"The City with a Heart"

Rico Medina, Mayor
Marty Medina, Vice Mayor
Tom Hamilton, Councilmember
Linda Mason, Councilmember
Michael Salazar, Councilmember

AB361
CORONAVIRUS COVID-19

On September 16, 2021, the Governor of California signed AB361 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings telephonically or by other electronic means. Purusant to the CDC's social distancing guidelines which discourage large public gatherings, the San Bruno City Council meetings are being conducted electronically. The meeting is not available for in-person attendance. Members of the public may attend the meeting by video or phone linked in this agenda or watch by livestream at www.youtube.com/user/cityofsanbruno. CityNet Services Channel 1 will air the meeting live and the recorded meeting will be made available for viewing on the City's YouTube channel after the meeting has concluded.

If you would like to make a Public Comment on an item not on the agenda, or comment on a particular agenda item, please email mthurman@sanbruno.ca.gov. Emails received before the special or regular meeting start time will be forwarded to the City Council, posted on the City's website and will become part of the public record for that meeting. If emailed comments are received after the meeting start time, or after the meeting ends, they will be forwarded to the City Council and filed with the agenda packet becoming part of the public record for that meeting. Emails received will not be read aloud during the meeting.

Individuals who require special assistance of a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda, agenda packet or other writings that may be distributed at the meeting, should contact Melissa Thurman, City Clerk 48 hours prior to the meeting at (650) 619-7070 or by email at mthurman@sanbruno.ca.gov. Notification in advance of the meeting will enable the City of San Bruno to make reasonable arrangements to ensure accessibility to this meeting, the materials related to it, and your ability to comment.

AMENDED AGENDA
SAN BRUNO CITY COUNCIL
ITEM 8.a Staff Report Amended on 03/18/2022
March 22, 2022
7:00 PM

Zoom Meeting Details

https://sanbruno-ca-gov.zoom.us/j/89931429243?pwd=c1FxRHNuZXQ2ZEROMm9iR05UVCtvZz09

Webinar or Meeting ID: 899 3142 9243 *(audio only)*
Participant ID: #
Webinar or Meeting Password: 925628
Zoom Phone Line: 1-669-900-9128 *(same webinar ID and password as above)*

City Council meetings are conducted in accordance with Roberts Rules of Order. All regular Council meetings are recorded and televised on CityNet Services Channel 1 and replayed the following Thursday, at 2:00 pm.

1. **CALL TO ORDER**

2. **ROLL CALL**

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

Individuals allowed three minutes. 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.

5. PUBLIC HEARING(S) - 7:10 p.m.

Note: Public comment will be requested after each topic in this section

a. Hold Sixth Public Hearing, Waive Second Reading and Adopt an Ordinance to Adopt a District Map and Amend Municipal Code Chapter 2.32.010 General Municipal Elections

6. ANNOUNCEMENTS/PRESENTATIONS

Note: Public comment will be requested after each topic in this section

a. Save the date! The Community Services Department's Recreation Division will partner with the San Bruno Lions Club for a Pancake Breakfast and the San Bruno Rotary Club for an Egg Hunt! The event will take place on April 9, 2022 (9:00 a.m. – 10:30 a.m. Breakfast) with an Egg Hunt countdown beginning at 11:00 a.m. with four egg hunt areas designated by age (8 and under) between Lara Field and Diamond #2 at San Bruno CIty Park, 251 City Park Way.

b. The deadline to apply for rent and utilities relief is March 31, 2022. All applications must be submitted by the deadline in order to be considered for funding. Qualified renters and landlords impacted by COVID-19 should apply at HousingIsKey.com or 833-430-2122.

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.

Note: There will be a single public comment period for all items in this section unless a Councilmember requests to pull an item for a separate vote.

a. Approve Accounts Payable for March 7 and March 14, 2022.

b. Accept Payroll for February 27, 2022

c. Approval the Draft Special and Regular Meeting Minutes for the Meetings of March 8, 2022

d. Receive Written Update on the City's Response Efforts to COVID-19

e. Receive the 2021 Housing Element Annual Progress Report and Authorize Transmittal to the California Department of Housing and Community Development and Governor's Office of Planning and Research

f. Receive the 2021 General Plan Annual Progress Report and Authorize Transmittal to the California Department of Housing and Community Development and Governor's Office of Planning and Research

g. Adopt Resolution Authorizing the City Manager to Execute an Agreement Amendment with Lee & Ro, Inc. for the Redesign of the Cunningham Water Tank (Water Tank No. 1) Replacement Project in an Amount Not to Exceed $405,201; Approving a 10% Design Contingency; and Accepting up to $314,500 of Funding from City/County of San Francisco toward the Redesign per the Memorandum of Agreement between City/County of San Francisco and the City of San Bruno

8. CONDUCT OF BUSINESS

Note: Public comment will be requested after each topic in this section.

a. Adopt Resolution:
• Approving the Design;
• Authorizing the City Manager to Execute a Construction Contract with Golden Bay Construction for the Huntington / San Antonio Bicycle Corridor Project in the Amount of $1,123,104;
• Approving a Construction Contingency of $285,000;
• Approving a Total Budget in the Amount of $1,588,104; and
• Appropriating $843,467 from the Gas Tax Fund

b. Adopt Resolution Approving the Design; Authorizing the City Manager to Execute a Construction Contract with Golden Bay Construction, Inc. for the Spyglass Drive Storm Drain Improvements Project in an Amount Not to Exceed $805,310.25; Authorizing the City Manager to Execute an Agreement with Tanner Pacific, Inc. for Construction Management and Inspection Services in An Amount Not To Exceed $99,254; Approving an Agreement Amendment with Freyer & Laureta for Grant Support Services for $15,000; Approving a Construction Contingency of $120,800; and Approving a Total Project Budget in the Amount of $1,455,000.

9. COMMENTS FROM COUNCIL MEMBERS

Note: Public comment will be requested after each topic in this section.

a. **Linda Mason:**

- Request informational presentation by third party contractor providing building inspection services to the City of San Bruno on the inspection

process required to open a business and how the City is assisting in these efforts.

10. **ADJOURNMENT –** The next Regular City Council Meeting will be held on April 12 2022 at 7:00 PM.

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: March 22, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan Grogan, City Manager

PREPARED BY: Jennifer Brizel, Assistant City Manager

SUBJECT: Hold Sixth Public Hearing, Waive Second Reading and Adopt an Ordinance to Adopt a District Map and Amend Municipal Code Chapter 2.32.010 General Municipal Elections

BACKGROUND:
Over the last several years, cities, school districts, and community college districts throughout the State of California have been changing from at-large to by district elections to comply with the California Voting Rights Act of 2001 (CVRA) and/or to avoid litigation regarding compliance with the Act. During its March 10, 2020, meeting, the City Council adopted Resolution 2020-21, which expressed the Council's "intent to transition from an at-large election system to a by-district election system for the City Councilmembers as authorized by Government Code section 34886 for use in the City's General Municipal Election for City Councilmembers commencing in November 2020 or November 2022." Six public hearings were held on September 28, 2021, October 19, 2021, January 25, 2022, February 22, 2022, March 8, 2022 and March 22, 2022, as well as two community workshops on November 1, 2021 and November 13, 2021.

Currently, the San Bruno City Council consists of four Council Members and a directly elected Mayor. All five Councilmembers are elected at-large. The districting process was designed to determine which neighborhoods and communities would be grouped together into districts for purposes of electing Councilmembers. The City Council sought community input over the past five months so that proposed district-based election maps could be submitted through community workshops and interactive mapping tools. Submitted maps were provided to the City's demographic consultants, NDC, to generate the population numbers for each proposed district and other demographic details, and the proposed maps were then posted for public view on the City's dedicated webpage: https://districtingsanbruno.org/draft-maps/. The City received 30 unique map submissions from the public. Of the public submissions, a total of 16 maps, met basic requirements for equal population and contiguity. NDC prepared and presented three additional maps for consideration.

On February 22, 2022, the City held the fourth in a series of five Public Hearings to create population-balanced districts in San Bruno for the purposes of electing City Councilmembers to ensure that each Councilmember represents a similar number of constituents. During this meeting the City Council identified a four-district map for adoption. A City Council candidate must reside within an election district and is elected only by voters residing within that same election district. Maps were discussed during the February 22, 2022 Public Hearing and a Map #104 (Attachment 2) was identified for adoption. To increase public awareness of the transition to district elections, the City activated a variety of public communication channels to engage

members of the community. Districting information was featured on the City's website and City social media platforms. Numerous frequently asked questions (FAQs) have been posted on the dedicated districting webpages on the City's website. Members of the community also visited Tanforan to access the map kiosk.

The City Council has discussed several possible actions in connection with establishing district elections, including transitioning from a directly elected mayor to an appointed mayor, which would result in establishing five districts instead of four, and implementing alternative voting mechanisms (such as ranked choice voting and other variants) for district elections, which requires that the voters adopt a charter. As more fully explained below, both of these changes would require a vote of the people.

San Bruno's directly elected mayor was adopted by the people in the 1977 general election (Measure F), and therefore would require a vote of the people to repeal. The districting process must be completed by April 17, 2022, and there is therefore not sufficient time per state law to hold an election before that date to propose the repeal of the directly elected mayoral process. The City Council was provided information during the February 22nd Public Hearing that they were not prohibited from considering and identifying both a four-district map that would be used in the November 2022 general election, and a five-district map that could be used in 2024 if the voters repeal the directly elected mayoral process in November 2022**.** The five-district map could not be used prior to the 2024 election because if the voters repeal the directly elected mayoral process in 2022, state law requires that the repeal can operate only prospectively, and in the case of the Mayor, at the end of the two year term that will begin after the November 2022 election. It has been suggested that the voters of the City could adopt a Charter at a special election that would by its terms repeal Measure F and establish a rotational Mayor before the November 2022 general election. This is not possible because a Charter must be voted on at a general election. However, at the November 2022 election, the City Council could propose a Charter that itself repeals the directly elected mayoral process or place a stand-alone measure on the ballot for this purpose, but in either event, the change would operate only prospectively. The City Council selected a four-district map (that would be used in the November 2022 general election).

On March 8, 2022, the City Council held a fifth public hearing at which it confirmed the selection of Map #104 and established the sequencing of district elections. The selected map does not affect the current terms of any Councilmembers, however, due to residency requirements, the selected sequencing will not allow one incumbent (Mason) to run for re-election as a District Councilmember when her term expires in 2022. Should the incumbent (Mason) desire to serve as a District 3 Councilmember in the future, the soonest the Councilmember can run is November 2024. The sequencing for District-based elections based for the selected Map #104 will be follows:

- November 2022: District 1 and District 4
- November 2024: District 2 and District 3

The City Council also waived first reading and introduced amendments to section 2.32.010 of the Municipal Code as noted below.

The proposed Ordinance adds Section D to Municipal Code Chapter 2.32.010. Per the amendments, City councilmembers will be elected on a by-district basis from four council districts and the Mayor will continue to be elected at large for a term of two years until otherwise changed

in accordance with the law.

Section D:

City councilmembers will be elected on a by-district basis from the council districts described in subsection 1 below and depicted on the map attached to the ordinance codified in this section as Exhibit “A” and incorporated by this reference. To the extent there is a conflict between the map incorporated herein and the descriptions contained in subsection 1. below, the description will prevail. The Mayor will continue to be elected at large for a term of two years until otherwise changed in accordance with state law.

1. District Boundaries:

District 1
Starting at the intersection of Interstate 280 and the City's northern border; thence proceeding southerly along I-280 to Sneath Lane; thence proceeding westerly along Sneath Lane to Skyline Blvd; thence proceeding southerly along Skyline Blvd approximately 310 yards to where Skyline Blvd first adjoins the City's western border; thence proceeding counter-clockwise along the city border to the point of beginning.

District 2
Starting at the intersection of the City's northern border and El Camino Real, thence proceeding southerly along El Camino Real to Interstate 380; thence proceeding westerly along the southern portion of I-380 to Interstate 280; thence proceeding southerly along I-280 to Crestmoor Dr; thence proceeding easterly along Crestmoor Dr and continuing northeasterly along Crystal Springs Rd and its extension to the City's southern border; thence proceeding clockwise along the city border and continuing along Skyline Blvd to Sneath Lane; thence proceeding easterly along Sneath Lane to I-280; thence proceeding northerly along I-280 to the City's northern border; thence proceeding easterly along the City border to the point of beginning.

District 3
Starting at the intersection of the City's northern border and El Camino Real, thence proceeding southerly along El Camino Real to Interstate 380; thence proceeding westerly along the southern portion of I-380 to Interstate 280; thence proceeding southerly along I-280 to Crestmoor Dr; thence proceeding easterly along Crestmoor Dr and continuing easterly along Crystal Springs Rd and its extension to the City's southern border; thence proceeding counter-clockwise along the city border to El Camino Real; thence proceeding northerly along El Camino Real to San Bruno Ave; thence proceeding easterly along San Bruno Ave to Huntington Ave; thence proceeding northerly along Huntington Ave to I-380; thence proceeding easterly along I-380 to the Bay Area Rapid Transit (BART) rail line; thence proceeding northerly along the rail line to the City's northern border; thence proceeding counter-clockwise along the City border to the point of beginning.

District 4
Starting at the intersection of City's southern border and El Camino Real; thence proceeding northerly along El Camino Real to San Bruno Ave; thence proceeding easterly along San Bruno Ave to Huntington Ave; thence proceeding northerly along Huntington Ave to I-380; thence proceeding easterly along I-380 to the Bay Area Rapid Transit (BART) rail line; thence

proceeding northerly along the rail line to the City's northern border; thence proceeding clockwise along the City border to the point of beginning.

DISCUSSION:
At tonight's meeting, the City Council will consider waiving the second reading and adopting the ordinance as previously introduced. The ordinance would become effective immediately after adoption pursuant to Government Code Section 36937(a) as it is an Ordinance relating to an election for the City.

The final map must be posted at least 7 days prior to adoption and the second reading/adoption is at least five days after introduction. The submitted maps can be found on the City's dedicated website: https://districtingsanbruno.org/draft-maps/

FISCAL IMPACT:
The fiscal impact of voluntarily converting to by-district elections is estimated to be approximately $101,000 which includes the cost of the consultant demographer, communications firm as well as publication notices, translation fees for communications, and the cost for interpreters at all public hearings. The FY 2021-22 adopted budget includes funds for District Elections. No additional appropriation is required at this time. The fiscal impact of voluntarily converting to by-district elections is estimated to be approximately $101,000 which includes the cost of the consultant demographer, communications firm as well as publication notices, translation fees for communications, and the cost for interpreters at all public hearings. The FY 2021-22 adopted budget includes funds for District Elections. No additional appropriation is required at this time.

ENVIRONMENTAL IMPACT:
The action is not a project subject to CEQA. City Council's action is not considered a "Project" per CEQA Guidelines and therefore no further environmental analysis is required.

RECOMMENDATION:
Hold Sixth Public Hearing, Waive Second Reading, and Adopt an Ordinance to Adopt a District Map and Amend Municipal Code Chapter 2.32.010 General Municipal Elections.

ALTERNATIVES:
1. Request Additional Information from the City's Independent Demographer.

ATTACHMENTS:
1. Ordinance 2.32.020 – General Municipal Elections
2. Map #104/ Exhibit A – City of San Bruno District Map

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO ADDING CHAPTER 2.32.010 GENERAL MUNICIPAL ELECTIONS

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

SECTION 1.

WHEREAS, Over the last several years, cities, school districts, and community college districts throughout the State of California have been changing from at-large to by district elections to comply with the California Voting Rights Act of 2001 (CVRA) and/or to avoid litigation regarding their compliance with the Act. During its March 10, 2020, meeting, the City Council adopted Resolution 2020-21, which expressed the City Council's "intent to transition from an at-large election system to a by-district election system for the City Councilmembers as authorized by Government Code section 34886 for use in the City's General Municipal Election for City Councilmembers commencing in November 2020 or November 2022." Five public hearings were held on September 28, 2021, October 19, 2021, January 25, 2022, February 22, 2022, and March 8, 2022, as well as two community workshops on November 1, 2021 and November 13, 2021.

WHEREAS, The City Council received public comment through the above-referenced process and the next step in the transition to effectuate the changes from at-large to by district elections is to introduce the attached ordinance. The district map selected bythe City Council complieswith all applicable law, including the provisions of the California Voting Rights Act, the Federal Voting Rights Act providing criteria for the establishment of City Council Districts; and

WHEREAS, the City Council has considered all information related to this matter, as presented at the public meetings of the City Council identified herein, including any supporting reports by City Staff.

SECTION 2. San Bruno Municpal Code Chapter 2.32.010 – General Municipal Elections is hereby amended as follows, with insertions shown in underline format:

A. The two councilmembers elected in the November 2017 and in the November 2019 general municipal elections shall each serve for a term of three years, from the Tuesday succeeding their election and until their successors are elected and qualified in 2020 and 2022, respectively.

B. The mayor elected in the November 2017 general municipal election shall serve for a term of three years until a successor is elected and qualified in 2020.

C. The terms of councilmembers elected in November 2020 and in November 2022, and in each subsequent general municipal election shall be, in accordance with state law, for a term of four years, from the Tuesday succeeding their election and until their successors are elected and qualified. (Ord. 1856 § 2, 2017; Ord. 1391 § 1, 1981; Ord. 1349 § 1, 1980; prior code § 2-8.1)

D. City councilmembers will be elected on a by-district basis from the council districts described in subsection 1 below and depicted on the map attached to the ordinance codified in this section as Exhibit "A" and incorporated by this reference. To the extent there is a conflict between the map incorporated herein and the descriptions contained in subsection 1. below, the description will prevail. The Mayor will continue to be elected at large for a term of two years until otherwise changed in accordance with state law.

1. District Boundaries:

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Starting at the intersection of Interstate 280 and the City's northern border; thence proceeding southerly along I-280 to Sneath Lane; thence proceeding westerly along Sneath Lane to Skyline Blvd; thence proceeding southerly along Skyline Blvd approximately 310 yards to where Skyline Blvd first adjoins the City's western border; thence proceeding counter-clockwise along the city border to the point of beginning.

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SECTION 2. NO MANDATORY DUTY OF CARE. This Ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City, or any officer or employee thereof, a mandatory duty of care towards persons or parties within the city or outside of the city, so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

SECTION 3. CONSTITUTIONALITY; SEVERABILITY. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional, invalid or ineffective by a court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance, and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional, invalid or ineffective.

<u>SECTION 3</u>. EFFECTIVE DATE. This Ordinance shall take effect on the date of adoption per Government Code section 36937(a).

<u>SECTION 4</u>. PUBLICATION. The City Clerk is directed to cause publication of this Ordinance as required by law.

Exhibit A: District Map

Dated:	Mayor
ATTEST:	**APPROVED AS TO FORM:**
City Clerk Melissa Thurman	City Attorney Marc Zafferano

Rico E. Medina, Mayor

ATTEST:

Melissa Thurman, City Clerk

APPROVED AS TO FORM:

Marc Zafferano, City Attorney

--oOo--

I hereby certify that foregoing **Ordinance No.**
was introduced at a regular meeting of the San Bruno City Council on
March 22, 2022 and adopted by the San Bruno City Council at a regular meeting on
March 22, 2022, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

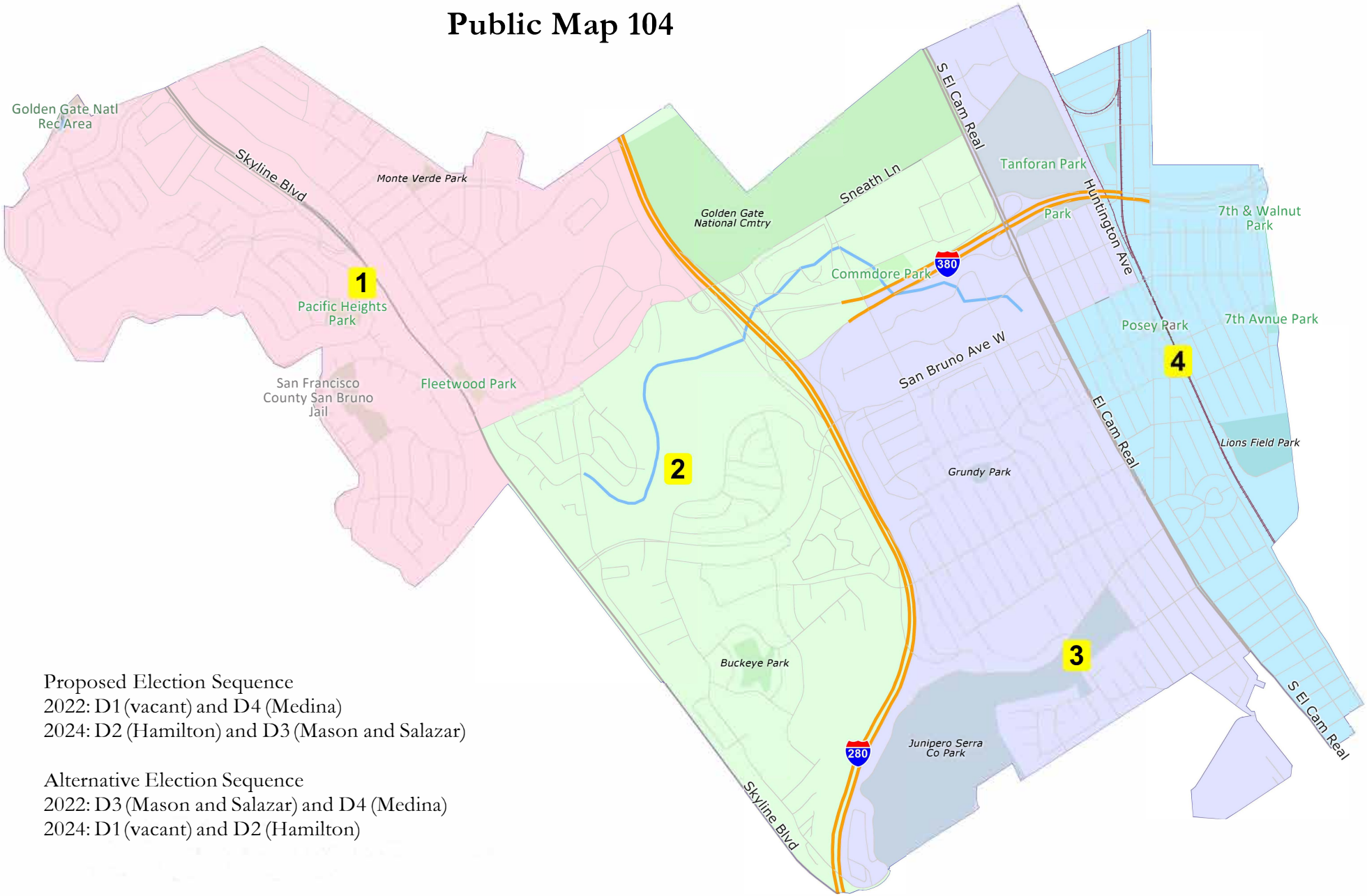
RECUSED: Councilmembers:

ABSENT: Councilmembers:

Melissa Thurman, City Clerk

City of San Bruno Districting 2022

Public Map 104



Proposed Election Sequence
2022: D1 (vacant) and D4 (Medina)
2024: D2 (Hamilton) and D3 (Mason and Salazar)

Alternative Election Sequence
2022: D3 (Mason and Salazar) and D4 (Medina)
2024: D1 (vacant) and D2 (Hamilton)

©2021 CALIPER

Public 104						
District		1	2	3	4	Total
	Total Pop	11,583	11,030	10,607	10,727	43,947
	Deviation from ideal	596	43	-380	-260	976
	% Deviation	5.42%	0.39%	-3.46%	-2.37%	8.88%
Total Pop	% Hisp	18.3%	17%	27%	51%	28%
	% NH White	27%	36%	41%	15%	30%
	% NH Black	2%	2%	2%	2%	2%
	% Asian-American	47%	40%	25%	22%	34%
Citizen Voting Age Pop	Total	8,098	7,455	7,311	6,912	29,776
	% Hisp	16%	13%	24%	40%	23%
	% NH White	35%	46%	50%	21%	38%
	% NH Black	1%	2%	2%	1%	1%
	% Asian/Pac.Isl.	45%	38%	24%	37%	36%
Voter Registration (Nov 2020)	Total	7,505	6,378	6,618	4,910	25,411
	% Latino est.	25%	20%	20%	42%	26%
	% Spanish-Surnamed	23%	18%	19%	39%	23%
	% Asian-Surnamed	19%	16%	12%	14%	15%
	% Filipino-Surnamed	8%	4%	3%	5%	5%
	% NH White est.	48%	59%	65%	41%	54%
	% NH Black	2%	3%	1%	1%	2%
Voter Turnout (Nov 2020)	Total	6,421	5,464	5,669	3,810	21,364
	% Latino est.	24%	19%	20%	42%	25%
	% Spanish-Surnamed	22%	17%	18%	39%	23%
	% Asian-Surnamed	19%	16%	11%	14%	15%
	% Filipino-Surnamed	8%	4%	3%	4%	5%
	% NH White est.	49%	60%	65%	41%	55%
	% NH Black	2%	3%	1%	1%	2%
Voter Turnout (Nov 2018)	Total	4,570	3,918	4,120	2,376	14,984
	% Latino est.	22%	17%	19%	40%	23%
	% Spanish-Surnamed	21%	16%	18%	38%	21%
	% Asian-Surnamed	16%	14%	8%	10%	12%
	% Filipino-Surnamed	6%	3%	3%	3%	4%
	% NH White est.	54%	62%	69%	47%	59%
	% NH Black est.	2%	4%	1%	1%	2%
ACS Pop. Est.	Total	11,449	10,469	10,808	10,310	43,036
Age	age0-19	20%	17%	23%	21%	21%
	age20-60	56%	58%	59%	63%	59%
	age60plus	24%	24%	18%	15%	21%
Immigration	immigrants	36%	36%	32%	46%	37%
	naturalized	72%	62%	63%	69%	67%
Language spoken at home	english	54%	55%	55%	34%	50%
	spanish	13%	10%	16%	37%	19%
	asian-lang	24%	23%	14%	15%	19%
	other lang	9%	11%	14%	13%	12%
Language Fluency	Speaks Eng. "Less than Very Well"	15%	13%	14%	27%	17%
Education (among those age 25+)	hs-grad	33%	32%	32%	43%	35%
	bachelor	34%	30%	32%	19%	29%
	graduatedegree	15%	21%	16%	6%	15%
Child in Household	child-under18	37%	21%	35%	34%	31%
Pct of Pop. Age 16+	employed	68%	72%	71%	76%	72%
Household Income	income 0-25k	9%	9%	7%	11%	9%
	income 25-50k	7%	14%	12%	16%	12%
	income 50-75k	7%	11%	10%	13%	10%
	income 75-200k	54%	47%	48%	50%	50%
	income 200k-plus	24%	19%	23%	10%	19%
Housing Stats	single family	88%	35%	80%	57%	63%
	multi-family	12%	65%	20%	43%	37%
	rented	23%	47%	38%	57%	41%
	owned	77%	53%	62%	43%	59%

Total population data from the 2020 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2015-2019 American Community Survey and Special Tabulation 5-year data.

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: March 7, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan D. Grogan, City Manager

PREPARED BY: Qianyu Sun, Finance Director
Kathleen O'Malley, Accounting & Customer Service Representative

SUBJECT: Accounts Payable Warrant Register

This is to certify that the claims listed on pages 1 to 3 inclusive, and/or claims numbered from 196665 through 196776 inclusive, totaling $208,248.94 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. The table below summarizes the total paid by Fund.

Fund	Fund Name	Amount
001	General Fund	$105,673.37
006	American Rescue Plan Act	$1,440.76
132	Agency on Aging	$72.00
133	Restricted Revenues	$131.33
137	Developer Project Contributions	$4,399.81
201	Parks and Facilities Capital	$704.00
203	Street Improvement Projects	$1,624.92
207	Technology Capital	$652.00
611	Water Fund	25,953.29
621	Stormwater Fund	11,499.01
631	Wastewater Fund	20,290.60
641	CityNet Services Fund	14,357.86
701	Central Garage	20,279.01
702	Facility Maintenance Fund	71.59
707	Technology Development	1,099.39
TOTAL FOR APPROVAL		**$208,248.94**

Respectfully submitted,

Qianyu Sun
Finance Director

3/8/2022
Date

Positive Pay Listing
City of San Bruno

Document group: komalley **Bank:** apbank 432000438

Vendor Code & Name		Check #	Check Date	Amount
0017188	3T EQUIPMENT COMPANY INC.	196665	3/7/2022	2,070.80
0017770	A-A LOCK & ALARM INC	196666	3/7/2022	333.73
0104680	ACCESS 24 COMMUNICATIONS INC.	196667	3/7/2022	399.80
0000858	ADECCO EMPLOYMENT SERVICES	196668	3/7/2022	8,980.80
0001170	AIRGAS USA, LLC	196669	3/7/2022	204.79
0000163	AIRPORT AUTO PARTS INC.	196670	3/7/2022	1,057.70
0110134	ALEXANDRA KLOSS	196724	3/7/2022	15.25
0018976	ALPHA ANALYTICAL LAB. INC.	196671	3/7/2022	6,355.00
0096700	ANDY'S WHEELS & TIRES	196672	3/7/2022	2,648.06
0096113	AR AUTO GLASS	196673	3/7/2022	475.00
0016123	AT&T	196674	3/7/2022	1,805.94
0017191	AT&T	196675	3/7/2022	288.65
0017431	BAY AREA AIR QUALITY MANAGEMENT DISTRICT	196747	3/7/2022	860.00
0102745	BAY AREA NEWS GROUP	196676	3/7/2022	2,007.78
0001849	BAY AREA WATER SUPPLY & CONSERVATION AGEN	196763	3/7/2022	460.00
0017801	BILL'S LOCK SHOP	196677	3/7/2022	806.83
0109646	BIO CAR CARE	196678	3/7/2022	975.00
0017361	BOETHING TREELAND FARMS, INC.	196679	3/7/2022	131.33
0000378	BROADMOOR LANDSCAPE SUPPLY	196680	3/7/2022	238.98
0017331	BUDCO INC.	196681	3/7/2022	416.36
0018048	CALLANDER ASSOCIATES LANDSCAPE ARCHITECT	196727	3/7/2022	664.89
0093725	CALTRANS	196682	3/7/2022	1,424.88
0106548	CAPITAL ONE TRADE CREDIT	196683	3/7/2022	174.76
0097948	CARDINAL RULES, LLC	196684	3/7/2022	460.00
0017284	CHEMSEARCHFE	196685	3/7/2022	1,258.99
0110127	CHOU PROP MGMT	196687	3/7/2022	6.59
0110132	CHRISTINE IGNACIO	196717	3/7/2022	112.83
0016324	CINTAS CORPORATION #464	196688	3/7/2022	437.50
0098588	CITY OF BURLINGAME	196689	3/7/2022	2,554.50
0000386	CITY OF SOUTH SAN FRANCISCO	196690	3/7/2022	4,461.52
0098832	COLMA FIREMEN'S SOCIAL CLUB	196692	3/7/2022	200.00
0109788	CORE & MAIN LP	196693	3/7/2022	6,212.83
0015857	COUNTY OF SAN MATEO	196694	3/7/2022	82.25
0002012	CPS HR CONSULTING	196695	3/7/2022	773.30
0105811	CSAC EXCESS INSURANCE AUTHORITY	196705	3/7/2022	12,764.58
0097934	CWEA-TCP	196697	3/7/2022	192.00
0106909	DALIA MANAOIS	196732	3/7/2022	2,082.00
0103149	DANIELE CONSTRUCTION	196698	3/7/2022	1,731.00
0108696	DAVID J POWERS AND ASSOCIATES, INC.	196744	3/7/2022	53.75
0094204	DEPARTMENT OF CONSUMER AFFAIRS	196699	3/7/2022	180.00
0107953	DEPT. OF THE TREASURY- INTERNAL REVENUE SE	196719	3/7/2022	484.88
0105820	EAST BAY TIRE CO	196700	3/7/2022	3,147.20
0018799	ECONOMIC&PLANNING SYSTEMS INC.	196701	3/7/2022	991.25
0000046	EWING IRRIGATION PRODUCTS INC	196704	3/7/2022	423.95
0106349	F.A. POLI, INC.	196706	3/7/2022	400.00
0106348	FAST AGGREGATES PRODUCTS,INC.	196707	3/7/2022	493.38
0106234	FASTRAK INVOICE PROCESSING DEPT.	196720	3/7/2022	15.00
0000944	FEDEX	196708	3/7/2022	57.80
0103624	FEHR & PEERS	196709	3/7/2022	1,022.31
0001782	FLOWERS ELECTRIC & SVC.CO.INC.	196710	3/7/2022	4,225.71
0110135	GABRIELA NAVARRO	196736	3/7/2022	39.63
0016363	GCS ENVIRONMENTAL & EQUIPMENT SVC.	196703	3/7/2022	4,817.97
0104135	GLOBAL TRACKING COMMUNICATIONS, INC.	196768	3/7/2022	275.00

Document group: komalley **Bank:** apbank 432000438

Vendor Code & Name		Check #	Check Date	Amount
0018864	GMA NETWORK INC.	196711	3/7/2022	2,411.02
0000162	GRAINGER	196712	3/7/2022	691.80
0095966	GREAT AMERICA FINANCIAL SVC.	196713	3/7/2022	167.41
0000385	HACH COMPANY	196714	3/7/2022	4,665.82
0017150	INSTRUMENT TECHNOLOGY CORP.	196718	3/7/2022	308.25
0110129	JOHNSON HANG	196715	3/7/2022	500.00
0000075	K-119 TOOLS OF CALIFORNIA INC.	196721	3/7/2022	161.11
0110137	KAVITAKUARMI SOLANKI	196758	3/7/2022	45.16
0000132	KELLY-MOORE PAINT CO INC.	196722	3/7/2022	104.43
0109870	KIMBALL MIDWEST	196723	3/7/2022	423.02
0109565	LAND LOGISTICS, INC.	196726	3/7/2022	765.00
0017435	LECH AUTO AIR CONDITIONING	196728	3/7/2022	185.00
0017570	LEHR AUTO ELECTRIC	196729	3/7/2022	38.91
0109978	LINDE GAS & EQUIPMENT INC.	196730	3/7/2022	176.28
0107892	MANAGEMENT PARTNERS	196731	3/7/2022	1,757.50
0110133	MARC MEZA	196733	3/7/2022	37.32
0001709	MILLBRAE LOCK	196734	3/7/2022	19.58
0000357	NATIONAL CABLE TV CO-OP, INC.	196735	3/7/2022	1,813.13
0105855	NBATV, LLC	196737	3/7/2022	5,925.51
0092263	OFFICE DEPOT INC	196738	3/7/2022	662.93
0097567	ONE HOUR DRY CLEANING	196739	3/7/2022	643.90
0103933	OWEN EQUIPMENT SALES	196740	3/7/2022	2,139.08
0016188	P & S SALES OF SAN FRANCISCO	196741	3/7/2022	214.15
0000012	PACIFIC GAS & ELECTRIC	196742	3/7/2022	5,199.40
0106829	PACIFIC OFFICE AUTOMATION INC.	196743	3/7/2022	283.48
0015163	PENINSULA SPORTS OFFICIALS ASSOC.INC.	196759	3/7/2022	234.00
0016828	PRECISION AUTO SERVICE	196745	3/7/2022	65.00
0000285	PREFERRED ALLIANCE, INC.	196746	3/7/2022	454.80
0013981	QUILL CORPORATION	196748	3/7/2022	35.15
0110130	RICHARD CROWE	196696	3/7/2022	92.73
0108595	RICHARD KOEHLER	196725	3/7/2022	60.28
0016213	ROZZI REPRODUCTION&SUPPLY INC.	196750	3/7/2022	960.03
0018597	SAN MATEO DAILY JOURNAL	196751	3/7/2022	1,147.50
0018461	SERRAMONTE FORD, INC.	196752	3/7/2022	1,816.85
0097626	SHARP ELECTRONICS CORP.	196753	3/7/2022	331.44
0018962	SHOE DEPOT INC.	196754	3/7/2022	280.53
0104548	SLOAN SAKAI YEUNG & WONG LLP	196755	3/7/2022	12,075.00
0105067	SMARTCOVER SYSTEMS	196756	3/7/2022	8,416.00
0097079	SPRINT	196760	3/7/2022	52.99
0016831	STAPLES CREDIT PLAN	196761	3/7/2022	554.67
0018028	STATE WATER RESOURCES CONTROL BOARD(SWF	196749	3/7/2022	704.00
0105796	SUNRISE FOOD DISTRIBUTOR INC.	196762	3/7/2022	72.00
0002025	TELECOMMUNICATIONS ENGINEERING ASSOCIATE	196702	3/7/2022	85.00
0107098	TELSTAR INSTRUMENTS	196764	3/7/2022	1,307.11
0096616	TENNANT SALES AND SERVICE CO.	196765	3/7/2022	1,322.41
0106296	THE BACKFLOW PRO, INC.	196766	3/7/2022	1,792.00
0017527	TIFCO INDUSTRIES INC.	196767	3/7/2022	355.16
0110138	TREVOR WEDEN	196774	3/7/2022	15.15
0109929	TRIPEPI, SMITH AND ASSOCIATES, INC.	196757	3/7/2022	2,901.43
0018687	TYLER TECHNOLOGIES INC.	196769	3/7/2022	652.00
0018618	UNITED SITE SERVICES INC.	196770	3/7/2022	206.83
0098625	UPS	196771	3/7/2022	2.30
0096844	USA BLUE BOOK	196772	3/7/2022	1,376.85
0095749	VERIZON WIRELESS	196773	3/7/2022	5,592.27

Document group: komalley **Bank:** apbank 432000438

Vendor Code & Name		Check #	Check Date	Amount
0110131	WADE CHLOPEK	196686	3/7/2022	40.72
0105955	WEST COAST CODE CONSULTANTS, INC.	196691	3/7/2022	41,786.76
0110136	WHITNEY HARKNESS	196716	3/7/2022	16.64
0109476	WORLDPAC INC	196775	3/7/2022	1,983.10
0109122	ZERO TURN POWER WASHING	196776	3/7/2022	9,367.00
			GrandTotal:	**208,248.94**
			Total count:	**112**

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: March 14, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan D. Grogan, City Manager

PREPARED BY: Qianyu Sun, Finance Director
Kathleen O'Malley, Accounting & Customer Service Representative

SUBJECT: Accounts Payable Warrant Register

This is to certify that the claims listed on pages 1 to 3 inclusive, and/or claims numbered from 196777 through 196891 inclusive, totaling $2,831,407.49 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. The table below summarizes the total paid by Fund.

