and transit centers.	One trip will be credited for each seat created.	Yields a one-to-one ratio.
Locate residential development within one-third mile of a fixed rail passenger station.	All trips from a residential development within one-third mile of a fixed rail passenger station will be considered credited due to the location of the development.	This is based on staff's best estimate.

The local jurisdiction must also agree to maintain data available for monitoring by C/CAG, that supports the on-going compliance with the agreed to trip reduction measures.



**City Council Agenda Item
Staff Report**

CITY OF SAN BRUNO

DATE: February 23, 2016

TO: Honorable Mayor and Members of the City Council

FROM: Harry Burrowes, P.E. – Project Manager, Crestmoor Reconstruction Project

SUBJECT: Adopt Resolution Accepting the Crestmoor (Glenview) Neighborhood Phase III Utility Replacement Project as Complete and Authorizing Release of the Remaining Contract Retention Amount

BACKGROUND:

In accordance with the Public Services Department's established procedure, staff is requesting the City Council's acceptance of this project as complete and is seeking authorization to release the retention. After the City Council accepts a project, a Notice of Completion (NOC) is filed with the County Recorder. There is a minimum of 30 days waiting period after recordation of NOC for any third party claims before the City will release the contract payment amount that the City's standard construction contract requires to be retained until the project completion is accepted. Before the retention is released, the contractor is also required to provide the City with guarantee and maintenance bonds, record drawings, manuals and warranties as well as a signed "Release of Any and All Claims Form".

DISCUSSION:

The Phase III Utility Replacement Project consisted of the replacement and construction of waterlines, replacement of sewer main and lower laterals, replacement and new construction of storm drain and temporary paving improvements within the Crestmoor neighborhood. The project provided new water services and lower sewer laterals to 267 of the 374 residences in the neighborhood. The remaining services and laterals were replaced as part of the previous Phase II project. Some significant change orders were added to the project during construction and those are detailed further below.

BKF Engineers prepared the project plans, specifications, and bid package. The project was advertised and bids were opened on May 7, 2013. Six bids were received. JMB Construction, Inc. was deemed to be the lowest responsible bidder. On May 28, 2013 the City Council authorized award of the contract in the amount of \$6,473,399 and approved a total construction budget of \$9,030,150.

Shortly after award of the project, JMB was involved in an incident in the City of Burlingame in which they struck a PG&E gas line. The City immediately issued a stop work notice and investigated the details related to the Burlingame incident. Obviously, it was important to

10.0.

make sure that JMB followed all of the required safety procedures related to identifying, locating, potholing, and installation of new facilities in and around existing gas lines before they were allowed to proceed with this project. After determining that the circumstances in Burlingame were unique to that project, as well as confirming JMB's additional safety precautions for this project, the stop work was lifted and construction proceeded. JMB instituted additional precautions and completed the Phase III Project without any noteworthy incidents related to PG&E's gas lines in the neighborhood. However, as a result of this incident and the subsequent actions by the City and JMB, the construction of the project was delayed.

Project Change Orders

The Phase III Utility Replacement project was the second substantial effort in the reconstruction of the infrastructure in the Crestmoor neighborhood. This project provided repair and/or replacement of the underground utility infrastructure for the neighborhood. Several items were changed and/or added to the project during construction. Additionally, the City authorized JMB Construction to perform construction of items that were either planned in other phases of work or that lessened future impacts to residents.

Inherent in the replacement of infrastructure that is 55 plus years old are many unknowns, whether it be the actual condition or configuration of the underground utilities themselves or the actual soil conditions that will be encountered during construction. Although many lessons and information was learned from the previous projects in the neighborhood, this Phase III project encountered numerous conditions that necessitated the issuance of changes during construction. Geographically, this project also represented about $\frac{3}{4}$ of the entire neighborhood. Additionally, the surface improvements design was in conceptual phase at the time of bidding and award of this project. As that design evolved, revisions were required to ensure that the final surface improvements would be coordinated.

