



## City Council Agenda Item Staff Report

CITY OF SAN BRUNO

- DATE:** October 28, 2014
- TO:** Honorable Mayor and Members of the City Council
- FROM:** David Woltering, Community Development Director  
Matt Neuebaumer, Associate Planner
- SUBJECT:** Hold Public Hearing and Take the Following Actions to Approve the Plaza Project, a Mixed-Use Project at 406-418 San Mateo Avenue, and Associated Environmental Determinations:
1. Adopt Resolution Approving an Amendment to the San Bruno 2009 General Plan to Conditionally Allow Ground Floor Residential Uses on All Streets in the Downtown (C-B-D Character Area), Except San Mateo Avenue
  2. Adopt Resolution Approving an Amendment to the San Bruno Transit Corridors Plan to Conditionally Allow Ground Floor Residential Uses on All Streets in the Downtown (C-B-D Character Area), Except San Mateo Avenue
  3. Waive First Reading and Introduce an Ordinance Amending Chapter 12.96.120 of Title 12 (Land Use) of the San Bruno Municipal Code to Conditionally Allow Ground Floor Residential Uses on All Streets in the Downtown (C-B-D Zoning District), Except San Mateo Avenue, and to Ensure Density Requirements and Setback Requirements are Consistent with the San Bruno Transit Corridors Plan
  4. Adopt Resolution Approving a Conditional Use Permit to Allow Ground Floor Residential Uses, and a Parking Exception to Allow the Proposed Development with the Number of Units and Parking Spaces Currently Proposed
  5. Adopt Resolution Approving Installation of Two Loading Zone Spaces Adjacent to the Project Site Along San Mateo Avenue
  6. Adopt Resolution Approving an Architectural Review Permit for the Plaza, a Mixed-Use Project at 406-418 San Mateo Avenue

### BACKGROUND

Signature Land Advisors, Inc. has applied for approval to allow demolition of the existing El Camino Theater building and three adjacent commercial buildings located at 406-418 San Mateo Avenue at the southern end of downtown San Bruno, and to allow

construction of a three-story mixed-use development. The requested entitlements include: an amendment to the General Plan, amendment to the Transit Corridors Plan (TCP), Zoning Code Text Amendments, Conditional Use Permit, Parking Exception, and an Architectural Review Permit. The proposed project would be a three-story mixed-use commercial and residential development with approximately 6,975 square feet of commercial space, 83 residential units, and a sub grade parking garage containing 106 parking spaces.

The project site is approximately one acre in area (41,469 square feet) and is located at the southern entrance to downtown San Bruno on the corner of San Mateo Avenue and Taylor Avenue. The project site is zoned Central Business District (C-B-D) and is located within the TCP plan area. The west side of the site faces the downtown commercial uses on San Mateo Avenue and commercial uses on El Camino Real. The east and south sides face the San Bruno Park residential neighborhood across Mastick Avenue and the Cupid Row neighborhood across Taylor Avenue.

The existing site consists of four lots that are completely developed with commercial structures and a parking lot. The largest lot is developed with a large concrete structure, the former El Camino Theater building, and a parking lot to the rear. The three adjoining lots to the north are developed with single story commercial structures that were formerly occupied as bars. The existing structures located at the subject property have been vacant for several years. The site is an attractant for nuisances, including dumping and graffiti, and the existing buildings are in a significant state of disrepair and present a poor image as the gateway to downtown.

The Architectural Review Committee reviewed the proposal on August 14, 2014 and the Planning Commission reviewed the proposal on October 7, 2014. The Planning Commission unanimously adopted all resolutions recommending the City Council approve the project.

## **DISCUSSION**

The applicant proposes to demolish the existing commercial buildings and construct in their place a mixed-use, three-story building with 83 residential units and approximately 6,975 square feet of commercial space on the ground floor level fronting San Mateo Avenue. A subgrade parking garage containing 106 parking spaces is proposed. Vehicular access to the subgrade parking garage would be provided via a driveway located along Mastick Avenue.

The 83 residential units would include the following mix of unit types:

<b>Unit Type</b>	<b>Typical Size</b>	<b>Number of Units</b>
Studio	546 s.f.	2
1-Bedroom	686 s.f.	43
2-Bedroom	908 s.f.	30
3-Bedroom	1,367 s.f.	8

The residential units would be located on the ground floor level along Taylor and Mastick Avenues, and on the second and third floor levels. Outdoor open space is provided in a courtyard area located in the center of the complex on the ground floor level. Additional residential units would be located at the ground floor level surrounding the center courtyard area.

### **Environmental Assessment**

The 406-418 San Mateo Avenue project is located within the Transit Corridors Plan (TCP) area. A Program Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program were prepared for the TCP and adopted by the City Council on February 12, 2013. The 406-418 San Mateo Avenue property was analyzed in the TCP EIR at a programmatic level, with potential impacts identified and mitigations applied in the program EIR to avoid or reduce potentially significant impacts.

Under California Environmental Quality Act (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. If these conditions are met, then the City can approve the individual project as within the scope of the previous EIR, and no additional environmental document is required. The certified TCP EIR and the 406-418 San Mateo Avenue project meet these CEQA conditions. A copy of the Initial Study/Environmental Checklist is attached as Attachment H.

### **Proposed Actions**

General Plan Amendment: A General Plan Amendment would be required to allow residential uses along the ground floor level. The project site has a land use designation of Transit-Oriented Development. The existing General Plan requires active uses (e.g., retail, restaurants, etc.) on the ground level and residential uses are permitted only on the upper floors. The proposed project contains commercial spaces along San Mateo Avenue, and residential uses along Taylor Avenue and Mastick Avenue on the ground floor level. Specifically, staff recommends an amendment to the General Plan to allow residential uses to be considered on the ground floor level on a case-by-case basis as a conditional use, except on San Mateo Avenue.

Specific Plan Amendment: An amendment to the TCP would be required to allow residential uses along the ground floor level. The TCP contains five character areas. The site is located in the C-B-D character area. The TCP allows residential uses only on the upper floor levels. Specifically, staff recommends an amendment to the TCP to

allow residential uses to be considered on the ground floor level on a case-by-case basis as a conditional use, except on San Mateo Avenue.

Zoning Code Text Amendment: The project site is located in the C-B-D zoning district. A Zoning Code Text Amendment would be required to amend the following development standards within the C-B-D zoning district:

- The Code would be amended to ensure density is consistent with the adopted TCP;
- The Code would be amended to allow residential uses to be considered on the ground floor level on a case-by-case basis as a conditional use, except on San Mateo Avenue. (This is consistent with the General Plan Amendment and Specific Plan Amendment referenced above);
- The Code would be amended to ensure all setback requirements are consistent with the adopted TCP. The current Code requires a 10'-0" setback when a development is adjacent to a residential district. This would be replaced with a rear setback of 10'-0" for projects adjacent to existing low density residential, regardless of the zoning district.

Conditional Use Permit: Staff is recommending that the proposed residential uses on the ground floor be permitted, by approval of a conditional use permit, on all streets within the C-B-D, except San Mateo Avenue. (If the General Plan Amendment and the Specific Plan Amendment are adopted, the project would require a Conditional Use Permit.)

Parking Exception: A Parking Exception is required to allow the proposed development with the number of units and parking spaces currently proposed. Additional discussion regarding this matter is provided within the Project Analysis section of the staff report.

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

## **Project Analysis**

### Residential Use on Ground Floor

As described above, the project requires an Amendment to the General Plan, Transit Corridors Plan, and the Zoning Code to conditionally allow residential uses on the ground floor level. The project includes a total of 21 residential units on the ground floor level, of which, nine residential units front onto Taylor Avenue and Mastick Avenue. The 12 remaining residential units on the ground floor level are not visible from street view as they are located adjacent to the interior courtyard area and along the northern edge of the property.

The purpose of the Conditional Use Permit process is to evaluate the proposed project in relation to its surrounding environment, and to ensure it would be consistent with the existing land uses and would not negatively impact the surrounding neighborhood.

Typically, in a downtown environment, it is best to incorporate active uses (e.g., retail, restaurants, etc.) on the ground floor level. However, this site is unique in the fact that it fronts onto San Mateo Avenue, Taylor Avenue, and Mastick Avenue. As proposed, the project would incorporate commercial storefronts on the ground floor level along San Mateo Avenue, which would help activate the street. This approach is consistent with TCP Design Guidelines A1-5 and A1-6 and with the other commercial businesses on San Mateo Avenue. However, single-family homes are located across the street from the proposed development on Mastick Avenue and multi-family structures are located across the street on Taylor Avenue. Staff finds that the residential ground floor units help further blend the project with the surrounding residential neighborhoods to the south and east of the project site.

### **Parking & Transportation**

#### Proposed Project

The proposed project would provide 106 parking spaces in a subgrade parking garage. Access to the subgrade parking garage would be provided via a driveway entrance on Mastick Avenue. The parking garage would provide parking for the residential component of the project and would not be open to the general public. The project does not include on-site parking for retail customers.

#### Transit Corridors Plan

The TCP provides a baseline for parking standard guidelines, which would provide the framework for the parking component during the comprehensive zoning code update. The recommended parking standards within the TCP call for .75 parking spaces for studio units, 1 parking space for 1 bedroom apartments, and 1-2 parking spaces for any apartments containing more than 1 bedroom. Based on these recommended parking standards, the number of parking spaces needed to accommodate the residential component of the proposed project would fall between 83 – 121 parking spaces. As proposed, the project includes 106 parking spaces and falls within the recommended range found within the TCP. In addition, staff surveyed similar projects in other communities and at the Crossings in San Bruno and found the proposed development is consistent with these successful projects.

#### Municipal Code Parking Standards

The San Bruno Municipal Code parking standards are outdated and were established based on national guidelines that are typically based on suburban locations and do not take into consideration access to other modes of transportation. The current standards are not consistent with the parking policies found with the TCP. A Parking Exception is required as the Municipal Code requires 1.5 parking spaces for studio units, 2 parking spaces for units containing one or more bedrooms, and 0.1 spaces per unit for guest parking. Based on these Municipal Code parking standards a total of 174 parking spaces would be required for the residential component of the proposed project.