Fund	Fund Name	Amount
001	General Fund	$201,074.08
003	One-Time Revenue	$3,205.92
006	American Rescue Plan Act	$2,608.00
111	Police Asset Forfeiture	$30,176.91
133	Restricted Revenues	$92.97
201	Parks and Facilities Capital	$1,387,310.32
203	Street Improvement Projects	$6,240.74
611	Water Fund	98,118.16
621	Stormwater Fund	185,800.39
631	Wastewater Fund	853,259.63
641	CityNet Services Fund	41,148.99
701	Central Garage	431.21
702	Facility Maintenance Fund	17,968.23
707	Technology Development	3,971.94
TOTAL FOR APPROVAL		**$2,831,407.49**

Respectfully submitted,

Qianyu Sun
Finance Director

03/15/2022
Date

Document group: komalley **Bank:** apbank 432000438

Vendor Code & Name		Check #	Check Date	Amount
0017459	ALL CITY MANAGEMENT SVC.INC.	196777	3/14/2022	15,166.33
0000372	ALLIED SECURITY ALARMS	196778	3/14/2022	702.00
0101438	AMANDA REALYVASQUEZ	196856	3/14/2022	129.98
0110146	ARNOLD TOM	196876	3/14/2022	19.96
0104899	ASSOCIATE PARTNERS	196779	3/14/2022	5.00
0016123	AT&T	196780	3/14/2022	1,465.08
0107986	ATLAS PLUMBING AND ROOTER,INC.	196781	3/14/2022	650.00
0000345	BAKER & TAYLOR BOOKS	196783	3/14/2022	3,008.46
0110148	BASMA/GEORGE TOTAH	196877	3/14/2022	18.25
0110145	BRANDT KRUEGER	196829	3/14/2022	33.59
0000098	BRODART CO.	196784	3/14/2022	23.67
0108182	C2R ENGINEERING, INC.	196785	3/14/2022	42,850.00
0014739	CAL-STEAM	196787	3/14/2022	90.69
0018048	CALLANDER ASSOCIATES LANDSCAPE ARCHITECT	196831	3/14/2022	6,240.74
0093725	CALTRANS	196788	3/14/2022	16,744.17
0106548	CAPITAL ONE TRADE CREDIT	196789	3/14/2022	56.83
0106676	CBS SPORTS NETWORK	196790	3/14/2022	1,046.32
0017679	CDW GOVERNMENT, INC	196791	3/14/2022	6,025.58
0016324	CINTAS CORPORATION #464	196792	3/14/2022	1,040.20
0016324	CINTAS CORPORATION #464	196793	3/14/2022	127.27
0000227	CITY OF SAN BRUNO	196794	3/14/2022	5,605.90
0000386	CITY OF SOUTH SAN FRANCISCO	196795	3/14/2022	843,777.25
0015857	COUNTY OF SAN MATEO	196800	3/14/2022	164.51
0110150	DANIELLE MEDINA	196837	3/14/2022	35.79
0110147	DAWN DILWORTH	196803	3/14/2022	58.76
0000197	DEMCO SUPPLY INC.	196802	3/14/2022	204.22
0109577	DIRECTWORX	196804	3/14/2022	4,126.51
0107423	DOG WASTE DEPOT	196805	3/14/2022	1,865.42
0110139	EDUARDO MARTINS	196834	3/14/2022	63.36
0110151	ELNARA BABAYEVA	196782	3/14/2022	10.75
0018899	EOA INC.	196807	3/14/2022	7,580.92
0000944	FEDEX	196808	3/14/2022	24.12
0109510	FIRST ALARM	196809	3/14/2022	145.00
0001782	FLOWERS ELECTRIC & SVC.CO.INC.	196810	3/14/2022	69,477.35
0018117	FLYERS ENERGY, LLC	196811	3/14/2022	15,964.32
0017720	FOX TELEVISION STATIONS, INC.	196812	3/14/2022	931.80
0108472	FREYER & LAURETA, INC.	196813	3/14/2022	11,667.50
0104135	GLOBAL TRACKING COMMUNICATIONS, INC.	196879	3/14/2022	89.97
0016969	GOLDEN IDEAS	196814	3/14/2022	274.05
0106373	GRAFFITI PROTECTIVE COATINGS, INC.	196854	3/14/2022	25,111.00
0000162	GRAINGER	196815	3/14/2022	891.80
0017900	GREAT LAKES DATA SYSTEMS INC	196816	3/14/2022	2,841.25
0103336	HUB INTERNATIONAL SERVICE INC.	196818	3/14/2022	192.05
0109600	IMPACT JUSTICE	196819	3/14/2022	28,213.78
0109121	INFORMATION PROFESSIONALS,INC.	196820	3/14/2022	480.00
0018838	INFOSEND, INC.	196821	3/14/2022	6,798.52
0110153	INKYUNG SUNG	196871	3/14/2022	37.50
0109931	JESSICA JIMENEZ	196823	3/14/2022	848.56
0109512	JIMENEDA BUILDERS	196822	3/14/2022	1,790.00
0110141	JOHN ZOLEZZI	196891	3/14/2022	500.00
0109545	JORDAN CONSULTING AND INVESTIGATIONS	196797	3/14/2022	3,225.00
0110152	JORGE TOVAL	196878	3/14/2022	12.50
0110144	JOSEPHINE HERNANDEZ	196817	3/14/2022	142.50

Document group: komalley **Bank:** apbank 432000438

Vendor Code & Name		Check #	Check Date	Amount
0000075	K-119 TOOLS OF CALIFORNIA INC.	196824	3/14/2022	202.86
0018050	KAISER FOUNDATION HEALTH PLAN	196825	3/14/2022	3,554.83
0108693	KANOPY INC.	196826	3/14/2022	2,000.00
0108824	KEE HONG KIM	196828	3/14/2022	18.25
0000132	KELLY-MOORE PAINT CO INC.	196827	3/14/2022	137.55
0109565	LAND LOGISTICS, INC.	196830	3/14/2022	4,295.00
0109771	LATHROP CONSTRUCTION ASSOCIATES, INC.	196796	3/14/2022	1,241,543.09
0018777	LEXISNEXIS RISK DATA MANAGEMENT	196861	3/14/2022	434.25
0109759	LUHDORFF&SCALMANINI CONSULTING ENGINEERS	196798	3/14/2022	9,710.00
0017026	LYNX TECHNOLOGIES, INC.	196833	3/14/2022	12,525.00
0109532	MATRIX HG, INC.	196835	3/14/2022	69,838.50
0096714	MAXCOM	196836	3/14/2022	470.18
0092285	MICROMARKETING LLC	196838	3/14/2022	248.69
0016863	MIDWEST TAPE, LLC	196839	3/14/2022	49.21
0001709	MILLBRAE LOCK	196840	3/14/2022	91.55
0098639	MUNICIPAL RESOURCE GROUP, LLC	196841	3/14/2022	2,300.00
0107155	NETSWEEPER INC.	196842	3/14/2022	500.00
0103301	NHL NETWORK US, LP	196843	3/14/2022	1,311.78
0000522	NORTH COAST COUNTY WATER DISTRICT(NCCWD)	196801	3/14/2022	19,534.68
0018157	OCLC INC	196844	3/14/2022	412.71
0092263	OFFICE DEPOT INC	196845	3/14/2022	65.57
0097567	ONE HOUR DRY CLEANING	196846	3/14/2022	390.65
0018701	ORKIN PEST CONTROL	196847	3/14/2022	511.95
0000012	PACIFIC GAS & ELECTRIC	196848	3/14/2022	77,990.31
0000101	PACIFIC NURSERIES	196849	3/14/2022	191.41
0001154	PENINSULA LIBRARY SYSTEM	196850	3/14/2022	36.89
0106229	PET FOOD EXPRESS	196851	3/14/2022	90.22
0000294	PITNEY BOWES	196852	3/14/2022	273.92
0108277	PIVOT GROUP LLC	196853	3/14/2022	4,080.00
0097558	PURCHASE POWER	196855	3/14/2022	11.49
0000229	REEVES CO., INC.	196857	3/14/2022	73.91
0103531	RICOH USA, INC.	196859	3/14/2022	714.86
0103531	RICOH USA, INC.	196860	3/14/2022	340.79
0096772	ROBERT MIGUEL	196862	3/14/2022	115.92
0103712	RUEL REGUDON	196858	3/14/2022	87.77
0096659	SAN BRUNO PET HOSPITAL	196863	3/14/2022	348.80
0016774	SAN DIEGO POLICE EQUIPMENT CO.	196865	3/14/2022	1,265.52
0108903	SAN MATEO CNTY FLOOD&SEA LEVEL RISE RESILIE	196832	3/14/2022	40,000.00
0017807	SAN MATEO COUNTY CONTROLLER'S OFFICE	196799	3/14/2022	20,866.10
0105552	SCHAAF & WHEELER	196866	3/14/2022	225.00
0018962	SHOE DEPOT INC.	196867	3/14/2022	359.24
0105745	SMELLY MEL'S PLUMBING	196868	3/14/2022	1,800.00
0105916	SMITH'S PEST MANAGEMENT	196869	3/14/2022	779.20
0097079	SPRINT	196870	3/14/2022	30.00
0018073	TEAMSTERS LOCAL 350	196872	3/14/2022	2,277.00
0015691	TEAMSTERS LOCAL 856	196873	3/14/2022	11,788.00
0018083	THE CROSSING SAN BRUNO PROPERTY OWNERS /	196864	3/14/2022	3,205.92
0108402	THE HOME DEPOT PRO	196874	3/14/2022	19.84
0103559	THE MLB NETWORK, LLC	196875	3/14/2022	1,378.08
0106660	TRIDENT K9 CONSULTING INC.	196880	3/14/2022	900.00
0017133	TURBO DATA SYSTEMS INC	196881	3/14/2022	3,805.53
0001362	TV GUIDE MAGAZINE, LLC	196882	3/14/2022	56.34
0108413	UNITED CALIFORNIA FIRE PROTECTION	196786	3/14/2022	960.00
0105133	UTILITY TELECOM, INC.	196883	3/14/2022	217.98

Document group: komalley **Bank:** apbank 432000438

Vendor Code & Name		Check #	Check Date	Amount
0095749	VERIZON WIRELESS	196884	3/14/2022	3,203.13
0110149	VISHAAL EKBOTE	196806	3/14/2022	28.68
0109658	WATER ONE INDUSTRIES, INC.	196885	3/14/2022	635.69
0104660	WEST YOST ASSOCIATES, INC.	196886	3/14/2022	15,701.60
0096893	WILSEY HAM	196887	3/14/2022	20,914.18
0013841	WITMER-TYSON IMPORTS INC	196888	3/14/2022	870.85
0109109	WRECO	196889	3/14/2022	114,125.09
0110037	ZAYO GROUP, LLC	196890	3/14/2022	2,895.85
			GrandTotal:	**2,831,407.49**
			Total count:	**115**

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: March 22, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan D. Grogan, City Manager

PREPARED BY: Benjie Lin, Management Analyst

SUBJECT: Payroll Acceptance

City Council acceptance of the City payroll distributed March 4, 2022 is recommended. The Labor Summary report reflecting the total payroll amount of $1,562,792.04 for bi-weekly pay period ending February 27, 2022 by fund is shown below:

Fund	Amount
Fund: 001 - GENERAL FUND	$1,106,138.55
Fund: 006 - AMERICAN RESCUE PLAN ACT	69,430.66
Fund: 122 - SOLID WAIST/RECYCL.	2,245.76
Fund: 132 - AGENCY ON AGING	872.11
Fund: 137 - DEVELOPER PROJECT CONTRIBUTIONS	10,532.65
Fund: 201 - PARKS AND FACILITIES CAPITAL	562.75
Fund: 203 - STREET IMPROVE. PROJECTS	9,482.59
Fund: 611 - WATER FUND	87,573.37
Fund: 621 - STORMWATER FUND	25,917.22
Fund: 631 - WASTEWATER FUND	79,974.60
Fund: 641 - CITYNET SERVICES FUND	104,274.43
Fund: 701 - CENTRAL GARAGE	9,488.05
Fund: 702 - FACILITY MAINT.FUND	29,539.54
Fund: 707 - TECHNOLOGY DEVELOPMENT	19,704.82
Fund: 711 - SELF INSURANCE	7,054.94
Total:	$1,562,792.04

Qianyu Sun, Finance Director

03/17/2022
Date

"The City with a Heart"

Rico E. Medina, Mayor
Linda Mason, Vice Mayor
Tom Hamilton, Councilmember
Marty Medina, Councilmember
Michael Salazar, Councilmember

MINUTES

SAN BRUNO CITY COUNCIL

Special Meeting

March 8, 2022

5:00 p.m.

1. **CALL TO ORDER**

2. **ROLL CALL/PLEDGE OF ALLEGIANCE –** All Councilmembers were present.

3. **PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA**

   There were no speakers during public comment.

4. **CLOSED SESSION**

   a. Conference with Labor Negotiators Pursuant to Gov't Code Section 54957.6
   Agency Designated Representatives: City Manager
   Employee Organizations: Mid-Management Unit, Public Safety Mid-Management Bargaining Unit, San Bruno Police Bargaining Unit, San Bruno Professional Firefighters Association, Miscellaneous Bargaining Unit, San Bruno Management Employees Association.

   b. Public Employment pursuant to Government Code section 54957: City Attorney

   There were no reportable actions for either item.

5. **ADJOURNMENT –** The meeting adjourned at 6:45 p.m. The City Council continued Item 4.b. to continue discussion after the regular meeting of March 8, 2022.

   The next Regular City Council Meeting will be held on March 8, 2022 at 7:00 p.m.

   The City Council meeting minutes were prepared by Melissa Thurman, City Clerk, for approval at the regular meeting of March 22, 2022.

   _____
   Vicky Hasha, Deputy City Clerk

   _____
   Rico E. Medina, Mayor

"The City with a Heart"

Rico E. Medina, Mayor
Linda Mason, Vice Mayor
Tom Hamilton, Councilmember
Marty Medina, Councilmember
Michael Salazar, Councilmember

MINUTES

SAN BRUNO CITY COUNCIL

March 8, 2022

7:00 p.m.

1. **CALL TO ORDER**

2. **ROLL CALL/PLEDGE OF ALLEGIANCE –** All Councilmembers were present.

3. **PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA**

The following members of the public spoke during public comment:

- Joe Yanke – Spoke regarding the lunch program at the Senior Center and requested that San Bruno residents be given priority for seating during lunch.
- Jim Evangelist – Spoke with questions regarding the Community Center.
- Jeremy Sarnecky – Spoke regarding difficult topics the City Council has to decide upon for the good of the city.

4. **PUBLIC HEARING**

a. Hold Fifth Public Hearing, Waive First Reading and Introduce an Ordinance to Adopt a District Map and Amend Municipal Code Chapter 2.32.010 General Municipal Elections.

Melanie Moore, Tripepi Smith, Kristen Parks, NDC and Douglas Johnson, NDC, presented the report.

Rico E. Medina, Mayor, opened the public hearing.

The following members of the public spoke during the public hearing:

- John Strazzarino – Spoke with questions about the elections process.
- Jeremy Sarnecky – Spoke to state his opinion to not split San Bruno.
- Nancy Foreman – Spoke to recommend lengthening a Councilmember's term if they share a district with another Councilmember.
- Eleni Tripsa – Spoke regarding allowing residents to vote for Councilmembers at-large.

M/S Salazar/Hamilton to close the public hearing. **Motion carried unanimously by roll call vote.**

M/S Hamilton/M. Medina to re-open the public hearing. **Motion carried unanimously by roll call vote.**

The following members of the public spoke during the re-opening of the public hearing:

- John Strazzarino – Spoke with questions about Councilmember current terms and the impact the district selection may have on their terms.

- Jeremy Sarnecky – Spoke to announce his intent to run for City Council for District 1 (Rollingwood).

M/S Salazar/Hamilton to close the public hearing. **Motion carried unanimously by roll call vote.**

M/S Salazar/M. Medina to waive the first reading. **Motion carried 4-1 by roll call vote with Vice Mayor Mason opposed.**

M/S M. Medina/Hamilton to introduce the ordinance. **Motion carried 4-0-1 by roll call vote with Councilmember Mason abstained.**

5. **ANNOUNCEMENTS/PRESENTATIONS**

a. Presentation of a Community Grant Check to the San Bruno City Council for the Drug Education Program to be Run by the San Bruno Police Department from San Bruno Community Foundation President Malissa Netane-Jones

Malissa Netane-Jones, SBCF President, presented the community grant check to the City Council.

b. Recognition of March as National Women's History Month

Rico E. Medina, Mayor, presented a proclamation recognizing March as National Women's History Month.

c. Announcement from City Attorney Marc Zafferano

Marc Zafferano, City Attorney, announced his retirement in May 2022.

The City Council took a recess at 9:05 p.m.
The City Council reconvened at 9:16 p.m.

6. **CONSENT CALENDAR**

M/S Hamilton/M. Medina to approve the Consent Calendar. **Motion carried unanimously by roll call vote.**

a. Approve Accounts Payable for February 22 and February 28, 2022.

b. Accept Payroll for February 13, 2022.

c. Approve Investment Report and Reconciliation of General Ledger to Bank Report dated January 31, 2022.

d. Approval the Draft Special and Regular Meeting Minutes for the Meetings of February 22, February 23 and March 1, 2022.

e. Receive Written Update on the City's Response Efforts to COVID-19.

f. Adopt Resolution Declaring the Continued State of Local Emergency and Need for the City Council and Other Legislative Bodies Subject to the Ralph M. Brown Act to Continue to Teleconference in Order to Ensure the Health and Safety of the Public Pursuant to AB 361

g. Adopt Resolution:
• Approving the Design;
• Authorizing the City Manager to Execute a Construction Contract with JMB Construction, Inc. for the Avenues 3-1 Sewer and Water Main Replacement Project in an amount not to exceed $8,993,767.40;
• Approving a Material Testing Agreement with Twining in an amount not to exceed $157,332.50;
• Approving a Construction Management Agreement with CSG Engineers in an amount not to exceed $350,000;
• Approving an Amendment with Bellecci Associates for Construction Support Services in an amount not to exceed $60,236;
• Approving a Construction Contingency of $1,350,000; and
• Approving a Total Project Budget in the Amount of $11,956,000

h. Waive Second Reading and Adopt an Ordinance of the City Council of the City of San Bruno Amending San Bruno Municipal Code Title 12 (Land Use) Article III (Zoning), Chapter 12.84.030 (Temporary uses), regarding reference to off-site construction staging area.

i. Adopt Resolution Appropriating $2,600 from the Restricted Revenues Fund, City Art Fund Fees for Sponsorship of a Community Services Department Juneteenth Event

7. **CONDUCT OF BUSINESS**

a. Study Session Regarding the Framework for the City's Sustainability Projects Including the Implementation of Reach Codes, Electric Vehicle Charging Stations, Climate Action Plan, Flood Plain Management Ordinance, and Construction & Demolition Debris Ordinance.

Pamela Wu, Community Development Director, Radha Mehta, Management Analyst, presented the report.

There were no speakers during public comment for the item.

Discussion item only. No motion taken.

8. **COMMENTS FROM COUNCIL MEMBERS**

a. **Linda Mason:**
- Request Council Consensus to place Ukrainian flag on City Flag Pole in front of San Bruno City Hall to signify solidarity and support by the City of San Bruno to the country of Ukraine for the ensuing 30 days.

Linda Mason, Councilmember, presented the item.

The majority of the City Council directed staff to purchase a Ukranian flag and place it on the City Hall flagpole for 30 days.

b. **Rico E. Medina:**
- Commission/Committee/Board Virtual Gathering

Rico E. Medina, Mayor, presented the item.

The City Council recommended holding an event until it can be held in person.

- Joint Use Agreement between the City of San Bruno and San Bruno Parks School District

Rico E. Medina, Mayor, presented the item.

Linda Mason, Vice Mayor, announced that she and **Marty Medina, Councilmember,** had a meeting with members of the school board and the joint use agreement discussion was being postponed until after a new superintendent had been identified.

Jovan Grogan, City Manager, announced that staff had planned internal meetings to discuss this topic.

- Placing a plaque on a bench at Centennial Park to acknowledge Harry Costa

Rico E. Medina, Mayor, presented the item.

The City Council chose to postpone placing a bench at Centennial Park until a plan has been selected for the park, but was in favor of eventually placing a plaque on a bench in memory of Harry Costa.

- Transportation information on SamTrans, Transportation Authority, Caltrans and BART

Rico E. Medina, Mayor, presented the item.

- Congratulations to the Capuchino High School Girls Varsity Basketball team for winning the CCS Championship

Rico E. Medina, Mayor, presented the item.

The City Council collectively congratulated the Capuchino High School Girls Varsity Basketball team.

Marty Medina:

- Announced the passing of San Bruno resident Javier Rivera Bandala.

Linda Mason:

- Read statistic information for National Women's History Month.

9. **ADJOURNMENT –** The meeting adjourned at 11:03 p.m. in memory of Javier Rivera Bandala. The City Council returned to a Closed Session meeting that was held on March 8, 2022 at 5:00 p.m. The discussion the Council returned to was Public Employment pursuant to Government Code section 54957: City Attorney.

   The next Regular City Council Meeting will be held on March 8, 2022 at 7:00 p.m.

The City Council meeting minutes were prepared by Melissa Thurman, City Clerk, for approval at the regular meeting of March 22, 2022.

_____
Vicky Hasha, Deputy City Clerk

_____
Rico E. Medina, Mayor

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: March 22, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan Grogan, City Manager

PREPARED BY: Jennifer Dianos, Assistant to the City Manager

SUBJECT: Receive Written Update on the City's Response Efforts to COVID-19

BACKGROUND: This report is to provide an update on the City's response efforts to COVID-19, while the Emergency Operations Center (EOC) is activated. The information provided in this report is as of the time it was produced and may be subject to change.

DISCUSSION: San Mateo County Health provides regular COVID-19 statistic dashboards through their website, smchealth.org. San Mateo County Health reports as of Mar. 10, 2022 there are a total of 211 cases within the last 30 days in the City of San Bruno; and as of Mar. 13, 2022 approximately 96.2% of San Bruno residents age 5+ are vaccinated. Additional statistics are attached to this report.

There are no new operational modifications of City services to report to the City Council.

COMMUNITY RESOURCES

1. Get Tested. No-cost PCR testing is available at the Curative kiosk located at Narita Plaza, located between San Bruno City Hall and San Bruno Library. Appointments can be made at cur.tv/Sanbruno or 888-702-9042.

Other no-cost County testing sites located throughout San Mateo County can be found at smcgov.org/testing.

2. Get Vaccinated. Appointments can be made at myturn.ca.gov or 1-833-422-4255.

3. Rent Relief. **The deadline to apply for rent and utilities relief is March 31, 2022**. All applications must be submitted by the deadline in order to be considered for funding. Qualified renters and landlords impacted by COVID-19 should apply at HousingIsKey.com or 833-430-2122.

4. Small Business Grants. The California Office of the Small Business Advocate is offering new grant funding for microbusinesses. **The deadline to apply for business**

grant relief funding is April 11, 2022. This and other business grant opportunities can be found at www.smcstrong.org/apply-for-funding. Business grant opportunities include:

- California Microbusiness COVID-19 Relief Grant
- Mircofood Business Grant
- California Dream Fund Grant Program (Launching in April 2022)

FISCAL IMPACT: There is no fiscal impact.

ENVIRONMENTAL IMPACT: There is no fiscal impact associated with this update.

RECOMMENDATION: Receive written update on the City's response efforts to COVID-19.

ALTERNATIVES: The City of San Bruno's Emergency Operations Center remains activated and there are no alternatives proposed at this time.

ATTACHMENTS: 1. San Mateo County Health Department COVID-19 Data Dashboard

Source: https://www.smchealth.org/data-dashboards

San Mateo County COVID-19 Data Dashboard

Data up to and including March 14, 2022 as of 1:00pm

SAN MATEO COUNTY HEALTH

Select time frame for case data: Last 30 Days | Historical

Total Cases

119,845

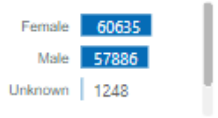
R-eff

0.84

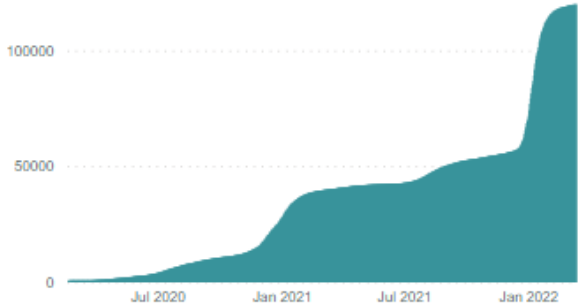
- *R-eff is the average number of people an infected person will infect*
- *Represents rate at which COVID-19 is spreading*
- *Value less than 1 means decreasing spread*
- *Value greater than 1 means increasing spread*

Source: CalCat ensemble for 3/7/2022, accessed on 3/11/2022

Cases by Sex



Total Cases by Episode Date

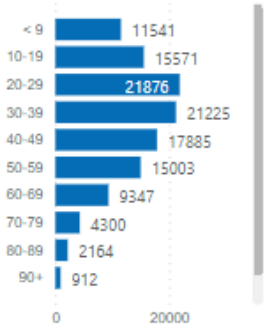


Total Deaths

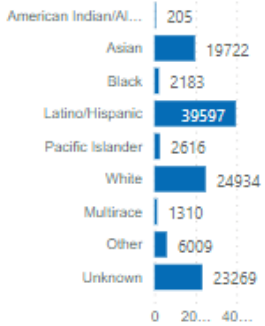
736

Deaths by Sex

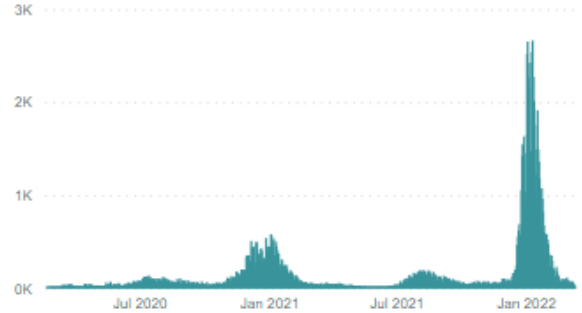
Cases by Age Group



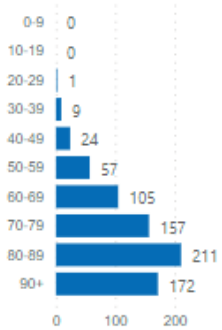
Cases by Race/Ethnicity



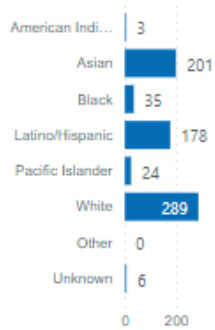
Cases by Episode Date



Deaths by Age Group

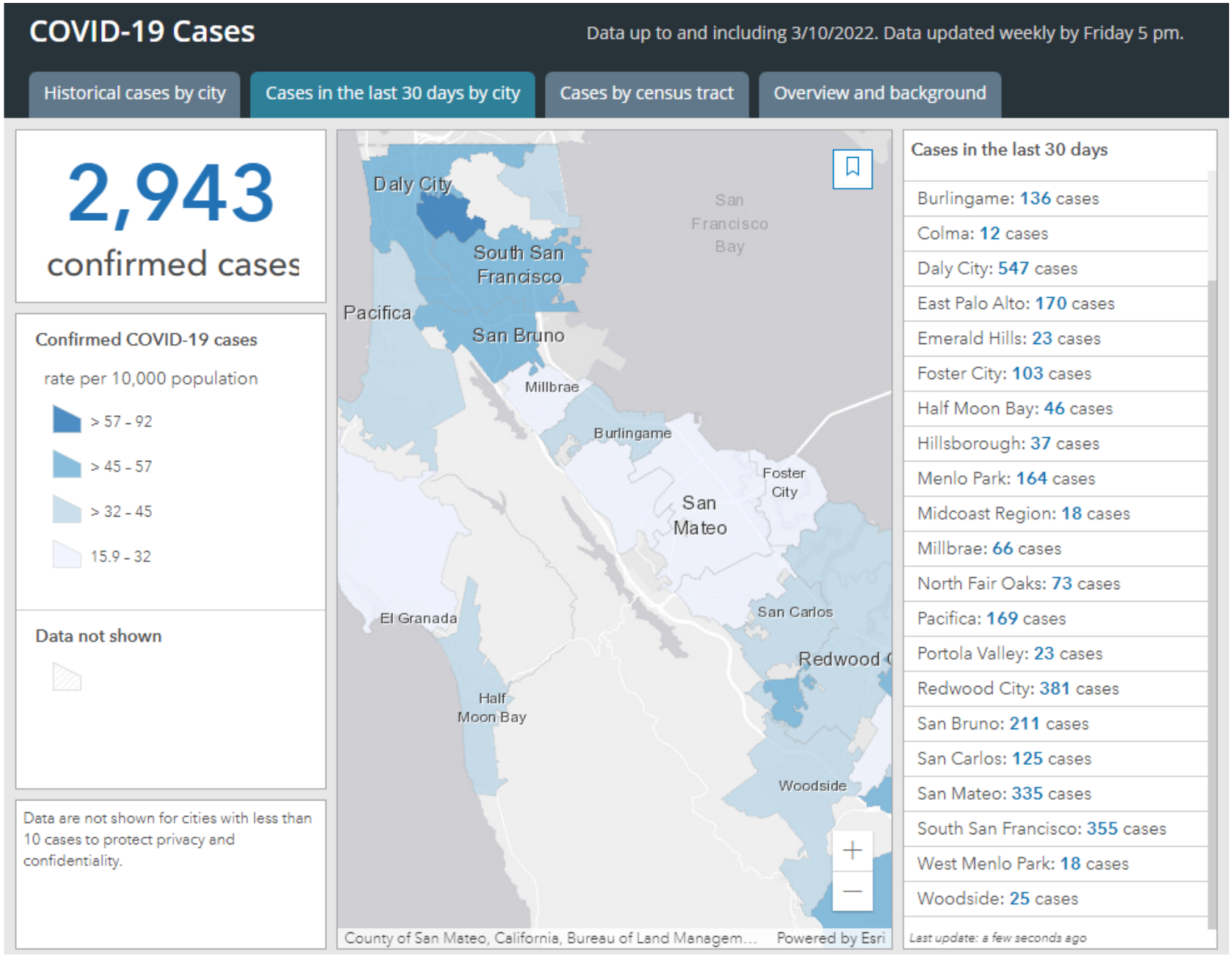


Deaths by Race/Ethnicity



Because of limited testing capacity, the number of cases detected through testing represents only a small portion of the total number of likely cases in the County. COVID-19 data are reported as timely, accurately, and completely as we have available. Data are updated as we receive information that is more complete and will change over time as we learn more. Cases are lab-confirmed COVID-19 cases reported to San Mateo County Public Health by providers, commercial laboratories, and academic laboratories, including reporting results through the California Reportable Disease Information Exchange. A lab-confirmed case is defined as detection of SARS-CoV-2 RNA in a clinical specimen using a molecular amplification detection test. Cases are counted by episode date; episode date is defined as the *earliest* of: case symptom onset date, sample collection date, date of laboratory result, or date of death. Deaths reported in this dashboard include only San Mateo County residents; death data last updated March 10, 2022.