Some significant change orders were added to the project during construction as a result of unforeseen underground site conditions, repairs to the large diameter storm drain line in Earl Avenue, pavement slurry overlay of the entire neighborhood, and installation of electrical meter panels and SCADA equipment to serve the water system pressure reducing stations on Sneath Lane.

In addition to the monetary impact of the change orders, the project timeline was also affected. The addition of new deep sewer line at Concord Way and Claremont Drive, the unforeseen soils conditions, and the repair of the deep storm drain on Earl Avenue all contributed to countless project delays.

The total cost of change orders added to the project was \$1,385,679.47. Significant project change orders (those in excess of \$25,000) are listed in the following table. All change orders on the project are listed in the attached Table 1.

Description of Significant Change Orders*	Cost
Addition of insulated corporation stops on water services to provide additional corrosion protection	\$ 28,690
Additional video of upper laterals within Phase II project area (added	\$ 34,750

after approval of Upper Lateral Replacement Program)	
Fiber flex overlay of all street within neighborhood	\$ 345,459
Repairs to deep, large diameter storm drain in Earl Avenue	\$ 284,772
Replacement of deep sewer at Concord Way and Crestmoor Canyon	\$ 243,900
Payment for extra shoring, backfill, and loss of production due to differing site conditions (rock, caving soils, running groundwater) not identified in project documents	\$ 666,645
Retrofit of Earl Avenue catch basin/manhole on deep storm drain line	\$ 44,029
Installation of electrical meter panels, pedestals, and SCADA equipment on Sneath Lane pressure reducing stations	\$ 104,181
Deletion (credit) for deletion of asphalt paving and conduits	(\$ 604,920)

**The above summary does not include all the change orders. A full list of all change orders and their amounts are included in the attached Table 1.*

Contract Summary

A summary of the construction contract with JMB Construction is as follows:

Original Contract	\$ 6,473,399.00
Total Change Orders	\$ 1,385,679.47
Less Quantities (Unit Price) Not Paid	<u>(\$ 225,903.70)</u>
Total Revised Contract Amount	\$ 7,633,174.77
Total Original Retention	\$ 298,814.01
Retention Previously Released	<u>\$ 243,814.01</u>
Remaining Retention	\$ 55,000.00

The contractor, JMB Construction, has completed all work under this contract. There are no unresolved stop notices or outstanding construction claims and the Notice of Completion is ready to be filed. The construction project has been deemed complete by staff. Staff recommends that the Council accept the construction project as complete and approve the release of the contract retention. The project was deemed to be “substantially complete” in September of 2014. However, significant punch list items and other warranty and closeout work has taken a long time to complete. The City withheld the entire retention amount until recently when a portion was released following JMB’s completion of the outstanding items. A total of \$55,000 of retention is still being held by the City.

FISCAL IMPACT:

The project expenditure for the construction contract for the Crestmoor Phase III Utility Replacement Project totals \$7,633,174.77. All of the costs of this construction work are covered through the Trust Fund established by the City and funded by PG&E for work to rebuild the Crestmoor Neighborhood.

ALTERNATIVES

1. Do not accept the project as complete and do not release retention.

RECOMMENDATION

Adopt resolution accepting the Crestmoor (Glenview) Phase III Utility Replacement Project as complete and authorize release of the remaining retention amount.

DISTRIBUTION

None

ATTACHMENTS

1. Resolution
2. Contract Acceptance and Release of Retention Information Form
3. Table 1 – Change Order Summary

DATE PREPARED

February 2, 2016

REVIEWED BY

_____ CM

RESOLUTION NO. 2016 - ____

RESOLUTION ACCEPTING THE CRESTMOOR (GLENVIEW) NEIGHBORHOOD PHASE III UTILITY REPLACEMENT PROJECT AS COMPLETE AND AUTHORIZING RELEASE OF THE CONTRACT RETENTION AMOUNT