Downtown Parking Study

As indicated above, the project does not include parking for retail customers. Staff consulted with a transportation firm who conducted a detailed parking study of all downtown City-owned parking lots and the surrounding residential streets to assess the capacity. The parking counts were conducted on Saturday, June 7, 2014 and Tuesday, June 10, 2014 at 12:30 pm, 7:30 pm, and 1:00 a.m. The results of the parking study are summarized in the tables below:

<b>Saturday, June 7, 2014 Results</b>			
Parking Spaces Available	Occupied Spaces 12:30 pm	Occupied Spaces 7:30 pm	Occupied Spaces 1:00 am
1,111	765 <b>(69%)</b>	693 <b>(62%)</b>	587 <b>(53%)</b>

<b>Tuesday, June 10, 2014 Results</b>			
Parking Spaces Available	Occupied Spaces 12:30 pm	Occupied Spaces 7:30 pm	Occupied Spaces 1:00 am
1,111	553 <b>(50%)</b>	752 <b>(68%)</b>	593 <b>(53%)</b>

An occupancy rate of 85% is the threshold that staff considers when determining if an area is parking impacted. Staff finds that the overall trends of the parking study indicate that there is enough available parking in the surrounding downtown environment to accommodate retail customers. The detailed parking study is included as Attachment 16.

Transportation Demand Management Measures

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

- Long-Term Bicycle Parking – A total of 54 long-term bicycle parking spaces would be provided on-site, consistent the TCP recommended standards. The racks would be located within the sub-grade garage and on the ground floor level adjacent to the elevators.
- Short-Term Bicycle Parking – A total of 10 short-term bicycle parking spaces would be provided through racks within the public right-of-way on San Mateo Avenue. This is consistent with the TCP recommended standards.
- Transit Subsidy for Residents & Employees – At the time of move-in, each resident would be provided with a Clipper card containing \$50. Additionally, commercial leases would require tenants to provide employees Clipper cards containing \$50. This would familiarize tenants and employees with available public transportation options.
- Distribute Transportation Information – Each tenant and employee would be provided an informational package regarding alternate means of transportation in the immediate area.

- On-site Ride Share Program – Each tenant would be provided information on how to coordinate with other tenants to carpool, including a group website maintained by property management staff to exchange ride information. Additionally, an information board would be installed in the lobby where carpool information can be posted.

The proposed TDM measures would help reduce the number of vehicle trips to and from the subject site and would also reduce the overall demand for parking. The TDM Plan prepared by the applicant is included as Attachment 15.

#### Traffic Safety and Parking Committee

Staff recommended that the applicant create two loading zones along San Mateo Avenue to accommodate deliveries for the commercial businesses and residents when moving into and out of the complex. The sidewalk is proposed to be modified to create the two loading zones. This type of proposal requires review from the Traffic Safety and Parking Committee (TSPC) and approval from the City Council. The TSPC reviewed this request at their September 3, 2014 meeting and supported staff's recommendation to create two additional loading zones. The TSPC limited the hours of the loading zone from 6:00 am – 3:00 pm Monday - Saturday. During non-loading zone hours, the general public would be able to utilize the parking spaces. The Resolution approving the loading zone spaces is included as Attachment 11.

#### **Architectural Review Permit**

##### Architectural Peer Review

Staff has worked very closely with the project applicant during the pre-submittal process in terms of the overall architectural appearance of the structure. Preliminary plans were first submitted to staff in January 2014 and were reviewed by Larry Cannon, Architectural Peer Review Consultant. Mr. Cannon's and staff's initial direction was to modify the exterior design to be more consistent with the project that was approved for the site in 2009 and to ensure consistency with the TCP Design Guidelines. Based on these comments, the applicant further refined and modified this proposal in a coordinated effort with staff and Mr. Cannon. The current proposal addresses the majority of staff's and Mr. Cannon's recommendations.

##### Architectural Review Committee

The Architectural Review Committee (ARC) reviewed the architectural elements of the project at its August 14, 2014 meeting. The ARC forwarded the project to the Planning Commission with recommendations regarding architectural enhancements to the Juliet Balconies and the corner element, and minor landscaping and signage revisions. The ARC also recommended the applicant provide examples of wind breaking techniques (screening, landscaping, etc.) that could enhance the San Mateo Avenue frontage and encourage outside dining.

The applicant has addressed the ARC comments, which are reflected within the revised plans and are included as Attachment 13.

### Planning Commission

The Planning Commission reviewed the project at its October 7, 2014 meeting. The Planning Commission unanimously adopted all resolutions recommending the City Council approve the project. Since that time, the applicant has made changes to the architectural appearance of the structure by including a more defined cornice element, recessing windows, and by incorporating awnings and other architectural elements located directly above the second and third floor windows at specific locations. Additionally, the applicant relocated the fitness room from the ground floor level fronting San Mateo Avenue to the second floor level adjacent to the interior courtyard area. The applicant also created an internal hallway connecting all but one of the commercial spaces to the dedicated commercial trash room.

Staff supports the architectural enhancements and finds that the exterior appearance of the building is improved and is consistent with the TCP Design Guidelines. Additionally, staff supports the revised location of the fitness room and the incorporation of the internal hallway. By relocating the fitness room, a new commercial space has been created along San Mateo Avenue, which would further activate pedestrian activity and contribute to an active downtown environment.

### Site Layout

Regarding overall site layout and building design, TCP Design Guideline (See Exhibit E) A1-1 states that buildings should be oriented so that primary facades and key pedestrian entries face major streets. As proposed there are two entrances along San Mateo Avenue and one entrance along Mastick Avenue. The main entrance, which includes a lobby, is located at the west side of the building facing San Mateo Avenue. The proposal also consists of approximately 6,975 square feet of commercial space fronting San Mateo Avenue, which is consistent with TCP Design Guidelines A1-5 and A1-6.

TCP Design Guideline A1-13 encourages parking lots to be located behind buildings, with access on side or rear streets to maximize pedestrian edges. TCP Design Guideline A1-14 encourages trash receptacles to be screened with materials that are consistent with the architectural character and style of the adjacent structures. As proposed, and consistent with the Guidelines A1-13 and A1-14, access to the parking lot would be provided via Mastick Avenue and all trash and recycling receptacles would be located within the proposed building and would not be visible from the public right-of-way.

### Building Form

In terms of overall building form, staff finds that the proposed design respects the scale, form, and development pattern of the existing neighborhood. There are existing commercial businesses located to the north and west of the site. Along San Mateo Avenue the building height gradually decreases in height and is more consistent with surrounding commercial businesses. Additionally, the overall building height is lower along the Taylor Avenue elevation and the Mastick Avenue elevations. Residential uses are located across the street along Taylor Avenue and Mastick Avenue.

### Articulation & Exterior Materials

All four exterior elevations provide varying faced depths by providing bay window popouts and recessed walls. Additionally, the San Mateo Avenue, Taylor Avenue, and Mastick Avenue elevations contain useable (5'-0") balconies. The exterior wall for all units containing exterior balconies is recessed an additional 2'-0", which provides greater depth, eliminates long blank walls, and provides greater architectural interest. Additionally, TCP Design Guideline A2-5 recommends breaking up the mass of large-scale buildings with articulation in form, architectural details, and changes in material and color.

- San Mateo Avenue Elevation: A brick veneer base measuring 4'-0" in height is proposed at the northern portion of the building. The brick veneer base slightly increases in height and encompasses the entire first floor elevation and portions of the second floor elevation as the building approaches the intersection of San Mateo Avenue and Taylor Avenue. At this point the brick veneer base incorporates a two toned appearance. A cement plaster system is proposed for the remainder of the San Mateo Avenue elevation. The corner element incorporates a cast stone base that measures 2'-6" in height. A cement plaster system is proposed for the remainder of the corner element.
- Taylor Avenue Elevation: This elevation is very similar to the San Mateo Avenue elevation except fiber cement siding is proposed along the second and third floor elevations as it nears the intersection of Taylor Avenue and Mastick Avenue.
- Mastick Avenue Elevation: This elevation includes fiber cement siding and a cement plaster finish. In addition a brick veneer base is proposed at four specific locations.
- North Elevation: This elevation incorporates the same exterior elements as the Mastick Avenue elevation.

Staff finds that the proposed mix of materials help break up the overall mass of the building and help the project blend in better with the adjacent properties.

### Corner Element

The building is designed with a rounded 49'-3" decorative corner element and outdoor open space at the intersection of San Mateo Avenue and Taylor Avenue. The corner element creates a strong architectural statement and is consistent with TCP Design Guideline A2-13, which calls for distinctive landmark buildings at places of special significance, such as the El Camino-San Mateo Avenue gateway. TCP Design Guideline A2-13 specifically calls for the incorporation of a tower at the corner, providing a corner plaza, and/or a recessed building entrance at the corner.

Staff and the ARC recommended the applicant incorporate an enhanced cornice element and metal sunshades above the second and third floor windows to further refine and enhance the corner element. Additionally, the ARC recommended incorporating lighting effects along the upper portion of the corner element. The applicant updated the corner element by incorporating a more profound cornice element, replacing the stucco foam board above the second and third floor windows

with metal sunshades, and included a trim accent lighting element along the upper portion of the corner element. Staff finds that these enhancements further highlight the important of the corner element as a distinctive landmark and gateway entrance to downtown San Bruno.

Additionally, the applicant included an example of a wind screening measure that could work within the open space located directly in front of the corner element. The wind screening element can be found on sheet L-1 within Attachment 13.

#### Landscaping

Landscaping is provided throughout the site and within the public right-of-way. Specifically, 17 new street trees are proposed within the public right-of-way along San Mateo Avenue, Taylor Avenue, and Mastick Avenue. All existing street trees located along San Mateo Avenue would be removed and replaced with Mayten trees, which would provide a uniform appearance.

A new landscaping strip is proposed along Mastick Avenue and a portion of Taylor Avenue within the public right-of-way. A green screen with vines is located along a portion of the northern property line and along the building façade immediately adjacent to the subgrade parking structure gate located along Mastick Avenue. Various planters containing a variety of plants are proposed within the center courtyard area and within the courtyard located along the northern portion of the site.

#### Signage

The commercial storefronts fronting San Mateo Avenue would have two options for signage depending on their physical location. Signage would either be located directly on the face of the awning or raised metal lettering would be attached directly above the metal sunshade structure. Staff finds that the signage concept is compatible and fits with the overall architectural appearance of the structure. Condition of Approval II-9 requires the applicant to further refine the proposed signage as part of a master sign program.

#### **Mixed-use to Residential Transitions Measures**

The TCP was approved with mixed-use to residential transitions measures to protect existing low-density housing units that are immediately adjacent to a proposed development. The subject site is not immediately adjacent to existing low-density housing units. Rather, the site is adjacent to existing commercial businesses and a City-owned parking lot. The proposed project incorporates a mix of materials and varying roof heights, which help break up the overall mass of the building and help blend the project with the nearby residential units located across the street on Taylor Avenue and Mastick Avenue.

