

**RESOLUTION NO. 2020 - _____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SAN BRUNO AUTHORIZING THE INSTALLATION OF
LOADING ZONE SPACES AROUND THE PERIMETER OF
THE SITE FOR THE PROPOSED PROJECT LOCATED AT
MILLS PARK CENTER AND 601 – 611 EL CAMINO REAL**

(APNS: 020-072-030; 020-072-040; 020-072-050; 020-072-060; 020-072-070; 020-072-320; 020-075-080; 020-075-090; 020-075-100; 020-075-110; 020-096-050; 020-096-060; 020-096-070; 020-096-080; 020-096-090; 020-076-090; 020-076-100; 020-076-110; 020-076-120; 020-076-130; 020-076-160; 020-076-200; 020-076-220; 020-076-230; 020-076-240; 020-076-250; 020-076-260)

WHEREAS, on December 4, 2017, with submittal of revisions on March 23, 2020, G.W. Williams Co. (“Applicant”) on behalf of Williams Portfolio 16, a California corporation and the Welch Family Partnership (together, “Owner”) submitted applications for development of the Mills Park Center and the adjacent site at 601 – 611 El Camino Real, in the City of San Bruno and more particularly described as Assessor’s Parcel Numbers 020-072-030; 020-072-040; 020-072-050; 020-072-060; 020-072-070; 020-072-320; 020-075-080; 020-075-090; 020-075-100; 020-075-110; 020-096-050; 020-096-060; 020-096-070; 020-096-080; 020-096-090; 020-076-090; 020-076-100; 020-076-110; 020-076-120; 020-076-130; 020-076-160; 020-076-200; 020-076-220; 020-076-230; 020-076-240; 020-076-250; 020-076-260 (“Property”).

WHEREAS, the Applicant desires to develop two (2) one to five-story, 70-foot tall, mixed use buildings with a total of 427 residential condominiums units and ground floor commercial space with associated improvements and infrastructure on the Property (“Project”).

WHEREAS, in order to develop the Project, the Applicant has submitted applications to the City of San Bruno for approval of the following: Environmental Determination; Ordinance amending the San Bruno Municipal Code Title 12 (Land Use) to change the Zoning Map from the Commercial (C) to the Planned Development (P-D) District; a Development Plan in accordance with the provisions of Municipal Code Section 12.96.190(F); a Planned Development Permit and Architectural Review Permit; a Phased Vesting Tentative Tract Subdivision Map; and a Development Agreement with Affordable Housing Plan.

WHEREAS, the applicant has incorporated onsite and offsite loading zones around the perimeter of the project site to facilitate pickups and drop offs of people and package deliveries.

WHEREAS, the proposed Project has been reviewed with respect to applicability of the California Environmental Quality Act (“CEQA”) and the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq., hereafter the “CEQA Guidelines”). The Project, including the loading zones, does not require any further

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CEQA review because an Initial Study/Environmental Checklist (“CEQA Checklist”) was prepared for the Project dated July 3, 2019, and an update to the CEQA Checklist dated June 16, 2020 reviewing the March 23, 2020 Project revisions, confirms the proposed Project will not result in any new significant impacts or substantially more severe significant impacts than those analyzed and mitigated in the Transit Corridors Plan Program Environmental Impact Report (EIR) that was certified by the City Council on February 12, 2013. Accordingly, the previously certified Transit Corridors Plan EIR adequately describes the proposed Project for the purposes of CEQA. Under CEQA Guidelines sections 15168 (Program EIR), 15162 (Subsequent EIRs and Negative Declarations), and 15183 (Projects Consistent with a Community Plan or Zoning), subsequent individual projects can utilize a previously certified program EIR if all potentially significant environmental impacts of the proposed individual project: (1) have been previously identified (i.e., are not new) and are not substantially more severe than those identified in the previous EIR, (2) have been avoided or mitigated to the extent feasible as a result of the previous EIR, and (3) have been examined in sufficient detail in the previous EIR to enable those impacts to be avoided or mitigated by the mitigations in the EIR, site-specific project revisions, or the imposition of uniformly applicable development policies. Further, CEQA Guidelines section 15162 provides that no subsequent EIR shall be prepared for a project unless the lead agency determines that (a) substantial changes are proposed in the project which will require major revisions of the previous EIR; or (b) substantial changes occur with respect to the circumstances under which the project is undertaken; or (c) new information of substantial importance shows one or more significant effects not discussed in the original EIR, greater severity to previously-identified substantial effects, or newly-found feasible mitigation measures that would substantially reduce significant effects. If the requirements of CEQA Guidelines sections 15168 and 15183 are met and the conditions for preparation of a subsequent EIR in CEQA Guidelines section 15162 are not triggered, then the City can approve the individual project as within the scope of the previous EIR, and no additional environmental document is required. All applicable mitigations in the Transit Corridors Plan EIR will be required as conditions of approval for the proposed Project.

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

WHEREAS, Section 7.16.020.B of the San Bruno Municipal Code defines yellow curb to mean no stopping, standing, for any purpose other than the loading or unloading of passengers or materials; provided that the loading or unloading of passengers shall not consume more than three minutes nor the loading or unloading of materials more than twenty minutes.

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WHEREAS, Section 7.16.020.C of the San Bruno Municipal Code defines green curb to mean no stopping, standing, or parking for a period of time longer than twenty-four minutes at any time between nine a.m. and six p.m. on any day except Sundays and holidays.