Source: https://www.smchealth.org/data-dashboards



Source: https://www.smchealth.org/data-dashboards

COVID 19 Vaccinations of San Mateo County Residents as of 3/13/2022

692,129

Individuals with at least 1 dose

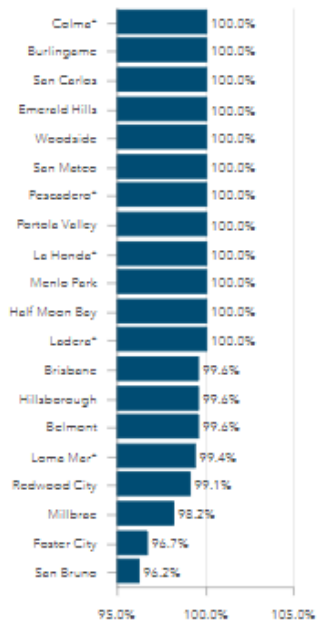
Vaccinations by city are calculated by geocoding and aggregating self-reported addresses by city or town. In instances where geocoding is not possible (due to missing street addresses), counts of self-reported city of residence are aggregated with counts of geocoded addresses. Vaccinations with addresses that are not successfully geocoded or where city of residence is missing cannot be assigned to a corresponding city. For geographies with smaller populations, such as Pescadero, there is some likely inaccuracy in calculated vaccination rates due to geocoding errors and instability of vaccination counts and population counts. Please interpret this map with caution.

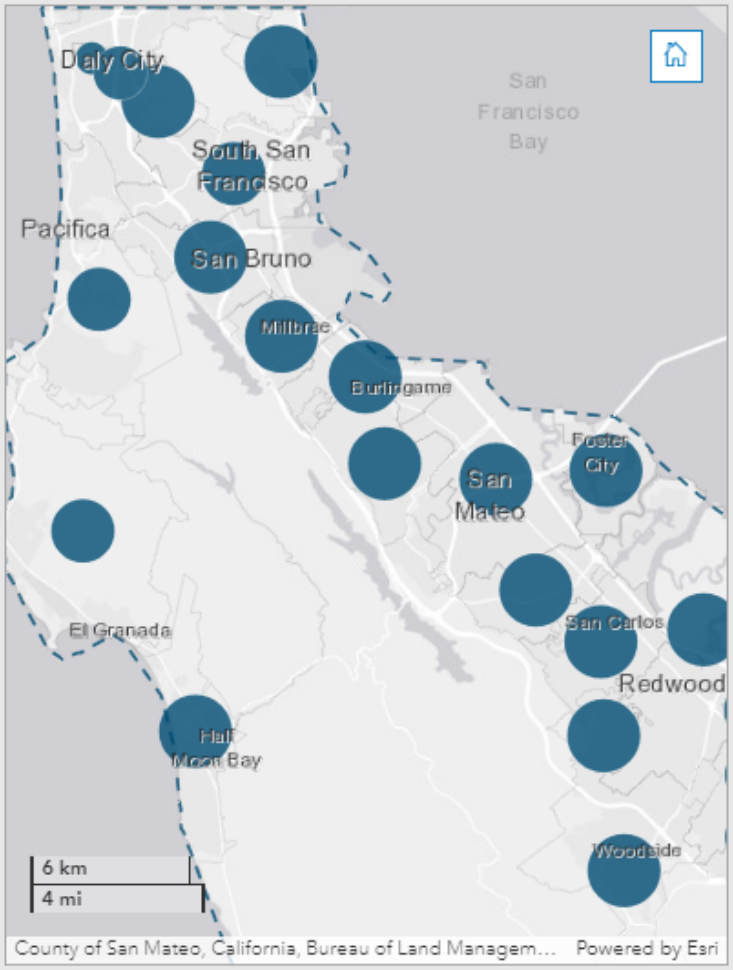
COVID 19 Vaccinations

%5+ Vaccinated

- > 95 - 100
- > 90 - 95

Top 20 Vaccinated Cities (%5+ Vaccinated)





%5+ Vaccinated

- Half Moon Bay: **100.0%**
- Hillsborough: **99.6%**
- La Honda*: **100.0%**
- Ladera*: **100.0%**
- Loma Mar*: **99.4%**
- Menlo Park: **100.0%**
- Midcoast Region: **90.1%**
- Millbrae: **98.2%**
- North Fair Oaks: **92.0%**
- Pacifica: **90.7%**
- Pescadero*: **100.0%**
- Portola Valley: **100.0%**
- Redwood City: **99.1%**
- San Bruno: **96.2%**
- San Carlos: **100.0%**
- San Mateo: **100.0%**
- South San Francisco: **91.2%**
- West Menlo Park: **91.8%**
- Woodside: **100.0%**

Click here for vaccination rates for 10+, 16+, and 65+

*Population estimates are less precise for towns with small populations. The vaccine eligible population may be higher or lower than the ACS estimate.

County Population 5+ years: **735,951**

Note | About

Source: https://www.smchealth.org/data-dashboards

COVID 19 Vaccinations of San Mateo County Residents

Vaccinations for San Mateo County residents are reported to SMC Public Health via the California Immunization Registry (CAIR2). COVID-19 vaccine administration data are reported as timely, accurately, and completely as data become available. Previous data will change as new and updated data are received.

Total Individuals Vaccinated

692,231

as of

3/14/2022

County Population: **774,990**

County Population 5+ years: **735,951**

%5+ years Vaccinated: **94.1%**

County Population 12+ years: **672,183**

%12+ years Vaccinated: **96.7%**

Date Administered

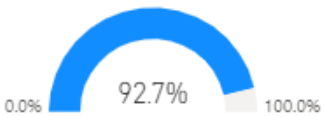
from

8/1/2020 3/14/2022

Individuals Who Completed Vaccination Series

641,398

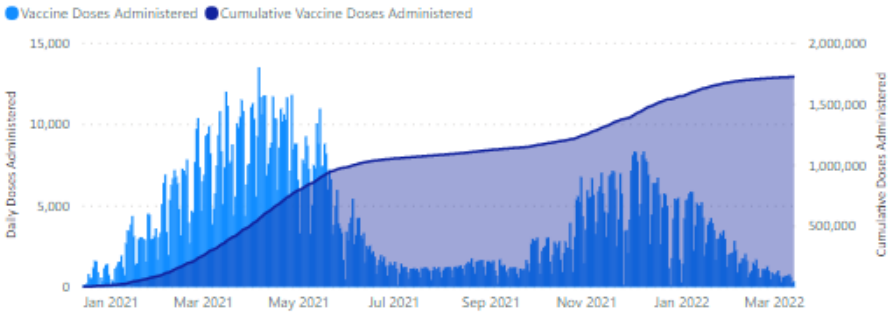
% Completed Vaccination Series



Total Vaccine Doses Administered

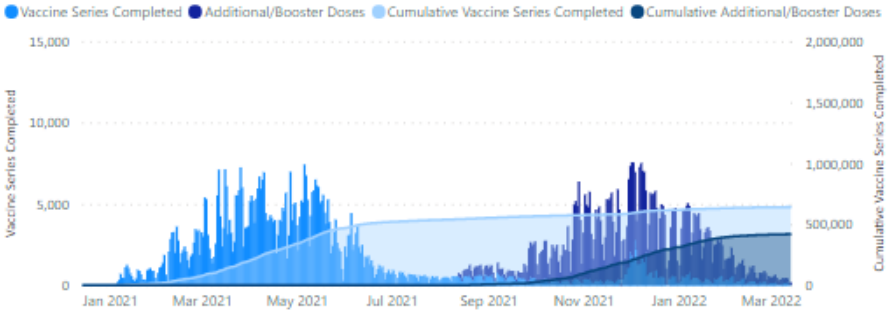
1,718,729

Vaccine Doses Administered by Date



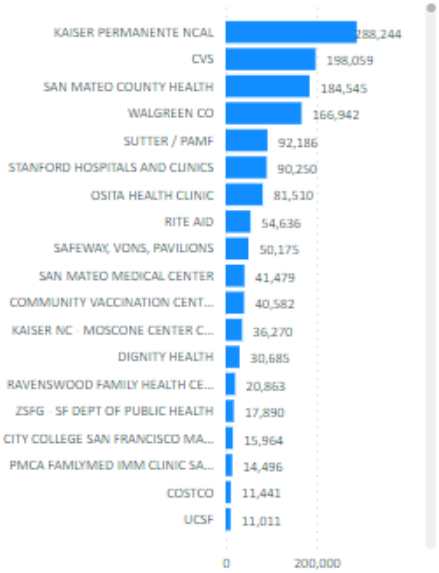
Note: Vaccine Doses Administered by Date includes any doses administered to residents.

Vaccine Series Completed and Additional/Booster Doses by Date

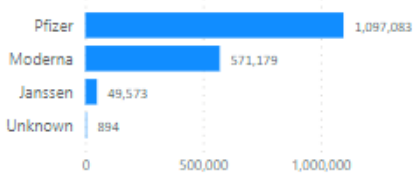


Note: Vaccination Series Completed represents those who have received the second dose of a two dose vaccine (Pfizer and Moderna) and those who have received one dose of a single dose vaccine (Janssen). Additional/Booster Doses include additional doses for immunocompromised individuals and booster doses. ***Data for boosters and vaccination of 5-11 year olds are preliminary and subject to revision.***

Vaccines Administered By



Vaccines Administered



Vaccinations administered as part of federal health care organizations or programs such as the Department of Veterans Affairs (VA) report to federal immunization systems, may not report into CAIR2, and may not be included in vaccination numbers on the dashboard.

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: March 22, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan Grogan, City Manager

PREPARED BY: Pamela Wu, Director

SUBJECT: Receive the 2021 Housing Element Annual Progress Report and Authorize Transmittal to the California Department of Housing and Community Development and Governor's Office of Planning and Research

BACKGROUND: California Government Code Section 65400 requires all jurisdictions in California to prepare and submit an annual progress report (APR) on the status and progress in implementing its Housing Element of the General Plan to Office of Planning and Research (OPR) and Housing and Community Development (HCD) by April 1st of each year. Cities and counties with a compliant housing element and up-to-date submissions of APRs remain eligible for SB 2 Building Homes and Jobs Act funds. The APR evaluates the status of the implementation programs and housing production for the time period between January 1, and December 31, 2021. Prior to submittal, the city is required to hold a public meeting to review the city's progress towards implementing its housing element programs and how the share of the Regional Housing Needs Allocation (RHNA) is met. Public comments received during the meeting will be forwarded to HCD as well. The 2021 Annual Housing Element Report can be found in Attachment 1.

DISCUSSION: The APR is a tool to assist the City in implementing its Housing Element and to monitor progress in addressing the City's housing programs and goals. HCD provides standard forms to report information required for the Housing Element APR, which includes several main sections that are summarized below:

- **Table A**: Tables A and A2 provide information on new residential development in various stages of the development process and affordability levels during 2021.
- **Table B**: This table provides information on the permitted housing units by affordability levels to document City's progress in meeting the City's Regional Housing Needs Allocation (RHNA).
- **Table C**: List sites identified or rezoned to accommodate shortfall housing need and No Net-Loss Law.
- **Table D**: This table provides the status and progress of how each identified Housing Element program and policy has been implemented.
- **Table E**: Lists projects that were approved for a commercial development bonus.
- **Table F:** This table provides information on units that were rehabilitated, preserved and acquired for alternative adequate sites.
- **Table G:** This table provides information on locally owned lands Included in the Housing Element Sites Inventory that have been sold, leased, or otherwise disposed of.

• **Table H**: This table lists an inventory of locally owned surplus sites.
• **REAP Reporting**: This is a reporting mechanism for any Regional Early Action Planning (REAP) Grant funding that was received.

In the seventh year of the planning cycle (2021) the City issued building permits for 83 dwelling units, and a total of 286 dwelling units over the planning cycle to date. The summary table below shows the City's current housing production against the RHNA allocation of 1,155 new units for the eight-year period from 2015-2023. This leaves a remaining obligation of 868 housing units. The table details how many building permits were issued by each income level against the RHNA target. The City issued building permits for 14 single-family dwellings which includes homes at the Skyline Ridge development and others scattered around the city. It is worth noting the City issued building permits for 68 ADUs in 2021 which highlights their importance in providing an additional housing type in the city. The city has entitled many more housing units over the course of the planning cycle which are not reflected in the housing production table below because HCD only counts building permit issuance towards the RHNA allocation.

Because the City has not met its RHNA allocation for any income category for this year, it remains subject to the provisions of Senate Bill 35, which affords developers ministerial (staff level) review within a statutory timeframe for qualifying housing projects. The City will remain subject to these provisions until it has met its proportional pro-rated RHNA allocation sum for any given year by income category.

Income Level	RHNA	2015	2016	2017	2018	2019	2020	2021	Total	Remaining
Very Low	358	0	0	0	0	0	0	20	20	**338**
Low	161	1	4	14	6	42	7	23	97	**64**
Moderate	205	1	41	0	0	5	0	21	68	**135**
Above Moderate	431	9	42	1	0	2	28	18	100	**331**
Total Units	**1,155**	**11**	**87**	**15**	**6**	**49**	**35**	**82**	**286**	**868**

Having less than one year remaining in the current Housing Element cycle, the city will not meet its RHNA allocation and will begin looking towards the sixth Housing Element cycle with the update underway. Housing units that receive their certificate of occupancy after June 30, 2022, will be counted towards the sixth Housing Element cycle and will be considered "pipeline projects" in meeting the RHNA allocation. A summary of several development projects and their status are listed below:

• ***Residential Projects Under Construction*** – The following dwelling units currently under construction:

Skyline College Residential Project – A total of 70 units were approved by the City Council in February 2018 including 30 multi-family units and 40 single-family homes. All of the single-family homes have received final inspection and are occupied. The two multi-family buildings are under construction and are anticipated to be completed by Spring 2022. The buildings include 11 affordable units (6 low-income and 5 moderate-income).

Accessory Dwelling Units – The City issued building permits for 68 ADUs in 2021, a significant increase over the previous year. The reason for the substantial increase is that in 2020 the City was still requiring a separate Planning review for ADUs and we issued 51 ADU entitlements but only seven were issued building permits. HCD measures ADU production based on building permits issued. Therefore, City's 2020 ADU production was dampened by the two-step review process. The City no longer requires a two-step ADU process which lead to a significant increase in building permits issued for ADUs in 2021 though the overall number of ADU applications submitted was consistent. Projecting forward, staff estimates ADU construction to be be more in line with the City's 2020 and 2021 productions.

ABAG conducted an analysis of ADU affordability and concluded that in most jurisdictions, the following assumptions are generally applicable. Staff has chosen to use this methodology in lieu of conducting our own ADU affordability analysis.

Percent	Income Category
30%	Very low income
30%	Low income
30%	Moderate income
10%	Above moderate

• ***Residential Projects with Approved Entitlements*** – A total of 521 new residential units are pending building permit issuance.

111 San Bruno Avenue – The proposal is to demolish the shopping center at 761 – 767 Huntington Avenue and construct a five-story, mixed-use building with a total of 62 dwelling units. The project would include a total of 11 affordable units. The project developer recently submitted a request to abandon the project and receive a refund for any remaining fees. Staff is in the process of responding to the request. The developer will be resubmitting an entitlement application for a smaller project with 43 dwelling units.

500 Sylvan Avenue – Nine multi-family rental units – This project was approved in May 2019. Similar to the project above, it was first extended in 2020 and then qualified for an automatic entitlement extension pursuant to Assembly Bill 1561. Building permits for the project are ready for issuance.

Mills Park Center (601-611 and 643-799 El Camino Real; 701-751 Camino Plaza; 711-777 Kains Avenue) – The mixed-use development with 427 multi- family residential units and ground floor commercial space was approved in August 2020. The project includes a total of 64 onsite affordable units, including 26 very-low-income units, 19 low-income units and 19 moderate units. Building permits have yet to be submitted.

271 El Camino Real – 23 multi-family for-sale condominium units. The project was approved in September 2021 and is pending building permit submittal. The project will provide three affordable units on site and pay a partial in-lieu fee.

• ***Residential Projects that are being Processed*** – A total of 325 new residential units are currently under review and pending entitlement.

Glenview Terrace – The proposal is for a residential subdivision of 29 for-sale single-family homes, with four on-site affordable units across a 3.28 acre development site. The planning application will be reviewed by the Planning Commission in April 2022 and then City Council.

Engvall - The project proposes a residential subdivision of 118 for-sale single family homes and common open spaces across the 21-acre site which is the former location of Willard Engvall Elementary School. A minimum of 15% of the units would be affordable. The planning application and environmental review are both currently under review.

170 San Bruno Ave. - The city received preliminary plans initiating the Transit Corridors Plan pre-submittal process for a new mixed-use development located at the northeast corner of San Bruno Avenue West and Mills Avenue. The project proposes the demolition of the existing vacant building and the construction of a new 6-story, mixed-use building with 42 dwelling units and approximately 1,114 square feet of ground floor commercial space. The applicant is seeking to take advantage of the State Density Bonus Program to increase the residential density for the project. The project includes 6 affordable units, all of which are designated at the very low-income Area Median Income (AMI) level.

732 – 740 El Camino Real – This project is the city's first application received pursuant to Senate Bill 35. The project proposes 136 dwelling units, with 8 very low-income units, 59 low-income units, 6 moderate-income units, and 61 market rate units. Although the project was found to be inconsistent with objective planning and building standards, staff is working with the applicant and anticipates the project will be resubmitted in Spring/Summer 2022.

Progress in Implementing Housing Programs

The Housing Element identifies six goals and 51 programs. The six Housing Element goals are:

1. Protect the quality and stability of existing neighborhoods through the conservation, rehabilitation, and improvement of the existing housing supply.
2. Accommodate regional housing needs through a community-wide variety of residential uses by size, type, tenure, affordability, and location.
3. Expand the variety of construction and financing techniques available to achieve new affordable housing and maintain it over time.
4. Achieve energy and environmental conservation in residential design, particularly techniques that would also reduce noise impacts on housing, while maintaining the affordability of housing units.
5. Ensure the continued availability of affordable housing for very-low, low, and moderate-income households, seniors, persons with disabilities, single-parent households, large families, and other special needs groups.
6. Support the needs of those with extremely low incomes, including access to counseling, referrals, dispute resolution, supportive housing, and emergency shelter.

Table G of the Annual Progress Report tracks San Bruno's progress in implementing the 51 programs listed in the Housing Element. Below is a summary of the important program achievements accomplished in 2021.

- **Zoning Ordinance Update.** The City adopted the second phase of the zoning code update

which focused on properties within the Transit Corridors Plan (TCP) area and along El Camino Real. The much-needed rezoning and zoning code update were required to achieve consistency with the General Plan and was funded through SB2 Grant funding. The rezoning permits mixed-use residential/commercial development to provide capacity for the City to satisfy its RHNA obligation. The rezoning became effective in April 2021 and completes Program 2-A of the Housing Element. The update will significantly simplify the housing entitlement process in former commercial districts, as a result, staff anticipates an uptick in multi-family housing production in the city.

• **Support identified housing opportunities.** In 2021, the city approved the 23 residential unit project at 271 El Camino Real. The site is listed as a housing opportunity site in the city's Housing Element and its approval satisfies Program 2-C of the Housing Element, to encourage redevelopment of the city's identified housing opportunity sites.

• **Below market rate housing ordinance.** San Bruno updated its below market rate housing ordinance in 2021 to reallocate the amount of affordable units required for moderate, low, and very-low income households based on ownership or rental status of the unit. The update also requires onsite units for all future residential development as the default and in-lieu payment as a Council approved alternative. The change to onsite units is designed to increase the supply of affordable housing in the city and ensure the availability of affordable units is not delayed until the city has accumulated sufficient in-lieu funds to commence a city-owned affordable housing construction project. The update to the City's affordable housing ordinance advances Program 5-A of the Housing Element.

• **Density Bonus.** In 2021, the city rescinded and replaced its Density Bonus Ordinance to achieve consistency with current State Law. The updated ordinance furthers Program 5-B of the City's Housing Element.

• **REAP Grant.** Staff secured Regional Early Impact Planning (REAP) Grant funds from ABAG in the amount of $42,498. The funds must be used for regional and local housing planning activities to accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation. Such funding has been committed to complete the City's Housing Element update.

• **Reuse former school sites.** Program 2-D of the Housing Element encourages the redevelopment of former school sites in San Bruno. In 2021, the city received an application to redevelop the Willard Engvall School site with a residential project containing 118 housing units. A minimum of 15% of the units would be designated for low- and moderate-income households as required by the city's inclusionary housing ordinance.

• **Support Home Sharing Programs.** The city continues to implement Program 6-C of the Housing Element by supporting the Housing Investment Partnership (HIP) program, which coordinates shared housing opportunities. As of December 31, 2021, there were 20 individuals in a home sharing arrangement in the city.

Significant New State Housing Laws in 2021

On September 16, 2021, Governor Gavin Newsom signed legislation intended to expand housing production in California, streamline the process for cities to zone for multi-family

housing, and increase residential density, all in an effort to help ease California's housing shortage. The suite of housing bills includes California Senate Bill ("SB") 8 (Skinner), SB 9 (Atkins), and SB 10 (Weiner). What follows is a summary of each bill.

• **Senate Bill 8** - This is a clean-up bill impacting several previous housing initiatives. Notably, it extends key provisions of SB 330, also known as the Housing Crisis Act of 2019 (previously set to expire in 2025), until January 1, 2030. The bill further states that affordable and market rate residential projects with two or more units; mixed-use projects of which two-thirds of the square footage is residential; emergency shelters; and transitional or supportive housing may qualify for review pursuant to the Housing Accountability Act.

SB 8 further amends the Government Code to state that with respect to land where housing is an allowable use, an affected jurisdiction, as defined by HCD, cannot change the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district in effect at the time of the proposed change. "Reducing the intensity of land use" includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or any other action that would individually or cumulatively reduce the site's residential development capacity.
SB 8 further provides that a city or county may not approve a housing development project that will require the demolition of occupied or vacant protected rental units unless all requirements are met. These requirements include that the project will replace all existing or demolished protected units and that the housing development project will include at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the last five years.

• **Senate Bill 9** – This bill allows property owners to subdivide a single-family residential property into two lots, where two units can be built on each newly created lot. This would allow up to a total of four units in an existing R-1 zoned property with a ministerial review process.

• **Senate Bill 10** – This legislation creates a voluntary process for local governments to pass ordinances prior to January 1, 2029 to zone any parcel for up to ten (10) residential units if located in transit rich areas and urban infill sites. Adopting a local ordinance or a resolution to amend a general plan consistent with such an ordinance would be exempt from review under the California Environmental Quality Act (CEQA). This provides cities an increased ability to upzone property for housing without the processing delays and litigation risks associated with CEQA. However, if the new housing authorized by the general plan would require a discretionary approval to actually build the housing (for example, a subdivision map or design review), CEQA review would be required for those subsequent approvals.

Progress in Removing Constraints to Housing Development

This section describes local efforts to remove governmental constraints to the maintenance, improvement, and development of housing.

• **Rezoning** - Phase II of the Zoning Code update removed governmental constraints to housing production in San Bruno by aligning the Zoning Code with the General Plan and the Transit

Corridor Plan, permitting mixed-use housing along commercial corridors where previously it was not permitted by the zoning. The rezoning removed the need to rezone commercial properties on a project level, thus removing the legislative approval process from the housing approval process.

• **Accessory Dwelling Unit Ordinance** - Phase II of the Zoning Code update also brought San Bruno's Accessory Dwelling Unit (ADU) ordinance into conformance with state law and established a streamlined review process that only requires a building permit submittal, facilitating ADU production by establishing a ministerial review process.

Despite adverse challenges felt across the City of San Bruno during the COVID-19 pandemic, staff has strived to provide and uphold outstanding service to the community. The focus on housing production remains a high priority. In conclusion, the city will continue to pursue implementation of the 2015-2023 San Bruno Housing Element as efforts transition to the 2023 – 2031 Housing Element update. Closing out the current planning cycle, the city anticipates additional residential units to be entitled in 2022 as the recently adopted zoning code update and associated rezoning will facilitate the entitlement of more mixed-use, residential development within the Transit Corridors Plan area, furthering interest in development opportunities within this area of the city.

FISCAL IMPACT:
There is no fiscal impact. Program implementation may have impacts to staffing resources and/or projects/priorities and will be considered as part of the City's annual budget process

ENVIRONMENTAL IMPACT:
The action is not a project subject to CEQA. City Council's action is not considered a "Project" per CEQA Guidelines and therefore no further environmental analysis is required.

RECOMMENDATION:
Receive the Housing Element Annual Progress Report for 2021 and authorize transmittal to the California Department of Housing and Community Development (HCD) and Governor's Office of Planning and Research (OPR).

ALTERNATIVES:
Direct revisions to the 2021 Housing Element APR prior to submittal to the State Department of Housing and Community Development.

ATTACHMENTS:
1. 2021 San Bruno Housing Element Annual Progress Report

Jurisdiction	San Bruno	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table A
Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Density Bonus
1					2	3	4	5							6	7	8	9	10
Prior APN+	**Current APN**	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Unit Category** (SFA,SFD,2 to 4,5+,ADU,MH)	**Tenure** R=Renter O=Owner	**Date Application Submitted+ (see instructions)**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**	**Low-Income Deed Restricted**	**Low-Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**	**Total PROPOSED Units by Project**	**Total APPROVED Units by project**	**Total DISAPPROVED Units by Project**	**Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)**	**Was a Density Bonus requested for this housing development?**
Summary Row: Start Data Entry Below								8	8	65	8	18	8	167	282	0	134		

Jurisdiction	San Bruno
Reporting Year	2021 (Jan. 1 - Dec. 31)
Period	8th Cycle (1/31/2015 - 01/31/2022)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in gray contain auto-calculation formulas

Table A2
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units

Project Identifier					Unit Types		Affordability by Household Incomes - Completed Entitlement								Affordability by Household Incomes - Building Permits									Affordability by Household Incomes - Certificates of Occupancy									Streamlining	Infill	Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	Term of Affordability or Deed Restriction	Demolished/Destroyed Units			Density Bonus				Notes
					2	3	4						5	6	7							8	9	10							11	12	13	14	15	16	17	18	19	20			21	22	23	24	25
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2-4,5+,ADU,MH)	Tenure R=Renter O=Owner	Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income	Entitlements Date Approved	# of Units Issued Entitlements	Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income	Building Permits Date Issued	# of Units Issued Building Permits	Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income	Certificates of Occupancy or Notices of Completion Date Issued	# of units issued Certificates of Occupancy or Notices of completion	How many of these units were Extremely Low Income?*	Was Project approved using SB 330/13 Jobs/Housing Balance Title? YIN	Infill Units? YIN*	Assisted Housing Development (Stay select multiple - see instructions)	Deed Restriction Type (stay select multiple - see instructions)	For units affordable without financial assistance or deed restrictions, describe how it was locally determined the units were affordable (see instructions)	Term of Affordability or Deed Restriction (years) (If Unknown or perpetuity, enter 1000)	Number of Demolished/Destroyed Units	Demolished or Destroyed Units	Demolished Units Owner or Renter	Total Density Bonus Applied to the Project (Calculated as percentage Total Allowable Units or Total Maximum Allowable Residential Gross Floor Area)	Concessions, Incentives, Concessions, Waivers, or Other Modifications Given Under Density Bonus (Including Parking Waivers or Parking	Incentives, concessions, waivers, and modifications Including Parking Waivers or Parking	Did the project receive a reduction or waiver of parking standards? (YIN)	Notes*
Summary Row: Total Data Entry Rows							0	0	0	0	0	0	20		20	0	20	0	20	0	21	18		80	0	0	0	0	0	0	0		8	N	0					8	0						
	016-273-100	40 SCOTT ST		8/2007-0009	ADU	N									1							1	10/4/2021	2		1								N													
	016-273-090	31 MONADNOC DR		8/2007-0060	ADU	O									1							1	4/28/2021	2		1								N													
	017-152-130	38 W CROSS DR		8/2006-0069	ADU	N									1							1	10/26/2021	2										N													
	017-152-120	1 MONADNOCK DR		8/2006-0070	ADU	N									1							1	12/28/2021	2										N													
	017-132-130	2867 CUTLER DR		8/2007-0027	ADU	N									1							1	4/9/2021	1										N													
	017-132-020	3002 CUTCHEON DR		8/2/2-0002	ADU	N									1							1	2/1/2021	1										N													
	017-132-030	2768 CASTWOOD DR		8/2/06-0067	ADU	N									1							1	6/28/2021	1										N													
	017-211-190	2920 HEATHER LN		8/2/2-0010	ADU	N									1							1	8/24/2021	1										N													
	017-201-170	2900 CUTCHEON DR		8/2/2-0011	ADU	N									1							1	2/22/2021	1										N													
	017-201-110	2896 CATALINA WAY		8/2/2-0087	ADU	N									1							1	2/22/2021	1										N													
	017-211-130	3000 CASTWOOD DR		8/2/06-0024	ADU	N									1							1	2/17/2021	1										N													
	017-204-120	2311 TOYON WAY		8/2/06-0068	ADU	N									1							1	4/19/2021	1										N													
	017-204-130	2300 CATALINA WAY		8/2/07-0008	ADU	N									1							1	6/2/2021	1										N													
	017-204-190	2308 CASTWOOD DR		8/2/11-0067	ADU	N									1							1	7/13/2021	1										N													
	017-261-090	3286 FAIRWAY		8/2/10-0079	ADU	N									1							1	11/2/2021	1		1								N													
	017-362-010	2841 DARBONT DR		8/2/12-0042	ADU	N									1							1	3/3/2021	1										N													
	017-363-030	3000 K MEDINA DR		8/2/09-0018	ADU	N									1							1	3/29/2021	1										N													
	017-372-090	2900 MONTEREY DR		8/2/11-0066	ADU	N									1							1	4/8/2021	1										N													
	017-451-080	1000 MONTEREY DR		8/2/11-0047	ADU	N									1							1	1/13/2021	1										N													
	016-362-030	2400 LEXINGTON WAY		8/1/06-0050	ADU	N									1							1	11/1/2021	2										N													
	016-263-180	2555 LEXINGTON OWY		8/2/08-0003	ADU	N									1							1	8/20/2021	1										N													
	016-160-030	1814 MADISON AVE		8/2/2008-0002	ADU	N									1							1	8/1/2021	1										N													
	020-071-080	1007 GEORGINOS CT		8/2/12-0001	ADU	N									1							1	10/2/2021	1										N													
	020-323-140	1600 JUNIPER AVE		8/2/08-0014	ADU	N									1							1	8/5/2021	1										N													
	020-323-130	1604 JUNIPER AVE		8/2/08-0015	ADU	N									1							1	8/5/2021	1										N													
	020-043-130	1922 WYOMING AVE		8/2/09-0017	ADU	N									1							1	10/2/2021	1										N													
	020-043-030	1921 BELLMONTE AVE		8/2/10-0013	ADU	N									1							1	1/1/2021	1										N													
	020-362-120	1107 ELM AVE		8/2/09-0043	ADU	N									1							1	3/4/2021	1										N													
	020-364-020	1300 ELM AVE		8/1/11-0006	ADU	N									1							1	6/1/2021	1										N													
	020-364-030	1304 ELM AVE		8/2/11-0005	ADU	N									1							1	6/1/2021	1										N													
	020-121-079	928 GREEN AVE		8/2/10-0016	ADU	N									1							1	7/6/2021	1										N													
	020-112-090	837 BELLE AVE		8/1/08-0007	SFD	O									1							1	4/9/2021	1										N													
	020-112-100	819 EUCLID AVE		8/2/07-0007	ADU	N									1							1	2/24/2021	1										N													
	020-124-090	745 GREEN AVE		8/2/10-0007	ADU	N									1							1	9/4/2021	1										N													
	020-123-130	1000 EUCLID AVE		8/2/11-0004	ADU	N									1							1	6/17/2021	1										N													
	020-153-030	1008 EASTON AVE		8/2/08-0002	ADU	N									1							1	8/11/2021	1										N													
	020-153-110	831 SCOTTY AVE		8/2/08-0003	ADU	N									1							1	11/16/2021	1										N													
	020-153-090	817 DEVON AVE		8/2/10-0003	ADU	N									1							1	11/4/2021	1										N													
	020-153-170	842 STORY AVE		8/2/10-0010	ADU	N									1							1	3/9/2021	1										N													
	020-152-080	1000 STORY AVE		8/2/11-0001	ADU	N									1							1	6/1/2021	1										N													
	020-152-025	1006 STA AVE		8/2/10-0005	ADU	N									1							1	1/5/2021	1										N													
	020-163-030	837 TRACIA		8/2/09-0008	ADU	N									1							1	5/3/2021	1			1							8/12/2021													
	020-164-190	719 STA AVE		8/2/09-0003	ADU	N									1							1	2/4/2021	1										N													
	020-166-020	770 STA AVE		8/2/09-0005	ADU	N									1							1	6/1/2021	1										N													
	020-164-080	1000 STA AVE		8/2/09-0006	ADU	N									1							1	6/17/2021	1										N													
	020-164-090	1012 STA AVE		8/2/09-0009	ADU	N									1							1	8/11/2021	1										N													
	020-162-120	472 LONG AVE		8/2/10-0017	ADU	N									1							1	8/24/2021	1										N													
	020-253-080	907 DEW AVE		8/2/01-0014	ADU	N									1							1	11/1/2021	1										N													
	020-273-190	989 WEATHERBE AVE		8/2/07-0080	ADU	N									1							1	9/20/2021	1										N													
	020-262-130	1000 CHESTER AVE		8/2/11-0003	ADU	N																1	6/1/2021	1										N													
	020-262-080	1004 CHESTER AVE		8/2/11-0002	ADU	N																1	11/16/2021	1										N													
	020-262-180	1110 HAZEL AVE		8/2/10-0004	ADU	N																1	6/1/2021	1										N													
	020-271-190	918 TUPPENS AVE		8/2/01-0015	ADU	N																1	4/4/2021	1										N													
	020-274-030	1000 POPLAR AVE		8/2/2-0005	ADU	N																1	7/14/2021	1										N													
	020-272-130	1000 MAPLE AVE		8/2/10-0002	ADU	N																1	7/6/2021	1										N													
	020-282-090	919 PENN AVE		8/2/12-0010	ADU	N																1	2/26/2021	1										N													
	020-281-070	931 POPLAR AVE		8/2/10-0003	ADU	N																1	5/14/2021	1										N													
	020-341-080	1000 BAUER WAY		8/2/11-0065	ADU	N																1	4/30/2021	1										N													
	020-364-030	1039 MARTICK AVE		8/2/12-0006	ADU	N																1	12/21/2021	1										N													
	020-362-130	1000 MARTICK AVE		8/2/12-0007	ADU	N																1	10/1/2021	1										N													
	020-352-070	917 EAST AVE		8/2/12-0041	ADU	N																1	12/15/2021	1										N													
	020-352-010	2771 EAST AVE		8/2/11-0063	ADU	N																1	10/15/2021	1										N													
	020-341-030	2125 MARTICK AVE		8/2/09-0004	ADU	N																1	6/2/2021	1										N													
	020-351-010	2115 EAST AVE		8/2/10-0067	ADU	N									1							1	3/26/2021	1		1								N													
	020-351-020	2121 EAST AVE		8/2/10-0068	ADU	N									1							1		1										N													
	020-351-030	2125 EAST AVE		8/2/10-0069	ADU	N									1							1	8/20/2021	1										N													
	020-342-130	1000 MARTICK AVE		8/2/11-0062	ADU	N									1							1	10/1/2021	1										N													
	020-342-120	1016 MARTICK AVE		8/2/11-0061	ADU	N									1							1	11/2/2021	1										N													
	020-342-110	1020 MARTICK AVE		8/2/11-0060	ADU	N									1							1	11/2/2021	1										N													
	020-283-130	199 ELM AVE		8/2/11-0019	ADU	N									1							1	11/3/2021	1										N													
	020-273-090	1000 MAPLE AVE		8/2/2-0001	ADU	N									1							1	2/22/2021	1										N													
	020-272-080	1000 WEATHERBEE AVE		8/2/2-0004	ADU	N									1							1	11/2/2021	1										N													
	021-170-110	921 SAN ANSELMO AVE		8/2/09-0012	ADU	N									1							1	8/24/2021	1										N													
	021-163-010	910 SAN ANSELMO AVE		8/2/08-0006	ADU	N									1							1	8/20/2021	1										N													
	017-362-010	101 Wildrose Way	Skyline Ridge	8/1/15-0011	SFD	O									1							1		1							1	8/10/2021		N													
	017-362-020	103 Wildrose Way	Skyline Ridge	8/2/02-0002	SFD	O									1							1	8/10/2021	1							1	8/10/2021		N													
	017-362-030	105 Wildrose Way	Skyline Ridge	8/2/02-0003	SFD	O									1							1	1/18/2022	1							1	1/18/2022		N													
	017-362-040	107 Wildrose Way	Skyline Ridge	8/2/02-0004	SFD	O									1							1		1							1	5/12/2021		N													
	017-362-050	109 Wildrose Way	Skyline Ridge	8/2/02-0005	SFD	O									1							1		1							1	2/26/2021		N													
	017-362-060	111 Wildrose Way	Skyline Ridge	8/2/02-0006	SFD	O									1							1		1							1	3/1/2021		N													
	017-362-070	113 Wildrose Way	Skyline Ridge	8/2/02-0007	SFD	O									1							1		1							1	8/16/2021		N													
	017-362-080	115 Wildrose Way	Skyline Ridge	8/2/02-0008	SFD	O									1							1		1							1	2/25/2021		N													
	017-362-090	117 Wildrose Way	Skyline Ridge	8/2/02-0009	SFD	O									1							1		1							1	8/16/2021		N													
	017-362-100	121 Wildrose Way	Skyline Ridge	8/2/02-0010	SFD	O									1							1		1							1	2/16/2021		N													
	017-362-110	125 Wildrose Way	Skyline Ridge	8/2/02-0011	SFD	O									1							1		1							1	8/16/2021		N													
	017-362-120	129 Wildrose Way	Skyline Ridge	8/2/02-0012	SFD	O									1							1		1							1	9/17/2021		N													
	017-362-130	133 Wildrose Way	Skyline Ridge	8/2/02-0013	SFD	O									1							1		1							1	8/16/2021		N													
	017-362-140	135 Wildrose Way	Skyline Ridge	8/2/02-0014	SFD	O									1							1		1							1	8/16/2021		N													
	017-363-170	203 Wildrose Drive	Skyline Ridge	8/2/02-0037	SFD	O									1							1	1/14/2023	1							1	6/20/2021		N													
	017-363-180	205 Wildrose Drive	Skyline Ridge	8/2/02-0038	SFD	O									1							1	1/18/2023	1							1	6/20/2021		N													
	017-363-190	209 Wildrose Drive	Skyline Ridge	8/2/02-0039	SFD	O									1							1	1/18/2023	1							1	6/20/2021		N													
	017-363-200	211 Wildrose Drive	Skyline Ridge	8/2/02-0040	SFD	O									1							1	1/18/2023	1							1	6/20/2021		N													
	017-363-210	213 Wildrose Drive	Skyline Ridge	8/2/02-0041	SFD	O									1							1		1							1	6/16/2021		N													
	017-363-220	215 Wildrose Drive	Skyline Ridge	8/2/02-0042	SFD	O									1							1	1/18/2023	1							1	6/20/2021		N													
	017-363-230	217 Wildrose Drive	Skyline Ridge	8/2/02-0043	SFD	O									1							1	1/18/2023	1							1	6/20/2021		N													
	017-363-240	219 Wildrose Drive	Skyline Ridge	8/2/02-0044	SFD	O									1							1	1/18/2023	1							1	6/20/2021		N													
	017-363-250	221 Wildrose Drive	Skyline Ridge	8/2/02-0045	SFD	O									1							1	1/18/2023	1							1	6/20/2021		N													
020-426-130, 020-	271 El Camino Real	Lexo Buffet	8/8/17-0016, 8/8/17-003	91	N			1		2		20	5/21/2021		23									0										N	1		PAC		30									
															0									0														

Jurisdiction	San Bruno	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.