#### **Neighborhood Outreach**

The surrounding neighborhood has been informed through four mailed notices, a neighborhood meeting, public meetings before the Architectural Review Committee and Planning Commission, and the City's website. The neighborhood meeting was held on

July 9, 2014 at the Allen Elementary School. Approximately 10 people were present at the neighborhood meeting. The initial neighborhood reaction to the project was positive overall. There were a number of questions regarding a variety of topics, such as: overall construction schedule, hours of construction, rental units versus condominiums, anticipated rental rates, and the use of the interior courtyard area. Some neighbors expressed concern about the impact the project may have on parking in the surrounding neighborhood. The neighborhood consensus was that the project would improve a section of downtown that has been vacant, underutilized, and in a state of disrepair for many years.

Staff has not received any direct questions from the public regarding the proposed amendments, or the Conditional Use Permit and Parking Exception requests, as of the date of writing this report. Staff received one letter from a surrounding property owner who expressed concern regarding the appearance of the proposed building. The letter is included as Attachment 18.

### **Conclusion**

The project would be the most significant new development in the downtown in many years and would visually enhance the existing site and would provide an improved visual anchor and entry to the City's downtown commercial area. The project would alleviate physical and economic blight and improve and enhance the downtown area. Located at the prominent intersection of San Mateo Avenue and Taylor Avenue, the project would play a key role as a catalyst for economic development and revitalization in the greater downtown area and throughout the entire TCP area. The TCP emphasizes creating a vital, pedestrian-friendly Central Business District for shopping, entertainment and dining, as well as new residential uses. In addition, the project is located within a short distance of SamTrans bus routes, the new Caltrain station, and BART, increasing transportation options for the project's residents and reducing dependency on automobiles.

### **Next Steps**

The General Plan Amendment and Specific Plan Amendment would go into effect upon City Council approval. If the City Council approves the first reading of the attached ordinance, the second reading would occur on November 25, 2014. The ordinance would go into effect 30 days after the second reading.

### **FISCAL IMPACT**

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

### **ALTERNATIVES**

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

## RECOMMENDATION

Hold public hearing and take the following actions related to approve the Plaza Project, a mixed-use project at 406-418 San Mateo Avenue, and associated environmental determinations:

1. Adopt resolution approving an amendment to the San Bruno 2009 General Plan to conditionally allow ground floor residential uses on all streets in the downtown (C-B-D Character Area), except San Mateo Avenue.
2. Adopt resolution approving an amendment to the San Bruno Transit Corridors Plan to conditionally allow ground floor residential uses on all streets in the downtown (C-B-D Character Area), except San Mateo Avenue.
3. Waive first reading and introduce an ordinance amending Chapter 12.96.120 of Title 12 (Land Use) of the San Bruno Municipal Code to conditionally allow ground floor residential uses on all streets in the downtown (C-B-D Zoning District), except San Mateo Avenue, and to ensure density requirements and setback requirements are consistent with the San Bruno Transit Corridors Plan.
4. Adopt resolution approving a conditional use permit to allow ground floor residential uses, and a parking exception to allow the proposed development with the number of units and parking spaces currently proposed.
5. Adopt resolution approving installation of two loading zone spaces adjacent to the project site along San Mateo Avenue.
6. Adopt resolution approving an architectural review permit for the plaza, a mixed-use project at 406-418 San Mateo Avenue.

Detailed findings for approval are included as Attachment 2.

## DISTRIBUTION

None

## ATTACHMENTS

1. Location Map, Site
2. Detailed Findings for Approval
3. Planning Commission Resolution 2014-02
4. Planning Commission Resolution 2014-03
5. Planning Commission Resolution 2014-04
6. Planning Commission Resolution 2014-05
7. Resolution Recommending Approval of a General Plan Amendment  
Exhibit A: Land Use Classification Changes
8. Resolution Recommending Approval of a Specific Plan Amendment  
Exhibit A: C-B-D Character Area Text Changes and Changes to Table 5.1
9. Ordinance Amending Section 12.96.120 of Title 12 (Land Use)
10. Resolution Recommending Approval of a Conditional Use Permit and Parking Exception
11. Resolution Approving Installation of Two Loading Zone Spaces

- Exhibit A: Location of Two Loading Zone Spaces
- 12. Resolution Recommending Approval of an Architectural Review Permit
  - Exhibit A: Conditions of Approval
- 13. Site Plan, Floor Plans, and Elevations
- 14. CEQA Initial Study
- 15. Transportation Demand Management Plan
- 16. Downtown Parking Survey
- 17. Applicable Transit Corridors Plan Design Guidelines
- 18. Letter from Neighbor

**DATE PREPARED**

October 21, 2014

**REVIEWED BY:**

City Manager \_\_\_\_\_

**Location Map & Site Photos**

**406-418 San Mateo Avenue**

020-364-320, 020-364-120, 020-364-130, 020-364-140





406-418 San Mate Avenue Front Elevation



**South Elevation**



**Rear Elevation**

## Detailed Findings for Approval

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

With respect to the **Municipal Code Amendments**, the City Council finds:

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

The project requires a General Plan Amendment and a Specific Plan Amendment to allow residential uses on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a conditional use permit. The Zoning Code currently permits residential units within the C-B-D zoning district on upper floors only. The Zoning Code would be amended in the same fashion as the General Plan Amendment and TCP, and therefore would be consistent with the General Plan and the TCP. The proposed Zoning Code amendment is also consistent with General Plan Land Use Policy LUD-16, which states, "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." As proposed, the project includes retail fronting San Mateo Avenue, and residential units on the ground floor fronting Taylor Avenue and Mastick Avenue.

The Zoning Code will also be amended to ensure density is consistent with General Plan and the TCP. The Zoning Code currently limits the number of residential units to one unit for each 1,000 square feet of lot area. However, the General Plan and the TCP allow a maximum of 1,610 residential units within the TCP plan area and do not have a site-specific density limit. Lastly, the Municipal Code would be amended to ensure setback requirements are consistent with the TCP. The Municipal Code currently requires a 10'-0" setback for all structures that abut a lot in the R district. The General Plan does not contain site specific development standards, such as setbacks.

With respect to the **Conditional Use Permit**, the City Council finds:

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

The General Plan, TCP, and Zoning Code will be amended to conditionally allow residential uses on the ground floor level of all streets in the downtown, except San Mateo Avenue. A conditional use permit is required because the project includes 21 residential units on the ground floor level, of which, nine residential units front onto Taylor Avenue and Mastick Avenue. The 12 remaining residential units on the ground floor level are not visible from street view as they are located adjacent to the interior courtyard area and along the northern edge of the property.

Staff finds that the project will blend in with the surrounding residential uses along Taylor Avenue and Mastick Avenue and will act as a buffer by transitioning from retail uses along San Mateo Avenue to residential uses along Taylor Avenue and Mastick Avenue. Furthermore, the project would play a key role as a catalyst for economic development and revitalization in the greater downtown area and throughout the entire TCP area. The TCP emphasizes creating a vital, pedestrian-friendly Central Business District for shopping, entertainment and dining, as well as new residential uses. The additional residential units on the ground floor level will provide even more foot traffic along San Mateo Avenue, thereby further benefiting the surrounding commercial business.

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

The subject property is approximately one acre in area (41,469 square feet) and is located at the southern entrance to downtown San Bruno on the corner of San Mateo Avenue and Taylor Avenue. The property consists of four lots that are developed with structures and a parking lot. The existing structures located at the subject property have been vacant for several years. The site is an attractant for nuisances, including dumping and graffiti, and the existing buildings are in a significant state of disrepair and present a poor image as the gateway to downtown.

The proposed project would benefit the surrounding downtown environment and would play a key role as a catalyst for economic development and revitalization. The project proposed residential units on the ground floor level, which requires a conditional use permit. By incorporating residential units on the ground floor level, additional foot traffic would be created in the surrounding downtown environment, which will benefit all commercial businesses.

**4. Will not be inconsistent with the general plan. (SBMC 12.112.050.B.3)**

General Plan Land Use Policy LUD-16 states, "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." As proposed, the project includes retail fronting San Mateo Avenue, and residential units on the ground floor fronting Taylor Avenue and Mastick Avenue. Therefore, the request to establish residential units on the ground floor fronting Taylor Avenue and Mastick Avenue is consistent with the General Plan.

With respect to the **Parking Exception**, the City Council finds:

**5. The strict application of the provisions of this chapter would cause particular difficulty or undue hardship in connection with the use and enjoyment of said property. (SBMC 12.100.120.A.1)**

The project would have to be significantly redesigned to meet the parking standards outlined in the San Bruno Municipal Code. The proposal includes a sub-grade parking structure containing 106 parking spaces. In order to meet Municipal Code standards,

174 parking spaces would be required to accommodate the residential component of the project and an additional 23 – 38 parking spaces would be required for the commercial tenant spaces, depending on the proposed land uses.

The Municipal Code is outdated and is not consistent with the parking concepts found with the TCP. The TCP provides a baseline for parking standard guidelines, which will provide the framework for the parking component for the comprehensive zoning code update. Based on the recommended parking standards within the TCP, the number of parking spaces required to accommodate the residential component of the proposed project would fall between 83 – 121 parking spaces. As proposed, the project calls for 106 parking spaces and falls within the recommended range found within the TCP.

**6. That the establishment, maintenance and/or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this chapter as reasonably possible. (SBMC 12.100.120.A.2)**

The Municipal Code requires 174 parking spaces for the residential component and an additional 23-38 parking spaces would be required for the commercial tenant spaces, depending on the proposed land uses. The Municipal Code regulations are outdated and are not consistent with the recommended TCP parking standard guidelines. Based on the recommended parking standards within the TCP, the number of parking spaces needed to accommodate the residential component of the proposed project would fall between 83 – 121 parking spaces. As proposed, the project calls for 106 parking spaces and falls within the recommended range found within the TCP.

The project does not include parking for or for retail customers. A detailed parking study of all downtown city-owned parking lots and the surrounding residential streets was conducted on Saturday, June 7, 2014 and Tuesday, June 10, 2014 at 12:30 pm, 7:30 pm, and 1:00 a.m. Staff finds that the overall trends of the parking study indicate that there is enough available parking in the surrounding downtown environment to accommodate retail customers.