WHEREAS, the City Council previously authorized the replacement and reconstruction of certain infrastructure within the Crestmoor (Glenview) Neighborhood that was damaged as a result of the September 2010 PG&E gas pipeline explosion and fire; and

WHEREAS, the Phase III Utility Replacement Project is a vital component of the reconstruction of infrastructure within the Crestmoor Neighborhood; and

WHEREAS, the City Council authorized a budget of \$9,030,150 for the Phase III Utility Replacement Project; and

WHEREAS, the City awarded a contract to JMB Construction, Inc. in the amount of \$6,473,399 and issued subsequent Contract Change Orders in the amount of \$1,385,679 to complete the work necessary; and

WHEREAS, during construction certain contract quantities were decreased in the base contract by \$225,904 resulting in a total final contract amount of \$7,633,175, and

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

WHEREAS, the costs of this contract and construction work are being paid by the Trust Fund established by the City and funded by PG&E for work to rebuild the Crestmoor Neighborhood; and

WHEREAS, the City has withheld partial retention of \$55,000 until the project is complete and been accepted.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby accepts the Crestmoor (Glenview) Neighborhood Phase III Utility Replacement Project as complete and authorizes the release of the contract retention amount.

Dated: February 23, 2016

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 23rd day of February
2016 by the following vote:

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



Capital Improvement Program

Project Acceptance and Release of Retention Information Form

As of Date: February 12, 2016

Project Information:

Contract Title	Crestmoor (Glenview) Neighborhood Phase III Utility Replacement Project	Contract Number	10002 – D
Project Manager	Harry Burrowes		
Design Consultant	BKF Engineers, Inc.	Construction Contractor	JMB Construction, Inc.
Const. Contract Award Date:	May 29, 2013		
Start of Construction:	July 23, 2013		
Contract Change Orders:	\$1,385,679.47 – see attached table 1		
Substantial Completion:	September 9, 2014		
Final Completion:	December 31, 2015		
Notice of Completion:	Scheduled for filing on February 24, 2016		
<p>Project Description: The work included installation of 12,000 lf of 6-inch, 8-inch, and 12-inch diameter ductile iron pipe waterline including fittings and water system appurtenances; removal of over 7,000 lf of 6-inch diameter VCP sewer pipe and replacement with 8-inch diameter PVC sewer pipe including manholes; removal and replacement of over 8,800 lf of 4-inch diameter sewer laterals including surface restoration on private property; installation of over 3,800 lf of 15-inch, 18-inch, and 24-inch diameter RCP storm drainage pipe including new storm drain inlets and manholes; grout repair of existing 48-inch diameter RCP storm drain; traffic control, erosion control, and fiber slurry pavement overlay within the entire Crestmoor neighborhood.</p>			

Project Cost:

	Budget	Actual
TOTAL PROJECT	\$ 9,030,150	\$ 8,522,426
CONSTRUCTION		
Design Consultant Contract	N/A	N/A
Construction Contract	\$ 6,473,399	\$ 6,247,495
Change Orders	\$ 1,618,350	\$ 1,385,679
Contract Administration, Inspection, & City Staff Administration	\$ 682,715	\$ 655,171
Compaction & Materials Testing & Inspection	\$ 245,000	\$ 226,821
Miscellaneous/Other	\$ 10,686	\$ 7,260
RETENTION		
Original Contract Retention		\$ 298,814
Retention Released to Date		\$ 243,814
Remaining Retention		\$ 55,000