WHEREAS, on May 1, 2019, the ~~Traffic Safety and Parking Committee (TSPC)~~ reviewed the requested loading zone spaces and ~~recommended the City Council's approval~~ approved a motion 4-0-0 establishing the loading zones spaces with the understanding that more information on the operational days, times and usage of the loading zones would be provided to the TSPC at a subsequent meeting with the hours of operation modified to 7:00 am—6:00 pm every day except Sundays and holidays, and that during non-loading zone hours the general public will be able to utilize the parking spaces.

WHEREAS, on June 5, 2019, the TSPC reviewed the operational details of the requested loading zones and approved a motion 4-0-0 in favor of establishing the loading zones with the days, hours and usage as recommended by staff and a request that Recology adjust their garbage pick-up time to occur between 9:00 a.m. to 2:00 p.m.

WHEREAS, Exhibit A provides a summary table of the loading zones and their locations and days and hours of operation.

WHEREAS, Exhibit A reflects the TSPC request showing the approved garbage pick-up time as 9:00 a.m. to 2:00 pm. and relocates the loading zone activities originally sited for San Bruno Avenue onto private property adjacent to White Way at the north end.

WHEREAS, Section 7.16.050.A.2 of the San Bruno Municipal Code authorizes the City Council to establish loading zones and passenger zones in front of the entrance to any place of business.

WHEREAS, a Notice of City Council Public Hearing was mailed to properties within a 1,000 foot radius of the project site on June 15, 2020, and duly published in the San Mateo County Daily Journal on June 15, 2020, providing notice of the City Council's June 25, 2020 public hearing on the Project applications.

WHEREAS, on June 25, 2020, the City Council conducted a duly noticed Public Hearing on the Project applications, including to consider the loading zone request, where the public were able to participate and comment remotely via Zoom.

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

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1. The proposed development site is located in a commercial land use designation.
2. ~~The proposed development could accommodate the proposed loading spaces on site but based on the size, type, and setting of the Project, on-street passenger/parcel loading zones located in the immediate vicinity of the main residential entryways to the building are the best way to accommodate those activities.~~ For Building A the developer cooperated with City staff and agreed to provide the sidewalk easement which enables creation of the loading zone.
3. The developer conducted a parking occupancy study for the area around the proposed project site that concluded, in general, parking occupancy is below 85%. Therefore, it may be possible that there will be enough open parking spaces around the two buildings to accommodate loading activities without designating loading zones. However, the loading activities for the proposed development will be best served by strategically locating loading zones to facilitate their usage. For example, the trash pick-up will be best served by loading zones that are immediately adjacent to the trash collection and storage rooms. Similarly, passenger loading and small parcel deliveries (FedEx, UPS) will be best served by loading zones that are immediately adjacent to the main residential entryways. Therefore, consideration should be given to creating the proposed loading zones regardless of whether the parking occupancy criteria are met.
4. The Transit Corridor Plan (TCP) encourages incorporating loading areas into the building design where possible. As mentioned previously, the proposed development includes an on-site loading area in Building A for commercial uses, and staff has determined that other loading activities are best accommodated using on-street loading zones strategically located around the site to facilitate their usage.
5. Written concurrence from abutting property owners and tenants is preferred but the only property abutting the requested on-street loading space is the proposed development.

BE IT FURTHER RESOLVED that none of the criteria and circumstances described above regarding CEQA require or justify additional study or environmental review before considering approval of the requested loading zone spaces.

BE IT FURTHER RESOLVED that the San Bruno City Council hereby adopts a resolution authorizing the installation of loading zone spaces around the perimeter of the site for the proposed Project as shown in Exhibit A to this resolution.

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I hereby certify that foregoing **Resolution No. 2020 - __**
was adopted by the San Bruno City Council at a regular meeting on
June 25, 2020, by the following vote:

AYES:
NOES:
ABSENT:

Melissa Thurman, City Clerk

ON-STREET LOADING ZONES FOR MILLS PARK PLAZA DEVELOPMENT

| Location | | Type | Size | Loading | | | | Refuse Collection** | | During Non LZ Hours |
|----------|--|-------|--|-----------|----------------|--------------|--------------------------------|---------------------|---------------------------|---------------------|
| | | | | Passenger | Material | | | | | |
| A | White Way south of San Bruno Avenue (Off-Street) | - | Off-Street | None | Not Applicable | | | 9 AM to 2 PM | Every Day Except Sat, Sun | No Parking |
| B | El Camino Real in front of Building A | Green | Approximately 2 passenger vehicles or 1 small to medium sized delivery truck | 10 Min | 10 Min | At All Times | | - | - | - |
| C | El Camino Real in front of Building B | Green | Approximately 2 passenger vehicles or 1 small to medium sized delivery truck | 10 Min | 10 Min | At All Times | | - | - | - |
| D | Angus Avenue east of Linden Avenue | Yel | Large enough to provide space to maneuver the refuse collection bins and trucks and to accommodate the lifting of the bins over the trucks | None | 1 Hr* | 9 AM to 6 PM | Every Day Except Sat, Sun, Hol | 9 AM to 2 PM | Every Day Except Sat, Sun | No Parking |
| E | White Way north of Kains Avenue | Yel | Large enough to provide space to maneuver the refuse collection bins and trucks and to accommodate the lifting of the bins over the trucks | None | 1 Hr* | 9 AM to 6 PM | Every Day Except Sat, Sun, Hol | 9 AM to 2 PM | Every Day Except Sat, Sun | No Parking |

* For tenant move in or out use of Loading Zone D or E, tenants will need to make an appointment with the building management to secure use of the building's elevator. These appointments will be scheduled for an hour and will be arranged to not conflict with refuse collection.

** The precise schedule for refuse collection will be determined at a later date.