Additionally, the applicant is proposing to implement the following TDM Measures: Provide long-term and short-term bicycle parking, provide transit subsidies for tenants and employees, distribute information regarding alternative transportation options to residents and employees, and establish an on-site ride share program. The TDM measures would help reduce the amount of vehicles trips to and from the subject site, which in return will reduce the overall parking demand.

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

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

The applicant proposes to demolish the former El Camino Theater and three adjoining commercial buildings and construct in their place a mixed-use, three-story building with 83 residential units and approximately 5,562 square feet of commercial space on the ground floor level fronting San Mateo Avenue. A subgrade parking garage containing 106 parking spaces is proposed. Vehicular access to the subgrade parking garage would be provided via a driveway located along Mastick Avenue. Pedestrian access to the site is provided through three separate entrances. The main entrance and lobby would front onto San Mateo Avenue. The secondary entrances would be provided along the northern end of the site along San Mateo Avenue and along Mastick Avenue. The project site is located at the southern entrance to downtown San Bruno within the Transit Corridors Plan area.

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

The project includes a subgrade parking garage containing 106 parking spaces. Vehicular access to the subgrade parking garage would be provided via a driveway located along Mastick Avenue. The driveway would allow for two automobiles to pass one another at the same time. Staff has included a condition of approval (COA I-17) requiring the installation of a pedestrian warning system, consisting of visual and audible warning signals that would be triggered when vehicles are exiting the subgrade garage. Condition of approval I-17 also requires the installation of convex mirrors. Staff finds that the pedestrian warning system and convex mirrors will increase driver and pedestrian safety along Mastick Avenue. In addition, adequate site visibility will be maintained from the driveways.

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

The landscaping plan includes 17 new 24-inch box street trees located along the perimeter of the project on San Mateo Avenue, Taylor Avenue, and Mastick Avenue. The proposed landscaping plan includes Mayten trees, Water Gum trees, and Fern Pine trees within the public right-of-way. A new landscaping strip is proposed along Mastick Avenue and a portion of Taylor Avenue within the public right-of-way. A green screen with vines is located along a portion of the northern property line and along the building façade immediately adjacent to the subgrade parking structure gate located along Mastick Avenue. Various planters containing a variety of plants are proposed within the center courtyard area and within the courtyard located along the northern portion of the site. Condition of approval II-8 requires that an agreement shall be in place addressing

the maintenance of the proposed street trees, irrigation systems, and all utility fixtures located within the public right-of-way.

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

The proposed building is less than the Municipal Code height limit of 50'-0" and includes some variation in overall building height. On San Mateo Avenue, along the northern edge of the site, the building height is 42'-9". The building height gradually increases to a maximum of 49'-3" along portions of San Mateo Avenue and at the corner element. As the building turns onto Taylor and Mastick Avenue, the height of the building reaches a maximum of 42'-9", which respects the scale of the surrounding residential neighborhoods. Staff finds that the proposed development will be consistent with the design and scale of the neighborhood and will not interfere with access to light and air for neighboring properties.

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

The subject site is located at the southern entrance to downtown San Bruno in the C-B-D Zoning District. The downtown area is a predominantly commercial area with a mixture of commercial and residential uses. Multi-family structures are located across the street on Taylor Avenue, and single-family homes are located across the street on Mastick Avenue. The proposed building would not be detrimental to the adjacent residential district and will provide needed commercial services within close proximity to these residents. The proposed project will provide 83 housing units and new residents and customers for businesses in the downtown.

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

The subject site is currently occupied by vacant buildings and a surface parking lot. The site contains older trees and shrubs, which will be replaced with new trees and landscaping. The site does not contain any creeks or scenic corridors. The proposed development therefore will not damage or destroy any natural features.

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

The proposed exterior materials, landscaping, and overall building design are of a high quality and will enhance the overall appearance of the downtown and El Camino Real corridor.

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

The property is located in the Transit Oriented Development land use classification. The Transit Oriented Development land use classification permits a variety of uses, including: retails sales; eating and drinking establishments; personal and business services; and residential uses. The proposed project includes 21 residential units on the ground floor level. The General Plan would be amended to conditionally allow residential units on the ground floor level, except when fronting San Mateo Avenue.

RESOLUTION NO. 2014- 02

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THE CITY COUNCIL AMEND THE SAN BRUNO 2009 GENERAL PLAN TO ENSURE CONSISTENCY WITH THE PROPOSED MIXED USE DEVELOPMENT LOCATED AT 406-418 SAN MATEO AVENUE  
(APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)

**WHEREAS**, Signature Land Advisors, Inc. ("Applicant") submitted an application for the certain 0.95 acre site located at 406-418 San Mateo Avenue in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-364-320, 020-364-120, 020-364-130, and 020-364-140 ("Property"); and

**WHEREAS**, the Applicant desires to develop a mixed use building on the Property, with associated infrastructure, including approximately 5,550 square feet of retail uses on the ground floor, 83 residential units on the ground floor, second floor, and third floor, and a subgrade parking structure containing 106 parking spaces ("Project"); and

**WHEREAS**, to achieve consistency between the General Plan and the proposed Project, the General Plan must be amended to conditionally allow residential uses along the ground floor level on all streets in the downtown, except San Mateo Avenue, as shown in **Exhibit A** of this Resolution. The Amendment shown in **Exhibit A** would change the text of the Transit Oriented Development Land Use Designation, to allow residential uses on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a conditional use permit; and

**WHEREAS**, on **August 14, 2014**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the General Plan; and

**WHEREAS**, the request to amend the San Bruno 2009 General Plan 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 amendment does not require any further CEQA review because all potentially significant effects have been analyzed adequately in the San Bruno Transit Corridors Plan (TCP) Certified Environmental Impact Report (EIR) pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations) and 15168 (Program EIR). The TCP EIR capped the number of residential units within the TCP plan area at 1,610 residential units. The 1,610 residential unit maximum includes all residential units located within the TCP on the ground floor and upper floors. The proposed Project is the first proposed development within the TCP plan area and proposes 83 residential units, of which, 21 residential units will be located on the ground floor level. All applicable mitigations in the TCP EIR will be required as conditions of approval for the proposed Project.

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

1. That said Planning Commission hereby recommends to the San Bruno City Council to amend the San Bruno 2009 General Plan as described in **Exhibit A** of this Resolution to ensure consistency between the proposed Project and the General Plan; and
2. That the Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a certified copy of this resolution together with an attested copy.

Dated: 10/21/14

Mary Lou Johnson  
 Planning Commission Vice Chair

**ATTEST:**

David Woltering  
 Planning Commission Secretary  
 David Woltering

**APPROVED AS TO FORM:**

Marc Zafferano  
 City Attorney  
 Marc Zafferano

I, David Woltering, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 7th day of October 2014, by the following vote:

AYES: Commissioners: Vice Chair Johnson, Commissioners Biasotti, Chase, Sammut

NOES: Commissioners: None

ABSENT: Commissioners: Chair Petersen, Commissioner Mishra

**EXHIBIT A  
GENERAL PLAN AMENDMENT  
TO ENSURE CONSISTENCY WITH THE PROPOSED MIXED-USE DEVELOPMENT  
LOCATED AT 406-418 SAN MATEO AVENUE**

**2.0 LAND USE ELEMENT**

Land Use Classifications Page 2-8. The Transit-Oriented Development Land Use Designation is amended by adding the text shown in bold italics (***example***) and deleting the text shown in strikeout (~~example~~), as follows.

Transit Oriented Development:

This designation applies to parcels within the Transit Corridors Plan Area, including San Mateo Avenue (Downtown), San Bruno Avenue, and El Camino Real, in areas with proximity to BART and Caltrain Stations.

Allows 2.0 base maximum FAR combined for residential and/or non-residential for parcels less than 20,000 square feet. FAR for parcels of 20,000 square feet or larger is determined by setback, stepback, open space, and height limits. The maximum number of new dwelling units allowed in the Transit Corridors Plan area is 1,610, which is equal to the residential build out analyzed in the Transit Corridors Plan Environmental Impact Report. Any increase in the total number of units will require a new General Plan amendment. Overall density within the Transit Corridors Area, excluding public streets, will not exceed 50 units per acre.

This classification permits a variety of uses, either individually or in mix with other permitted uses, including: retail sales; eating and drinking establishments; personal and business services; professional and medical offices; financial, insurance, and real estate offices; hotels; educational and social services; government offices; and residential.

In the Downtown, active uses are required at the ground level. ~~and residential~~ ***Residential*** uses ~~is~~ ***are*** permitted ***by right*** on the second and upper floors ~~only~~. ***and are allowed subject to obtaining a Conditional Use Permit at the ground level on all streets in the downtown, except San Mateo Avenue.*** In addition to the permitted uses described above, theaters and entertainment uses are also permitted in the Downtown. Wholesale trade, drive-through facilities, and auto-related uses are prohibited in the Downtown.

RESOLUTION NO. 2014- 03

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THE CITY COUNCIL AMEND THE SAN BRUNO TRANSIT CORRIDORS PLAN TO ENSURE CONSISTENCY WITH THE 2009 GENERAL PLAN AND THE PROPOSED MIXED USE DEVELOPMENT LOCATED AT 406-418 SAN MATEO AVENUE (APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)

**WHEREAS**, Signature Land Advisors, Inc. ("Applicant") submitted an application for the certain 0.95 acre site located at 406-418 San Mateo Avenue in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-364-320, 020-364-120, 020-364-130, and 020-364-140 ("Property"); and

**WHEREAS**, the Applicant desires to develop a mixed use building on the Property, with associated infrastructure, including approximately 5,550 square feet of retail uses on the ground floor, 83 residential units on the ground floor, second floor, and third floor, and a subgrade parking structure containing 106 parking spaces ("Project"); and

**WHEREAS**, to achieve consistency between the San Bruno Transit Corridors Plan, the 2009 General Plan, and the proposed Project, the San Bruno Transit Corridors Plan must be amended to conditionally allow residential uses along the ground floor level on all streets in the downtown, except San Mateo Avenue, as shown in **Exhibit A** of this Resolution. The Amendment shown in **Exhibit A** would change the text of the Central Business District Character Area, to allow residential uses on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a conditional use permit. Table 5-1 would also be amended to allow residential uses on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a conditional use permit; and

**WHEREAS**, on **August 14, 2014**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the San Bruno Transit Corridors Plan; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-02 recommending that the San Bruno 2009 General Plan be amended to ensure consistency with the proposed Project; and

**WHEREAS**, the request to amend the San Bruno Transit Corridors Plan 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 amendment does not require any further CEQA review because all potentially significant effects have been analyzed adequately in the San Bruno Transit Corridors Plan (TCP) Certified Environmental Impact Report (EIR) pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations) and 15168 (Program EIR). The TCP EIR capped the number of residential units within the TCP plan area at 1,610 residential units. The 1,610 residential unit maximum includes all residential units located within the TCP on the ground floor and upper floors. The proposed

Project is the first proposed development within the TCP plan area and proposes 83 residential units, of which, 21 residential units will be located on the ground floor level. All applicable mitigations in the TCP EIR will be required as conditions of approval for the proposed Project.