TABLE 1 - Phase III Change Order List

CO # 1 – Insulated Corp Stops	\$ 28,969.50
CO # 2 – Additional gate at yard no. 2	\$ 2,760.00
CO # 3 – Cleanout at 1791 Earl	\$ 5,698.01
CO # 4 – Phase II Lateral Videoing	\$ 34,750.00
CO # 5 – Hampton Ct. Storm Drain Line Video	\$ 650.00
CO # 6 – Install Wattles at 15 vacant lots	\$ 3,897.02
CO # 7 – Unmarked 6” Perforated Pipe in Glenview	\$ 1,410.86
CO # 8 – Hand Digs in Estates	\$ 20,580.00
CO # 9 – 111 Estates & 881 Glenview Lateral	\$ 4,968.28
CO # 10 – 1140 Fairmont Water Meter Box	\$ 1,800.00
CO # 11 – SS Saddles Replaced with Wyes	\$ 11,412.37
CO # 12 – Water Line Break at Earl and Crosby	\$ 1,655.39
CO # 13 – Delete Bid Item No’s 39, 40, 41, 42, & 43	\$ (604,920.00)
CO # 14 – Fiber Flex Street Overlay	\$ 345,458.70
CO # 15 – Earl Storm Drain Repair	\$ 284,771.63
CO # 16 – Concord Way Sewer Replacement	\$ 243,900.00
CO # 17 – N/A	-
CO # 18 – VCP Installation in Manholes	\$ 1,584.00
CO # 19 – Plug Wye and Modify Existing SD Manhole	\$ 3,218.22
CO # 20 - Phase II Pavement Repairs and Lot Clean-up	\$ 11,143.66
CO # 21 - Curb Drains on Estates/Glenview/ PG&E Backfill	\$ 2,262.00
CO # 22 – Potholing at Various Locations/Hand Dig Earl	\$ 16,161.97
CO # 23 – Fire Station 1 ½ inch water service	\$ 3,500.00
CO # 24 – Differing Site Conditions	\$ 640,000.00
CO # 25 – Glenview Utility Crossings – Waterline Breaks	\$ 7,726.18
CO # 26 – Earl Avenue Utility Crossings – Waterline Breaks	\$ 10,442.88
CO # 27 – Glenview Drive SS Drop Manhole	\$ 17,781.10
CO # 28 – Vermont/Windsor AC Pavement Repairs	\$ 18,783.30
CO # 29 – HDPE Sewer Lateral Repair at 1720 & 1999 Earl	\$ 7,028.83
CO # 30 – Installation of Two electrical Meter Pedestals	\$ 22,355.00
CO # 31 – Glenview Drive Storm Drain Lowering	\$ 24,146.02
CO # 32 – Claremont S.D. Differing Site Conditions	\$ 26,644.81
CO # 33 – Glenview South Sewer Main Redesign	\$ 24,158.35
CO # 34 – Six Miscellaneous Items	\$ 11,460.09
CO # 35 – Earl Storm Drain Repair Credit	\$ (41,250.00)
CO # 36 – Earl Catch Basin Retrofit	\$ 44,028.81
CO # 37 – Additional Slurry Seal	\$ 21,900.00
CO # 38 – Replace Four Private Sewer Laterals	\$ 24,700.00
CO # 39 – Installation of Two Electric/SCADA Pedestals	\$ 81,825.89
CO # 40 – Miscellaneous Project Items	\$ 18,316.60

Current Total for CCOs	\$ 1,385,679.47
Original Contract	<u>\$ 6,473,399.00</u>
Current Project Total	\$ 7,859,078.47



City Council Agenda Item Staff Report

CITY OF SAN BRUNO

DATE: February 23, 2016

TO: Honorable Mayor and Members of the City Council

FROM: Jimmy Tan, Acting Public Services Director
Jim Burch, Public Services Deputy Director

SUBJECT: Adopt Resolution Authorizing the City Manager to Execute a Four Year Contract with Peninsula Pump and Equipment, Inc. for Wastewater Pump Station Emergency and Specialty Repair Services in an Amount not to Exceed \$25,000 Annually

BACKGROUND:

The City provides maintenance and implementation of capital improvements program related to the collection and conveyance of the sewer system. The City's sewer system consists of 85 miles of sewer mains, 2 miles of force mains, and six pumping stations. All wastewater is conveyed to the City of South San Francisco's Shaw Road Pump Station, from where it is pumped to the jointly owned San Bruno/South San Francisco Water Quality Control Plant for treatment.