Please contact HCD if your data is different than the material supplied here

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

		1	2									3	4
Income Level		**RHNA Allocation by Income Level**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**Total Units to Date (all years)**	**Total Remaining RHNA by Income Level**
Very Low	Deed Restricted	358	-	-	-	-	-	-	-	-	-	20	338
	Non-Deed Restricted		-	-	-	-	-	-	20	-	-		
Low	Deed Restricted	161	-	4	14	-	6	-	-	-	-	96	65
	Non-Deed Restricted		-	-	-	6	36	7	23	-	-		
Moderate	Deed Restricted	205	-	-	-	-	5	-	-	-	-	68	137
	Non-Deed Restricted		1	41	-	-	-	-	21	-	-		
Above Moderate		431	9	42	1	-	2	28	18	-	-	100	331
Total RHNA		**1,155**											
Total Units			**10**	**87**	**15**	**6**	**49**	**35**	**82**	**-**	**-**	**284**	**871**

Note: units serving extremely low-income households are included in the very low-income permitted units totals and must be reported as very low-income units.

Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will include units that were permitted since the start of the planning period.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	San Bruno	
Reporting Year	2021	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**
Program 1-A: Support infrastructure upgrades.	Continue to seek funding to upgrade and maintain infrastructure needed by San Bruno's housing supply.	Ongoing	The City Council adopted the Development Impact Fee (DIF) Ordinance in February 2019 to finance the upgrade and maintenance of City's infrastructure needs to serve new residential, industrial and commercial development.
Program 1-B: Maintain and expand the supply of small lots	Conserve and expand the city's supply of small residential lots, where compatible with surrounding neighborhood character	2 years	City continues to support small lot subdivisions through Planned Development Permit requests such as the Skyline College Residential Project, Glenview Terrace, and Engvall projects where the SFD residential units are either developed or proposed with an average lot size of 3,500 sq. ft.
Program 1-C: Conserve second units in R-1 and R-2 zones.	Continue to legalize second units in R-1 and R-2 zones that were constructed prior to June 30, 1977 and that met the Uniform Building Code at time of construction.	2 years	Accessory Dwelling Unit ordinance that was adopted in 2017 was amended to comply with the latest State law and became effective in April 2021.
Program 1-D: Pursue and promote resources for preservation and rehabilitation	Publicize federal, State, and local resources, both financial and programmatic, to assist homeowners in preventative maintenance and to preserve and rehabilitate the City's existing housing supply	ongoing	San Mateo County performs this service. No available funding in 2021.
Program 1-E: Ensure replacement housing	Develop a comprehensive program to replace housing throughout the City to accommodate all income levels	1 year	N/A in 2021.

Program 1-F: Ensure replacement housing.	Require replacement of any legal housing unit that is demolished within San Bruno.	1 year.	N/A in 2021.
Program 1-G: Support historic preservation	Support preservation and reuse of properties with historic character	ongoing	N/A in 2021.
Program 1-H: Allow fee waivers for affordable rehabilitation	Waive permit fees for affordable housing rehabilitation achieved through the Community Development Block Grant (CDBG) program as well as through other San Mateo County programs or through non-profit agencies	ongoing	N/A in 2021.
Program 1-I: Continue lead-based paint abatement.	Provide information on local lead-based paint abatement programs to ensure safe and healthy living environments for all residents	Ongoing	Informational handouts are available on the City's website and to customers at the planning and building counter.
Program 1-J: Ensure renovations are compatible with neighborhood character.	Maintain design standards to ensure that residential additions and renovations are compatible with overall neighborhood character.	1 year	Residential additions and renovations must be consistent with the City's adopted Residential Design Guidelines and TCP Design Guidelines. The guidelines are available on the City's website.
Program 2-A: Update the Zoning Ordinance to make available adequate sites to accommodate San Bruno's share of regional housing need.	Revise the Zoning Ordinance to reflect the San Bruno 2025 General Plan and Transit Corridors Plan (2013), including land use designations allowing mixed-use development	3 years	Planning staff initiated the much-needed zoning code update to achieve consistency with the 2009 General Plan and 2013 TCP Specific Plan utilizing approved SB2 and LEAP Grant funding. The code amendment also rezoned the El Camino Real corridor and the TCP area to allow mixed-use residential/commercial zoning to provide capacity for the City to satisfy its RHNA obligation.
Program 2-B: Transit Corridors Plan Implementation.	Develop strategies to implement the adopted Transit Corridors Plan with the goal, amongst others, of increasing residential options in Downtown and transit corridors in the vicinity of the San Bruno Avenue Caltrain Station completed in 2014.	1 year	In 2021, the City rescinded and replaced its Density Bonus Ordinance to achieve consistency with State Law. As State Law on Density Bonuses has evolved annually, the City's Density Bonus did not keep pace and had become outdated.

Program 2-C: Support identified housing opportunities	Work with property owners and the community to support and encourage the redevelopment of identified opportunity sites into mixed uses with affordable housing components.	Ongoing	In 2021, the city received an application to redevelop the Willard Engvall School site with a residential project containing 118 housing units. A minimum of 15% of the units would be designated for low- and moderate-income households. Staff is also working with a developer for the Crestmoor High School site, an entitlement application in anticipated soon for the project.
Program 2-D: Reuse former school sites	Facilitate the reuse of former school sites to accommodate affordable housing.	2 years	The City is working with private developers to develop housing at former Crestmoor High School and Engvall School sites, two former surplus school sites.
Program 2-E: Consolidate Lots.	Use City funds to facilitate lot consolidation in support of the redevelopment of housing opportunity sites with affordable housing	2 years	N/A in 2021.
Program 2-F: Ensure compatibility of new housing with neighborhood character.	Use Residential Design Guidelines and Transit Corridors Plan Design Guidelines to ensure that new housing development proposals are compatible with existing neighborhood character.	1 year	Ongoing with planning review of each project
Program 2-G: Provide senior housing for a range of income levels.	Identify opportunities for the creation of affordable units for seniors who do not qualify for deed-restricted units due to equity in their current homes	Ongoing	N/A in 2021.
Program 2-H: Encourage moderate-income for-sale housing.	Encourage moderate-income for-sale housing within the Multi Use-Residential Focus area along El Camino Real.	Ongoing	The City requires all projects of 5 units or more to comply with the Affordable Housing Ordinance to ensure development of affordable income housing in new developments.
Program 2-I: Provide affordable housing education.	Develop and implement an ongoing voter education program to inform residents of the need for affordable housing and ways the electorate can support its development	2 years	City provides information about affordable housing and the affordable housing impact fee ordinance on the City website.
Program 2-J: Conduct annual performance evaluations and ensure consistency with the General Plan and Transit Corridors Plan.	During annual review of the General Plan, monitor, evaluate, and document housing program performance and consistency with General Plan goals and policies	Ongoing	Staff performs planning review of each project, and Housing Element APR on an ongoing basis.

Program 3-A: Publicize affordable housing financing strategies.	Publicize the various financing strategies for development and expansion of affordable housing	Ongoing	Information about the City's Affordable Housing Program is posted on the City website
Program 3-B: Support the Housing Choices Voucher Program.	Continue to participate in San Mateo County Housing Authority's Housing Choices Voucher program (formerly Section 8).	Ongoing	The City signed an agreement with the County to administer CDBG and HOME funds on behalf of the City.
Program 3-C: Monitor compliance with financing terms.	Ensure that units built with long-term affordability requirements are actually occupied by lower-income households. (See also Program 5-E)	Ongoing	City staff continues to annually review certificates of compliance for the 325 affordable rental units at the Crossing, including 97 very low-income units at the Avalon Bay apartments, and 228 extremely low, very low and low income units the Village Senior Apartments
Program 3-D: Promote the Mortgage Credit Certificate Program.	The City will continue to participate in and promote San Mateo County's Mortgage Credit Certificate (MCC) program for first-time homebuyers	Ongoing	N/A in 2021.
Program 3-E: Facilitate reasonable accommodations.	Facilitate the development, maintenance and improvement of housing for persons with disabilities by implementing Reasonable Accommodations program.	1 year	Completed. Ordinance adopted in 2015
Program 3-F: Accommodate manufactured housing.	Continue to permit manufactured housing in single family zones.	1 year	Manufactured housing can be permitted as an Accessory Dwelling Unit
Program 3-G: Permit child care by right in residential districts	Permit child care by right in residential zoning districts. Ensure that land use regulations consistently allow childcare services by right in all residential zones in accordance with State law	1 year	Municipal Code allows childcare by right in residential zoning districts
Program 3-H: Reduce parking requirements.	Reduce parking requirements for new or reuse housing projects along transit corridors and adjacent to transit stations, as well as within the Medium Density (R-3) and High Density (R-4) zones.	1 year	Completed. City's zoning code update related to parking standards was initiated in 2019 and adopted by City Council in February 2020. The updated parking code allows various parking reduction options such as mechanical stackers, in-lieu fees, tandem parking configuration and reduced parking requirement for multi-family residential uses.

Program 3-I: Support condominium conversions, cooperatives, and other affordable housing ownership options.	Support condominium conversions, cooperatives, and other affordable housing ownership options. Facilitate condominium conversions, limited equity stock cooperatives, and community apartments to ensure affordable ownership choices within the housing supply.	1 year	N/A in 2021.
Program 3-J: Adopt an affordable housing impact fee.	Conduct a nexus study that demonstrates the relationship between new housing or jobs and the need for affordable housing in San Bruno and determine a permissible and reasonable fee level for both residential and commercial development.	1 year	The City Council adopted an Affordable Housing Impact Fee ordinance for new residential and commercial development in 2016. The impact fee was adjusted in 2019 and again in 2021 based on the regional index. In combination with fees previously collected through the Below Market Rate Housing Program, the affordable housing fund contains approximately $3.8 million. No additional impact fee was collected in 2021.
Program 4-A: Promote energy conservation.	Continue to publicize and encourage energy conservation programs, including weatherization programs.	2 years	Adopted expedited review process for residential rooftop solar permits. Information and applications are posted on the Building Division webpage.
Program 4-B: Support household and business participation in energy conservation and efficiency programs through PG&E and the State.	City Staff will work to promote and support participation energy efficiency and conservation programs described in Chapter 2 in order to help reduce long-term housing costs for residents (including low-income residents), help meet local greenhouse gas reduction targets under AB 32, and increase the sustainability of the local energy supply	1 year	Information is posted on the City website and provided to customers at the building counter.
Program 4-C: Facilitate noise insulation retrofits.	Continue to pursue funding for noise insulation from the San Francisco International Airport and educate residents about program benefits.	4 years	City continues to fund the noise insulation program and issued seven noise insulation permits in 2021.

Program 4-D: Ensure adequate water and sewer service and reduce water waste.	Work with the San Francisco Public Utilities Commission (SFPUC) and local departments to ensure that there are adequate water and sewer services for new development, affordable housing receives priority for these services, and new development uses best management practices to reduce water waste.	1 year	Water and sewer system upgrades are ongoing consistent with the City's Capital Improvement Program. In calendar year 2021, the City initiated the following water projects. Construction of new water main lines and design of the improvements in the Avenues neighborhoods. Replacement of water pump station and equipment at Sneath Lane, Lake Drive, Whitman and Princeton. Tank replacement and seismic retrofits at Cunningham and Sweeney Ridge water tanks.
Program 4-E: Encourage drought-resistant landscaping.	Implement water conservation and drought-resistant landscaping guidelines and standards	1 year	City is in full compliance with the State Model Water Efficient Landscape Ordinance which requires all new projects to comply with the State regulations for planting or replanting of drought tolerant landscaping
Program 5-A: Support the Below Market Rate Housing Ordinance.	Through education and enforcement of the Below Market Rate Housing Ordinance (adopted 2008), provide guidelines for developers to comply with the City's inclusionary housing requirements	Once a year	The Affordable Housing Impact Fee ordinance which replaced the Below Market Rate Housing program was adopted in 2016, adjusted in 2019 and again in 2021. See program 3-J. The City's Affordable Housing Program Ordinance amendment has been approved by City Council in February 2021 and will become effective April 2021.
Program 5-B: Implement San Bruno's density bonus regulations.	Offer a density bonus of up to 35 percent and incentives or concessions based on the number of affordable units in the development and a flat density bonus of 20 percent for all senior housing in accordance with State density bonus regulations (Government Code 65915)	1 year	In 2021, the City rescinded and replaced its Density Bonus Ordinance to achieve consistency with State Law. As State Law on Density Bonuses has evolved annually, the City's Density Bonus did not keep pace and had become outdated. A number of new projects are seeking to exercise its provisions.
Program 5-C: Provide financial incentives for affordable condominium conversions.	Create incentives for condominium conversions that provide affordable housing	1 year	N/A in 2021.
Program 5-D: Provide financial assistance to facilitate affordable housing development.	Use the Below Market Rate Housing Fund to increase, improve, and preserve the community's supply of low- and moderate-income housing in San Bruno	Once a year	N/A in 2021.

Program 5-E: Increase the supply of housing for large families.	Encourage diversity in unit size to ensure that 3- and 4-bedroom affordable rental housing units are provided for large families.	Ongoing	City encourages a mix of unit types in TCP area.
Program 5-F: Expedite review and waive fees for affordable housing.	Continue to expedite review and waive planning and building fees for developers of affordable housing and housing for seniors and persons with disabilities	Ongoing	N/A in 2021.
Program 5-G: Modify regulations to encourage affordable housing.	Modify development regulations in specific zoning districts to encourage housing affordable to very-low, low-, and moderate-income households	1 year	San Bruno updated its below market rate housing ordinance in 2021 to reallocate the amount of affordable units required for moderate, low, and very-low income households based on ownership or rental status of the unit. The update also requires onsite units for all future residential development as the default and in-lieu payment as a Council approved alternative. The change to onsite units is designed to increase the supply of affordable housing in the City and ensure the availability of affordable units is not delayed until the City has accumulated sufficient in-lieu funds to commence a City-owned affordable housing construction project.
Program 5- H: Prevent Potential displacement of existing lower-income residents within San Bruno's Priority Development Area (PDA).	Quantify, develop and evaluate potential strategies to address displacement of lower income residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable.	2 years	The City's Affordable Housing Program ordinance requires new housing projects to provide at least 15 percent of units as affordable to lower and moderate income households. Staff provides information about resources available in San Mateo County to people seeking affordable housing and promotes the HIP Housing's Shared Housing Program.
Program 5-I: Promote the Second Unit Ordinance.	Continue to inform homeowners about the Second Unit Ordinance which permits second units by-right on appropriate residential sites.	Once a year	City Council approved the amended ADU ordinance to be consistent with State law. The ordinance will become effective in April 2021. In 2020, 55 ADU applications were received and approved.
Program 5-J: Explore and consider new strategies to increase affordable housing.	Given the loss of redevelopment agencies and the state court decision in Palmer v. City of Los Angeles (2009), which invalidated San Bruno's BMR program for rental housing, the City will explore new opportunities and strategies to facilitate financing and development of affordable housing	2 years	See response to Program 4-G above.

Program 6-A: Promote fair housing.	Continue to adhere to State and federal fair housing and non-discrimination laws to ensure that housing opportunities are provided for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, or disability	1 year	The City considered enacting an Urgency Ordinance in November 2019 to provide interim rent stabilization and just cause eviction protections to tenants in advance of AB 1482. The city didn't adopt a residential eviction moratorium because the County adopted one that applied county-wide.
Program 6-B: Support organizations that provide housing services.	Cooperate with and support organizations providing housing information, counseling, and referral services, and handling complaints of housing discrimination	Ongoing	The City continues to provide financial assistance to support non-profit housing agencies that provide services benefiting San Bruno.
Program 6-C: Support shared housing programs.	Continue to support shared housing programs and to promote such programs through the Senior Center and other local agencies	Ongoing	The City provides support to the HIP Housing homesharing program. See Program 6-B.
Program 6-D: Accommodate city's share of emergency (homeless) shelter need.	Complete the process to amend the Zoning Ordinance to permit emergency (homeless) shelter facilities by right (that is, as a permitted use, without requiring a conditional use permit) to meet the City's identified need for 32 beds, in accordance with State law	1 year	Completed. City adopted an ordinance 2015 creating an emergency shelter overlay zone.
Program 6-E: Address identified need for extremely-low income and supportive housing.	Evaluate and amend the Zoning Ordinance as appropriate to comply with state law (GC Section 65583(a)(5) and investigate opportunities to create supportive housing units in accordance with the City's share of countywide need identified in the San Mateo County HOPE Plan	Once a year	Completed. Ordinance adopted in 2015.

Program 6-F: Participate in regional coordination on homelessness.	**Work with other cities, agencies, and the County to address needs of the homeless.**	**Ongoing**	**City provides $10,000 annual funding to LifeMoves and participates in the County-wide quarterly Homelessness Advisory Committee meetings. LifeMoves supports the City in working closely with homeless individuals and their families such as providing service for those who are on the street or in a vehicle. LifeMoves' ultimate goal is to establish stable housing and long-term self-sufficiency for the homeless populations.**
General Comments:			

Jurisdiction	San Bruno	
Reporting Period	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table E

Commercial Development Bonus Approved pursuant to GC Section 65915.7

Project Identifier				Units Constructed as Part of Agreement				Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
1				2				3	4
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
Summary Row: Start Data Entry Below									

Jurisdiction	San Bruno	
Reporting Period	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F

Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)

Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.

Activity Type	Units that Do Not Count Towards RHNA+ Listed for Informational Purposes Only				Units that Count Towards RHNA + Note - Because the statutory requirements severely limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1+
	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Mobilehome Park Preservation									
Total Units by Income									

Jurisdiction	San Bruno	
Reporting Period	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

NOTE: This table must only be filled out if the housing element sites inventory contains a site which is or was owned by the reporting jurisdiction, and has been sold, leased, or otherwise disposed of during the reporting year.

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Table G
Locally Owned Lands Included in the Housing Element Sites Inventory that have been sold, leased, or otherwise disposed of

Project Identifier						
1				2	3	4
APN	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Realistic Capacity Identified in the Housing Element**	**Entity to whom the site transferred**	**Intended Use for Site**
Summary Row: Start Data Entry Below						

Jurisdiction	San Bruno	
Reporting Period	2021	(Jan. 1 - Dec. 31)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Table H
Locally Owned Surplus Sites

Parcel Identifier				Designation	Size	Notes
1	2	3	4	5	6	7
APN	**Street Address/Intersection**	**Existing Use**	**Number of Units**	**Surplus Designation**	**Parcel Size (in acres)**	**Notes**
Summary Row: Start Data Entry Below						
020-013-250	Admiral Court	Vacant		Surplus Land	0.642	vacant site
020-013-260	Admiral Court	Vacant		Surplus Land	0.876	vacant site

Jurisdiction	San Bruno	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	20
Low	Deed Restricted	0
	Non-Deed Restricted	23
Moderate	Deed Restricted	0
	Non-Deed Restricted	21
Above Moderate		18
Total Units		**82**

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

Units by Structure Type	Entitled	Permitted	Completed
SFA	0	0	0
SFD	0	12	29
2 to 4	0	0	0
5+	23	0	0
ADU	0	70	8
MH	0	0	0
Total	**23**	**82**	**37**

Housing Applications Summary	
Total Housing Applications Submitted:	29
Number of Proposed Units in All Applications Received:	282
Total Housing Units Approved:	0
Total Housing Units Disapproved:	134

Use of SB 35 Streamlining Provisions	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

Units Constructed - SB 35 Streamlining Permits			
Income	Rental	Ownership	Total
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Cells in grey contain auto-calculation formulas

Jurisdiction	San Bruno	
Reporting Year	2021	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT
Local Early Action Planning (LEAP) Reporting
(CCR Title 25 §6202)

Please update the status of the proposed uses listed in the entity's application for funding and the corresponding impact on housing within the region or jurisdiction, as applicable, categorized based on the eligible uses specified in Section 50515.02 or 50515.03, as applicable.

Total Award Amount	$ 192,468.00	*Total award amount is auto-populated based on amounts entered in rows 15-26.*

Task	$ Amount Awarded	$ Cumulative Reimbursement Requested	Task Status	Other Funding	Notes
Zoning Code Update	$70,000.00	$70,000.00	In Progress	Local General Fund	
Housing Element Preparation	$80,000.00	$80,000.00	In Progress	REAP	
Housing Element Preparation	$42,468.00	$42,468.00	In Progress	Other	LEAP

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Table A2)

Completed Entitlement Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	1
	Non-Deed Restricted	0
Moderate	Deed Restricted	2
	Non-Deed Restricted	0
Above Moderate		20
Total Units		**23**

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	20
Low	Deed Restricted	0
	Non-Deed Restricted	23
Moderate	Deed Restricted	0
	Non-Deed Restricted	21
Above Moderate		18
Total Units		**82**

Certificate of Occupancy Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	4
Low	Deed Restricted	0
	Non-Deed Restricted	2
Moderate	Deed Restricted	0
	Non-Deed Restricted	2
Above Moderate		29
Total Units		**37**

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: March 22, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan D. Grogan, City Manager

PREPARED BY: Pamela Wu, Community and Economic Development Director

SUBJECT: Receive the 2021 General Plan Annual Progress Report and Authorize Transmittal to the California Department of Housing and Community Development and Governor's Office of Planning and Research

BACKGROUND:

Government Code Section 65400 and 65700 mandates that all cities and counties submit an Annual Progress Report (APR) on the status of their General Plan and progress in its implementation to their legislative bodies, the Governor's Office of Planning and Research (OPR) and the California Department of Housing and Community Development (HCD) by April 1 of each year. Contrary to the Housing Element Annual Progress Report requirement, there is neither a standardized form or reporting template provided by OPR nor penalties for a late submittal.

The purpose of the General Plan Annual Progress Report is to provide local legislative bodies and the public with information regarding the implementation of the General Plan for their city or county. Annual Progress Reports also inform the public of the progress in meeting the community's goals. The 2021 General Plan APR provides a summary of the City's implementation effort in the last 12-month reporting period. Although San Bruno's General Plan was adopted in 2009, this would be the City's first APR submittal. In the past, this unfunded mandate was not able to be completed with other competing requirements. Through additional staffing resources approved in the FY 21-22 department budget, San Bruno will be submitting its APR along with other cities, such Brisbane, Town of Colma and Redwood City, to fulfill the requirement.

The requirement for local agencies to submit an Annual Progress Report for their General Plan allows OPR to identify statewide trends in land use decision-making and how local planning and development activities relate to statewide planning goals and policies. Annual Progress Reports may also inform future modifications to OPR's *General Plan Guidelines*. In addition, OPR can track progress on a local jurisdiction's comprehensive General Plan update using the information provided in the Annual Progress Report.

A general plan is a long-range policy document intended to guide physical, economic, and environmental growth. San Bruno's General Plan, which was adopted in 2009, expresses the

City's vision for the future and serves as the roadmap for achieving the community's desired quality of life. It is an assessment of current and future needs, and the resources required to implement the established goals and policies. As the needs of the City change, the Planning Division – with extensive citizen input, and review and recommendation by the Planning Commission – makes recommendations to the City Council to amend the General Plan to reflect the direction for the future.

The San Bruno General Plan contains a total of 413 implementation policies within seven elements that include the Land Use & Urban Design Element, Economic Development Element, Transportation Element, Open Space and Recreation Element, Environmental Resources and Conservation Element, Health and Safety Element, and Public Facilities and Services Element. The annual progress report on the Housing Element is being presented to City Council separately. A list of all General Plan implementing policies can be found in Attachment 1 to this staff report. The full General Plan document is available on the City's website. The policies within the General Plan provide specific direction on how to achieve goals, commitments to specific actions, procedures, programs, or techniques.

State law allows the city to amend its General Plan no more than four times per year. Amendments may be proposed and acted upon at any time during the year and one action may include multiple amendments. Any changes to the General Plan require public hearing by the City Council and evaluation of the environmental impacts as required by the California Environmental Quality Act. In 2021, the City Council adopted one resolution to amend the General Plan aligning policies with the newly adopted Bayhill Specific Plan.

DISCUSSION:
This General Plan Annual Progress Report was prepared by the Community and Economic Department, Planning Division, with input from various City Departments including Public Works, Public Services, Fire, Police, Library Services, Maintenance Services, and the City Manager's Office. What follows is a summary of programs, initiatives, and projects that commenced or were completed in 2021 that furthered the implementation of the General Plan. Activities are categorized by Department.

Community and Economic Development
Zoning Code Update. In March of 2021, the City updated its zoning code for consistency with both the General Plan and the Transit Corridors Plan. The update brought some needed updates which align zoning code requirements with State statutes regarding density bonus, accessory dwelling units, and below market rate housing units. The zoning code update aligned areas that were designated in the City's Transit Corridors Plan to allow transit-oriented zoning district surrounding the BART and Caltrain stations, and along the El Camino Real and San Bruno Avenue transit corridor. Within the district, development intensities are adjusted to be in keeping with the intent of the Transit Corridors Plan to create a denser urban environment that places more housing in and near jobs, commercial amenities, and high-quality transit. Further information about the zoning code update can be found in the Housing Element Annual Progress Report. This update furthers Land Use and Urban Design Element Guiding Policies LUD-A and LUD-C to promote El Camino Real as a series of districts and to stimulate reuse and intensification for multi-use development along corridors.

Bayhill Specific Plan. The City adopted the Bayhill Specific Plan in September 2021 to ensure cohesive long-term planning for the Bayhill Office Park in the context of YouTube's desire to

expand its campus. The specific plan established a regulatory framework for guiding private and public development within the Bayhill Specific Plan Planning Area over the next 20 years. The plan includes an option for 573 housing units, 210 housing units in the mixed-use overlay, and 363 housing units in the housing overlay. Adoption of the Specific Plan furthers Land Use and Urban Design Guiding Policy LUD-G, to promote infill development of the Bayhill Office Park with new professional offices and hotel uses.

Tanforan Redevelopment. In July 2021, the City released the Reimagining Tanforan document to assist real estate investors and developers as they examine options to "remake" Tanforan and engage and collaborate with interested parties who are considering investing and or developing all or a portion of the site, to review repositioning and redevelopment alternatives. The document is the first step in the overall redevelopment of the Tanforan site, a vision that is consistent with Land Use and Urban Design Element policies LUD-20, LUD-21, and LUD-23 to promote the redevelopment of the Shops at Tanforan. The document envisions a mixed-used development that includes office, retail, and a minimum of 1,000 residential uses. Staff is in the early stages of engaging the new property owner on future development of the site.

Hotel Development. In May 2021, the City approved an entitlement proposal to construct a three-story hotel with 28 guestrooms on a vacant lot located at 160 El Camino Real, advancing Economic Development Element policy ED-3, to encourage high-quality hotels as a form of economic development.

Public Works
Alternative Transportation. In 2021, several City projects were partially funded by a combination of grants and local funding to promote and provide for the efficient, safe, and pleasant movement of bicyclists and pedestrians with some having a focus on improving non-motorized transportation systems adjacent to transit corridors and stations Projects include the Huntington Avenue Cycle Track, Huntington/San Antonio Bicycle Corridor, San Bruno Avenue Transit Corridors Phase 4 pedestrian improvements, and San Bruno and Cherry traffic signal modifications projects. In 2021, the projects were in design except the San Bruno and Cherry traffic signal modification project, which was awarded for construction. Additionally, the City secured grant funding for the development of the City's bicycle route network, which will help to develop and maintain a comprehensive bicycle network within San Bruno. (Policy T-A, T-E and T-I, promoting safe and efficient movement for alternative transportation modes, including a comprehensive bicycle network, and focus the efforts adjacent to transit stations and within the Transit Corridors Plan area).

Street Maintenance. City has repaved or reconstructed approximately 7000 lineal feet of streets since 2021, with the most notable project that includes the 900-feet of re-pavement within the Huntington/San Antonio Street Rehabilitation project. Street repaving projects further Implementing Policy T-9 to continue the City's program of street maintenance every 15 years where necessary and feasible.

San Antonio Street Rehabilitation Project. In 2017, the city received funding from the One Bay Area Grant (OBAG) Local Streets and Roads Program in the amount of $673,000 to use towards pavement maintenance and rehabilitation on qualifying City collector and arterial streets. These grant funds were utilized to reconstruct San Antonio Avenue between the limits of Santa Inez Avenue to Santa Dominga Avenue. The project scope of work consisted of reconstructing the roadway surface, installation of accessible curb ramps at within the project

vicinity and new traffic striping. The completion of this project reduces the City's deferred maintenance backlog and provides residents with roadway surfaces free of cracked asphalt for motorists to drive on. Street maintenance advances Implementing Policy T-9, to continue the City's program of street maintenance every 15 years where necessary and feasible.

Double Parking Downtown. To reduce double parking in the downtown area, the City installed white passenger zones and short duration green zones on San Mateo Avenue [White Zone - 434 San Mateo Ave (La Petite Baleen), Green - on Angus Avenue adjacent to 600 San Mateo Ave (Grand Leader), Green - 501 San Mateo Ave (Starbucks), Green - 500 and 508 San Mateo Ave (Hon Lin and Dreams] in 2021, advancing Implementing Policy T-24, which aims to eliminate double parking downtown.

Caltrain Grade Separation Project. The City completed the Project Initiation Document project study report for the Scott Street Grade Separation project, which supported the intent of Health and Safety Element Guiding Policy HS-F that aims to provide efficient traffic movement, increase the safety of bicyclists and pedestrians, and reduce train related noise associated with train horns. Design funding of approximately $5M was recently approved for this project.

Water Supply. In October 2021, the City adopted the 2020 Urban Water Management Plan and Water Shortage Contingency Plan and updated its Water Master Plan advancing the City's Guiding Policy to ensure the city's water system is adequate to meet present and anticipated water needs as stated in Policy PFS-C.

Wastewater System. The Crestmoor and Lomita sewer lift stations projects were substantially completed in 2020 and accepted for completion by City Council in 2021, advancing Implementing Policy PFS-21 to upgrade and replace sewer lines to accommodate current and anticipated flows. The City also replaced approximately one mile of sewer gravity and force main. The Avenues 2-1 (within 1st Avenue, Pine Street, 7th Avenue and the most southerly limits of 1st through 7th Avenues), Avenue 2-2 (within 1st Avenue, Pine Street, East San Bruno Avenue and 7th Avenue), and Avenue 3-1 projects (within Kains Avenue, El Camino Real, San Mateo Avenue and Sylvan Avenue) were in design phase and will be in construction in 2022.