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

1. That said Planning Commission hereby recommends to the San Bruno City Council to amend the San Bruno Transit Corridors Plan as described in **Exhibit A** of this Resolution to ensure consistency between the 2009 San Bruno General Plan, the proposed Project, and the San Bruno Transit Corridors Plan; and
2. That the Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a certified copy of this resolution together with an attested copy.

Dated: 10/21/14

Mary Lou Johnson  
Planning Commission Vice Chair

**ATTEST:**

David Woltering  
Planning Commission Secretary  
David Woltering

**APPROVED AS TO FORM:**

Marc Zafferano  
City Attorney  
Marc Zafferano

I, David Woltering, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 7th day of October 2014, by the following vote:

AYES: Commissioners: Vice Chair Johnson, Commissioners Biasotti, Chase, Sammut

NOES: Commissioners: None

ABSENT: Commissioners: Chair Petersen, Commissioner Mishra

**EXHIBIT A  
SAN BRUNO TRANSIT CORRIDORS PLAN AMENDMENT  
TO ENSURE CONSISTENCY WITH THE PROPOSED MIXED-USE DEVELOPMENT  
LOCATED AT 406-418 SAN MATEO AVENUE**

**CHAPTER FIVE – PRIVATE REALM DEVELOPMENT STANDARDS AND DESIGN  
GUIDELINES**

Central Business District Character Area Page 98. The Central Business District Character Area Designation is amended by adding the text shown in bold italics (example), as follows.

Central Business District:

The Central Business District designation allow for a moderate increase in intensity of uses along San Mateo Avenue, with efforts to preserve the existing urban fabric and scale of storefronts. Mixed-use with ground-floor retail and upper-floor residential or office uses are permitted, while new medium-density residential uses are allowed to infill existing surface parking lots.

Uses

The Central Business District designation preserves the existing main-street retail commercial uses on San Mateo Avenue. Other retail uses may include cultural and entertainment uses such as community theaters, performing arts centers, museums, and auditoriums. Open spaces, such as public plazas, are encouraged, especially at the southern end of Downtown where San Mateo Avenue meets El Camino Real. Additionally, residential uses are allowed in upper-stories or buildings facing San Mateo Avenue, or in developments facing existing residential neighborhoods. ***Residential uses are allowed on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a Conditional Use Permit.*** See Table 5.1: Uses for a list of permitted uses and Table 5.2 Development Standards for a summary of the standards within each Designation Zone. See the City of San Bruno's Municipal Code for a complete list of uses.

**EXHIBIT A  
SAN BRUNO TRANSIT CORRIDORS PLAN AMENDMENT  
TO ENSURE CONSISTENCY WITH THE PROPOSED MIXED-USE DEVELOPMENT  
LOCATED AT 406-418 SAN MATEO AVENUE**

**Table 5.1: Permitted and Conditional Uses**

Table 5.1: Permitted and Conditional Uses is amended by adding the text shown in bold italics (***example***), as follows:

Uses	SO Station Area	MXD1 San Bruno Ave/Huntington	MXD2 El Camino Real	CBD Downtown	P/QP Civic Center
1) Retail					
Retail Sales & Services	Permitted-G	Permitted-G	Permitted-G	Permitted-G	-
Eating Establishments	Permitted-G	Permitted-G	Permitted-G	Permitted-G	-
Eating Establishment w/Alcohol	Permitted-P	Permitted-P	Permitted-P	Permitted-P	-
Drinking Establishments	Conditional Use -G	Conditional Use -G	Conditional Use -G	Conditional Use -G	-
Personal/Business Services	Permitted	Permitted	Permitted	Permitted-U	-
Health/Exercise Clubs	Conditional Use	Conditional Use	Conditional Use	-	-
Auto Sales	-	-	Conditional Use	-	-
2) Professional/Medical Office	Permitted	Permitted	Permitted	Permitted-U	-
3) Hospitals/Health Clinics	Conditional Use	Conditional Use	Conditional Use	-	-
4) Lodging/Hotel	Permitted	Permitted	Permitted	Conditional Use	-
5) Residential	Permitted	Permitted	Permitted	Permitted-U <b><i>Conditional Use*</i></b>	-
6) Live/Work	Permitted	Permitted	Permitted	-	-
7) Civic, Quasi-Civic, Cultural	Permitted	-	Permitted	Permitted	Permitted

G = Ground Floor Only

U = Upper Floors Only

P = Permitted w/Performance Standards

- = Not Permitted

***\* = Residential uses are allowed on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a Conditional Use Permit***

RESOLUTION NO. 2014- 04

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THE CITY COUNCIL ADOPT AN ORDINANCE AMENDING CHAPTER 12.96.120 OF TITLE 12 (LAND USE) OF THE SAN BRUNO MUNICIPAL CODE TO ENSURE CONSISTENCY WITH THE 2009 SAN BRUNO GENERAL PLAN, THE SAN BRUNO TRANSIT CORRIDORS PLAN, AND THE PROPOSED MIXED USE DEVELOPMENT LOCATED AT 406-418 SAN MATEO AVENUE  
(APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)

**WHEREAS**, Signature Land Advisors, Inc. (“Applicant”) submitted an application for the certain 0.95 acre site located at 406-418 San Mateo Avenue in the City of San Bruno and more particularly described as Assessor’s Parcel Numbers 020-364-320, 020-364-120, 020-364-130, and 020-364-140 (“Property”); and

**WHEREAS**, the Applicant desires to develop a mixed use building on the Property, with associated infrastructure, including approximately 5,550 square feet of retail uses on the ground floor, 83 residential units on the ground floor, second floor, and third floor, and a subgrade parking structure containing 106 parking spaces (“Project”); and

**WHEREAS**, to achieve consistency between the San Bruno Municipal Code, the 2009 General Plan, the San Bruno Transit Corridors Plan, and the proposed Project, the Municipal Code must be amended to conditionally allow residential uses along the ground floor level on all streets in the downtown, except San Mateo Avenue, to ensure density requirements are consistent with the San Bruno Transit Corridors Specific Plan, and to ensure all setback requirements are consistent with the San Bruno Transit Corridors Specific Plan; and

**WHEREAS**, on **August 14, 2014**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the San Bruno Municipal Code.

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-02 recommending that the San Bruno 2009 General Plan be amended to ensure consistency with the proposed Project; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-03 recommending that the San Bruno Transit Corridors Plan be amended to ensure consistency with the proposed Project; and

**NOW, THEREFORE BE IT RESOLVED** by the Planning Commission of the City of San Bruno, based on the facts in the staff reports, written and oral testimony, and exhibits presented, makes the following findings of facts in support of the proposed ordinance amendment:

1. The proposed ordinance amendment is consistent with the General Plan of the City of San Bruno.

2. The request to amend the San Bruno Municipal Code 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 amendments do not require any further CEQA review because all potentially significant effects have been analyzed adequately in the San Bruno Transit Corridors Plan (TCP) Certified Environmental Impact Report (EIR) pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations) and 15168 (Program EIR). The TCP EIR capped the number of residential units within the TCP plan area at 1,610 residential units. The 1,610 residential unit maximum includes all residential units located within the TCP on the ground floor and upper floors. The proposed Project is the first proposed development within the TCP plan area and proposes 83 residential units, of which, 21 residential units will be located on the ground floor level. All applicable mitigations in the TCP EIR will be required as conditions of approval for the proposed Project.
  
3. The proposed Municipal Code Amendments to ensure consistency between the 2009 General Plan, the San Bruno Transit Corridors Plan, and the proposed Project will not be detrimental to the health, safety, morals, comfort and general welfare of the Citizens of San Bruno.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of San Bruno recommends that the attached ordinance be adopted by the City Council.

Dated: 10/21/14

Mary Lou Johnson  
 Planning Commission Vice Chair

**ATTEST:**  
David Woltering  
 Planning Commission Secretary  
 David Woltering

**APPROVED AS TO FORM:**  
Marc Zafferano  
 City Attorney  
 Marc Zafferano

I, David Woltering, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 7th day of October 2014, by the following vote:

AYES: Commissioners: Vice Chair Johnson, Commissioners Biasotti, Chase, Sammut

NOES: Commissioners: None

ABSENT: Commissioners: Chair Petersen, Commissioner Mishra

ORDINANCE No. XXXX

AN ORDINANCE OF THE CITY OF SAN BRUNO AMENDING SECTION 12.96.120  
OF TITLE 12 (LAND USE) OF THE SAN BRUNO MUNICIPAL CODE  
TO ENSURE CONSISTENCY WITH THE PROPOSED MIXED USE  
DEVELOPMENT LOCATED AT 406-418 SAN MATEO AVENUE  
(APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)

The City Council of the City of San Bruno ordains as follows:

**Section 1.** The City Council finds and declares as follows.

1. On October 7, 2014 the Planning Commission conducted a duly noticed public hearing and passed a resolution recommending that the City Council adopt said ordinance.
2. On \_\_\_ the City Council conducted a duly noticed public hearing and the City Council introduced said Ordinance.

**Section 2.** Section 12.96.120 of Title 12 of the San Bruno Municipal Code (the San Bruno Zoning Code) is amended by adding the text shown in bold italics (***example***) and deleting the text shown in strikeout (~~example~~), as follows.

A. Purpose. To designate and promote orderly development of the business district as primarily a retail shopping facility with related services to serve present and future needs of the residential community.