Pump station facility maintenance activities are performed by City staff which includes inspections, preventative maintenance, and completing the majority of repairs. Contractor services are used for larger-scale emergency repairs, to supply special cranes and heavy equipment, and to fabricate replacement parts. The contract provides the City with reliable and consistent emergency response services with an experienced and qualified contractor for the duration of four years. The wastewater industry's best management practices for sewer systems recommends that agencies have outside emergency resources, such as contractors, available to complement normal staff in emergency situations. Pump station emergency repair is critical to maintain flow through the system, and to prevent and minimize sanitary sewer overflows.

DISCUSSION:

The City has two dedicated pump mechanics whose duties include routine inspections, pump repair, and preventative, routine mechanical maintenance. The City has used contractors for many years to provide limited emergency repairs on an as needed basis. The purpose of this contract is to formalize arrangements with a single contractor with a guaranteed annual rate. City pump mechanic staff provide regular sewer pump station repair and inspection services at all City wastewater pump station facilities. No change to the current routine pump maintenance program is proposed or anticipated.

To minimize costs, the City outsources certain large and specialized equipment, licensed personnel, and repair facilities for infrequent emergency repairs. The City does not have a

10.6.

licensed electrician, a certified welder, possess the large cranes, hoists, and other specialized heavy equipment required for extensive motor repair, nor is the City equipped with the facilities for metal fabrication of special parts. A private contractor has the certified and licensed staff available 24 hours a day that can provide critical after hour repairs. A contractor with close proximity to San Bruno is also a critical consideration.

Currently, the City does not have an annual pump station emergency repair contract. Since 2013, a contractor's services have been procured on an as needed basis for emergency repair approximately seven (7) times a year. The proposed emergency services contract will provide the City with the benefits of an annual contract with fixed rates, experienced and licensed contractor who is qualified and has been pre-approved by the City, and an efficient process that minimizes staff time to request proposals and preparation of contracts for the work.

In compliance with the State Contract Code and the City's local purchasing regulations, on January 13, 2016, a Request for Proposals was issued, posted on the City's website, and advertised in the *San Mateo Daily Journal* newspaper. The City received a total of two (2) proposals.

To determine the contract award, the City rated the submitted proposals based on their labor and equipment rates, qualifications, references, and ability to complete the emergency and specialty repairs as requested. After reviewing the proposals and checking references, Peninsula Pump and Equipment, Inc., located in San Mateo, California, demonstrate they meet all of the requirements outlined in the Request for Proposals, are a fully licensed contractor, will provide a consistent and quality level of service, and with the lowest rates between the two contractors. Peninsula Pump and Equipment, Inc. has extensive experience providing emergency pump station repair and metal fabrication for other agencies including the cities of Burlingame, Millbrae, and San Carlos. Peninsula Pump and Equipment, Inc. has previously provided emergency pump station repair services for the City of San Bruno have been pleased with their responsiveness and their consistent quality of work.

This contract has an annual renewal option extending through June 30, 2020, which can be terminated by the City at any time.

FISCAL IMPACT:

Funding for emergency repair services is budgeted annually in the Wastewater Operating Budget contractual services line item in the amount of \$25,000.

ALTERNATIVES:

1. Reject all proposals and continue using individual contractors on an as-needed emergency repair basis.

RECOMMENDATION:

Adopt resolution authorizing the City Manager to execute a four year contract with Peninsula Pump and Equipment, Inc. for wastewater pump station emergency and specialty repair services in an amount not to exceed \$25,000 annually.