Water Distribution System. Throughout 2021, the City replaced over 1 mile of water main utilizing Water Enterprise funds, such as The Avenues projects, that further advances Policy PFS-10 that aims to replace the City's aging water distribution system by using enterprise funds. The city is also designing projects that replace a groundwater well, seismic retrofit of Cunningham and Sweeney Ridge water tanks, and replace pump station equipment at Sneath Ln., Lake Dr., and Whitman water pump stations using the Water Enterprise funds.

Waste Reduction/Sustainable Practices. In response to SB 1383, the City updated and adopted ordinances related organics waste recycling and compostable food waste advancing the City's policy to expand recycling services (PFS-23).

Stormwater Fee. In 2021, the City's residents were requested to consider a stormwater fee to raise revenue for stormwater infrastructure improvements (Policy HS-D). The City continued its design of the Spyglass Drive Storm Drain Improvement project, which is funded primarily by a grant from CalOES. The City continues to support OneShoreline and collaborate with them on reducing potential flooding in areas of the City (Policy HS-13).

Safe Routes to School Plan. Furthering City's policy to prioritize pedestrian connections adjacent to public schools, the City issued a Request for Proposal (RFP) in February 2021 for professional consulting services for the development of a comprehensive Safe Route to School Plan. The goal of the plan is to increase the number of students who choose active or shared modes of transportation to school by making it safer and more accessible to walk, bicycle and/or take transit.

Local Road Safety Plan. The City issued a Request for Proposals in February 2021 for professional consulting services for the development and preparation of a Local Roadway Safety Plan (LRSP). The scope of work for the LRSP includes a review of citywide collision and traffic volume data, an analysis of collision trends, the identification of collision-prone locations, the determination of risk factors attributed to past collisions, the development of safety countermeasures targeted at locations, and a prioritized list of safety projects for the City, advancing Implementing Policy LUD-39 to survey the roadway prior to making improvements.

Community Services
Park Maintenance. In 2021, the Parks Division of Community Services provided uninterrupted daily maintenance of the City's Park System consisting of: 18 parks covering 71 acres, 12 baseball fields, 8 soccer fields, 2 football fields, one dog park; approximately 7.3 miles of street medians, and approximately 7,250 trees. In Q4 2021, Community Services received a Prop 68 per Capita Grant to upgrade the pathways at Pacific Heights Park as part of the ADA Transition Plan (Open Space and Recreation Element Policy OSR-23).

Although challenged by the shuttering of in-person programs due to COVID that continued into 2021, recreation continued to innovate a diversity of programs to engage residents. During Q1 and Q2, 2021, Recreation hosted virtual enrichment classes and sports clinics, and led County Recreation agencies in creating the local "Return to Play" guidance to allow sports programs to resume limited activity in March 2021 after a year of suspension. Recreation packaged "Rec-in-a-Box" activities. Staff adapted events to adhere with COVID restrictions by offering You've Been Egged (Q2), Jinxed Joyride (Q4), and Jingle Around the Block (Q4). In-person events resumed with Concerts in the Park in Q3, and a new tree lighting event at Centennial Plaza in Q4 (Guiding Policy OSR-D).

Engvall School Project. In 2021, Community Services engaged in development review and discussions for the Engvall project to discuss satisfying the parkland dedication requirement. (Policy LUD-1, promoting of housing development on school sites while retaining recreation facilities).

Centennial Plaza. Community Services began work in 2021 on renovation of Centennial Plaza that will make it accessible to the public. Work in 2021 included scoping the project and on-boarding Landscape Architect Services, and the start of conceptual design. The project completion is anticipated by year end 2022.

Crestmoor High School playing fields. In 2021, Community Services engaged in development review and discussions regarding the Crestmoor High School Site to preserve playing fields as part of the project. This is still in progress. (Policy LUD-1, promoting of housing development on school sites while retaining recreation facilities).

Joint Use Agreement (JUA) with School District. The City is actively working on renegotiating a JUA with San Bruno Park School District. Work began in Q1 2021 on a successor document to the most recent document that expired in Q3 (August 31, 2021.) Although the document is not yet finalized, both agencies are honoring the expired agreement to allow joint use of facilities for a variety of programming needs (Policy OSR-5).

Senior Center Programming. Although challenged by the shuttering of the Senior Center in March 2020 due to COVID, Staff maintained program delivery by offering creative virtual programs for seniors, hosting drive through events and parking lot dances, and providing grab-and-go and delivery of nutritious meals. The Senior Center reopened in June 2021 to modified programmatic operations (Policy OSR-14).

Recreation and Aquatic Center. In October 2021, the city broke ground on the new Recreation and Aquatic Center, integrating the Swim Center and Veteran's Hall into one multi-programmed recreation and aquatic facility (Guiding Policy OSR-A).

Community Clean-ups. The Parks Division supported a number of community clean-ups in 2021 including: three volunteer organized clean-ups in Q1; one volunteer organized clean-up; an Earth Day tree planting, and a planter renovation at City Hall by a local Daisy Troop in Q2; and one volunteer organized clean-up and two coastal clean-up events in Q3.

ADA Compliant Park Access. The Parks Division of Community Services received a Prop 68 per Capita Grant in Q4 2021 to upgrade the pathways at Pacific Heights Park. This project is part of the ADA Transition Plan and is the final pathway in the park system that has been identified as needing rehabilitation. Work will begin in Q3 2022 and advances Open Space and Recreation Element Guiding Policy OSR-A and Policy OSR-23.

Fire
Crestmoor Canyon debris clearing. In 2021, the City continued its contract with the California Conservation Corps for clearing Crestmoor Canyon of debris fuel, focusing efforts along the existing 0.38-mile fire access road within the Canyon to provide access for emergency vehicles and along pathways that extend from the fire access road. The project furthers Public Facilities and Services Element Policies PFS-37 and 38 to clear fire hazardous materials from the canyon.

Police
Vehicle Emissions. The police department routinely enforces vehicle emission standards, that includes issuing citations for modification of vehicle exhaust systems. In 2021, several San Bruno Police Officers attended a training class specifically targeted at enforcing vehicle exhaust modifications. Following the training, the department purchased sound meters to increase enforcement of modified vehicle exhaust statues. The efforts advance Health and Safety Element policy HS-47, to enforce vehicle noise emission standards.

Citywide
New website. In December the city launched a redesigned website which serves as a hub for all things San Bruno; while at the same time, it is organized in a way that better engages with the city's residents. It has a modern clean and simple design. In conjunction with the redesigned website the city also commenced with PrimeGov, a new agenda management system that makes it easier for the public to access meeting agenda related information for the

city's boards and commissions. The updated website advances Economic Development Element policy ED-30 to redesign the city's website to make more information readily available to residents.

In conclusion, the city will continue to pursue implementation of the San Bruno General Plan and staff looks forward to annually updating Council on its progress.

FISCAL IMPACT:

Staff time spent preparing the staff report.

ALTERNATIVES:

1. Direct revisions to the 2021 General Plan APR prior to submittal to the State Department of Housing and Community Development.

RECOMMENDATION:

Receive the General Plan Annual Progress Report for 2021 and Authorize Transmittal to the California Department of Housing and Community Development and Governor's Office of Planning and Research

DISTRIBUTION:

None

DATE PREPARED:

March 14, 2022

ATTACHMENT:

1. General Plan Guiding Policies and Implementing Policies

General Plan Goals and Policies Table

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Land Use and Urban Design Policies

Guiding Policies
LUD-A: Promote development of El Camino Real as a boulevard with a series of “districts”, with distinctive uses weaved together with unified streetscape, sidewalk improvements, and pedestrian amenities.: Encourage residential development to promote walkability and transit use.
LUD-B: Intensify land uses surrounding the new San Bruno BART station and planned San Bruno Avenue Caltrain station, including development of transit-oriented uses, regional shopping opportunities, high-intensity offices, hotels, and other similar uses.
LUD-C: Stimulate reuse and intensification with multi-use, transit-oriented development along El Camino Real, San Bruno Avenue, and San Mateo Avenue. Provide amenities serving pedestrians, bicyclists, and transit riders along these corridors.

LUD-D: Promote Downtown as the civic and cultural center of San Bruno, based on expansion of the ethnically diverse array of businesses and restaurants. Foster a vibrant, continuous, pedestrian-oriented mix of land uses within Downtown. Increase the market supporting Downtown through new mixed-use opportunities, including housing above the ground floor.
LUD-E: Ensure that new development, especially in residential neighborhoods, is sensitive to existing uses, and is of the highest quality design and construction.
LUD-F: Promote infill and revitalization of the City's shopping centers—including the continued improvement of The Shops at Tanforan and Towne Center—to attract shoppers from throughout the region using convenient BART and Caltrain access.
LUD-H: Provide for continuation of industrial uses in selected areas in the City, primarily along Montgomery Avenue.
LUD-J: Coordinate planning and development with surrounding cities, agencies, and San Mateo County. Work toward solutions to regional problems of traffic congestion, open space preservation, noise attenuation, environmental hazards, affordable housing, pollution, and growth management.
LUD-K: Actively seek citizen participation in the planning process, and in improving and maintaining the City's image.
Implementing Policies
Residential Development
LUD-1: Promote development of single-family housing on former school sites owned by public school districts. Retain existing recreation facilities for public use, whenever possible.
LUD-2: Preserve neighborhood character and quality in the city's eastern neighborhoods through the Redevelopment Agency's Residential Rehabilitation Loan Program.
LUD-3: During Plan review, protect the residential character of established neighborhoods by ensuring that new development conforms to surrounding design and scale.
LUD-4: Strengthen residential integrity in viable neighborhoods within the city's Redevelopment Area by eliminating incompatible uses and by facilitating upgrading of deteriorated structures.

LUD-5: Allow small-lot single-family housing in new and existing neighborhoods to serve as efficient and compact infill development.
LUD-6: Offer development incentives, as stated in Table 2-1, to encourage new infill development along San Mateo Avenue and El Camino Real that incorporates residential use.
LUD-7: Require any subdivision or development involving construction of more than five units, regard- less of the number of parcels, to undergo design review. Require provision of open spaces and pedestrian connections within multifamily projects, as well as an active street frontage along arterial roadways.
LUD-8: Develop and implement standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in multifamily complexes. Use the following design techniques: • Locate garages and carports to the rear of parcels; • Provide access to tuck-under parking from the side or rear of parcels, particularly along major arterial roadways; • Screen tuck-under parking with landscaping or other buffering techniques; and • Continue to allow shared driveway configurations, as appropriate.
LUD-9: Provide safe and comfortable pedestrian routes through residential areas by requiring sidewalks on both sides of streets, planting street trees adjacent to the curb, allowing on-street parking, and minimizing curb cuts.
LUD-10: Revise the Zoning Ordinance to allow childcare services in all residential and commercial zones, so that they are distributed throughout San Bruno to reduce commute times and costs for working parents.
LUD-11: When approving single-family construction permits, consider the cumulative impact of additions on water, sewer and other City services.
Downtown
LUD-12: Improve the visibility of Downtown from El Camino Real through a variety of techniques that may include signage, lighting, landscape treatment, or provision of plaza or building design that "announces" Downtown. • Require buildings along the intersection to present attractive and pleasant facades where visible from El Camino Real, including windows, displays and entryways (transparency) at ground level. • Incorporate a historical marker to identify the intersection as the beginning of the California State Highway system. • Improve the visibility of Downtown by expanding streetscaping and amenities to parcels on the west side of El Camino Real.: Install directional signage or banners along El Camino Real to announce Downtown.: Consider use of signage arching over El Camino Real were Caltrans to abandon State Highway designation for El Camino Real.

• Place clearly marked crosswalks and traffic lights to ensure the safety of residents and visitors entering Downtown from across El Camino Real. • Work with Caltrans and other agencies to modify El Camino Real street design to implement traffic calming measures that ensure safe pedestrian and bicycle access to Downtown.
LUD-13: Integrate the planned San Bruno Avenue Caltrain station with Downtown.: Designate the station as the northern gateway into Downtown, as illustrated in Figures 2-4 and 2-5 [of the General Plan].: Implement the following design techniques: • Orient the station's main exit, signage, lighting, and landscaping toward Downtown. • Create a marker (such as small public plaza) at the intersection of Huntington Avenue and San Mateo Avenue as an anchoring and focal element for Downtown. Use coordinated design elements (consistent and repeated signage, fountains, streetlights, landscaping, etc). • Ensure that the station platform over San Mateo Avenue is oriented toward Downtown, and affords views down the Avenue toward El Camino Real.
LUD-14: Actively market Downtown as a neighborhood center for the surrounding residential areas. Create and distribute a Downtown San Bruno map that illustrates the restaurants, retail, services, and parking facilities available in Downtown.
LUD-15: Require pedestrian-oriented building design—including zero front setbacks (except where noted for public plazas), awnings, and building entries facing the street—to complement the City's Downtown streetscape improvements.
LUD-16: Promote new housing and mixed-use development within Downtown to provide a larger market base for neighborhood retail shops. Establish pedestrian connections between retail fronting San Mateo Avenue and housing on the back half of blocks.
LUD-17: Encourage new development in Downtown to accommodate small retail shops, with larger anchor stores at the northern and southern gateways. Prohibit auto-oriented uses, including fast food with drive-through facilities.
LUD-18: Upgrade the appearance of Downtown through combined efforts of the City, merchants, and property-owners. (With the loss of redevelopment funding, investigate other sources of funding to assist merchants and property owners with façade improvements) • Integrate Civic Center as part of an expanded Downtown that "embraces" El Camino Real (as shown in Figure 2-5 [of the General Plan]). Undertake streetscape improvements to link the Civic Center Complex with San Mateo Avenue.
LUD-19: In accordance with Ordinance 1284, assemble parcels to create a centrally-located, structured parking facility that would sufficiently serve merchants and shoppers in Downtown. The parking structure should include ground floor commercial along street frontage, and main entrances and exits along side streets to minimize breaks in commercial frontage along San Mateo Avenue.

Regional Commercial
LUD-20: Promote establishment of strong regional retail anchors in The Shops at Tanforan and Towne Center.: Support the further redevelopment and expansion of The Shops at Tanforan, and work with the developer and San Bruno Chamber of Commerce to market the center to a wider regional audience.
LUD-21: Strengthen the identity of the existing internal "street" network in The Shops at Tanforan and Towne Center. Encourage transition of these two centers into an outdoor/indoor shopping "district," as illustrated in Figure 2-6 [of the General Plan]. Implement the following design techniques: • Promote reuse and infill of existing surface parking lots. • Strengthen the existing internal street network (as shown in the concept diagram) to promote walkability between stores, services, and restaurants. • Ensure that the street network links the two shopping centers and preserves the visibility of the existing shopping complexes from El Camino Real. • Design all new commercial spaces to be located and oriented toward the walkable internal streets and toward Sneath Lane, with clear connections to enclosed mall entrances. • Create fluid and visible pedestrian connections to and from the San Bruno BART station. • In accordance with Ordinance 1284, consider construction of necessary parking structures to replace existing surface parking lots. Locate parking structures along the edges of the shopping district to minimize vehicular traffic on internal pedestrian-oriented streets. • Improve landscaping along El Camino Real to differentiate and announce the "district" from other developments along El Camino Real. • Incorporate gateway features on El Camino Real near the northern edge of Towne Center where San Bruno's northern boundary exists. • Develop a uniform signage plan to coordinate signs along the internal shopping streets with signs along El Camino Real. • Coordinate with the San Bruno Chamber of Commerce to market the new "district" as a regional marketplace.
LUD-22: Ensure that vehicular, transit, bicycle, and pedestrian access to the City's regional retail centers is convenient, efficient, and safe. Coordinate transportation improvements with the new San Bruno BART station and SamTrans.
LUD-23: Consider development of new professional and administrative offices within The Shops at Tanforan and Towne Center, so that commuters can travel to and from San Bruno via the BART system. Allow offices on second and third levels, above retail establishments.
LUD-24: Coordinate regional commercial development at the San Bruno BART station with new office development constructed in adjacent South San Francisco areas.: Accommodate mixed pedestrian and bicycle connections for office workers to access The Shops at Tanforan and Towne Center.
BART and Caltrain Station Areas

LUD-25: Coordinate new development at the BART and Caltrain station areas with surrounding residential neighborhoods through landscaping, feathered building heights (taller buildings near stations and shorter buildings near existing residences), pedestrian connections, and other such techniques.
LUD-26: During the Zoning Ordinance Update, create a transit-oriented zoning district surrounding the BART and Caltrain stations, and along the El Camino Real and San Bruno Avenue transit corridor. Within the district, reduce building setbacks, increase development intensities, require pedestrian connections, reduce parking requirements, and consider establishment of minimum development intensities.
LUD-27: Create clear pedestrian connections from the BART and Caltrain stations to neighboring commercial nodes, as follows: • Install pedestrian connections between the San Bruno BART station, The Shops at Tanforan, and Towne Center.: Coordinate these connections with infill development and the internal street network. • Install pedestrian connections between the planned San Bruno Avenue Caltrain station and Downtown. Coordinate these connections with infill housing construction.
LUD-28: Consider installation of a pedestrian connection between The Crossing and The Shops at Tanforan to facilitate safe pedestrian access across El Camino Real.
LUD-29: Consider formation of a Local Improvement District, in order to undertake public improvements, including construction of pedestrian amenities and connections.
LUD-30: Develop a shuttle route to connect the BART and Caltrain stations, regional shopping centers, Downtown, Civic Center, Bayhill Office Park, The Crossing, and high-density residential clusters.
LUD-31: Develop a green buffer along Huntington Avenue, as illustrated in Figure 2-7 [of the General Plan] to buffer residents from BART and Caltrain activities.
LUD-32: Extend the landscaped median along Huntington Avenue to the north and connect it with the planned bikeway along the BART alignment through South San Francisco. LUD-33: Plant additional street trees along the existing buffer between Huntington Avenue and the residential frontage road due east of the San Bruno BART station.
LUD-34: As opportunities arise, consider creating a new four- to five-feet wide planted median that serves to buffer residential development from railway activities along Huntington Avenue.

LUD-35: Consider widening Bayshore Circle and use the extra space to improve the large median strip into a pedestrian path/linear park that promotes access to the BART station.
LUD-36: Consider using abandoned railroad spurs as multi-use trails when opportunities arise.
Neighborhood Commercial
LUD-37: Retain and support the expansion of the existing grocery store on the northern portion of the Skycrest Shopping Center site, in order to provide neighborhood retail uses to the city's western neighborhoods.
LUD-38: Require uniform signage in neighborhood shop- ping centers, which contributes to that neighborhood's sense of identity.
LUD-39: Install clearly marked crosswalks at intersections near all neighborhood commercial uses. Conduct a pedestrian survey prior to marking them to ensure appropriate de-facto crossings, particularly near junior and/or high school facilities.
El Camino Real
LUD-40: Promote high-intensity multi-use development along El Camino Real.: Limit retail development to those sites north of Crystal Springs Road reinforcing existing retail activity in Downtown and/or The Shops at Tanforan/Towne Center.
LUD-41: Designate El Camino Real, south of Crystal Springs Road, as a transition zone where existing commercial services, restaurants, and small offices are allowed but new projects emphasize residential development. Focus retail development north toward the Downtown area.
LUD-42: During update of the Zoning Ordinance, con- sider expanding the Multi Use–Residential Focus designation west to comprise the entire block from El Camino Real to Linden Avenue. Require new development to retain emphasis on residential uses fronting Linden Avenue.
LUD-43: Work with CalTrans to plant landscaping on properties fronting El Camino Real, and maintain the landscaped median that continues north from the City of Millbrae.: Consider comprehensive streetscape and sidewalk improvements along El Camino Real, should CalTrans choose to abandon the right-of-way as a State highway.
LUD-44: Require multi-use developments along El Camino Real to provide a pedestrian-friendly environment along the street frontage, as follows: • Require a minimum ground floor transparency requirement for all development north of Crystal Springs Road. • Encourage pedestrian-scale architectural articulation (that is, awnings at appropriate heights). • Require that buildings are located adjacent to the sidewalk, and that main entries are oriented toward the sidewalk. • Locate parking lots at the side or rear of parcels. Buffer parking areas from the sidewalk with landscaping. • Minimize curb cuts and parking access from El Camino Real.

• Limit front setbacks to create an active street frontage.
LUD-45: Permit development on The Crossing site (former US Navy site) according to the US Navy Site and Its Environs Specific Plan. Support pedestrian-friendly design with linkages across El Camino Real to The Shops at Tanforan and the San Bruno BART station.
LUD-46: Develop a program of streetscape improvements--including street trees, sidewalk widening, signage, bus shelters, and pedestrian-scale lighting--along El Camino Real to create a sense of identity for the City of San Bruno.
San Bruno Avenue
LUD-47: Allow high-intensity mixed-use development—including retail, offices, services, and housing—along San Bruno Avenue, between Elm Avenue and Huntington Avenue.
LUD-48: Promote transit-oriented design along San Bruno Avenue, east of Huntington Avenue. Permit a diverse mix of commercial employers with retail frontage, streetscaping, pedestrian connections, and transit shelters.
LUD-49: Minimize building setbacks, orient building entrances toward the street (not parking lots), and vary features along the building façades on San Bruno Avenue.
LUD-50: Install gateway features—such as welcome signs, streetlights, and landscaping—along San Bruno Avenue, east of the planned San Bruno Avenue Caltrain station.
Offices – Bayhill Office Park
LUD-51: Promote construction of professional and administrative offices on existing surface parking lots in Bayhill Office Park. Consider construction of a parking structure to accommodate commuter parking, in accordance with Ordinance 1284.
LUD-52: Allow ancillary commercial uses—such as cafes, health clubs, dry cleaners, sundries, etc—in Bayhill Office Park, to serve employee needs.
LUD-53: Require new office development in Bayhill Office Park to provide alternative transportation, such as shuttles to the BART and Caltrain stations, preferential carpool parking, bicycle storage facilities, and bus shelters.
Industrial – Montgomery Avenue
LUD-54: Support infill development in northern Montgomery Avenue area (east of the Caltrain tracks) with business and industrial uses, while permitting a broader mix of uses. Capitalize on regional access through the BART and Caltrain systems to market office and industrial space to Bay Area businesses.

LUD-55: Support conversion of remnant residential uses south of Atlantic Avenue to industrial or office uses. Allow assembly of small residential lots that will increase the feasibility of attracting light industrial employers, provide a more compatible industrial setting, and accommodate uses appropriate for 70 dB noise levels from SFO overflights.
LUD-56: If an area plan for the area north of 380 is undertaken, study the possibility of allowing a diverse mix of uses, including live/work space and residential uses, in the short stretch of Montgomery Avenue, north of Atlantic Avenue.
LUD-57: Seek upgrading of existing industrial uses to more employment-intensive uses, such as research and development facilities and biotech offices, through the business attraction strategy in the Economic Development Element.
LUD-58: Undertake a program to improve streetscape and sidewalks along Scott Avenue, to foster better connections to the BART Station.
LUD-59: Recognize the value of production and distribution along Montgomery Avenue, and allow continuation of these heavy commercial uses. However, work with tenants to improve building facades and screen outdoor storage areas.
LUD-60: Support establishment of airport-related uses within the industrial area along Montgomery Avenue. In accordance with Ordinance 1284, consider construction of parking structures for car rentals, parking, or other airport-related storage uses.
LUD-61: Limit land uses located directly underneath theI-380 overpasses to low-intensity activities, such as parking facilities or storage areas. Require all activities located underneath the I-380, west of the train tracks, to be compatible with the adjacent residential uses.
LUD-62: Require the installation of landscaping to screen storage yards and other outdoor areas facing public streets in industrial development.
LUD-63: Enforce on-street parking regulations, sign controls, landscaping requirements, and on-site refuse storage laws to improve the appearance of industrial areas. Consider the formation of a parking assessment district to fund off-street parking.
LUD-64: Require industrial uses to meet air and water quality standards, to properly store and dispose of hazardous substances, and to avoid adverse impacts on the environment.
LUD-65: Allow commercial recreation uses within industrial warehouse spaces, provided they do not conflict with adjacent uses and they provide adequate on-site parking.
LUD-66: Work with CalTrans to clean up and enhance the former materials yard site at the I-280/I-380 junction.

Gateways
LUD-67: Foster a sense of place in San Bruno through development of a coordinated signage and landscaping program near the BART and Caltrain station areas, within Downtown, and at gateways into the City.
LUD-68: Install a stationary welcome marker and/or welcome banners along the streetlights at the major gateways into San Bruno—Skyline Boulevard, El Camino Real, and San Bruno Avenue.
Views
LUD-69: Conduct a design review of all development in "Areas visible from all sites" in Figure 2-3 [of the General Plan] to ensure it is not visually over-dominant.
LUD-70: Provide incentives for developers to create view corridors from El Camino Real and Sneath Lane toward new internal open spaces at The Shops at Tanforan and Towne Center.
LUD-71: Orient the view platform or plaza of the planned Caltrain station at San Bruno Avenue and Huntington Avenue toward San Bruno Mountain and Downtown.
LUD-72: Require buildings in Downtown and in Transit-oriented Development district to screen mechanical equipment on the roof with non-glaring materials.
LUD-73: Require buildings with a continuous façade of 100 feet or longer to use non-reflective materials to minimize adverse impact of glare.
Planning Process
LUD-74: Provide opportunities to coordinate with the cities of South San Francisco, Millbrae, and Pacifica during review and approval of new development along shared jurisdictional boundaries.
LUD-75: Coordinate with San Mateo County and other regional agencies on addressing shared planning concerns. Provide information for regional databases or studies, and seek cooperation in responding to natural hazards, transportation challenges, and provision of services.
LUD-76: Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
LUD-77: Conduct an assessment of the purpose and effectiveness of Ordinance 1284. Consider merits and disadvantages of the Ordinance to potential development. Consider possible amendments to the Ordinance, as appropriate.

LUD-78: Consider developing a coordinated program to seek voter approval for parking structures under Ordinance 1284, as identified in this Land Use and Urban Design Element: • Downtown (San Mateo Avenue), • Bayhill Office Park, and • Montgomery Avenue.
LUD-79: Provide ongoing code enforcement to preserve and enhance residential neighborhoods for San Bruno residents.
LUD-80: Amend zoning districts and development standards in the Zoning Ordinance consistent with land use classifications in the General Plan, particularly as it relates to mixed-use development along El Camino Real, the Transit Oriented Development district, and intensification within the Tanforan District.
LUD-81: As part of the Zoning Ordinance Update, outline criteria for use of FAR and density bonuses, as listed in Table 2-2, for development projects in Transit-oriented Development and Mixed Use areas that include off-site improvements and amenities for public benefit, such as streetscape improvements, outdoor plazas, and bus shelters.
Community Participation
LUD-82: Solicit public participation in planning, developing, and maintaining community projects. Encourage community organizations to become involved with redevelopment projects in Downtown and transit station areas through community workshops, focus groups, newsletters, etc.
LUD-83: Provide social recognition for voluntary beautification projects, social services, and other notable actions. Recognize citizens and groups in City Council meetings and the Focus newsletter.
LUD-84: Provide opportunities for community organizations to help maintain city parks, school grounds, landscaped areas, and scenic roadways.

Economic Development Policies

Guiding Policies
ED-A: Maintain a positive business climate within San Bruno, including resources for business attraction and expansion.
ED-B: Provide development opportunities that allow for establishment of jobs within San Bruno, commensurate with local residents' education and skills.
ED-C: Capture the entire spectrum of retail sales and services within San Bruno, from regional uses in The Shops at Tanforan to Downtown commercial uses
ED-D: Focus economic development within San Bruno on low-impact business uses, including offices, research and development, light manufacturing, etc.
ED-E: Capture a larger share of spillover economic uses from San Francisco International Airport, including car rental, limousine services, hotels, etc.
ED-F: Provide cultural amenities and special events to increase visitor spending in San Bruno.
ED-G: Increase the skills of San Bruno workers through vocational schooling, on-the-job training, and professional development.
ED-H: Capture a larger share of the regional high-tech industry through improvements in local telecommunications facilities.
ED-I: Improve the image of San Mateo Avenue in Downtown as an appealing commercial street to shop, dine, and conduct business.

Implementing Policies
Business Climate
ED-1: Work with the San Bruno Chamber of Commerce on business retention and to promote local business successes and ventures in all parts of the city.
ED-2: Market the City's economic development strategies through preparation of newsletters, press releases, program summaries, mailing lists, client testimonials, economic data, and articles in various industry journals.
ED-3: Seek establishment of high-quality hotels that serve travelers to and from the San Francisco International Airport. Cooperate with property owners and developers to make available large sites at The Crossing, Bayhill Office Park, The Shops at Tanforan, and Towne Center. Focus on connections to BART and Caltrain, to provide convenient transit for visitors.
Land Development and Improvement
ED-4: Explore feasibility of parcel consolidation, especially in the Montgomery Avenue/San Mateo Avenue area, as opportunities present.
ED-5: Maintain efficient licensing and development permitting procedures and regulations. Ensure streamlined procedures via a periodic review of the system with user input to help identify problem areas.
ED-6: Develop a fact sheet describing the development review process in San Bruno. Include a list of all documents necessary for approval of a variety of successful projects.
ED-6: Develop a fact sheet describing the development review process in San Bruno. Include a list of all documents necessary for approval of a variety of successful projects.
ED-7: Provide technical assistance to businesses wishing to locate or expand within San Bruno. Services may include site location assistance, employment linkages, marketing and public information, permit processing, financial referrals, façade improvement grants, and economic analysis.
ED-8: Monitor land use and development trends in the city to ensure a balanced supply of commercial, industrial, and mixed-use designations and development intensities.
ED-9: Coordinate with the Redevelopment Agency and Public Works Department on strategic improvements—infrastructure upgrade and extension, environmental remediation, land acquisition and/or assembly—as necessary to provide for orderly development of commercial, industrial, and mixed-use sites.

ED-10: Develop a Business Attraction Strategy that secures new business activity for San Bruno's vacant and underutilized sites. The Strategy should include the following components: • Identify target sites and solicit cooperation of property-owner(s); • Initiate cooperation among property-owners, if lot consolidation is necessary; • Identify necessary on and off-site infrastructure improvements; • Identify target industries (and possibly specific firms); • Prepare marketing materials, in coordination with Chamber of Commerce; • Conduct outreach through mailings, personal contact, and trade shows; and • Coordinate with permit processing.
ED-11: Improve environmental quality by coordinating the remediation of sites that have been identified as having leaking underground storage tanks (USTs) or Spills, Leaks, Investigations, and Cleanup (SLIC), particularly where upfront private sector investment is unlikely due to perceived or actual environmental constraints or liabilities.
ED-12: Encourage development of home-based businesses in San Bruno through simplified per mitting procedures, such as administrative approval and/or lower fees.
Industrial Uses
ED-13: Allow and support a mix of non-residential uses along Montgomery Avenue, including advanced technology, research and development (R&D), professional offices, and telecommunications businesses.
ED-14: Conduct a study to assess different techniques for replacing existing non-conforming residences along Montgomery Avenue with viable nonresidential uses. Such techniques may include a Relocation Fee Program or District, which would assess all new development within the area to pay for relocation of existing residences.
ED-15: Require pedestrian-scale design of new business and industrial uses along Montgomery Avenue, particularly along the southern portion adjacent to the planned San Bruno Avenue Caltrain Station. Provide sidewalks, street trees, and benches for employees and visitors, and prohibit storage or parking areas along the street frontage.
Cultural Amenities
ED-16: Promote cultural amenities and facilitate special events—such as a Farmers Market, annual festivals, Shakespeare Downtown, sporting events, or other seasonal events—that will draw visitors to San Bruno.

ED-17: Consider establishment of a convention or per forming arts center, amphitheater, or other pub lic cultural amenity in or linked to the Downtown. Ensure design of the facility remains consistent with the scale and character of the Downtown.
ED-18: Develop a partnership between the City and Downtown business-owners to provide funding for physical improvements, public art installations, arts programming, and marketing.
ED-19: Encourage funding and installation of art throughout San Bruno. Public art may include sculpture, water fountains and features, murals, etc.
ED-20: Publicize the need for private donations to fund the placement of art, in order to create a sense of identity for the city's public spaces (i.e., parks, BART and Caltrain stations, Downtown, Civic Center complex, etc).
ED-21: Emphasize Downtown as San Bruno's historic center, providing an identity and a sense of place for the entire city, by establishing a focused revitalization strategy. Initiatives of the Downtown Revitalization Strategy may include: • Monitoring of land use and development trends in Downtown to ensure a sufficient supply of land, development intensities, and parking facilities; • Attraction of retail, hotel, and service sector business to key locations in Downtown; • Establishment of a proactive land assembly strategy in Downtown for the purposes of redevelopment and revitalization; • Facilitation of additional cultural attractions and events that bring both residents and visitors to the Downtown; and • Preservation and enhancement of historic structures contributing to the unique character of the Downtown.
ED-22: Consider establishing a Downtown Association of business and property-owners that will serve as a unified voice representing Downtown interests, and engage in marketing, promotions, business retention and recruitment, and event coordination.
ED-23: Preserve and enhance the ethnically diverse character of businesses on San Mateo Avenue in Downtown.
Education and Job Training
ED-24: Work with Skyline College to offer appropriate associates degrees and vocational programs for local residents. Work to establish practical job and career training geared to specific local industries and occupational needs.
ED-25: Coordinate with Skyline College to publicize available educational and training programs by using the City's website and making it available through libraries and City Hall.

ED-26: Encourage Skyline College to develop business management classes for local small-busi ness owners. Publicize these classes to retail, service, and restaurant establishments along El Camino Real, San Mateo Avenue, and San Bruno Avenue.
ED-27: Encourage businesses to identify training resources to upgrade technology, improve worker productivity, and train workers in transferable skills. Focus training programs on small to medium-sized firms which, due to financial constraints and higher worker turnover, are least likely to provide on-the-job-training.
ED-28: Encourage local school districts to incorporate internship, mentoring, and/or structured work place learning programs into the last year of high school programs, to guide students who are not college-bound into productive adult careers.
Technology
ED-29: Work with the private sector, community organizations, and local school districts to ensure schools, community centers, boys and girls clubs, libraries, and other public places offer public Internet access.
ED-30: Redesign and expand the City's website so that City administration, programs, and information are easily available to all residents and businesses. Consider using digital technology to conduct basic City services on-line, such as paying parking tickets, reviewing tax records, and submitting permit applications.
ED-31: Encourage use of the Internet and e-commerce for small businesses within San Bruno. Contact and market educational and local technology support programs.
ED-32: Coordinate with San Bruno Cable Television to provide community-related announcements and programming to San Bruno residents.

Transportation Policies

Guiding Policies
T-A: Provide for efficient, safe, and pleasant movement for all transportation modes--vehicles, bicycles, transit, and pedestrians.
T-B: Maintain acceptable levels of service for vehicular movement along the city's street network. Acceptable level of service could vary based on characteristics of the area under consideration.