B. Permitted Uses. The following uses, conducted entirely within an enclosed structure, and provided there is an architectural review permit, are permitted within the central business district (C-B-D):

1. Department stores, apparel shops, tailor, fur shops, dressmaking or millinery shops, sewing, yardage, draperies, variety stores, shoe stores, shoe repair;
2. Drugstores, bookstores, except for adult bookstores;
3. Cameras, photographic supplies and photographic studios;
4. Cafes, restaurants, and catering shops which are accessory to restaurants or delicatessens;
5. Stores at which furniture, rugs, appliances, hardware, or homeware is sold;
6. Gift shop, china, art specialty, jewelry, hobby and toy shop, stationery and office supplies, sporting goods, smoke shop;
7. Music and records, TV and radio and electronic parts and supplies; radio, TV and appliance repair and service;

8. Professional offices, sales representatives, administrative offices, accounting and bookkeeping offices, financial institutions and loan offices. Medical and dental buildings shall be permitted in any portion of a structure not fronting on a public street where such structure was designed and constructed as an arcade, and where the particular portion of the building opens into the arcade only;

9. Florists;

10. Bicycle sales and repairs;

11. Liquor stores;

12. Craft shops, needlepoints, knitteries;

13. Locksmiths;

14. Laundries, dry cleaners, but not including coin-operated facilities;

15. Vacuum cleaner dealers;

16. Barbershops, beauty shops, and manicuring services, where accessory to a barber or beauty shop;

17. Bakery shops, where goods baked on the premises are produced primarily for sale on said premises;

18. Printing shops, where the printing equipment consists of not more than two printing presses which have the capacity of reproducing sheets less than eleven inches by seventeen inches. Printing presses with a capacity of reproducing sheets of a greater size shall not be permitted;

19. Pet shops and pet grooming services, but not including overnight boarding;

20. Gun shops;

21. Camera equipment sales;

22. Taxidermist shops;

23. Sales of automotive parts. On-site repairs are permitted only as to parts which are not attached to or integrated with a vehicle. Installation or removal of parts from vehicles is not permitted. On-site repairs must be limited and accessory to items sold on the premises, and if vehicular access to the portion of the premises where the repairs will occur is a public street other than San Mateo Avenue;

24. Sales of used furniture, china, art goods, glassware, and jewelry which has been maintained at, refinished to, or repaired to a substantially unused or like new condition;

25. Parking lots and garages open to the general public, whether a charge or fee for parking is imposed or not. Gasoline sales are permitted as accessory to parking garages, but such accessory use does not include automobile repair;

26. Residential dwelling units, ~~with the number of housekeeping units limited to one for each one thousand square feet of lot area.~~ Such units shall be permitted only on the second story and above.

27. Any other use which the planning commission finds to be similar in nature, function, or operation to one or more uses specifically permitted in this district pursuant to this section.

C. Conditional Uses. Conditional uses allowed in the C-B-D district, subject to obtaining a use permit and architectural review permit, are as follows:

1. Outdoor sales, when of a permanent character, not including drive-in establishments;
2. Grocery, meat, fruit, and vegetable stores;
3. Coin-operated laundry facilities;
4. Lodges and clubs, but only on the 600 block of San Mateo Avenue and the 200 block of West Angus Avenue;
5. Secondhand sales not otherwise permitted under subdivision(B)(24) of this section;
6. Gaming clubs, but only on San Mateo Avenue or (if such property is ever included within the C-B-D zoning district) on El Camino Real, subject to the off-street parking requirements prescribed for such use;
7. Dance studios, health clubs, karate and martial arts studios;
8. Medical and dental offices, where proposed to be established on the first story of a building;
9. Public buildings;
10. Printers, not otherwise permitted under subdivision (B)(18) of this section;
11. Drinking places;
12. Eating places with alcoholic beverage sales.
13. ***Residential dwelling units, located on the ground floor level on all streets, except San Mateo Avenue.***

D. Temporary Uses. Temporary uses allowed in the C-B-D district, subject to obtaining a temporary use permit as defined in Section 12.84.030, are as follows:

1. Sales of Holiday trees and holiday accessories between November 1st and December 31st of each year;
2. Sales of pumpkins during the month of October each year;
3. Off-site construction staging areas;
4. Recurring uses that are similar to those uses listed as conditional uses in this section, that occur within limited business hours, and that occur more than three times per year at a frequency not to exceed two times per week for up to one calendar year;
5. Any use that the community development director finds is similar in nature, function, or operation to the listed temporary, conditional, or permitted uses.

E. Prohibited Uses. The following uses are prohibited in the C-B-D district:

1. Lodges and clubs, except where permitted under a conditional use permit on the 600 block of San Mateo Avenue;
2. Pool rooms, billiard parlors;
3. Any establishment wherein four or more mechanical and/or electronic amusement devices are furnished whereby games are played, films or photographs are shown, or tests of strength are offered through the playing of machines;
4. Sales or leasing of motor vehicles;
5. Repair of motor vehicles, except as provided under subdivision(B)(23) of this section;
6. Automobile service stations, except as permitted under subdivision(B)(23) of this section;
7. Warehouse;
8. Theaters and public assembly halls;
9. Wholesale sales, except as permitted under subsection B of this section;
10. Massage establishments;
11. Amusement game centers;
12. Adult bookstores;

13. Adult entertainment facilities;

14. Adult theaters;

15. Drive-in eating places.

F. Development Regulations.

1. Accessory buildings are permitted only if constructed simultaneously with or subsequent to the main building on the same lot.

2. Accessory uses must be normally incidental to the uses permitted.

3. Architectural features, such as cornices, eaves, canopies, awnings, marquees or similar projections may encroach a maximum of thirty-six inches into any public right-of-way, providing a minimum eight-foot clearance is maintained to grade of sidewalk, and twelve-inch encroachment is permitted if a minimum seven-foot clearance is maintained.

4. Flower boxes, planters, and architectural features with a maximum of thirty-six inches above the grade of the sidewalk; maximum encroachment: Twelve inches.

5. No encroachment shall be permitted into a vehicular trafficway.

6. Maximum height, walls and fences: Eight feet, except that where there are no access driveways, three feet.

7. Minimum building site required: Two thousand square feet.

8. Minimum lot dimensions: Twenty-five-foot width.

9. Required minimum setbacks: ~~None, except when a lot abuts a lot in an R district there shall be a setback of not less than ten feet from the property line abutting such district unless otherwise required in this chapter.~~ **Front Setback: Combined width of sidewalk and setback shall be at least ten feet. Side Setback: Zero. Rear Setback: zero, except ten feet when adjacent to low density residential.**

10. Maximum coverage by all structures: One hundred percent, less required parking and landscaping.

11. Maximum allowable height: Fifty feet.

12. Minimum landscaping: As set forth in Chapter 12.84.

13. Parking: As set forth in Chapter 12.100.

14. Architectural review permit: As set forth in Chapter 12.108.

15. **Density: No site specific density standards.**

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

**Section 4.** The request to amend the San Bruno Municipal Code 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 amendments do not require any further CEQA review because all potentially significant effects have been analyzed adequately in the San Bruno Transit Corridors Plan (TCP) Certified Environmental Impact Report (EIR) pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations) and 15168 (Program EIR). The TCP EIR capped the number of residential units within the TCP plan area at 1,610 residential units. The 1,610 residential unit maximum includes all residential units located within the TCP on the ground floor and upper floors. The proposed Project is the first proposed development within the TCP plan area and proposes 83 residential units, of which, 21 residential units will be located on the ground floor level. All applicable mitigations in the TCP EIR will be required as conditions of approval for the proposed Project.

**Section 5.** This Ordinance shall be published as required by law and shall be in force 30 days after its adoption.

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Mayor

ATTEST:

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City Clerk

APPROVED AS TO FORM

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City Attorney

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I hereby certify that the foregoing Ordinance No. XXXX was introduced on \_\_\_\_\_ 2014 and adopted at a regular meeting of the San Bruno City Council on \_\_\_\_\_ 2014, by the following vote:

AYES: COUNCILMEMBERS: \_\_\_\_\_

NOES: COUNCILMEMBERS: \_\_\_\_\_

ABSENT: COUNCILMEMBERS: \_\_\_\_\_

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City Clerk

RESOLUTION NO. 2014- 05

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING APPROVAL OF A CONDITIONAL USE PERMIT, PARKING EXCEPTION, AND ARCHITECTURAL REVIEW PERMIT FOR THE PROPOSED MIXED USE DEVELOPMENT LOCATED AT 406-418 SAN MATEO AVENUE  
(APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)

**WHEREAS**, Signature Land Advisors, Inc. ("Applicant") submitted an application for the certain 0.95 acre site located at 406-418 San Mateo Avenue in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-364-320, 020-364-120, 020-364-130, and 020-364-140 ("Property"); and

**WHEREAS**, the Applicant desires to develop a mixed use building on the Property, with associated infrastructure, including approximately 5,550 square feet of retail uses on the ground floor, 83 residential units on the ground floor, second floor, and third floor, and a subgrade parking structure containing 106 parking spaces ("Project"); and

**WHEREAS**, on **August 14, 2014**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code for consideration of a Conditional Use Permit, Parking Exception, and Architectural Review Permit; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-02 recommending that the San Bruno 2009 General Plan be amended to ensure consistency with the proposed Project; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-03 recommending that the San Bruno Transit Corridors Plan be amended to ensure consistency with the proposed Project; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and has pass Resolution 2014-04 recommending that the San Bruno Municipal Code be amended to ensure consistency with the proposed Project;

**WHEREAS**, the Project is consistent with the San Bruno 2009 General Plan; and

**WHEREAS**, the Project is consistent with the San Bruno Transit Corridors Plan; and;

**WHEREAS**, The Project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and the San Bruno environmental review procedures. The proposed Project is located within the Transit Corridors Plan (TCP) area. A Program Environmental Impact Review (EIR) and Mitigation Monitoring and Reporting Program was prepared for the TCP and

was adopted by the City Council on February 12, 2013. The 406-418 San Mateo Avenue property was analyzed in the TCP EIR at a programmatic level, with potential impacts identified and mitigation applied in the program EIR to avoid or reduce potentially significant impacts. Under CEQA Guidelines, 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. The certified TCP EIR and the Project meet these CEQA conditions and no additional environmental review is required.

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

1. With respect to the Conditional Use Permit for ground floor residential uses, the Planning Commission hereby finds the Project:
  - a. Will not under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use;
  - b. Will not be injurious or detrimental to property and improvement in the neighborhood or to the general welfare of the city; and
  - c. Will not be inconsistent with the general plan.
  
2. With respect to the Parking Exception, the Planning Commission hereby finds:
  - a. The strict application of the provisions of this chapter would cause particular difficulty or undue hardship in connection with the use and enjoyment of said property; and
  - b. That the establishment, maintenance and/or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this chapter as are reasonably possible.
  