ATTACHMENTS:

1. Resolution

REVIEWED BY:

_____ CM

RESOLUTION NO. 2016- ____

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A FOUR YEAR CONTRACT WITH PENINSULA PUMP AND EQUIPMENT, INC. FOR WASTEWATER PUMP STATION EMERGENCY AND SPECIALTY REPAIR SERVICES IN AN AMOUNT NOT TO EXCEED \$25,000 ANNUALLY

WHEREAS, as a sewer collection agency, the City of San Bruno must rapidly respond to any incidents of service disruption including pump station facility failures; and

WHEREAS, Best Management Practices for sewer systems advises agencies have outside emergency resources, such as contractors, available to complement normal staff in emergency situations; and

WHEREAS, the City desires a well-qualified contractor to provide emergency repairs, to provide licensed and certified welders and electricians, to supply cranes and special heavy equipment, and to fabricate replacement parts; and

WHEREAS, the City issued a Request for Proposals in compliance with State Contract Code and local purchasing regulations and received two proposals, and evaluated the proposals based on technical expertise and fairness of costs; and

WHEREAS, the City determined that Peninsula Pump and Equipment, Inc. of San Mateo, California demonstrated they meet all the requirements outlined in the Request for Proposals, are a certified pump station repair contractor, with extensive experience completing similar projects for agencies including the cities of Burlingame, Millbrae, and San Mateo, and with the lowest rate between the two contractors; and

WHEREAS, this contract has an annual renewal option extending through June 30, 2020, which can be terminated by the City at any time; and

WHEREAS, funding for emergency repair services is budgeted annually in the Wastewater Operating Budget contractual services line item in the amount of \$25,000.

NOW, THEREFORE, BE IT RESOLVED that the San Bruno City Council authorizes the City Manager to execute a four year contract with Peninsula Pump and Equipment, Inc. for wastewater pump station emergency and specialty repair services in an amount not to exceed \$25,000 annually.

Dated: February 23, 2016

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 23rd day of February 2016 by the following vote:

AYES: Councilmembers: _____

NOES: Councilmembers _____

ABSENT: Councilmembers: _____

RESOLUTION NO. 2016 - ____

**RESOLUTION REJECTING ALL BIDS AND AUTHORIZING RE-ADVERTISEMENT
OF BID FOR THE TRANSIT CORRIDOR PEDESTRIAN CONNECTION PROJECT
PHASE III**

WHEREAS, the City of San Bruno's Capital Improvement Program (CIP) includes the Transit Corridor Pedestrian Connection Improvement Project Phase III to enhance the existing open area on Huntington Avenue north of I-380; and

WHEREAS, the goal of Transit Corridors Pedestrian Connection Improvements is to improve and expand transit connections particularly to and from BART, and to create a pedestrian-oriented setting; and

WHEREAS, the City has secured a federal grant from the Transportation for Livable Communities (TLC) federal fund through C/CAG in an amount of \$265,000; and

WHEREAS, the City advertised this project for bid in compliance with State Contract Code, local purchasing regulations, and federal funding requirements on January 12, 2016; and

WHEREAS, one sole bid proposal was received on February 2, 2016 and determined to be non-responsive due to the lack of required Disadvantaged Business Enterprise information with the bid; and

WHEREAS, the project will be re-advertised for bid in March 2016; and

WHEREAS, pursuant to California Public Contract Code section 20166, the City Council may reject bids at its own discretion.

NOW, THEREFORE, BE IT RESOLVED that the San Bruno City Council rejects all bids and authorizes re-advertisement of bid for the Transit Corridor Pedestrian Connection Improvement Project, Phase III.

Dated: February 23, 2016

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 23rd day of February 2016 by the following vote:



City Council Agenda Item Staff Report

CITY OF SAN BRUNO

DATE: February 23, 2016

TO: Honorable Mayor and Members of the City Council

FROM: Jimmy Tan, Acting Public Services Director

SUBJECT: Adopt Resolution Rejecting All Bids and Authorizing the Re-Advertisement of Bid for the Transit Corridor Pedestrian Connection Improvement Project Phase III

BACKGROUND:

The City's Capital Improvement Program (CIP) includes four projects within the Transit Corridor Pedestrian Connection Improvement Program to create a pedestrian-oriented environment, improve streetscape, and ensure access to and between public areas/transit stations and private developments.