T-C: Preserve and enhance the unique natural features that constitute San Bruno's scenic roadways, as well as the visual quality of major gateways to the City.
T-D: Provide adequate parking facilities for commercial, industrial, and transit station areas.
T-E: Focus San Bruno's efforts on improvements to the non-motorized transportation system (i.e., bicycles, pedestrians, strollers, etc) adjacent to transit corridors and stations, and their connections to those systems.
T-F: Provide efficient local transit--such as a shuttle system--to the BART and Caltrain stations to avoid dependence on individual motor vehicles.
T-G: Protect residential areas from congestion and associated noise resulting from BART and Caltrain spillover traffic.
T-H: Expand the existing bus network to provide convenient and efficient public transit to employment centers, shopping areas, parks, and other key destinations.
T-I: Develop and maintain a comprehensive bicycle network within San Bruno, providing connections to BART and Caltrain, surrounding cities, employment and shopping areas, and natural areas.
T-J: Develop a safe, convenient, and continuous network of sidewalks and pedestrian paths within the city.
T-K: Coordinate the City's transportation network and improvements with surrounding cities, agencies, and San Mateo County.
Implementing Policies
Alternative Modes
T-1: Develop incentives for San Bruno government and private employers to institute staggered working hours, compressed work week, home-based telecommuting, carpooling, use of transit, alternative fuel vehicles, and bicycling to employment centers to reduce vehicle miles traveled and the associated traffic congestion and air pollution.

T-2: Ensure that all transportation improvements--roadway, transit, bicycle, and pedestrian--are designed and constructed according to Americans with Disabilities Act standards. Improve existing facilities so they are compliant with American Disability Act standards.
T-3: Encourage provision of bicycle facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.
T-4: Encourage major employers of the City to provide shuttle service for employees from worksite to food service establishments, commercial areas, and transit stations, to reduce the number of automobile trips.
T-5: Provide assistance to regional and local ridesharing organizations; advocate legislation to maintain and expand incentives (e.g., tax deductions/credits).
Street Network
T-6: Maintain LOS standards for intersections for AM and PM peak periods as shown in Figure 4-2.
T-7: Undertake improvements to intersections shown in [General Plan] Table 4-8 and in Figure 4-7 to ensure their operation at the LOS shown in Figure 4-2. Determine costs for these improvements and establish an impact fee program to assess improvement costs to new development, proportionate to the impacts created by such development.
T-8: Support widening of Skyline Boulevard between Sneath Lane and I-280 to alleviate traffic congestion problems, if concerns regarding sensitive natural resources can be mitigated. Preserve the mature trees in the area, if feasible.
T-9: Continue the City's program of street maintenance (i.e., resurfacing and reconstructing streets every 15 years where necessary and feasible). Seek funds to enable the City to accelerate the current schedule.
T-10: Improve signage and access at the intersection of San Mateo Avenue, Taylor Avenue, and El Camino Real.
T-11: Vacate unnecessary streets within the Montgomery Avenue area for infill development with high technology and other advanced industrial uses. Redesign street access for better circulation, safety, and parking.
T-12: Designate permitted truck routes to avoid residential areas.

T-13: Study ways to separate through-traffic from local traffic on Euclid Avenue to eliminate its use as both an alternative route to the I-380 on-ramp, and a shortcut between Huntington Avenue and El Camino Real.
T-14: Use traffic calming measures to reduce speeding in residential areas, rather than limiting through-street connections. Traffic calming measures may include: • Narrowing travel lanes and allowing on-street parking; • Using different paving materials at pedestrian crosswalks; • Planting street trees and other vegetation; • Building corner bulb-outs and intersection round-abouts; and • Installing stop and/or yield signage. • Speed limit enforcement or other mitigation measures.
T-15: Implement traffic calming measures along College Drive and Skyline Boulevard.
T-16: Install safety improvements along Sneath Lane to improve visibility of signals. Such improvements may include signage and lighting.
T-17: Synchronize traffic signals between El Camino Real, Sneath Lane, Huntington Avenue, and San Bruno Avenue, to improve traffic flows into and out of the San Bruno BART Station.
T-18: Require right-of-way landscaping to be maintained at an appropriate scale, so as to not reduce visibility at intersections.
T-19: Should CalTrans vacate El Camino Real as a State highway, reconfigure the roadway to include wide sidewalks, streetscaping, and marked bicycle lanes. Consider various alternative configurations of traffic flow.
Transportation System Management
T-20: Study the potential benefit of implementing High Occupancy Vehicle (HOV) and carpool lane along major arterials.
T-21: Consider investment in Intelligent Transportation System (ITS) to enhance efficiency of existing network, potential ITS strategies include: • Roadway monitoring system (cameras, centralized traffic control center) • Enhanced travel information (variable message signs at major intersections) • Incidence Response Plan • Adoptive Traffic Signal Timing along major arterials
T-22: Apply turning restrictions to major arterials during peak hours to improve general traffic flow.

T-23: Implement Parking Guidance System to guide motorists to parking locations in commercial areas.
T-24: Implement targeted reinforcement programs to eliminate double parking in Downtown and along San Bruno Ave and El Camino Real.
Scenic Corridors
T-25: Coordinate with Caltrans, San Mateo County, and adjacent cities in order to maintain a consistent approach in applying scenic conservation standards in roadway design, improvements, and maintenance.
T-26: Continue to limit widening, modification, or realignment of the City's scenic corridors, consistent with Ordinance 1284. Preserve large trees and other natural features, limit signage, maintain wide setbacks, and reduce traffic speeds along these roadways.
T-27: Continue to support beautification efforts along Interstate 280, an officially designated State Scenic Highway.
T-28: Recognize and protect the following as local scenic corridors: • Skyline Boulevard, State Scenic Highway • Crystal Springs Road, County Scenic Road • Sharp Park Road, County Scenic Road • Sneath Lane
T-29: Review and update the City's Scenic Corridor Protection Program for I-280, Skyline Boulevard, and future State-designated scenic highways.

T-30: Improve the appearance of the following streets:
• El Camino Real: Continue landscaping the median strips and review projects for good design. Coordinate landscaping design with neighboring jurisdictions.
• San Mateo Avenue: Continue implementation of the Street Beautification Plan in conjunction with merchants and property owners.
• San Bruno Avenue (west of El Camino Real): Retain trees on Bayhill property along San Bruno Avenue, consistent with the City's Tree Preservation policy.
• Huntington Avenue/railroad tracks: Continue landscaping along both sides of the railroad tracks.
• Improve the appearance of the following major gateways to the City with landscaping and improved architectural design:
  ○ San Bruno Avenue, western city limits;
  ○ El Camino Real, northern and southern city limits;
  ○ Skyline Boulevard, northern and southern city limits; and
  ○ Sharp Park Road, western city limits.

T-31: Encourage local citizens and organizations to help design and maintain street and gateway improvements.
T-32: Encourage design of public and private development to frame vistas of the Downtown, public buildings, parks, and natural features.
T-33: Promote and facilitate planting of shade trees along all streets within San Bruno, through public education, developer incentives, and general beautification funds Tree specifics should be selected to create a unified image and an effective canopy.
Parking
T-34: Comprehensively review and revise parking standards for new office and commercial development providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage).
T-35: Comprehensively review and revise parking standards for new office and commercial development providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage).
T-36: Conduct a parking study to determine potential deficiencies at parks and public facilities. Recommend parking solutions.
T-37: Enforce on-street and off-street parking restrictions, particularly of motor homes, trailers, boats, and non-operating vehicles, and in residential areas near major transit facilities.
T-38: Study the possibility of providing public parking facilities for commercial and industrial areas. Designate general areas where parking lots are needed; purchase site(s) if possible when land uses change to avoid displacement of occupants. Consider the use of assessment districts to fund land acquisition as one option.
T-39: Encourage parking lot access from non-residential side streets in order to minimize interruption to traffic flow on primary streets (San Bruno Avenue east of El Camino Real and along El Camino Real).
T-40: Consider reduced parking standards within transit corridors and station areas in recognition of their proximity to high frequency transit service, mix of land uses, and walkable environment.
T-41: Allow joint use of parking facilities when nearby uses have staggered peak periods of demand.
T-42: Do not allow parking lots to dominate the frontage of mixed-use streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.

BART and Caltrain Station Areas
T-43: Create a “pedestrian-friendly” environment surrounding the BART and Caltrain stations by installing additional street trees, lighting, signage, and widening sidewalks along streets adjacent to these stations.
T-44: Support the Caltrain Grade Separation Project, featuring relocation of the Caltrain station above grade at the San Mateo Avenue/San Bruno Avenue intersection. Provide main parking facilities for the Caltrain station on the former San Bruno Lumber site north of the intersection, and bicycle and pedestrian connections to surrounding areas with prominence given to access south to Downtown.
T-45: During the Caltrain Grade Separation Project, ensure that the San Bruno station serves as an important gateway and northern anchor to Downtown, which should be clearly visible from the station platform.
T-46: As rail capacity increases with expanded BART and Caltrain service, install pedestrian safety measures--such as clear markings, safety gates, alternative routes, or overcrossings--at all at-grade railway crossings in the city. At grade-separated locations, provide safe pedestrian under-crossings.
T-47: Improve multi-modal access--specifically for pedestrians, cyclists, and transit passengers--to the BART and Caltrain stations through improvements along Huntington Avenue.
T-48: Incorporate a dedicated pedestrian crossing and flashing street markers at the new four-way signal installed on El Camino Real connecting The Crossing with The Shops at Tanforan and the San Bruno BART station.
T-49: Install adequate turning, driveway, and drop-off lanes at the San Bruno BART and planned San Bruno Avenue Caltrain stations to accommodate the increased levels of traffic expected.
T-50: Consider developing a shuttle service to provide reliable, consistent, and convenient access between the BART and Caltrain stations and other destinations within the city, including Bayhill Office Park, Skyline College, Downtown, schools and neighborhoods in the western and southern portions of the city.
T-51: Publicize all routes that provide non-auto access to the BART and Caltrain station areas, such as the GAP Inc. shuttle, bicycle routes, etc.
T-52: Work with BART and Caltrain to provide park and ride facilities with convenient, safe pedestrian access to the transit stations.

T-53: Coordinate with the Peninsula Corridor Joint Powers Board to ensure design of the planned San Bruno Avenue Caltrain Station (and Grade Separation Project) that will accommodate such regional transit improvements.
T-54: Continue landscaping along the railroad right-of-way and commuter parking areas to improve neighborhood appearance and mitigate noise.
T-55: Consider developing a parking permit system in residential areas adjacent to the new Caltrain Station to prevent overflow parking, when requested by a designated majority of residents in that area.
T-56: Work with SamTrans to provide paratransit (demand-based transit) services to residents with special needs.
Bus Transit
T-57: Work with SamTrans to schedule the routing of public transit in San Bruno so that a majority of residents are within walking distance of transit stops.
T-58: Work with SamTrans to design the local bus transit system for maximum passenger satisfaction, safety, comfort, convenience, and privacy.
T-59: Encourage SamTrans to configure bus transit service to serve connections with other transit systems (BART, Caltrain, SFO Airport, and other bus lines).
T-60: Work with SamTrans to design the local bus transit system to serve transportation dependent groups, including low income families that do not own an automobile, the elderly, youths, the handicapped, and others.
T-61: Work with SamTrans to route large buses on arterials, rather than on collector and local streets. Utilize smaller vehicles through residential areas.
T-62: Seek community input in establishing transit routes and schedules.
T-63: Encourage Skyline College to coordinate with SamTrans to implement a reliable, consistent and convenient bus system providing students with regular connections to the BART and Caltrain station areas, Downtown, El Camino Real, and multifamily apartments throughout the city.
T-64: Work with SamTrans to plan the local system with built-in flexibility for increases in service in accordance with increases in demand. Coordinate with local school districts on possible joint transit usage.
T-65: Work with SamTrans to locate transit stops directly adjacent to buildings with retail frontage, rather than severed by large parking lots.

T-66: Design arterial and collector streets to facilitate safe pedestrian crossings to transit stops. Provide crosswalks at all signalized arterial intersections.
T-67: Encourage installation of bus shelters, appropriate for year-round weather, to provide comfortable, safe waiting areas for SamTrans riders.
T-68: Work with SamTrans to implement Bus Signal Priority System to improve bus speed and reliability
Bicycle Routes
T-69: Continue to work toward dedication and/or installation of bicycle lanes throughout the city in accordance with [General Plan] Figure 4-4, to enhance recreational opportunities and make bicycling a more viable transportation alternative. Implement bicycle route improvements including signing, striping, paving, and provision of bicycle facilities at employment sites, shopping centers, schools, and public facilities.
T-70: Identify funding for and implement as a priority bicycle/pedestrian paths along the BART and Caltrain track alignments (Huntington Avenue and Herman Avenue) within the city limits. Coordinate with the Linear Park planned in South San Francisco and Millbrae.
T-71: Provide bicycle parking facilities in Downtown, Bayhill Office Park, BART and Caltrain Stations, The Shops at Tanforan and Towne Center, parks, schools, and other key destinations. Review bicycle standards as part of the Zoning Ordinance Update.
T-72: Identify and mark safe bicycle routes providing connections between the BART and Caltrain stations, and the following regional trail networks: • Bay Area Ridge Trail, • Sweeney Ridge Trail, • Bay Trail, • San Andreas Trail, and • Sawyer Camp Trail.
T-73: Coordinate with the Bicycle and Pedestrian Committee to promote safe cycling programs, sponsored rides, and other community outreach programs geared toward cyclists.
T-74: Ensure maintenance of vegetation along bicycle routes within the city. Ensure that overgrown vegetation does not push bicyclists into vehicular travel lanes and cause potential accidents.
Pedestrian Paths

T-75: Link sidewalks directly to building entrances. Avoid routes through parking lots or at the rear of residential developments.
T-76: Require construction of sidewalks at least five (5) feet wide along newly built streets within San Bruno, and four (4) feet wide on older streets to preserve street character in older neighborhoods.
T-77: Create a pedestrian-oriented setting along the Pedestrian Emphasis Zones (see [General Plan] Figure 4-6) through potential construction of the following public improvements: • Brick pavers to make sidewalks look more distinct; • Street trees to soften the environment and provide color and shade; • Human-scale street lights for enhanced aesthetics and illumination; • Banners and flags to make the area look more festive and cheerful; and • Benches to give people a place to sit, rest, and watch what goes on around them.
T-78: Allow new development to contribute to the Pedestrian Emphasis Zones (Figure 4-6) through construction of off-site improvements.
T-79: Prioritize improvements to sidewalks and other walking paths adjacent to public school facilities where children and youth are likely to use them on a daily basis
T-80: Install safety improvements for pedestrian crossings along El Camino Real. Such improvements may include bulb-outs at the corners, crossing medians, and signal synchronization.
Coordination
T-81: Provide for public safety and efficient operation in the planning, construction, and maintenance of transportation facilities.
T-82: Prohibit the encroachment of transportation facilities on irreplaceable resources, such as important open spaces, recreational areas, and historic sites.
T-83: Undertake periodic reviews of highway projects and improvements, San Francisco Airport expansion planning, and County and regional transit planning to enable the City to coordinate effectively with regional circulation systems.
T-84: The City shall work closely with the High Speed Rail Authority to ensure all impacts associated with the High Speed Rail Project are mitigated to the fullest extent possible. The City shall work to ensure that the design for the High Speed Rail project is consistent with the train station and grade separation design approved by the Citizens Advisory Committee and City Council.

Open Space and Recreation Policies

Guiding Policies
OSR-A: Develop and maintain parks and recreation facilities for a wide variety of ages, abilities, and interests. Ensure that parks are ADA accessible, safe, and well maintained.
OSR-B: Recognize the balance between maintenance and preservation of open space uses and the potential for wild land fires and flooding.
OSR-C: Provide sufficient public open spaces and landscaped areas within Downtown, Bayhill Office Park, Tanforan District, El Camino Real, and Montgomery Street, as well as residential neighborhoods.
OSR-D: Maintain a high quality mix of recreation programs, classes, activities, and special events for San Bruno residents of all ages and abilities.
OSR-E: Recognize open spaces—Crestmoor Canyon, Junipero Serra County Park, San Francisco Peninsula Watershed lands, Golden Gate National Recreation Area, SFO Airport wetlands, and neighborhood canyons—as an integral part of the overall image of the City.
OSR-F: Generate awareness through public discussion of the importance of open space that will guide both public and private actions.
OSR-G: Recognize that open space fulfills basic human needs—psychological, physical, social, educational, and safety—and establish a firm commitment to fulfill those needs for this and future generations.
OSR-H: Coordinate with regional and State agencies in the provision of a connected open space network on public lands surrounding San Bruno.

OSR-I: Enhance local opportunities for low-impact uses, such as multi-use trails, within natural resource areas.
Implementing Policies
Parks and Recreation
OSR-1: Maintain a parkland dedication/in lieu fee standard of 4.5 acres/1,000 residents.
OSR-2: Amend the City's Zoning Ordinance to ensure that all developments are subject to dedication/in lieu fee requirements, whether or not such developments result from subdivision.
OSR-3: Revise the City's Park In-Lieu Fee Ordinance to create an option (at the City's discretion) to accept either Park In-Lieu Fees or require the developer to design/build parks and/or recreation facilities as part of the development.
OSR-4: Undertake a program to add 20 acres of parkland to the City system over the next 20 years. Seize opportunities to develop and/or maintain parks and recreation facilities within existing residential neighborhoods through acquisition or preservation of former school facilities.
OSR-5: Strive to locate neighborhoods park facilities within 1/3-mile walking distance of all residences in San Bruno. If limited in some neighborhoods, coordinate with local school districts to allow use of playgrounds and sports facilities after school hours.
OSR-6: Provide small public parks and/or plazas within BART and Caltrain station areas, within Downtown, and along El Camino Real. Provide benches, water fountains, and trees to serve as resting areas for pedestrians, commuters, and shoppers.
OSR-7: As former Skyline College properties are developed for single-family residential neighborhoods, create an option (at the City's discretion) for development of parks and/or recreation facilities to serve San Bruno residents.
OSR-8: During reuse of the former Crestmoor High School site (designated for single family residential development), preserve the existing playing fields for recreational use per direction of the General Plan Update Committee.
OSR-9: Actively implement the City's Comprehensive Parks and Recreational Facilities Master Plan, which more fully identifies park and recreation needs and deficiencies.
OSR-10: Continue coordination with San Bruno Park School District (per the Five-Year Joint Use Agreement, 2002) to allow joint use of school facilities for after-school programs, sports leagues, and non-organized play.

OSR-11: Work with the City's teens and youth to ensure that the Recreation Services Department provides a diverse mix of recreation programs that meets their needs.
OSR-12: Study potential locations and funding mechanisms for the development of a Teen Recreation Center that provides the types of programs and activities to successfully attract the City's teens.
OSR-13: Design and construct non-traditional recreation facilities (skateboarding / BMX bike park, rock climbing wall, etc.) to provide alternative forms of recreation for the City's teens. Coordinate this facility with the Parks and Recreation Commission.
OSR-14: Continue to support and expand adult (50+) programs and activities offered at the Senior Center. Develop plans to expand the facility as needed to accommodate the City's senior population.
OSR-15: Study potential sites and funding mechanisms for relocation of the San Bruno Swim Center, or development of a new multi-programmed Aquatics Facility.
Park Maintenance and Improvements
OSR-16: Assist residents and neighborhoods with formation of landscape maintenance districts, including through participation in feasibility assessment. Require property owners to waive their right to protest formation of landscape and lighting assessment or other City maintenance districts as a condition of project approval where such development is not already part of an established maintenance district.
OSR-17: In new residential subdivisions where a Homeowners Association is created, require the Association to be the responsible party for short and long term maintenance of dedicated park facilities as identified in the National Recreation and Park Association Playground Safety Institute and as determined by the City of San Bruno.
OSR-18: Encourage community organizations and private citizens to help the City maintain public parks and open spaces. Organize volunteer days where sports leagues and community organizations are invited to help maintain park sites. Support establishment of "Friends of the Park" organizations to ensure continued maintenance of neighborhood park facilities
OSR-19: Initiate replacement of aging playground equipment in park sites throughout the City with equipment that meets current national standards for safety and accessibility.
OSR-20: Explore feasibility of constructing restroom facilities at the larger neighborhood park sites.

OSR-21: Pursue solutions to eliminate the drainage and erosion issues that present a danger to public health and safety in existing park sites.
OSR-22: Improve security at park sites within San Bruno through techniques such as installation of security lighting, scheduling of Police patrols in problem areas, and maintenance of overgrown vegetation.
OSR-23: Ensure that all parks and recreation facilities have been inspected for compliance with the Americans with Disabilities Act (ADA). Develop an ADA Compliance Plan to address those facilities that do not currently meet existing access standards.
Open Space
OSR-24: Support preservation of the Golden Gate National Recreation Area and Sweeney Ridge, located west of the City limits, as open spaces of regional significance.
OSR-25: Proactively address fire protection needs by creating a fire protection plan for open space areas within the City,
OSR-26: Retain appropriate San Francisco International Airport lands, located west of Highway 101, in open space for preservation of endangered wetlands species. Consider development of low-impact trails providing public access to the preservation areas. Preservation of this open space land should always take into consideration the potential for flooding.
OSR-27: Coordinate with San Francisco Public Utilities District and National Park Service to ensure that the San Francisco Peninsula Watershed and Golden Gate National Recreation Area are maintained as pristine natural habitat areas.
OSR-28: Preserve Crestmoor Canyon in a natural state. Minimize changes to natural landforms, topography, rock outcroppings, mature tree stands, and other vegetation, while accommodating a multi-use trail and supporting facilities. Exceptions may be made for any necessary changes in order to improve slope stability.
OSR-29: Prevent erosion in Crestmoor Canyon through planting of native species along steep slopes and drainage swales.
OSR-30: Limit recreation in Crestmoor Canyon to passive uses such as hiking, photography, and nature study (i.e., uses requiring minimal improvements or alteration of the natural state).
OSR-31: Preserve the small inaccessible canyons between San Bruno’s western neighborhoods as permanent open spaces. Consider developing appropriate areas for passive recreational use as funding becomes available.

OSR-32: During plan review, assure that development on City lands is compatible with preservation of Crestmoor Canyon, Junipero Serra Park, San Francisco Peninsula Watershed lands, Golden Gate National Recreation Area, and San Francisco International Airport wetlands in a natural state.
OSR-33: Balance Fire preventions goals with the preservation of the mature tree stands along the City's scenic corridors, including Sneath Lane, Skyline Boulevard, I-280, and Crystal Springs Road, consistent with the Tree Preservation Ordinance and Ordinance 1284. Landscaping of public rights-of-way along these corridors should complement the natural state.
OSR-34: Protect mature trees, as feasible, during new construction and redevelopment. Require identification of all trees over six inches in diameter and approval of landscaping plans during design review.
OSR-35: Develop a publicity program to inform residents and businesses of the importance of open space within the community. Identify the psychological, physical, social, educational, and safety reasons for preservation.
OSR-36: Work with local school districts to develop educational programs about the various open space areas within and surrounding San Bruno. Help the districts to develop a curriculum that explains the importance of sensitive habitat, wetlands areas, mature trees, etc.
OSR-37: Review and revise open space requirements in the City's Zoning Ordinance to provide adequate landscaped and open space areas for residents' and employees' use, and to enhance a project's exterior appearance.
OSR-38: Require open space easements or deed restrictions on undevelopable property. Through the plan review process, require recordation of open space easement, deed restriction, dedication or other legal means of permanently restricting development of open space lands.
OSR-39: If the San Francisco Jail lands are developed for alternative uses, maintain an open space corridor over the hills to preserve their scenic quality, natural vegetation, wildlife habitats, and to prevent exacerbation of geologic hazards.
Multi-Use Trails
OSR-40: Consider developing a multi-use/bicycle trail through Crestmoor Canyon. Develop a new trailhead and staging area, utilizing the existing fire road for the trail right-of-way. Install informational signage about the vegetation and wildlife found within the Canyon.
OSR-41: Evaluate development of a contiguous bicycle and pedestrian route through San Bruno that provides connections between the Bay Area Ridge Trail, San Bruno BART Station, and the Bay Trail. Utilize the new Crestmoor Canyon multi-use trail to link the western and eastern portions of the City. Utilize neighborhood sidewalks, and if necessary, provide way-finding signage to direct walkers and bicyclists.

OSR-42: Develop a contiguous multi-use/bicycle route along the BART and Caltrain rights-of-way, in coordination with South San Francisco, Millbrae, and BART. Ensure that design of the trail considers potential hazards associated with frequent rail traffic.
OSR-43: Work with San Mateo County to publicize the hiking trails available within Junipero Serra Park. Coordinate with San Francisco Public Utilities District and Caltrans to provide trail connections between Junipero Serra Park and San Andreas Lake.
OSR-44: Attempt to make San Bruno's overall street and trail system more park-like through streetscaping improvements along pedestrian and bicycle routes.

Environmental Resources and Conservation Policies

Guiding Policies
ERC-A: Preserve open space essential for the conservation of San Bruno's natural resources – including vegetation, wildlife, soils, water, and air.
ERC-B: Protect the natural environment, including wildlife, from destruction during new construction or redevelopment within San Bruno.
ERC-C: Recognize areas of overlapping jurisdiction with respect to open space and environmental resources, and coordinate the City's actions with efforts of surrounding cities, agencies, and San Mateo County.
ERC-D: Reduce pollution levels within the surface water that San Bruno discharges into the San Mateo County Flood Control District, then into San Francisco Bay.
ERC-E: Contribute to regional attainment by improving ambient air quality levels within San Bruno.
ERC-F: Preserve and enhance historic and cultural resources within the City, particularly within the historic Downtown area.

Implementing Policies
Conservation
ERC-1: Preserve as open space those lands which are identified, through environmental review, as sensitive habitat areas. Require setbacks to deve1opment as buffer areas, as appropriate.
ERC-2: Preserve as open space those portions of property which have significant value to the public as scenic resources, aesthetic, or recreation purposes.
ERC-3: Protect natural vegetation in park, open space, and scenic areas as wildlife habitat, to prevent erosion, and to serve as noise and scenic buffers.
ERC-4: Encourage the use of Best Management Practices in conserving the City's valuable water supply sources.
Biological Resources
ERC-5: Preserve critical habitat areas and sensitive species within riparian corridors, hillsides, canyon areas, tree canopies, and wetlands that are within the City's control (Figure 6-1). Protect declining or vulnerable habitat areas from disturbance during design and construction of new development.
ERC-6: Preserve wetland habitat in the San Francisco Bay Margins along the eastern edge of City land as permanent open space (Figure 6-1). Where jurisdiction allows, establish buffer zones at the edge of wetland habitats and identify buffer zones as areas to restrict development. Environmental concerns should be addressed during stormwater maintenance activities.
ERC-7: Ensure that construction adjacent to open canyon areas is sensitive to the natural environment. Preserve the natural topography and vegetation.
ERC-8: If development occurs adjacent to a wetlands area, ensure that a qualified biologist has conducted a wetlands delineation in accordance with federal and state guidelines.
ERC-9: Preserve mature trees and vegetation, including wildflowers, within open canyon areas and along the City's scenic roadways.
ERC-10: Require incorporation of native plants into landscape plans for new development as feasible – especially in areas adjacent to natural areas, such as canyons or scenic roadways (Figure 6-1). Require preservation of mature trees, as feasible, during design and construction.

ERC-11: Prohibit the use of any new non-native invasive plant species in any landscaped or natural area. Develop a program for abatement of non-native invasive species in open space or habitat areas.
ERC-12: Balance the need for fire safety and invasive plant species management with new considerations along the city's scenic corridors. Encourage buildings to be locked outside of the tree's drip-line or 12 feet from the tree trunk, whichever is greater, and/or incorporating special techniques to minimize root damage, etc.
ERC-13: Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and federal laws.
ERC-14: Preserve wetlands habitat and associated species in compliance with the federal "no net loss" policy using mitigation measures such as: • Avoidance of sensitive habitat areas; • Clustering of development away from wetlands; • Transfer of development rights for preservation of existing sensitive lands; and/or • Compensatory in-kind mitigation, such as restoration or creation.
ERC-15: Consult with the California Department of Fish and Game to determine significant habitat areas. Identify priorities for acquisition or maintenance of open space areas based on biological or environmental concerns.
ERC-16: Conduct presence/absence biological surveys for sensitive plant and animal species in natural areas prior to any construction activities proposed adjacent to or within identified natural areas (Figure 6-1). If no special status species are detected during these surveys, then construction-related activities may proceed. If listed special status species are found with the construction zone, then avoid these species and their habitat or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and Game.
ERC-17: If construction activities, including tree removal activities, are required adjacent to or within natural areas (Figure 6-1), then avoid activities during March through June unless a bird survey is conducted to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503, 3503.5, and 3511.
ERC-18: Coordinate efforts with the San Mateo County Flood Control District, Caltrans, Golden Gate National Recreation Area, San Francisco Airport, Peninsula Watershed lands, and Junipero Serra County Park to develop or preserve and manage interconnecting wildlife movement corridors.

Water Resources
ERC-19: Regulate new development--specifically Industrial uses--as well as construction and demolition practices to minimize pollutant and sediment concentrations in receiving waters and ensure water bodies within San Bruno and surface water discharged into San Francisco Bay meets or exceeds relevant regulatory water quality standards.
ERC-20: Require implementation of Best Management Practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations.
ERC-21: Continue programs to inform residents of the environmental effects of dumping household waste, such as motor oil, into storm drains that eventually discharge into San Francisco Bay.
ERC-22: Regularly measure and monitor water quality in San Bruno's surface water to ensure maintenance of high quality water for consumption by humans and other species throughout the region.
ERC-23: Regulate new development to minimize storm water runoff rates and volumes generated by impervious surfaces, and maximize recharge of local groundwater aquifers when feasible. Utilize the recommendations provided in the Bay Area Stormwater Management Agency's Start at the Source Design Guidance Manual for Stormwater Quality Protection.
ERC-24: Require that new development incorporate features into site drainage plans that reduce impermeable surface area and surface runoff volumes. Such features may include: • Additional landscaped areas including canopy trees and shrubs; • Reducing building footprint; • Removing curbs and gutters from streets and parking areas where appropriate to allow stormwater sheet flow into vegetated areas; • Permeable paving and parking area design; • Stormwater detention basins to facilitate infiltration; and • Building integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.
Air Quality
ERC-25: Maintain and improve air quality by requiring project mitigation, such as Transportation Demand Management (TDM) techniques, where air quality impacts are unavoidable.
ERC-26: Require dust abatement actions for all new construction and redevelopment projects.

ERC-27: Budget for clean fuels and vehicles in the City's long-range capital expenditure plans, to replace and improve the existing fleet of gasoline and diesel powered vehicles.
ERC-28: Incorporate air quality beneficial programs and policies into local planning and development activities, with a particular focus on subdivision, zoning, and site design measures that reduce the number and length of single-occupant automobile trips.
ERC-29: Promote demonstration projects to develop new strategies to reduce motor vehicle emissions. Projects may include low emission vehicle fleets and LEV refueling infrastructure.
ERC-30: Encourage new residential developments to incorporate measures such as shuttle services to major employment centers, commercial areas and transit areas, and provision of adequate transit facilities.
ERC-31: Prepare a Greenhouse Gas Emissions Reduction Plan, focusing on feasible actions the City can take to minimize the adverse impacts of Plan implementation on climate change and air quality. The Plan will include but will not be limited to: • An inventory of all known, or reasonably discoverable, sources of greenhouse gases (GHGs) that currently exist in the city and sources that existed in 1990.: In determining what is a source of GHG emissions, the City may rely on the definition of "greenhouse gas emissions source" or "source" as defined in section 38505 of the California Global Warming Solutions Act (" AB 32") or its governing regulations.: The inventory may include estimates of emissions drawing on available information from to state and regional air quality boards, supplemented by information obtained by the City. • A projected inventory of the new GHGs that can reasonably be expected to be emitted in the year 2025 due to the City's discretionary land use decisions pursuant to the 2025 General Plan Update, as well as new GHGs emitted by the City's internal government operations.: The projected inventories will include estimates, supported by substantial evidence, of future emissions from planned land use and information from state and regional air quality boards and agencies. • A target for the reduction of those sources of future emissions reasonably attributable to the City's discretionary land use decisions under the 2025 General Plan and the City's internal government operations, and feasible GHG emission reduction measures whose purpose shall be to meet this reduction target by regulating those sources of GHG emissions reasonably attributable to the City's discretionary land use decisions and the City's internal government operations.
ERC-32: Coordinate air quality planning efforts with local, regional, and state agencies. Support the Bay Area Air Quality Management District's efforts to monitor and control air pollutants from stationary sources.
ERC-33: Require all large construction projects to mitigate diesel exhaust emissions through use of alternate fuels and control devices.

ERC-34: Require that adequate buffer distances be provided between odor sources and sensitive receptors, such as schools, hospitals, and community centers.
Historical and Cultural Resources
ERC-35: Develop criteria for designation of local historic or cultural resources. Designation may not be based solely on the age of a resource, but rather special qualities, detailing, people, or events associated with it. Resources may also include special signage and/or landmarks known to city residents.
ERC-36: Preserve historic structures and resources during reuse and intensification within the city's older neighborhoods.
ERC-37: Designate the vicinity of Taylor Avenue, San Mateo Avenue, and El Camino Real as the beginning of the State Highway System as a historic landmark with a marker.
ERC-38: Work cooperatively with the owners of The Shops at Tanforan to preserve the historic marker on site.
ERC-39: Continue to protect archaeological sites and resources from damage. Require that areas found to contain significant indigenous artifacts be examined by a qualified archaeologist for recommendations concerning protection and preservation.
ERC-40: Ensure that new development adjacent to historic structures is compatible with the character of the structure and the surrounding neighborhood.
ERC-41: Educate citizens about San Bruno's past by creating a brochure describing the City's history and resources for distribution to community groups and public schools.
ERC-42: If demolition of a historical building is necessary for safety reasons, attempt to preserve the building façade for adaptive reuse during reconstruction. Offer funding through the Redevelopment Agency for façade preservation projects.
ERC-43: Conduct a thorough study of the historic and cultural resources within San Bruno, in coordination with the City's centennial anniversary in 2014.