3. With respect to the Architectural Review Permit, the Planning Commission hereby finds:
  - a. That the location, size and intensity of the proposed operation will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern, taking into account the proposed use as compared with the general character and intensity of the neighborhood;
  - b. That the accessibility of off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets will not create a hazardous or inconvenient condition to adjacent or surrounding uses;
  - c. That sufficient landscape areas have been reserved for the purposes of separating or screening service and storage areas from the street and adjoining building sites, breaking up large expanses of paved areas, and separating or screening parking areas from the street and adjoining building areas from paved areas and to provide access from buildings to open areas. In addition, that adequate guarantees are made, such as the filing of a performance bond, to insure maintenance of landscaped areas;
  - d. That the proposed development, as set forth on the plans, will not unreasonably restrict or interfere with light and air on the property and on other property in the neighborhood, will not hinder or discourage the appropriate development and use of land and buildings in the neighborhood, or impair the value thereof; and is consistent with the design and scale of the neighborhood;

- e. That the improvement of any commercial or industrial structure, as shown on the elevations as submitted, is not detrimental to the character or value of an adjacent residential district;
  - f. That the proposed development will not excessively damage or destroy natural features, including trees, shrubs, creeks and rocks, scenic corridors, and the natural grade of the site;
  - g. That the general appearance of the proposed building, structure, or grounds will be in keeping with the character of the neighborhood, will not be detrimental to the orderly and harmonious development of the city, and will not impair the desirability of investment or occupation in the neighborhood;
  - h. That the proposed development is consistent with the general plan.
4. The Planning Commission hereby recommends that the San Bruno City Council approve the Conditional Use Permit, Parking Exception, and Architectural Review Permit subject to the conditions of approval attached hereto as Exhibit A.
  5. The Planning Commission further authorizes staff to make a report of the findings and recommendations herein, as required by San Bruno Municipal Code Section 12.136.030, and to send a copy of such report to the City Council.
  6. That the Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a certified copy of this resolution together with an attested copy.

Dated: Oct 21, 2014

Mary Lou Johnson  
 Planning Commission Vice Chair

**ATTEST:**

David Woltering  
 Planning Commission Secretary  
 David Woltering

**APPROVED AS TO FORM:**

Marc Zafferano  
 City Attorney  
 Marc Zafferano

I, David Woltering, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 7th day of October 7 2014, by the following vote:

AYES: Commissioners: Vice Chair Johnson, Commissioners Biasotti, Chase, Sammut

NOES: Commissioners: None

ABSENT: Commissioners: Chair Petersen, Commissioner Mishra

## Exhibit A

### CONDITIONS OF APPROVAL DOWNTOWN MIXED-USE PROJECT 406-418 SAN MATEO AVENUE

#### I. General Conditions

##### **Community Development Department**

1. All conditions of approval herein shall apply to the project in its entirety, regardless of the individual department under which the condition is listed. These conditions of approval and any other conditions associated with any further approvals of The Plaza project shall run with the land, and any and all successors in interest of the property shall comply with all conditions of said approval.
2. The developer shall indemnify, defend, and hold harmless the city, its officers, employees and agents, from any and all claims and lawsuits from third party(s) involving or related to the city's consideration and/or approval of the developer's application for development.
3. The project shall be built according to plans reviewed by the Planning Commission on October 7, 2014 and approved by the City Council on \_\_\_\_\_ labeled "The Plaza 406-418 San Mateo Avenue", except as required to be modified by these Conditions of Approval. Any modification to the approved plans shall require review and approval by the Community Development Director.
4. Applicant shall obtain a City of San Bruno building permit before construction can proceed.
5. Prior to Final Inspection, all pertinent Conditions of Approval and all improvements shall be completed to the satisfaction of the City of San Bruno.
6. Applicant shall demolish the existing buildings within six (6) months from effective date of this resolution.
7. The project shall comply with all aspects of the 2013 California Building Code.
8. The applicant shall comply with all aspects of the Heritage Tree Ordinance (SBMC Section 8.25).

##### **Public Services**

9. If there is any conflict between previous approvals and the conditions of approval, these conditions of approval shall govern, unless approved by the City Engineer.
10. The Applicant shall replace all curb, gutter, and sidewalk fronting the project site.
11. All sidewalks, curb & gutter shall be monolithic, and all transverse grades shall be 2%. Gutters shall have grades that create positive flow into the City's stormwater system and shall not create any ponding within the public right-of-way.
12. New driveway approaches shall be installed in accordance with the City Standard Details.
13. Applicant shall obtain core samples of the existing structural section on San Mateo, Taylor, and Mastick Avenues. The Applicant shall reconstruct or overlay (if a structural section calculation can so justify) the roadway pavement section. Applicant shall have a report of results prepared by a qualified Civil Engineer.

14. Quieter (rubberized or open grade asphalt) pavement shall be used along the portion of Taylor Avenue fronting the project site if reconstruction of the roadway is required. (TCP Mitigation Measure 11-6).
15. The Applicant shall install approved signage and striping throughout the development. A STOP sign or a Yield sign shall be installed at the development exit to the satisfaction of the City Engineer.
16. The Applicant shall install a loading zone along northbound San Mateo Avenue to the satisfaction of the Public Services Department.
17. A pedestrian warning system, consisting of visual and audible warning signals that would be triggered when vehicles are exiting the subgrade garage shall be installed. The visual and audible warning signals shall be designed in a way to be sensitive to the surrounding residential neighborhood. Convex mirrors shall also be installed at the point where vehicles are exiting the subgrade garage into the public right-of-way.
18. All drainage improvements shall be to the satisfaction of the City Engineer.
19. San Bruno Water will operate and maintain water facilities up to the water meters. The Applicant shall design and construct water facilities according to San Bruno Standard Details and Specifications.
20. Applicant shall provide a mutually agreed upon rooftop antenna installation location to accommodate "Remote Water Meter Reading" system. Location shall include access to dedicated 110V, 20 amp circuit and conduit run to San Bruno Cable point of connection.
21. The Applicant shall identify whether each commercial unit will have its own individual water meter or if a master meter will be used.
22. Backflow protection on water services shall be required. The backflow preventer shall be above grade, and shall be located on private property, accessible to Public Services staff from the outside for testing subject to the City Engineer's approval.
23. Regarding grading, area drain grates in landscaped or dirt areas shall be cast iron, and shall be a minimum of 0.75 square foot in area.
24. The City reserves the right to require the Applicant to provide easements for public utilities as needed.
25. The Applicant shall acquire at its own cost all off-site easements, rights-of-way, and land required for the development.
26. The Applicant shall dedicate on all pertinent maps any and all public utility easements required for all public utilities on private lots or parcels. All proposed utility easements, any City required non-access strips, and all other easements in general shall also be shown on any pertinent maps.
27. Applicant shall convey these private easements to its successors, with the stipulation that they shall be perpetually the owner's responsibility for maintenance and repair, and the owners will hold and save the City of San Bruno harmless from all claims of any kind related to them.
28. Applicant shall prepare a Stormwater Management Plan (SWMP) that includes, at a minimum, exhibit(s) showing drainage areas and location of Low Impact Development (LID) treatment measures; project watershed; total project site area and total area of land disturbed; total new and/or replaced impervious area; treatment measures and hydraulic sizing calculations; a listing of source control and site design measures to be implemented

at the site; a brief summary of how the project is complying with Provision C.3 of the MRP; and detailed Maintenance Plans for each site design, source control and treatment measure requiring maintenance.

29. Project shall comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3. Please refer to the San Mateo Countywide Water Pollution Prevention Program's (SMCWPPP) C.3 Stormwater Technical Guidance Manual for assistance in implementing LID measures at the site.
30. Trash storage areas (including recycling or food compactor areas or similar areas), wash areas, loading docks, repair/maintenance bays, and equipment or material storage areas shall be completely covered. Covered areas shall be sloped so that spills and washwater flow to area drains connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
31. Discharges from indoor/outdoor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurants shall be plumbed to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
32. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
33. Efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance.
34. On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay," or equivalent using thermoplastic material or a plaque.
35. Project shall incorporate landscaping that minimizes irrigation and runoff, promotes surface infiltration, minimizes the use of pesticides and fertilizers, and incorporates other appropriate sustainable landscaping practices such as Bay-Friendly Landscaping.
36. Swimming pools, hot tubs, spas and fountains shall have a connection to the sanitary sewer, subject to the local sanitary sewer agency's authority and standards. This connection could be a drain in the pool to the sanitary sewer or a cleanout located close enough to the pool so that a hose can readily direct the pool discharge into the sanitary sewer cleanout.
37. Restaurants and grocery stores shall have a sink or other cleaning area large enough to clean the largest mat or piece of equipment. The cleaning area shall be indoors or in a roofed area outdoors, connected to a grease separator prior to discharging to the sanitary sewer, subject to the local sanitary sewer agency's authority and standards.
38. Boiler drain lines, roof top equipment with drain lines, and/or equipment for washing and/or steam cleaning activities shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
39. Air conditioning condensate shall drain to landscaping, or alternatively may be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
40. Roof drains shall drain away from the building and be directed to landscaping or a stormwater treatment measure.
41. Self-treating areas must be designed to store and infiltrate the rainfall that lands on the self-treating area. Refer to Section 4.2 of the C.3 Technical Guidance.