In August 2012, the first project was awarded to Trinet Construction, Inc. that consisted of the construction of accessible curb ramps, sidewalk repairs and planting street trees. Due to the higher than anticipated bid received, the project was completed without the landscaping improvement of the open area on Huntington Avenue. In December 2012, the City submitted a grant response to City and County Association of Governments (C/CAG) call for projects for the Transportation for Livable Communities grant opportunity under the Metropolitan Transportation Commission OneBayArea Grant Program for the landscape portion since it was excluded in the first project. The City received a grant for the second project in the Transit Corridor Pedestrian Connection Improvement in the amount of \$265,000 for the cost of construction with a requirement of a local match of \$34,350 for the construction cost.

This is the third construction project within the overall Transit Corridor Pedestrian Connection Improvements Program. The project would enhance the existing open area of Huntington Avenue just north of I-380 and create a more pleasant place for pedestrians traveling to and from the Bay Area Rapid Transit (BART) station.

DISCUSSION:

In compliance with the State Contract Code and the City's local purchasing regulations, a Notice to Bidders was sent to thirty (30) landscaping contractors listed in the City's contractor directory, posted on the City's website and provided to five construction distribution center. The project was also advertised in the San Mateo County Times newspaper on January 12, 2016 and January 19, 2016. During the non-mandatory pre-bid meeting on January 22, 2016, only one contractor attended.

The City conducted the bid opening for the project on February 2, 2016. One bid was received from Green Carpet Landscaping in the amount of \$87,862, which was approximately \$7,000 higher than the engineer's estimate.

The Transit Corridors Pedestrian Connection Improvement Project Phase III is a federally funded project and has a Disadvantaged Business Enterprise (DBE) goal of 5%. Bidders are required to either meet this goal or make Good Faith Efforts (GFE) to meet the DBE goal. Upon review of the contractor qualifications and requirements as specified in the contract documents, staff determined that the bid proposal was non responsive. GFEs were not summarized on the included State form as required by the contract documents. In addition, letters are required from a surety indicating that the surety has agreed to provide the bidder with the required performance and payment bonds and from an insurance underwriter confirming that the insurer will provide the bidder with the required coverage and amounts. Letters from a surety and an insurer were not provided as required by the contract documents.

Due to the non-responsive bid, staff recommends rejecting the bid and re-advertising the project for bid in March 2016. In order to promote the project opportunity, staff will make contact with contractors to encourage qualified contractors to submit bids. Staff anticipates returning to the City Council in Spring 2016 to award a construction contract.

FISCAL IMPACT:

The cost of the bid process is approximately \$1,000. There are no other fiscal impacts to the City resulting from rejection of the bid.

ALTERNATIVES:

1. Award the bid to Green Carpet Landscaping in the amount of \$87,862; however, the contractor did not meet the DBE requirement which may result in the loss of City eligibility for the assigned grant.

RECOMMENDATION:

1. Adopt resolution rejecting all bids and authorizing the re-advertisement of bid for the Transit Corridor Connection Improvement Project Phase III.

DISTRIBUTION:

None

ATTACHMENTS:

1. Resolution
2. Transit Corridor Phase III Improvements Project Location Map

DATE PREPARED:

February 8, 2016

REVIEWED BY:

_____ CM

AYES: Councilmembers: _____

NOES: Councilmembers _____

ABSENT: Councilmembers: _____

ATTACHMENT 2 Transit Corridor Improvements Map

 Landscaping improvement & irrigation system

New Zealand Flax



Dwarf Rosemary



Ballerina Indian



Dwarf Rosemary



Coast Redwood





City Council Agenda Item

CITY OF SAN BRUNO

Item 10d:

Receive Report and Provide Direction to Staff Regarding a Response to the San Bruno Community Foundation Proposed Projects

Report to Follow