Health and Safety Policies

Guiding Policies
HS-A: Reduce the risk of loss of life, injuries, loss of property, or resources due to natural hazards. Recognize the interrelationship between potential land use plans and land capacity constraints.
HS-B: Reduce the potential for damage from geologic hazards through appropriate site design and erosion control.
HS-C: Reduce the potential for damage from seismic hazards through geotechnical analysis, hazard abatement, emergency preparedness, and recovery planning.
HS-D: Protect sites subject to flooding hazards by implementing storm drainage improvements, and by requiring building design and engineering that meets or exceeds known flood risk requirements.
HS-E: Ensure the health, safety, and welfare of San Bruno residents by requiring appropriate use, disposal, and transport of hazardous materials.
HS-F: Protect the health and comfort of residents by reducing the impacted noise from automotive vehicles, San Francisco International Airport, railroad lines, and stationary sources.
HS-G: Ensure that all development heeds safety pre cautions from the San Francisco International Airport.
Implementing Policies
Natural Hazards
HS-1: Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards.
HS-2: Review and revise the City's Building Code, Zoning Ordinance, and Subdivision requirements to safeguard against seismic, geologic, and safety hazards. Mitigation should include:

• Minimal grading and removal of natural vegetation to prevent erosion and slope instability. Cleared slopes should be replanted with vegetation. • Proper drainage control to prevent erosion of the site and affected properties. • Careful siting and structural engineering in unstable areas. • Consideration of flooding and fire hazards in siting and designing new development.
Geologic and Seismic Hazards
HS-3: Require geotechnical investigation of all sites, except single family dwellings, proposed for development in areas where geologic conditions or soil types are subject to landslide risk, slippage, erosion, liquefaction, or expansive soils. (Require submission of geotechnical investigation and demonstration that the project conforms to all recommended mitigation measures prior to city approval.
HS-4: Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration.
HS-5: Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on sites greater than 10,000 sq. ft. in size.
HS-6: Restrict development of critical facilities—such as hospitals, fire stations, emergency management headquarters, and utility lifelines—in areas determined as high-risk geologic hazard zones (Figure 7-2).
HS-7: Development in areas subject to seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides (Figure 7-2) will comply with guidelines set forth in the most recent version of the California Division of Mines and Geology Special Publication 117.
HS-8: Identify existing structural hazards related to un-reinforced masonry, poor or outdated construction techniques, and lack of seismic retrofit. Coordinate with the Redevelopment Agency to provide assistance to property owners to abate or remove structural hazards that create an unacceptable level of risk.
HS-9: In accordance with the Alquist-Priolo Special Studies Zones Act, do not permit structures across an active fault (Figure 7-2) or within 50 feet of an active fault, except single-family wood frame dwellings where no other location on a lot is feasible. Require any new development to contract with geotechnical engineers to reduce potential damage from seismic activity.
HS-10: Recommend a geologic report by a qualified geologist for construction or remodeling of all structures, including single family dwellings, proposed within 100 feet of a historically active or known active fault (Figure 7-2). Geologic reports should recommend minimum setbacks, siting and structural safety standards, to reduce potential seismic hazards. Geologic reports must be filed with the State Geologist by the City within 30 days of receipt.

HS-11: Coordinate with surrounding cities, agencies, and San Mateo County in planning for recovery after a major seismic event. Determine appropriate emergency management and rebuilding strategies.
HS-12: Develop and provide incentives for property owners to conduct preventative maintenance of structures and to perform foundation and other seismic retrofit improvements.
Flooding
HS-13: With cooperation from the San Mateo County Flood Control District, continue maintenance, early warning, and clean up activities for storm drains throughout San Bruno. Upgrade or replace storm drains where needed to reduce potential flooding, particularly in the neighborhoods east of El Camino Real.
HS-14: Coordinate with the Federal Emergency Management Agency (FEMA) to ensure appropriate designation and mapping of floodplains.
HS-15: Actively engage the San Mateo County Flood Control District to address long-term solutions to potential flood hazards; solutions advocated will include but are not limited to: greater pumping capacity, deeper flow channels, or detention ponds.
HS-16: Design and engineer new or redevelopment projects in potential flood hazard areas (e.g., Belle Air Park) to withstand known flood risk.
HS-17: Require upgrade of the City's storm drain infrastructure proportionate with new development's fair share of demand. Require that stormwater management capacity and infrastructure are in place prior to occupancy of new development.
HS-18: Require developers to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.
HS-19: Maintain ongoing communication and coordination with surrounding cities, San Mateo County, and agencies—primarily the San Mateo County Flood Control District, but also San Francisco International Airport and California Department of Fish and Game—to ensure proper maintenance of storm drain channels and pipes that carry surface water runoff away from San Bruno to the San Francisco Bay.
HS-20: Retain existing open space areas that serve as detention ponds in order to retain stormwater, recharge aquifers, and prevent flooding.
HS-21: Revise San Bruno landscaping and development standards to prevent unnecessary pooling of water, as such pooling may increase residents' susceptibility to mosquito infestation and viruses.

HS-22: Require that construction-related grading and other activities comply with the Association of Bay Area Governments' (ABAG) Manual of Standards for Erosion and Sediment Control Measures and with the California Stormwater Quality Association (CASQA), Stormwater Best Management Practice Handbook for Construction.
Hazardous Materials
HS-23: Ensure appropriate clean-up of all former commercial and industrial sites according to relevant regulatory standards prior to reuse.
HS-24: Control the transport of hazardous substances to minimize potential hazards to the local population. Identify appropriate regional and local routes for transportation of hazardous materials, and require that fire and emergency personnel can easily access these routes for response to spill incidents.
HS-25: Review and revise City regulations regarding manufacturing, storage, and usage of hazardous materials as necessary to minimize potential hazards.
HS-26: Restrict siting of businesses that use, store, process, or dispose of large quantities of hazardous materials in areas subject to seismic fault rupture or strong ground shaking (Figure 7-2).
HS-27: Initiate a public awareness campaign—through flyers, website, and mailings—about household hazardous waste management, control, and recycling through San Mateo County programs and San Bruno Garbage.
HS-28: Require that lead-based paint and asbestos surveys be conducted by qualified personnel prior to structural demolition or renovation, in buildings constructed prior to 1980.
HS-29: Require abatement of lead-based paint and asbestos prior to structural renovation and demolition, and compliance with all State, federal, OSHA, Bay Area Air Quality Management District, and San Mateo County Health, Environmental Health Division rules and regulations.
HS-30: Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants, and the environment are adequately protected from hazards associated with contamination, in accordance with federal, State, and local rules, regulations, policies, and guidelines.
HS-31: Require that developers compact infill soil following the removal of underground storage tanks.

Noise
HS-32: Encourage developers to mitigate ambient noise levels adjacent to major noise sources by incorporating acoustical site planning into their project: Utilize the City's building code to implement mitigation measures, such as: • Incorporating buffers and/or landscape berms along high-noise roadways or railways; • Incorporating traffic calming measures and alternative intersection design within and/or adjacent to the project; • Using reduced-noise pavement (rubberized asphalt) and; • Incorporating state-of-the-art structural sound attenuating measures.
HS-33: Prevent the placement of new noise sensitive uses unless adequate mitigation is provided. Establish insulation requirements as mitigation measures for all development, per the standards in Table 11-5.
HS-34: Discourage noise sensitive uses such as hospitals, schools, and rest homes from locating in areas with high noise levels. Conversely, discourage new uses likely to produce high levels of noise from locating in areas where noise sensitive uses would be impacted.
HS-35: Require developers to comply with relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A).
HS-36: Encourage developers of new residential projects to provide noise buffers other than sound walls, such as vegetation, storage areas, or parking, as well as site planning and locating bedrooms away from noise sources.
HS-37: Require that all sponsors of new housing (residential and senior housing units) record a notice of Fair Disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, including noise impacts, per Ordinance 1646 and AB2776.
HS-38: Require developers to mitigate noise exposure to sensitive receptors from construction activities. Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation at the receptor, or increase the noise attenuation rate as noise travels from the source to the receptor.
HS-39: Pursue mitigation of noise impacts from the San Francisco International Airport to the fullest extent possible. Support and advocate for operational practices, changes to aircraft, new technologies, and physical improvements that would reduce the area in San Bruno impacted by aircraft noise.
HS-40: Prohibit new residential development within the 70+ Airport CNEL areas, as dictated by Airport Land Use Commission infill criteria.
HS-41: Encourage SFO Airport authorities to undertake noise abatement and mitigation programs that are based not only on the airport's noise contour maps, but that consider other factors such as the frequency of over-flights, altitude of aircraft, and hours of operation.

HS-42: Require new residential development within the 65 dB CNEL SFO noise contour to submit an avigation easement to the airport: Specific avigation easement requirements shall be consistent with the County of San Mateo Comprehensive Airport-Land Use Compatibility Plan for SFO.
HS-43: Allow reasonable latitude for noise generated by uses that are essential to community health, safety, and welfare such as emergency vehicle operations and sirens.
HS-44: Adopt traffic mitigations -- including reduced speed limits, improved paving texture, and traffic signal controls – to reduce noise in areas where residential development may front on high-traffic arterials, such as El Camino Real.
HS-45: Where feasible and appropriate, develop and implement noise reduction measures when undertaking improvements, extensions, or design changes to San Bruno streets.
HS-46: Encourage transit agencies to develop and apply noise reduction technologies for their vehicles to reduce the noise and vibration impacts of Caltrain, BART and bus traffic.
HS-47: Enforce Vehicle Code noise emission standards, as well as provisions which prohibit alteration of vehicular exhaust systems in ways that increases noise levels.
HS-48: When environmental reviews of SFO activity are conducted the City should participate in environmental analyses conducted of SFO in order to better understand and address environmental issues affecting San Bruno, including but not limited to: frequency of over flight during nighttime hours, soil and groundwater contamination in and surrounding airport property from gasoline and jet fuel or similar sources, air pollution resulting from overflight jet exhaust and idling aircrafts, airport related traffic impacts on local roads, light and glare impacts from airport generated lighting and overall noise generation, and impact of airport alterations and/or expansion.
HS-49: The City should work with the County of San Mateo and local planning directors in future Comprehensive Airport-Land Use Compatibility Plan planning efforts to raise shared concerns regarding airport impacts on the region. The SFO/Community Roundtable should help facilitate this process as well.
Air Safety
HS-50: Work together with other affected cities, the Airport Land Use Commission, and San Mateo County to achieve further reduction of SFO airport-generated noise and safety concerns.
HS-51: Require all new development to comply with FAR Part 77 height restriction standards, in accordance with Airport Land Use Commission guidelines.
HS-52: Actively and aggressively participate in forums and discussions regarding operations and expansion plans for San Francisco International Airport. Seek local representation on task forces, commissions, and advisory boards established to guide airport policies and programs.

Public Facilities and Services Policies

Guiding Policies
PFS-A: Coordinate provision of public services to all City residents, in association with surrounding cities, agencies, and San Mateo County as appropriate.
PFS-B: Provide convenient and effective access to City administration, including visitor parking, open meetings, technical assistance, etc.
PFS-C: Ensure that the City's water supply systems are adequate to serve the City's present and anticipated needs, and that water conservation is implemented in all residences and businesses.
PFS-D: Ensure that the City's wastewater collection and treatment systems are adequate to serve the City's present and anticipated needs, are safe, and are environmentally sound.
PFS-E: Ensure that the City's solid waste collection agency provides clean and convenient garbage and recycling service.
PFS-F: Provide adequate public safety services for all San Bruno properties – including police protection, fire suppression, emergency medical care, and emergency management.
PFS-G: Coordinate with regional, State, and federal agencies to prepare for and publicize appropriate response and recovery for natural or man-made disasters.
PFS-H: Coordinate with local school districts to provide high quality public schooling for San Bruno's youth.
PFS-I: Provide a diverse range of research, educational, and reading materials through the San Bruno Public Library.

PFS-J: Develop comprehensive programs to decrease energy consumption at the household, business, and city government level.
Implementing Policies
Coordination and Infrastructure
PFS-1: Prepare and adopt an Infrastructure In-Lieu Fee Schedule to ensure that adequate improvements are made to the City's public facilities to accommodate new development.
PFS-2: Implement a Street Lighting and Sidewalk Maintenance Program for residential neighborhoods throughout the City. Underground utility wires wherever feasible.
PFS-3: Require, as part of plan review, identification of needed public service improvement and maintenance costs for those projects that may have a significant impact on existing services.
PFS-4: Improve publication of City-sponsored programs and services available to all San Bruno residents, including public shuttle services, recreation programs, etc.
PFS-5: Develop a Civic Center Complex Master Plan, in order to coordinate rehabilitation and expansion of the various City Departments and service providers.
PFS-6: As part of the Civic Center Complex Master Plan explore measures to improve access to City facilities, including such measures as integration of Council chambers into the Civic Center complex, provision of visitor parking at City Hall, important information and forms available on the City's website, etc.
PFS-7: Evaluate the feasibility, budget, and timing for rebuilding or renovating the City's corporation yard in order to meet the needs of expanding City services and population growth.
Water Supply
PFS-8: Require expansion of the City's water distribution system proportionate with new development's fair share of demand.
PFS-9: Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.
PFS-10: Continue the practice of using Enterprise Funds to finance replacement of the City's aging water distribution system.
PFS-11: Monitor and regulate well water quality and production levels to prevent contamination and overdraft. Coordinate with SFPUC to develop a conjunctive use program for the Westside Groundwater Basin.

PFS-12: Work actively with the San Francisco Bay Area Water Supply and Conservation Agency, adjacent cities, and the water agencies of San Mateo County to increase water conservation measures and minimize the effects of aquifer depletion.
PFS-13: Establish water conservation Best Management Practices (BMPs) and require them for new development and for municipal buildings and facilities.
PFS-14: Actively market the importance of water conservation, water recycling and groundwater recharge through the following means: • Develop a flyer to promote the necessity of and benefits from water conservation, and distribute the flyer to local residents, businesses, and schools; • Make water production and treatment facilities available for tours by schools or organized groups; • Encourage educators to include water conservation in their curricula; • Provide tips to business groups on water conservation and recycling. The City may solicit assistance from environmental groups, the School District, and/or concerned citizens to provide educational materials or staff time for these public outreach programs.
PFS-15: Develop a schedule for the retrofitting of existing public buildings with water conservation features, and budget accordingly.
PFS-16: Periodically test the City's water supply system for leaks and initiate repairs to conserve water.
PFS-17: Ensure that new or expanded water supply and transmission facilities are constructed in a manner in which construction and operation impacts are minimized or avoided.
PFS-18: Consider establishing rebate and/or incentive programs for the replacement of leaking, aging and/or inefficient plumbing with more efficient, water saving plumbing and for the use of water efficient landscaping.
PFS-19: Investigate the feasibility of developing additional or enhanced sources of water supply, such as recycled water, reclaimed surface water, or enhanced groundwater recharge. Explore working cooperatively with the City of South San Francisco to initiate recycling of treated wastewater from the South San Francisco-San Bruno Water Quality Control Plant.
Wastewater
PFS-20: Require expansion of the City's sewer collection system proportionate with new development's fair share of demand.
PFS-21: Upgrade or replace sewer lines to accommodate anticipated flows and to prevent overflows. Upgrade sewer lift stations as needed.
Solid Waste
PFS-22: Continue contracting for garbage and recycling collection services. Negotiate with the service provider to secure the most convenient recycling methods available within current technology.

PFS-23: Expand recycling services to include all commercial and industrial businesses in San Bruno.
PFS-24: Require provision of attractive, convenient recycling bins and trash enclosures in grouped development projects (i.e., multi-family residential projects, office complexes, and commercial shopping centers).
PFS-25: Continue public education programs about waste reduction, including recycling, yard waste, wood waste, and household hazardous waste.
Fire and Police Services
PFS-26: Ensure adequate staffing and facilities for the City's Police and Fire Departments to achieve desired levels of service, particularly surrounding transit areas and along urban-interface hazard areas.
PFS-27: Consider rebuilding or rehabilitating Fire Station No. 51 to accommodate current and future Fire Department needs, Americans with Disabilities Act standards, and seismic requirements. The new Fire Station could include a community meeting room.
PFS-28: Consider relocating Fire Station No. 52 to a safe site outside of the San Andreas Earthquake Fault Zone. Maintain existing or better levels of service to neighborhoods in the northern and western neighborhoods.
PFS-29: Establish a separate radio channel for use by city crews and firefighters during emergencies. Obtain funding for information technology systems, such as wireless communication systems, to further decrease fire and police response times.
PFS-30: Require installation and maintenance of fire protection measures in high-risk and urban-interface areas, including but not limited to: • Proper siting, road and building clearances, and access; • Brush clearance (non-fire resistant landscaping 50 feet from structures); • Use of fire resistive materials (pressure-impregnated, fire resistive shingles or shakes); • Landscaping with fire resistive species; and • Installation of early warning systems (alarms and sprinklers).
PFS-31: Ensure adequate fire water pressure as a condition of approval for all new development projects.
PFS-32: Require installation of residential sprinklers in areas with steep slopes and/or diminished access.
PFS-33: Consider the feasibility of establishing a Fire Risk Assessment Zone within and surrounding high-risk and urban-interface areas (Figure 8-2).
PFS-34: Identify and remove mature and/or diseased Eucalyptus trees in rights-of-way and other open areas, if they pose a fire hazard or other threat to health and safety.

PFS-35: Require installation of automatic sprinkler systems in all hotel, motel, and other overnight lodging facilities, in mixed commercial/residential uses, and in apartment buildings of three or more units.
PFS-36: Expand Certificate of Compliance parameters to require issuance before an existing structure is permitted to change uses to public assembly or commercial activities.
PFS-37: Continue to clear fire hazardous materials from Crestmoor Canyon that pose a threat to nearby residents. Care should be taken to prevent unnecessary harm to healthy vegetation. Ensure continued use by the Fire Department should the existing fire road be transitioned to a multiuse trail.
PFS-38: Ensure proper maintenance of the open space areas in western residential neighborhoods. Vegetation maintenance is necessary to prevent potential fire hazards.
PFS-39: Minimize risks to single-access residential neighborhoods by providing alternative access for fire and other emergency personnel.
Emergency Management
PFS-40: Acknowledge the regional implications of natural hazards and the need for jurisdictional cooperation in the face of potential disasters. Coordinate emergency response planning with surrounding cities, agencies, and San Mateo County Office of Emergency Services.
PFS-41: Create and maintain an up-to-date Emergency Operations Plan with information including but not limited to evacuation routes and procedures, chain of command communication structure, alerts and warning systems, emergency shelter provisions, and responsibilities and instructions for all relevant departments (police, fire, hazardous materials, emergency medical services, public works).
PFS-42: Conduct emergency drills in public buildings, large office developments, and in coordination with local schools. Hold post-drill training seminars to identify needed improvements to emergency preparedness.
PFS-43: Work with critical use facilities (i.e., hospitals, schools, public assembly facilities, transportation services) to assure that they can provide alternate sources of electricity, water, and sewage disposal in the event that regular utilities are interrupted in a disaster.
PFS-44: Establish a public education program through local schools, county fair, civic organizations, and other service groups to distribute information about emergency preparedness. Develop a brochure indicating what to do and where to go in the event of safety, seismic, or emergency events.
PFS-45: Continue to participate in a cooperative San Mateo County program to pool natural hazard data which are developed either through special studies or via the plan review process.
PFS-46: Coordinate with regional, State, and federal agencies to determine appropriate disaster recovery strategies for after a major natural or man-made event. Publicize recovery measures along with emergency preparedness information.

PFS-47: Develop criteria to determine whether damaged buildings can be preserved and/or restored following a natural disaster, rather than demolished.
PFS-48: Develop a voluntary program with real estate salespersons and lenders to advise potential homeowners of safety and seismic hazards in various parts of the City, the degree of risk, and available insurance programs.
PFS-49: Consider for a program to wave permit fees for seismic retrofits on non-strengthened residences and un-reinforced masonry structures.
PFS-50: Develop a primary Emergency Operations Center and a secondary Emergency Operations Center for the management and coordination of disasters in the community.
Schools
PFS-51: Work cooperatively with local school districts to monitor the growth of the school-age population within San Bruno, and the subsequent need for school sites and facilities.
PFS-52: Provide technical assistance to local school districts in design and planning for reuse of former school sites throughout the city. Consider acquisition or leasing of former school sites for recreation, education, or other community needs.
PFS-53: Maintain good communication with the local school districts, and integrate school facilities planning with the City's objectives, including: • Designing school facilities to allow safe pedestrian and bicycle access; • Ensuring construction of traffic calming measures on surrounding streets; • Designing attractive facilities that contribute to neighborhood identity and pride; and • Allowing public use of recreational facilities on school sites on evenings and weekends.
PFS-54: Work with local school districts to ensure provision of elementary and intermediate school facilities within ½-mile radius of all residential development.
Library
PFS-55: Provide a wide range of library services to San Bruno residents through a strong main Public Library facility.
PFS-56: Study potential locations and funding mechanisms for development of a larger Public Library facility. Focus on sites within the Civic Center complex, as recommended by the Ad Hoc Library Citizens Committee.
PFS-57: Continue San Bruno's relationship with Skyline College by coordinating collections and sharing resources through their common partnership with the Peninsula Library System.
PFS-58: Continue to provide public access to the Internet and other computer-based resources through the San Bruno Public Library facility.

PFS-59: In order to prevent anticipated future population growth in San Bruno from burdening existing over-extended library services, City staff will ensure upon individual project review that the developer sets aside contributions or in-lieu fees in general proportion to the burden proposed new residential development would have on the library system, and that those fees are used to improve public library facilities. The per capita share will be negotiated between the Ad Hoc Library Citizen's Committee, City Staff, and City Council, within 1 year of Plan adoption, and will be applied uniformly (and if necessary, retroactively) across all residential development occupancy permit applications submitted after Plan adoption, until such time as an alternative form of support is provided, or the library facilities are fully upgraded to the requirements as described on p 8-12 Table 8-3 of the General Plan.
Cable Television
PFS-60: Enhance Local Origination programming to promote City services and local business.
PFS-61: Continue to grow core video business while deploying and promoting new services.
Utilities
PFS-62: Develop and implement a Green Building Design Ordinance and design guidelines for climate oriented site planning, building design, and landscape design to promote energy efficiency. These standards may include, but are not limited to, the following: • Require the use of Energy Star® appliances and equipment in new residential and commercial development, and new City facilities; • Require all new City facilities and new residential development to incorporate green building methods meeting the equivalent of LEED Certified "Silver" rating or better; and • Require all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating. • The Ordinance will allow variances to site or building requirements—building setbacks, lot coverage, and building height—that will enable use of alternative energy sources, such as passive heating and/or cooling.
PFS-63: Require that all new development complies with California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6).
PFS-64: Provide incentives for retrofitting existing homes and businesses for improved energy efficiency, such as passive solar and/or cooling devices.
PFS-65: Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following: • Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months; • Designing building openings to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and • Reducing heat-island effect of large concrete roofs and parking surfaces.
PFS-66: Enforce landscape requirements that facilitate efficient energy use or conservation, such as drought-resistant landscaping and/or deciduous trees along southern exposures.

PFS-67: Require developers and builders to distribute information regarding energy efficiency (such as the Home Energy Guide available from the California Energy Commission) to all new homeowners.
PFS-68: Initiate a marketing campaign where energy efficiency information is distributed to all City employees and residents. Provide information on how, what type, and where to plant trees to reduce energy demand. Make such information available at all public locations such as City Hall and the Public Library.
PFS-69: Offer incentives (such as expedited permit processing, density bonuses, site variances) to support implementation of photovoltaic and other renewable energy technologies that provide a portion of the City's energy needs, or for projects that result in energy savings of at least 20-percent when compared to the energy consumption that would occur under similar projects built to meet the minimum standards of the energy code.
PFS-70: Facilitate environmentally sensitive construction practices by: • Restricting use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons in mechanical equipment and building materials; • Promoting use of products that are durable and allow efficient end-of-life disposal (e.g. reusable, recyclable, biodegradable); • Promoting the purchase of locally or regionally available materials; and • Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.
PFS-71: Convert street lights and traffic signals to LED and other more efficient technologies as they become available.
PFS-72: Work with utility providers to ensure that adequate electrical and natural gas facilities and services are available to meet the demands of existing and future development.
PFS-73: Provide for utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of utility facilities.
PFS-74: Work with telecommunication providers to ensure that telecommunications service is available for existing and future development.

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: March 22, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan Grogan, City Manager

PREPARED BY: Matthew Lee, Director

SUBJECT: Adopt Resolution Authorizing the City Manager to Execute an Agreement Amendment with Lee & Ro, Inc. for the Redesign of the Cunningham Water Tank (Water Tank No. 1) Replacement Project in an Amount Not to Exceed $405,201; Approving a 10% Design Contingency; and Accepting up to $314,500 of Funding from City/County of San Francisco toward the Redesign per the Memorandum of Agreement between City/County of San Francisco and the City of San Bruno

BACKGROUND: The City's water distribution system includes eleven (11) pressure zones, approximately 120 miles of distribution pipelines, five (5) connections to San Francisco Public Utilities Commission (SFPUC) connection turnouts, four (4) groundwater wells, eight (8) water storage tanks, eight (8) booster pump stations and twenty-six (26) pressure regulating stations. Water storage tanks perform a critical function by providing storage capacity to meet operational, emergency and fire flow demands.

The Water Tank Improvement and Replacement Capital Improvement Program (Program) funds tank replacement, seismic retrofits, rehabilitation of tanks, and other significant modifications to the existing water tanks. The FY 2021-22 Program includes a project to replace Cunningham Water Tank (Water Tank No. 1). This tank replacement is a high priority within the recommended improvements because it is 58 years old and is reaching the end of its useful life.

Water Tank No. 1 is located behind Cunningham Way between Interstate 280 and Cunningham Way and serves Zone 1/4, which generally encompasses the eastern quarter of the City. Due to its age and condition, the tank can utilize only approximately two thirds of its total 2.5 million gallons capacity. The project originally considered retrofitting the existing tank but upon further investigation, tank replacement was determined to be more cost effective in comparison to the extensive retrofit costs that would provide only short-term benefits.

DISCUSSION: Replacing a tank is specialized work which requires a high level of technical expertise in mechanical, electrical, structural and potable water systems construction inspection. City staff do not have the specialized experience inspecting design and construction of water tanks recommended for this project.

In July 2013, City Council authorized an agreement with Lee & Ro, Inc. for design services to perform an evaluation of retrofitting or replacing the tank, as well as provide a geotechnical study and project plans and specifications. The designs were completed and in September 2019, the City retained Consolidated CM to assist with construction management, inspection, and pre-bid constructability review and was prepared to advertise the project for construction.

Just prior to advertisement, San Francisco Public Utilities Commission (SFPUC), a public agency of City/County of San Francisco (CCSF), agreed to fund the redesign and construction of Cunningham Tank to increase its size by 1 million gallons to satisfy a need in emergency water storage need identified in the City's 2012 Water Master Plan and the Groundwater Storage Recovery agreement between SFPUC and the City. This would increase the total water tank storage to 3.5 million gallons.

The City and CCSF developed a Memorandum of Agreement (MOA) and in August 2021, the Council authorized the City Manager to execute the MOA. The final proposal costs for the redesign, which are reflected in the MOA, were provided by the Lee & Ro, Inc., a firm qualified to perform the design services. Per the MOA, CCSF has agreed to pay a fair share of up to a maximum of $314,500, which includes a 10% contingency. Payment will be provided as a reimbursement. The City will enter into a separate MOA with CCSF prior to construction.

This project will still replace the existing water storage tank with a new pre-stressed concrete tank, structurally upgraded to meet current seismic design standards. The new tank is proposed to be in the same location as the existing tank and many aspects of the original design, such as seismic and geotechnical studies, grading plans, and equipment and design of appurtenances, can be utilized and incorporated as part of the redesign. However, because the tank volume is being increased, the project will require additional environmental clearance, which is included in Lee & Ro's scope related to the amended agreement.

FISCAL IMPACT: The total approved project budget is currently just under $235,000. Since CCSF agrees to reimburse the City up to $314,500, adequate funding is available in the project budget to execute the agreement amendment in the amount of $405,201 and provide a 10% design contingency.

ENVIRONMENTAL IMPACT: The City will prepare environmental documents as part of the project redesign.

RECOMMENDATION: Adopt resolution authorizing the City Manager to execute an Agreement Amendment with Lee & Ro, Inc. for the redesign of the Cunningham Water Tank (Water Tank No. 1) Replacement Project in an amount not to exceed $405,201; approving a 10% design contingency; and accepting up to $314,500 of funding from City/County of San Francisco toward the redesign per the Memorandum of Agreement between City/County of San Francisco and the City of San Bruno.

ALTERNATIVES:
1. Reject staff's proposal to increase the size of Cunningham Tank by 1 million gallons and proceed with constructing a 2.5 million. This would result in the City having a 1 million gallon deficit in emergency water storage capacity.
2. Direct staff to issue a request for proposals for the redesign. It is unlikely additional favorable proposals would be submitted, further delaying the project.

ATTACHMENTS:
1. Resolution
2. Project Location Map
3. FY 2021-22 Capital Budget project sheet

RESOLUTION NO. 2022 - ___

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH LEE & RO, INC. FOR THE REDESIGN OF THE CUNNINGHAM WATER TANK (WATER TANK NO. 1) REPLACEMENT PROJECT IN AN AMOUNT NOT TO EXCEED $405,201; APPROVING A 10% DESIGN CONTINGENCY; AND ACCEPTING UP TO $314,500 OF FUNDING FROM CITY/COUNTY OF SAN FRANCISCO TOWARD THE REDESIGN PER THE MEMORANDUM OF AGREEMENT BETWEEN CITY/COUNTY OF SAN FRANCISCO AND THE CITY OF SAN BRUNO

WHEREAS, the existing Water Tank No. 1 on Cunningham Way performs a critical function by providing storage capacity to meet peak, emergency, and fire flow demands to Zone 1/4; and

WHEREAS, the existing Water Tank No. 1 is reaching its design life, cannot store the full water volume the tank was designed to hold and does not meet current seismic design standards; and

WHEREAS, in July 2013, the City Council authorized an agreement with Lee & Ro, Inc. for design services and designs were completed and in September 2019 the City retained Consolidated CM to assist with construction management, inspection, and pre-bid constructability review; and

WHEREAS, just prior to advertisement, San Francisco Public Utilities Commission (SFPUC), a public agency of City/County of San Francisco (CCSF), agreed to fund the redesign and construction of Cunningham Tank to increase its size by 1 million gallons to satisfy a need in emergency water storage need identified in the City's 2012 Water Master Plan and the Groundwater Storage Recovery agreement between SFPUC and the City; and

WHEREAS, Lee & Ro, Inc. provided a proposal for the redesign and is qualified to provide the design services; and

WHEREAS, the City and CCSF developed a Memorandum of Agreement (MOA) and in August 2021, the City Council authorized the City Manager to execute the MOA; and

WHEREAS, CCSF agrees to pay a fair share of up to a maximum of $314,500 toward the redesign, which includes a 10% design contingency; and

WHEREAS, the fiscal year 2021-22 Water Tank Improvement and Replacement Capital Improvement Program includes a project to replace Water Tank No. 1; and

WHEREAS, with the appropriation of CCSF funding, adequate budget is available to fund the redesign.

NOW, THEREFORE, BE IT RESOLVED that the San Bruno City Council hereby authorizes the City Manager to execute an Agreement Amendment with Lee & Ro, Inc. for the redesign of the Cunningham Water Tank (Water Tank No. 1) Replacement Project in an amount not to exceed $405,201; approves a 10% design contingency; and accepting up to $314,500 of funding from City/County of San Francisco toward the redesign per the Memorandum of Agreement between City/County of San Francisco and the City of San Bruno

Dated: March 22, 2022

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I, Melissa Thurman, 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 22nd day of March 2022 by the following vote:

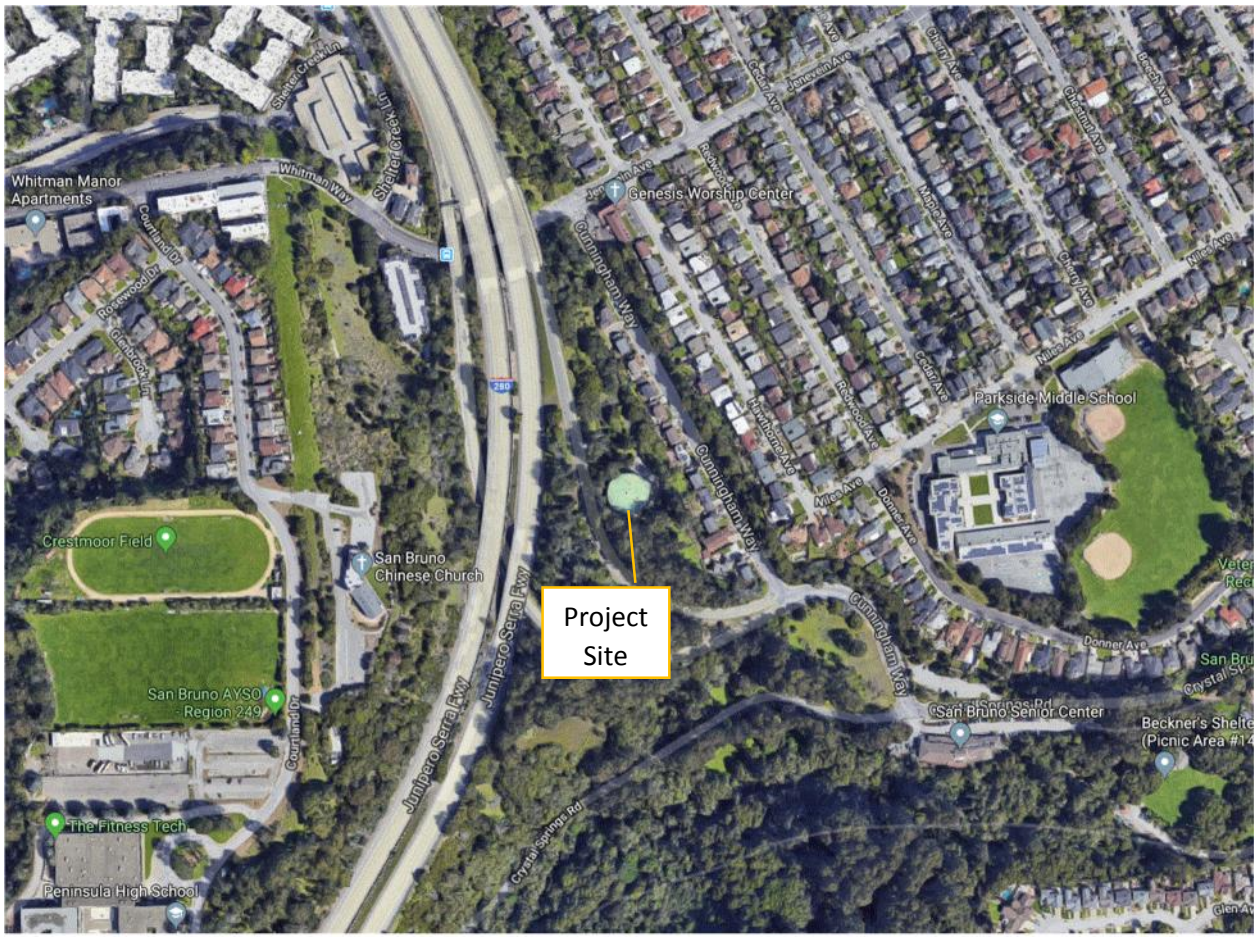
AYES: Councilmembers: _____

NOES: Councilmembers _____

ABSENT: Councilmembers: _____

_____
Melissa Thurman, CMC
City Clerk

ATTACHMENT 2 – PROJECT LOCATION MAP
Cunningham Water Tank (Water Tank No. 1)



Water Tank Improvement and Replacement Program - Project Detail

PROJECT #: 11024 | 85100 | 11022 | 11023

DEPARTMENT: Public Works

FUNDING SOURCES	Prior Appropriations	FY2021-22 Estimated Carryover	FY2021-22 New Request	FY2021-22 Total Appropriations	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total FY2022-26 Budget
Water Fund	$ 5,843,042	$ 4,081,392	$ (1,626,796)	$ 2,454,596	$ 6,500,000	$ 16,000,000	$ 8,500,000	$ -	$ 33,454,596

PROJECT APPROPRIATIONS	Project #	Prior Appropriations	Estimated Carryover	New Request	Total Appropriations	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2022-26 Budget
Commodore Tank Replacement	11024	$ 1,500,000	$ 1,500,000	$ -	$ 1,500,000	$ -	$ 5,000,000	$ 5,000,000	$ -	$ 11,500,000
Design		1,500,000	1,500,000	-	1,500,000	-	-	-	-	1,500,000
Construction		-	-	-	-	-	5,000,000	5,000,000	-	10,000,000
Cunningham Drive Tank Retrofit	85100	$ 2,849,232	$ 1,961,679	$ (1,726,796)	$ 234,883	$ 2,000,000	$ 3,500,000	$ 3,500,000	$ -	$ 9,234,883
Design		872,436	(15,117)	250,000	234,883	-	-	-	-	234,883
Construction		1,976,796	1,976,796	(1,976,796)	-	2,000,000	3,500,000	3,500,000	-	9,000,000
Princeton Tank Replacement	11023	$ 500,000	$ 500,000	$ -	$ 500,000	$ -	$ 3,500,000	$ -	$ -	$ 4,000,000
Design		500,000	500,000	-	500,000	-	-	-	-	500,000
Construction		-	-		-	-	3,500,000	-	-	3,500,000
Sweeney Ridge Tank Replacement	11022	$ 993,810	$ 119,713	$ 100,000	$ 219,713	$ 4,500,000	$ 4,000,000	$ -	$ -	$ 8,719,713
Design		993,810	119,713	100,000	219,713	-	-	-	-	219,713
Construction		-	-		-	4,500,000	4,000,000	-	-	8,500,000
Total		**$ 5,843,042**	**$ 4,081,392**	**$ (1,626,796)**	**$ 2,454,596**	**$ 6,500,000**	**$ 16,000,000**	**$ 8,500,000**	**$ -**	**$ 33,454,596**

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: March 22, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan Grogan, City Manager

PREPARED BY: Matthew Lee, Director

SUBJECT: Adopt Resolution:
• Approving the Design;
• Authorizing the City Manager to Execute a Construction Contract with Golden Bay Construction for the Huntington / San Antonio Bicycle Corridor Project in the Amount of $1,123,104;
• Approving a Construction Contingency of $285,000;
• Approving a Total Budget in the Amount of $1,588,104; and
• Appropriating $843,467 from the Gas Tax Fund

BACKGROUND: The City's Capital Improvement Program (CIP) includes an approved capital project to improve the pedestrian and bicycle network along Huntington Avenue and San Antonio Avenue. Adopted by City Council in 2016, the Walk 'N Bike Plan identifies Huntington / San Antonio Avenue as part of the overall bicycle network providing north-south connections and is utilized by residents traveling between downtown San Bruno and the southern City limits at the Millbrae border. Providing safe, convenient, and comfortable connections for pedestrians and bicyclists along this corridor would encourage residents to embrace active transportation modes and contribute to a reduction in vehicle emissions. These improvements are being partially funded in the amount of $385,200 by the TDA Article 3 grant which City staff successfully applied for and received in 2017. These grant funds can be used towards direct pedestrian/bicycle improvements while ancillary work related to pavement rehabilitation will be funded by a mixture of Gas Tax and General Capital Reserve Funds.

The scope of work for the project includes implementation of an enhanced Class 3 bicycle route along Huntington Avenue / San Antonio Avenue from Kains Avenue to the Millbrae border through utilization of greenbacked sharrows, installation of traffic calming measures such as radar speed feedback signs and curb extensions, construction of accessible curb ramps, relocation of storm drains and pavement rehabilitation consisting of asphalt concrete overlay. In order to provide maximum flexibility for pavement rehabilitation based on bids received, the project was packaged into a base bid and bid additive. The base bid includes the pedestrian and bicycle improvements identified above in addition to the pavement rehabilitation of San Antonio Avenue between San Felipe Avenue and Santa Helena Avenue. The bid additive includes the repaving of Santa Helena Avenue between San Antonio Avenue and San Anselmo Avenue along with incidental items such as additional accessible curb ramps and storm drain relocations necessary to complete that work.

The pavement condition along the proposed bike corridor would be in fair condition or better upon completion of the base bid and bid additive work except from San Antonio Avenue between San Felipe Avenue to Santa Dominga Avenue. This stretch of roadway is currently in poor condition but was not included in the original scope of work during the project planning phase as it was to have been repaved after a near term water main replacement work as prioritized by the 2012 Water Master Plan. That Water Master Plan is currently in the process of being updated and while that document has not yet been finalized, the replacement of water mains and subsequent repaving of that roadway is no longer being considered a near term priority and may not completed for 5+ years.

In order to fully realize the benefits of an enhanced Class 3 bike corridor, staff is recommending that all asphalt surfaces on which greenback sharrows are to be placed should be in the fair condition or better. This provides bicyclists with a smoother surface to ride on and would enhance the visibility of the greenback sharrows to passing motorists. Providing sufficient funding to repave this additional three block stretch of San Antonio Avenue would require an additional $100,000 beyond the base bid and bid additive cost. This would require that an additional $100,000 be included in the construction contingency for a total contingency amount of $285,000. The additional scope of work includes only a mill and fill pavement operation to stretch the remaining life of the asphalt in this area and provide a solid surface for the placement of greenback sharrows. No concrete work such as the replacement of curb and gutter replacement will be done. Full pavement reconstruction and curb and gutter replacement will be performed as part of a future project to replace underground utilities in this area.

DISCUSSION: In February 2022, staff issued a notice inviting bids for the construction of the Huntington / San Antonio Bicycle Corridor Project. A Notice to Bidders was sent to contractors, posted on the City's website, and provided to construction distribution plan rooms. The project was also advertised twice in the San Mateo Daily Journal newspaper on February 14, 2022 and February 21, 2022. Staff held a non-mandatory pre-bid meeting on February 23, 2022. On March 7, 2022, staff conducted the bid opening for the project and received three (3) bids which are as follows:

No.	Contractor Name	Base Bid (Basis of Award)	Bid Additive #1
1	Golden Bay Construction	$918,231.00	$204,872.50
2	McKim Corporation	$955,971.82	$259,461.50
3	CF Contracting, Inc.	$1,166,860	$280,660.00
	Engineer's Estimate	$673,040.00	$145,465.00

The basis of award is determined by the lowest base bid which was received from Golden Bay Construction in the amount of $918,231. The bid received from Golden Bay Construction was responsive but the amount exceeded the engineer's estimate of $673,040 by approximately 35%. The engineer's estimate was derived using the unit bid prices from previous concrete and paving projects. Upon bid evaluation of the bidders, total bid prices received were within approximately 10% of each other. The higher construction prices received are likely due in part to rapid inflation resulting in higher labor and material costs.

The bid additive work includes the pavement rehabilitation of Santa Helena Avenue between San Antonio Avenue and San Anselmo Avenue. Within these limits, half of Santa Helena Avenue is within San Bruno while the remaining half of Santa Helena Avenue is within Millbrae. Staff from San Bruno have discussed the possibility of cost sharing the Santa Helena Avenue pavement rehabilitation work with staff from Millbrae. Millbrae appears to be open to entering into an agreement with San Bruno and staff will continue to work towards an agreement between our two cities. Due to grant funds expiring by the end of August 2022, staff is recommending that City Council award and authorize sufficient funds, assuming a 50/50 share with Millbrae on Santa Helena Avenue, to complete both the base bid, bid additive work and additional paving work on San Antonio Avenue between San Felipe Avenue and Santa Dominga Avenue. To avoid jeopardizing the grant funds, should a funding agreement with Millbrae not be reached in time, then the project will construct only the base bid work and additional paving on San Antonio Avenue between San Felipe Avenue and Santa Dominga Avenue.

Staff reviewed the bid materials and determined that the submitted bid is complete and accurate. Golden Bay Construction has satisfactorily completed numerous concrete construction and paving projects for public agencies such Fremont, Menlo Park, San Bruno and South San Francisco. Based on their experience and performance with other public agencies, staff determined that Golden Bay Construction meets the qualifications to perform the work for the Huntington / San Antonio Bicycle Corridor Project as specified in the contract documents and recommends awarding the construction contract for the base bid to Golden Bay Construction.

Construction of the project will have impacts on residents in the project vicinity such as temporary roadway closures, noise, dust, and accessibility in and out of private properties. Parking will also be restricted within the roadway as construction work is occurring. At the end of each day, access to driveways will be re-established. As directed by City Council, all capital improvement projects shall limit construction equipment and materials stored within the public right-of-way to what is needed for five days of construction and will also require equipment/materials to be removed over the weekend (Attachment 4).

This requirement effectively requires that the contractor remobilize their equipment/materials every week to the project site. Residents living along the roadways leading from the off-site staging areas to the project site should expect additional trips of construction equipment and trucks laden with materials as the contractor will now be mobilizing and demobilizing on a weekly basis. Should the project be awarded, staff anticipates starting construction in April 2022, and taking approximately thirty-five (35) working days to complete.

FISCAL IMPACT: The FY 2021-22 CIP budget for the project includes the allocations identified below to complete the design, bid and construction phases:

TDA Article 3 Grant	$ 385,200
General Fund Capital Reserve	$ 157,000
Measure A Fund	$ 100,000

The total allocation of $642,200 is insufficient to fund the design, bid and construction

phases. An additional appropriation of $843,467 from the Gas Tax Fund a cost sharing agreement with Millbrae in the amount of $102,437 is needed to supplement the project budget for construction of the base bid and includes construction contingency, materials testing, construction management and inspection by City staff.

The estimated project costs are as follows:

Project Management and Civil Design	$ 60,000
Construction Contract (Base Bid)	$ 918,231
Construction Contract (Bid Additive)	$ 204,872.50
Construction Contingency (15%)	$ 285.000
Construction Materials Testing	$ 60,000
Construction Management and Inspection	$ 60,000
Estimated Total Project Cost	**$ 1,588,104**

ENVIRONMENTAL IMPACT: The proposed project qualifies for a categorical exemption per CEQA Guidelines Section 15301(c) “Existing Facilities”.

RECOMMENDATION:
Adopt Resolution:
• Approving the Design;
• Authorizing the City Manager to Execute a Construction Contract with Golden Bay Construction for the Huntington / San Antonio Bicycle Corridor Project in the Amount of $1,123,104;
• Approving a Construction Contingency of $285,000;
• Approving a Total Budget in the Amount of $1,588,104; and
• Appropriating $843,467 from the Gas Tax Fund

ALTERNATIVES:
1. Reject all bids and rebid the project. The grant requires that the project be complete by August 30, 2022 and this action may jeopardize grant deadline requirements.
2. Award the base bid only which would require additional funding in the amount of $596,031.
3. Award the base bid and additional paving only which would require additional funding in the amount of $711,031.
4. Award the base bid and bid additive only which would require additional funding in the amount of $728,467.
3. Do not proceed with the project and allow the grant funds awarded to be returned.

ATTACHMENTS:
1. Resolution
2. CIP Budget
3. Location Map
4. Construction Staging Requirements

RESOLUTION NO. 2022- ____

RESOLUTION:

- **APPROVING THE DESIGN;**
- **AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION CONTRACT WITH GOLDEN BAY CONSTRUCTION FOR THE HUNTINGTON / SAN ANTONIO BICYCLE CORRIDOR PROJECT IN THE AMOUNT OF $1,123,104,**
- **APPROVING A CONSTRUCTION CONTINGENCY OF $285,000;**
- **APPROVING A TOTAL PROJECT BUDGET IN THE AMOUNT OF $1,588,104; AND**
- **APPROPRIATING $843,467 FROM THE GAS TAX FUND**

WHEREAS, the City's Capital Improvement Program includes the Huntington / San Antonio Bicycle Corridor Project to improve the pedestrian and bicycle network along Huntington Avenue and San Antonio Avenue; and

WHEREAS, Adopted by City Council in 2016, the Walk 'N Bike Plan identifies Huntington / San Antonio Avenue as part of the overall bicycle network providing north-south connections and is utilized by residents traveling between downtown San Bruno and the southern City limits at the Millbrae border; and

WHEREAS, the completion of Huntington / San Antonio Bicycle Corridor Project will provide safe, convenient and comfortable connections for pedestrians and bicyclists; and

WHEREAS, the City advertised this project for bid in compliance with State Contract Code and local purchasing regulations and received 3 sealed bids on March 7, 2022; and

WHEREAS, Golden Bay Construction was determined to be a responsible bidder and submitted the lowest responsive bid in the amount of $918,231 with a total base bid and bid additive in the amount of $1,123,103.50; and

WHEREAS, bid additive work includes the pavement rehabilitation of Santa Helena Avenue between San Antonio Avenue and San Anselmo Avenue with half of the roadway being in San Bruno and the remaining half within Millbrae; and

WHEREAS, Millbrae appears open to cost sharing of pavement rehabilitation work on Santa Helena Avenue but should a cost sharing agreement not be reached in time then to avoid jeopardizing the grant funds the project will construct only the base bid work; and

WHEREAS, to fully realize the benefits of an enhanced Class 3 bike corridor, asphalt surfaces on which greenback sharrows are to be placed should be in fair condition which would require additional paving on San Antonio Avenue and providing a total construction contingency in the amount of $285,000; and

WHEREAS, Golden Bay Construction has satisfactorily completed numerous paving and concrete projects for public agencies in the Bay Area, meets the contract qualifications, and has a valid contractor's license required to perform the scope of work of this project; and

WHEREAS, a total budget of $1,588,104 for this project includes project management and design, construction contract, construction contingency to address potential unforeseen field conditions, construction materials testing services contract, and construction staff project management and inspection; and

WHEREAS, additional funds need to be appropriated to the Huntington / San Antonio Bicycle Corridor Project in the amount of $843,467 from the Gas Tax Fund.

NOW, THEREFORE, BE IT RESOLVED that the San Bruno City Council hereby:

- Approves the design;
- Authorizes the City Manager to execute a construction contract with Golden Bay Construction for Huntington / San Antonio Bicycle Corridor Project in the Amount of $1,123,104;
- Approves a construction contingency of $285,000; and
- Approves a total project budget in the amount of $1,588,104; and
- Appropriates $843,467 from the Gas Tax Fund.

Dated: March 22, 2022

-o0o-

I, Melissa Thurman, 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 22nd day of March 2022 by the following vote:

AYES: Councilmembers: _____

NOES: Councilmembers _____

ABSENT: Councilmembers: _____

ATTEST:

_____

Melissa Thurman, MMC
City Clerk

Streets Capital

Bicycles and Pedestrians

Bicycle and Pedestrian Improvement Program - Huntington/San Antonio Bicycle Corridor

PROJECT #: 60012

Total Project Budget: $ 642,200

DEPARTMENT: Public Works/Community Development

FUNDING SOURCES	Prior Appropriations	FY2021-22 Estimated Carryover	FY2021-22 New Request	FY2021-22 Total Appropriations	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total FY2022-26 Budget
General Fund Capital Reserve	$ 157,000	$ 146,521	$ -	$ 146,521	$ -	$ -	$ -	$ -	$ 146,521
Measure A	100,000	89,521	-	89,521	-	-	-	-	89,521
MTC TDA Article 3 Grant	385,200	364,241	-	364,241	-	-	-	-	364,241
Total	**$ 642,200**	**$ 600,282**	**$ -**	**$ 600,282**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 600,282**

PROJECT APPROPRIATIONS	Prior Appropriations	Estimated Carryover	New Request	Total Appropriations	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2022-26 Budget
Design	$ 50,000	$ 8,132	$ -	$ 8,132	$ -	$ -	$ -	$ -	$ 8,132
Construction	592,200	592,150	-	592,150	-	-	-	-	592,150
Total	**$ 642,200**	**$ 600,282**	**$ -**	**$ 600,282**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 600,282**

Project Description: This project includes installing bicycle and pedestrian improvements along Huntington Avenue beginning at the Caltrain Station through San Antonio Avenue to the Millbrae border. These improvements include paving on San Antonio Avenue from Santa Inez to Santa Helena, enhanced Class 3 bike route and low-cost traffic calming measures which include fog lines, curb extensions, and radar speed feedback signs.

Project Details

Initial Funding Year	FY2018-19
Target Completion Year	FY2021-22
Expended as of June 30, 2020	$ 41,868

NATIONAL GUARD ARMORY
BELLE AIR ELEMENTARY SCHOOL
BELLE AIR PARK
4-H CLUB
101
CITY CORP YARD
LOMITA PARK
SAN BRUNO CITY PARK
ST. CRYSTAL ELEMENTARY SCHOOL
SSPS

DOCUMENT 00 73 00

SPECIAL CONDITIONS

List and describe any Contract Conditions not covered under Document 00 72 00 General Conditions that are unique to this specific project.

1. Notice to Proceed shall be issued no later than April 26th, 2022.
2. Construction activities shall be staged such that east-west and north-south pedestrian crossings with the intersection of Angus Avenue and Huntington Avenue are maintained at all times. Payment for staging construction activities to maintain pedestrian crossings will be included in the various bid items and no separate payment will be made. Failure to maintain pedestrian crossing shall result in liquidated damages in the amount of $500 per Calendar Day.
3. Temporary pedestrian facilities must comply with the Caltrans Temporary Pedestrian Facilities Handbook available at (http://www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf), the California Manual on Uniform Traffic Control Devices (CA MUTCD) Part 6, Chapter 6D – Pedestrian and Worker Safety (available at http://www.dot.ca.gov/trafficops/camutcd/docs/2014r2/CAMUTCD2014-Chap6D.pdf), and the Caltrans Design Information Bulletin 82-06 – Pedestrian Accessibility Guidelines for Highway Projects, Section 4.3.2 and Section 4.6, which require that CA MUTCD Part 6, Chapter 6D, be followed when temporary routes are provided.
4. Construction equipment and materials may be stored within the public right-of-way but must be moved every five (5) days as construction progresses. Material storage at the construction site shall be limited to what is needed for five (5) days construction. No construction material shall be stored over the weekend unless approved by the City Engineer. Operating reflector barricades shall be required for all equipment and material left on the street overnight. At the end of each workday all loose material, parts and debris must be cleaned up and discarded and any stored materials shall be neatly stacked and organized. Failure to comply with these requirements shall result in liquidated damages in the amount of $250 per Calendar Day.

-END OF DOCUMENT-

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City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: March 22, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan Grogan, City Manager

PREPARED BY: Matthew Lee, Director

SUBJECT: Adopt Resolution Approving the Design; Authorizing the City Manager to Execute a Construction Contract with Golden Bay Construction, Inc. for the Spyglass Drive Storm Drain Improvements Project in an Amount Not to Exceed $805,310.25; Authorizing the City Manager to Execute an Agreement with Tanner Pacific, Inc. for Construction Management and Inspection Services in An Amount Not To Exceed $99,254; Approving an Agreement Amendment with Freyer & Laureta for Grant Support Services for $15,000; Approving a Construction Contingency of $120,800; and Approving a Total Project Budget in the Amount of $1,455,000.

BACKGROUND: Much of the City's existing storm infrastructure was originally installed in the 1900s when the eastern portion of the City developed and urbanized. The system then extended to the western part of the City as more developments were completed. The storm water collection system consists of underground pipelines and culverts, concrete and earthen channels, and detention basins. A culvert is an enclosed structure that is used to convey water from one area to another across the road, railroad, trail, or other similar obstruction. Culverts come in many sizes and shapes including round, elliptical, flat-bottomed, pear-shaped, and box-like constructions.

In 2014, the City completed the Storm Drain Master Plan which evaluated the capacity of the storm drain collection system. Hydraulic analyses were conducted to identify capacity deficient pipelines and box culverts and recommended improvement projects. The recommended projects primarily involve replacing existing storm drain pipelines and box culverts with larger diameter pipelines and culverts. Improvement recommendations in 2014 totaled approximately $20 million dollars (in 2014 dollars); however, there were no dedicated funding sources to proceed with the improvements.

The storm system near the vicinity of Spyglass Drive has overflowed during intense storm events. This portion of the City was excluded from the Storm Drain Master Plan assessment because this area is isolated from the rest of the City and discharges toward the Pacific Ocean instead of toward the older infrastructure described above. Over the years, approximately eight properties within the Spyglass Drive neighborhood have experienced multiple flooding events including property damage. To help prevent flooding of the residential properties, Public Works staff install sandbags around the perimeter of some of the properties annually during late fall and remove them in the spring. This creates

additional work for staff and an inconvenience for the residents. The Spyglass Drive Storm Drain Improvements Project will assess alternatives to mitigate the flooding issues and will provide residents within the Spyglass Drive neighborhood a more reliable storm infrastructure system by preventing future overflows.

In October 2017, staff submitted an application to California Office of Emergency Services (CalOES) as part of the Hazard Mitigation Grant Program for FEMA DR-4305 to request funding for both design and construction of the improvements. The City retained Kermani Group to assist with the original grant application submittal. The City was awarded the CalOES grant in 2021 in the amount of $1,209,962. The City is required to contribute a local matching fund of $403,321, which is 25% of the total of the grant and local match amounts. The Capital Improvement Program Budget sheet (Attachment 3) initially had this match amount as unfunded in anticipation of utilizing stormwater funds based on a passing measure that never materialized. Due to favorable bid results, staff is able to propose to utilize the design funds that were already committed to the project at project initiation for the required local match. The origin of the design funds was General Fund Capital Reserve. Additional information is available in the Fiscal Impact section of this staff report.

On February 26, 2019, City Council authorized an agreement with Freyer & Laureta for the design of storm drain improvements to increase the capacity of the storm drain system. In 2020, Freyer & Laureta provided the City with support in responding to requests for information from CalOES related to the design and grant application. This was not part of their original scope and will require an agreement amendment should the City desire to retain Freyer & Laureta's design support services during construction. Designs have been completed and with the availability of CalOES grant funding to construct the improvements, the project is ready for construction.

DISCUSSION: In December 2021, staff issued a notice inviting bids for the construction of the Spyglass Drive Storm Drain Improvements Project. Notice to bidders was sent to contractors listed in the City's contractor directory, posted on the City's website and provided to construction distribution centers. The project was also advertised twice in the San Mateo County Times newspaper on December 30, 2021 and January 6, 2022. Staff held a non-mandatory pre-bid meeting on January 10, 2022 and site job walk on February 2, 2022.

A total of six (6) bids were received and opened on February 28, 2022. A summary of the bid results is provided below.

Contractor	**Total Bid Alternative 1**	**Total Bid Alternative 2**
1. Golden Bay Construction, Inc.	$ 805,310.25	$ 1,648,974.00
2. Devaney Engineering	$ 823,185.00	$ 1,035,785.00
3. WR Forde Associates, Inc.	$ 823,390.00	$ 890,480.00
4. CR2 Engineering, Inc.	$ 916,254.00	$ 1,028,449.00
5. Basset Engineering	$ 1,191,142.00	$ 1,677,892.00
6. JMB Construction	$ 1,474,025.00	$ 2,250,400.00
Engineer's Estimate	$ 805,519.00	$ 903,056.00

The project was advertised with two alternatives. Alternative 1 consisted of replacement or installation of storm drain pipeline using open cut and approximately 145 linear feet of cure-in-place treatment with spot repairs of an existing larger size main. The section proposed to receive cure-in-place treatment is relatively deep in sections at approximately 19 feet below ground surface. Using open cut method on such a deep pipe would be more challenging and likely more disruptive to the public and neighboring property owners. The designer confirmed that the cure-in-place would provide a structurally sound alternative to open cut at a project cost savings. Alternative 2 consisted of replacement or installation of storm drain pipeline using only open cut. Staff is recommending Alternative 1 to be selected for award.

After a thorough review of all bid proposals for responsiveness, compliance with bid specifications, and reference checks, staff recommends awarding the contract to Golden Bay Construction, Inc. of Hayward, California. Golden Bay Construction, Inc. is a responsible bidder and submitted the lowest responsive bid in the amount of $805,310.25, which was $208.75 less than the engineer's estimate. Golden Bay Construction, Inc. has satisfactorily completed numerous storm drain repair and replacement projects for public agencies such as the Cities of Fremont, Menlo Park, and South San Francisco. In addition, Golden Bay Construction, Inc. also completed the Transit Corridor Pedestrian Connection Improvement Phase 2 Project for the City in 2020 and is near completion with the Lara Field Parking Lot Rehabilitation Project. Based on their experience and performance with the City of San Bruno and other public agencies, staff determined that Golden Bay Construction, Inc. meets the qualifications to perform the work for the Spyglass Drive Storm Drain Improvements Project as specified in the contract documents.

Construction work will be limited to the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday, excluding holidays unless otherwise authorized by the City Engineer. Construction will be performed in a manner to reduce to the extent possible disruptions to residents. Work will be occurring within storm drain easements on private property and will be coordinated with the property owners. Some work will necessitate entering onto private property, in which case right-of-entry agreements will be secured. Specifically, there is a concrete valley gutter and inlet that is privately owned that appears to either have been connected at one time or is connected to the storm drain within the easement that is conveying larger volumes of stormwater runoff from Sharp Park Road. The project proposes to separate the local runoff from private properties on Spyglass Drive from the larger size mains. The local runoff from these properties and from Spyglass Drive will be conveyed through a separate storm drain pipeline installed on Spyglass Drive.

Construction impacts will include temporary roadway closures, on-street parking, noise, dust, and short-term accessibility in and out of driveways. Residents will be notified 48 hours in advance of any planned disruptions to extended driveway access. As directed by City Council, all capital improvement projects shall limit construction equipment and materials stored within the public right-of-way to what is needed for five days of construction and will also require equipment/materials to be removed over the weekend.

A community meeting will be conducted with the neighborhood prior to construction to advise residents and businesses of project-related construction impacts and obtain their

comments and feedback. Construction on project is expected to begin in late-Spring or Summer 2022 and be completed by Fall 2022.

To increase capacity to deliver the project, staff is bringing on comprehensive construction management and inspection support so that staff can continue to work to deliver multiple capital improvement projects. Tanner Pacific is on the City's on-call list for construction management and inspection support and is proposed to be retained to provide this service. Tanner Pacific's proposal includes materials and compaction testing work. City staff will continue to perform overall project management.

The estimated project costs are as follows:

Grant Application Submittal Support (Kermani Group)	$ 15,000
Design and Design Support During Construction (Freyer & Laureta)	$ 298,600
Grant Support (Freyer & Laureta)	$ 15,000
Construction Management and Inspection (Tanner Pacific)	$ 100,000
Staff Project Management and Administrative Costs	$ 100,000
Construction Contract (Golden Bay Construction, Inc.)	$ 805,310
Construction Contingency (15%)	$ 120,800
Estimated Total Project Cost (rounded)	**$ 1,455,000**

The required grant local match of 25% on a total project cost of $1,455,000 is approximately $365,000.

FISCAL IMPACT: The FY 2021-22 Capital Improvement Program (CIP) budget includes appropriations for the Spyglass Drive Storm Drain Improvements Project. The CalOES grant funding of $1,209,962 was also programmed. Though the amount of $403,321 was included in the budget as local match, the fund source was shown as Unfunded due to uncertainty of the results of the 2021 Stormwater Fee initiative results at the time of budgeting. The total estimated project cost is anticipated to be $1,455,000. The required grant local match of 25% on a total project cost of $1,455,000 is approximately $365,000. A total appropriation of $370,000 was previously allocated to the project from the General Fund Capital Reserve for the design phase. Of the $370,000, approximately $345,000 have been encumbered or expended leaving approximately $25,000 for staff time during the construction phase. Because the project already included an appropriation of local funding of $370,000 for design costs, adequate local match is already programmed on the project and no new additional appropriation is needed. Should the project be delivered for this estimated total project cost, approximately $1,090,000 in CalOES grant funding will be utilized. The balance of the grant funding is still available should there be a significant unforeseen condition during construction that requires additional grant utilization. Staff would return to Council in that event should additional appropriation of local funding for the required local match at a rate of 25% be needed.

ENVIRONMENTAL IMPACT:
The proposed project qualifies for a categorical exemption per CEQA Guideline Sections 15301(b), Existing Facilities, and 15302(c), Replacement or Reconstruction.

RECOMMENDATION: Adopt Resolution approving the design; authorizing the City Manager to execute a Construction Contract with Golden Bay Construction, Inc. for the Spyglass Drive Storm Drain Improvements Project in an amount not to exceed $805,310.25; authorizing the City Manager to execute an Agreement with Tanner Pacific, Inc. for Construction Management and Inspection Services in an amount not to exceed $99,254; approving an Agreement Amendment with Freyer & Laureta for grant support services for $15,000; approving a construction contingency of $120,800; and approving a total project budget in the amount of $1,455,000.

ALTERNATIVES:
1. Reject bids, do not authorize award of the construction contract and rebid or defer the project. The area is prone to flooding and staff will need to continue to setup sandbags on properties annually.
2. Direct staff to select Alternative 2 and award to WR Forde Associates, Inc., in an amount of $890,480 which will cost approximately $85,000 more than Alternative 1 and be more disruptive to residents during construction. The total project costs would be approximately $1,555,000 and an additional $20,000 would need to be appropriated from the General Capital Reserve Fund to provide adequate local match on the project.

ATTACHMENTS:
1. Resolution
2. Project Vicinity Map
3. FY2021-22 CIP Budget Sheet

RESOLUTION NO. 2022 - ___

RESOLUTION

- **APPROVING THE DESIGN;**
- **AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION CONTRACT WITH GOLDEN BAY CONSTRUCTION, INC. FOR THE SPYGLASS DRIVE STORM DRAIN IMPROVEMENTS PROJECT IN AN AMOUNT NOT TO EXCEED $805,310.25;**
- **AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH TANNER PACIFIC, INC. FOR CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES IN AN AMOUNT NOT TO EXCEED $99,254;**
- **APPROVING AN AGREEMENT AMENDMENT WITH FREYER & LAURETA FOR GRANT SUPPORT SERVICES FOR $15,000;**
- **APPROVING A CONSTRUCTION CONTINGENCY OF $120,800;**
- **APPROVING A TOTAL PROJECT BUDGET IN THE AMOUNT OF $1,455,000**

WHEREAS, the storm system near the vicinity of Spyglass Drive has overflowed during intense storm events with residences having experienced multiple flooding events; and

WHEREAS, the Public Works Department staff install sandbags around the perimeter of some of the properties annually to help prevent flooding, which creates additional work for staff and inconvenience for residents; and

WHEREAS, in October 2017 staff submitted an application to California Office of Emergency Services (CalOES) as part of the Hazard Mitigation Grant Program for FEMA DR-4305 to request funding for both design and construction of the improvements; and

WHEREAS, the City was awarded the CalOES grant in 2021 in the amount of $1,209,962, which has a required local match of 25%, which amounts to $403,321; and

WHEREAS, the City retained Freyer & Laureta in February 2019 for the project design; and

WHEREAS, in addition to the designs, Freyer & Laureta provided grant support in the amount of $15,000, which was outside the scope of the original design agreement; and

WHEREAS, the City advertised this project for bid in compliance with State Contract Code and local purchasing regulations and received six (6) sealed bids on February 28, 2022; and

WHEREAS, the project was advertised with two alternatives and staff recommends Alternative 1 due to alternative being less expensive with reduced construction impacts to residents; and

WHEREAS, Golden Bay Construction, Inc. was determined to be a responsible bidder and submitted the lowest responsive bid for Alternate 1 in the amount of $805,310.25; and

WHEREAS, Golden Bay Construction, Inc. has satisfactorily completed numerous public works projects for public agencies in the Bay Area, meets the contractor qualifications, and has a valid contractor's license required to perform the scope of work of this project; and

WHEREAS, the Spyglass Drive Storm Drain Improvements Project is an approved project within the Stormwater Capital Program in the FY 2021-22 Capital Budget with $370,000 appropriated for design, $403,321 for local match from an unfunded source, and $1,209,962 from the CalOES grant; and

WHEREAS, for a total estimate project cost of $1,455,000, an amount of approximately $365,000 is needed in order to satisfy the required CalOES grant local match; and

WHEREAS, the project already has an appropriation of $370,000 in local funds from the General Fund Capital Reserve that meets the grant local match so adequate project funding is available.

NOW, THEREFORE, BE IT RESOLVED that the San Bruno City Council hereby approves the design; authorizes the City Manager to execute a construction contract with Golden Bay Construction, Inc. for the Spyglass Drive Storm Drain Improvements Project in an amount not to exceed $805,310.25; authorizes the City Manager to execute an agreement with Tanner Pacific for construction management and inspection for an amount not to exceed $99,254; approves an agreement amendment with Freyer & Laureta for grant support services for $15,000; approves a construction contingency of $120,800; and approves a total project budget in the amount of $1,455,000.

Dated: March 22, 2022

I, Melissa Thurman, 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 22nd day of March 2022 by the following vote:

AYES: Councilmembers: _____

NOES: Councilmembers _____

ABSENT: Councilmembers: _____

ATTEST:

_____

Melissa Thurman, MMC
City Clerk

833.3 0 416.67 833.3 Feet

NAD_1983_StatePlane_California_III_FIPS_0403_Feet

City of San Bruno, GIS Services

1: 5,000

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

Stormwater Capital

Stormwater Mains

Spyglass Drive Storm Drain Improvements

PROJECT #: 21011

Total Project Budget: $ 1,983,283

DEPARTMENT: Public Works

FUNDING SOURCES	Prior Appropriations	FY2021-22 Estimated Carryover	FY2021-22 New Request	FY2021-22 Total Appropriations	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total FY2022-26 Budget
General Fund Capital Reserve	$ 370,000	$ 26,888	$ -	$ 26,888	$ -	$ -	$ -	$ -	$ 26,888
Unfunded	-	-	403,321	403,321	-	-	-	-	403,321
FEMA CalOES HMGP	-	-	1,209,962	1,209,962	-	-	-	-	1,209,962
Total	$ 370,000	$ 26,888	$ 1,613,283	$ 1,640,171	$ -	$ -	$ -	$ -	$ 1,640,171

PROJECT APPROPRIATIONS	Prior Appropriations	Estimated Carryover	New Request	Total Appropriations	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2022-26 Budget
Design	$ 370,000	$ 26,888	$ -	$ 26,888	$ -	$ -	$ -	$ -	$ 26,888
Construction	-	-	1,613,283	1,613,283	-	-	-	-	1,613,283
Total	**$ 370,000**	**$ 26,888**	**$ 1,613,283**	**$ 1,640,171**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,640,171**

Project Description: This project will be designed to mitigate flooding issues during intense storm events. Over the years, approximately eight properties within the Spyglass Drive neighborhood have experienced multiple flooding events including property damage. Project will assess alternatives to mitigate the flooding issues and will provide residents within the Spyglass Drive neighborhood a more reliable storm infrastructure system by preventing future overflows.

Project design was completed in FY2020-21. The project received funding for the construction phase through the FEMA Hazard Mitigation grant in 2021. Construction is anticipated to be completed in FY2021-22.

Project Details

Initial Funding Year	FY2018-19
Target Completion Year	FY2021-22
Expended as of June 30, 2020	$ 343,112