42. Self-retaining areas must be designed to store and infiltrate the rainfall run-off volume described in the MRP Provision C.3.d (80% capture volume), for rainfall that lands on the self-retaining area and the impervious surface that drains to the self-retaining area. Refer to Section 4.3 of the C.3 Technical Guidance.
43. No treatment measures shall have standing water more than 5 days, for vector control.
44. Infiltration treatment measures or devices shall be designed in accordance with the infiltration guidance in Appendix E of the C.3 Technical Guide.
45. Soil media within the bioinfiltration measure shall consist of 18 inches of biotreatment soil consistent with the Attachment L of the MRP.
46. Biotreatment measures (including bioretention areas, flow-through planters and non-proprietary tree well filters) shall be sized to treat at least 50% of run-off per the Special Projects criteria of the applicable drainage area (all impervious areas and applicable landscaped areas) using flow or volume based sizing criteria as described in the Provision C.3.d of the MRP, or using the simplified sizing method (4% rule of thumb), described in the C.3 Technical Guidance and based on the flow-based sizing criteria in Provision C.3.d.i.(2)(c).
47. Plant species used within the biotreatment measure area shall be consistent with Appendix A of the C.3 Technical Guidance.
48. Biotreatment soil mix for biotreatment measures shall have a minimum percolation rate of 5 inches per hour and a maximum percolation rate of 10 inches per hour, and shall be in conformance with Attachment L of the MRP, which is included in Appendix K of the C.3 Technical Guidance.
49. Design of biotreatment measures shall be consistent with technical guidance for the applicable type of biotreatment measure provided in Chapter 6 of the C.3 Technical Guidance.
50. Design of non-LID treatment measures shall be consistent with applicable technical guidance in Chapter 6 of the C.3 Technical Guidance.
51. High flow-rate media filter products shall be certified by the Technical Assessment Protocol Ecology (TAPE) of the Washington State Department of Ecology as meeting the TAPE protocol General Use Level Designation for Basic Treatment. For TAPE program information and use level designation statements see:  
<http://www.ecy.wa.gov/programs/wq/stormwater/newtech/basic.html>
52. Hydraulic sizing of high flow-rate media filters shall meet the hydraulic sizing criteria identified in Provision C.3.d and shall also be sized in accordance with the flow rate that was certified by the Washington State Department of Ecology Technical Assessment Protocol Ecology (TAPE) protocol General Use Level Designation for Basic Treatment.
53. Applicant shall clearly demonstrate, using Manufacturer's cut sheet or equivalent informational material and calculations, that non-LID treatment measures used are adequate for the area requiring treatment.
54. Project documentation for Special Projects proposing to use high flow-rate media filters shall include the following information for City staff to prepare a narrative discussion of the feasibility or infeasibility of 100% LID treatment:
  - a) Completed C.3 and/or C.6 Development Review Checklist or Stormwater Requirements Checklist, including the section regarding feasibility of infiltration and rainwater harvesting and use.

- b) A description of the site drainage, including the site slope, direction of flow, and how the site was divided into drainage management areas that will each drain to a separate stormwater treatment measure.
  - c) A description of any drainage management areas for which self-treating or self-retaining areas (such as pervious pavement, green roofs or landscaped areas) or LID treatment measures are provided.
  - d) An explanation of how the routing of drainage has been optimized to route as much drainage as possible to LID features and facilities (if any).
  - e) A description of constraints to providing on-site LID, including a description of portions of the site that are proposed to drain to vault-based high flow rate media filters include some areas that are not covered by buildings. This description shall explain why pervious paving is not used for impervious paved areas that are proposed to drain to a non-LID treatment measure, and it shall explain why LID measures cannot be constructed in any proposed landscaped areas within an area that is proposed to drain to a non-LID treatment measure.
  - f) A description of constraints to providing off-site LID, including a statement regarding whether the project applicant owns or otherwise controls land within the same watershed of the project that can accommodate in perpetuity off-site bioretention facilities adequately sized to treat the runoff volume of the primary project.
55. The Geotechnical Engineer who prepared the geotechnical report shall review all improvement plans prior to submittal of plans to the City and conduct any inspections, testing and other actions during construction that are called for the geotechnical report.
56. The grading plans shall minimize the need for off haul from the Project Site. Design shall incorporate all elements of the applicable soils report(s) and include a pre-and post-consolidation plan. The grading plans shall be signed by the Geotechnical Engineer indicating that plans are in compliance with the geotechnical report and subject to review and approval of the City Engineer.
57. If the geotechnical report reveals significant future settlement will occur, all surface drainage systems shall be designed to provide a minimum of two percent slope after settlement, and shall be satisfactory to the City Engineer.
58. The erosion control plan sheets shall be included as separate, numbered sheets in the grading plan of the improvement plans. The Applicant shall pay for the erosion control measures depicted on the plan.

The Applicant proposes to relocate several City owned and other agency owned utilities and improvements to accommodate the proposed development. Applicant will be responsible to relocate utilities and improvements, to establish appropriate easements to contain the relocated facilities, to remove or abandon in place retired utilities and facilities. The Applicant will be responsible to pay for all direct and indirect costs associated with summary abatement process.

59. All private utilities (storm, sanitary, water, electric, gas, etc) and private street facilities within the development shall be maintained and repaired by the Applicant and its successors and shall be memorialized in maintenance and operations agreement.

#### **Fire Department**

60. Provide an approved NFPA 13 fire sprinkler system, inclusive of garages and retail portions of the project with a Type I - 2 1/2" standpipe system with connections in all floor stairways so that all rooms of the units can be reached with a 150 foot length of hose. If

- combustible construction is used, fire sprinklers will be provided throughout the attic areas (if void space exists) with a separate riser and flow switch.
61. Architect to demonstrate that path of travel is adequate to reach the interior residential courtyard from street level with a rescue ladder measuring 20 feet, 2 inches (bedded length of a 35 foot extension hand ladder) in length without obstruction.
  62. The fire sprinkler systems shall be monitored (flow & tamper by each floor & attic) by an approved fire alarm system which reports to a UL listed central station. The fire alarm system shall be a UL certified installation.
  63. Remote annunciators and manual pulls to initiate a general alarm to be installed in the main stairwells at ground levels and shall provide horn/strobes throughout the retail buildings and garage.
  64. A master graphic annunciator panel shall be provided in the FACP room showing the building in alarm and type of alarm.
  65. Building fire sprinkler system fire department connections (FDC's) shall be located on the address side of the building at approved location. Separate double detector check valves (DDCV's) with incorporated FDC's for the building shall be provided.
  66. In lieu of fire sprinkler bells, an exterior rated horn/strobe shall be mounted eight (8) feet above grade immediately adjacent to the building FDC.
  67. Fire alarm system to be equipped with the capability of providing visual notification upgrade capabilities as needed in residential units for hearing impaired tenants.
  68. Building exterior siding and roof materials shall be fire-resistant or non-combustible rated.
  69. Smoke control system (if applicable) for lower garage floors to allow for fire department override and control.
  70. Unit building address numbering system and street names will require approval of the Fire Marshal and Building Official. The existing address numbering size to remain and painted to be of a contrasting color.
  71. Knox Boxes shall be provided. Two sets of keys shall be provided for each Knox Box.
  72. Elevator(s) to have no shunt trips. Sprinklers at the top of the shafts are to be eliminated and a smoke detector placed at the top of the shaft (on the back side of a fire rated access panel door) in lieu of the sprinkler. This removes the requirement for a "shunt trip" which can limit firefighter use of the elevators. The same shall apply to the elevator equipment room.
  73. Fire extinguishers shall not be obstructed or obscured from view.
  74. Manually operated flush bolts or surface bolts not permitted.
  75. The unlatching of any door in exit paths shall not require more than one operation.
  76. In the event of power failure, an emergency electrical system shall automatically illuminate the means of egress.
  77. Exit and exit access doors shall be marked by approved exit signs readily visible from any direction of egress travel.
  78. Exit signs shall be internally or externally illuminated at all time. Signs shall be connected to an emergency power system that provides illumination for not less than 90 minutes in case of primary power loss.

79. FACP and other utility rooms shall be identified on entry door faces.
80. Electrical service equipment shall have a 36 inch working space at all times.
81. All drapes, hangings, curtains, upholstered fabric furniture, and other decorative material that would tend to increase the fire and panic hazard shall be made from a non-flammable material or shall be treated and maintained in a flame retardant condition with a flame-retardant rating approved by the State Fire Marshal. Insure that ratings meet California standards.
82. Commercial cooking equipment that produces grease laden vapors shall be provided with an automatic fire extinguishing system listed and labeled for its intended use.
83. Unit smoke detection systems shall be designed and located to prevent false alarms set by the smoke generated by cooking.
84. Separate permits to be issued for the fire service underground, fire alarm system, and the fire sprinkler system.
85. Laminated and color printed Fire Department pre-fire plans and building site plans shall be provided as required by the Fire Marshal. Building site plans will show the locations of all utility shut-offs, fire hydrants, FDC's, standpipe connections, fire alarm pull stations, fire alarm control panels, remote annunciators, Knox boxes, and other important building features. The developer shall pay the City for updated digital maps and their reproduction for fire department response maps not to exceed \$1,500.00.

#### **Police Department**

86. All individual units shall have an address/unit number securely attached to the front door or adjacent to the door.
87. The main building shall have an address number that is of a contrasting color from the building, so it is clearly visible. The building address number shall be either front lit or back lit, so it is clearly visible at night. The size of the address numbers shall be determined by the Fire Marshall.
88. The front doors shall all have a minimum 1-inch deadbolt lock. The door frame shall be made of wood or metal. The deadbolt shall recess at least 1-inch past the fascia into the solid door frame.
89. All windows and sliding glass doors shall have a ventilation locking mechanism. This allow the occupants to open and window or door to allow fresh air inside the units, but still restricts entry, because of the ventilation lock.
90. All front doors shall have a peep hole viewer.
91. Parking lots and associated garage, driveways, circulation area, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with lighting of sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness.
92. All exterior doors shall have their own light source which will adequately illuminate entry/exit areas at all hours in order to:
  - a) Make any person the premises clearly visible.
  - b) Provide adequate illumination for person entering and exiting the building.
93. Landscaping shall be the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encourage

- along fence and property lines and under vulnerable windows. Landscaping shall not conceal doors or windows from view, nor provide access to the roof.
94. Stairwells and elevator lobbies shall be of open design whenever structurally possible.
  95. Other line of sight obstructions (including recessed doorways, alcoves, etc.) shall be avoided on building exterior walls, and interior hallways.
  96. Metal halide, or other bright white light source, shall be utilized. No dark areas should exist inside the structure.
  97. Alcoves and other visual obstructions that might constitute a hiding place shall be eliminated whenever structurally possible. Pillars, columns and other open construction shall be utilized over a solid wall design.
  98. Whenever possible, stairwells shall be of open design. When, by necessity, a stairwell is enclosed, convex mirrors shall be placed at each stairwell landing, and the stairwell doors shall employ as much transparent material as fire code allows.
  99. Bars or grating shall be utilized to impede pedestrian access to the structure from ground-level openings. Landscaping contiguous to this grating shall be the type that does not block natural light fenestration into the garage.
  100. Access control to the garage such as an electronic gate shall be utilized as a crime prevention measure and used for authorized use only. The Police Department and Fire Department shall be provided access to the gate.
  101. CCTV surveillance shall be utilized throughout the parking structure.
  102. All entrances to parking areas shall be posted with appropriate signs per 22658(a) CVC, to assist in removal of vehicles at the property owners/managers request.
  103. Whenever possible, open fencing design such as wrought iron, tubular steel, or densely linked and heavy-posted chain-link shall be utilized in order to maximize natural surveillance while establishing territoriality.
  104. Stairwell landings shall allow for a sixty-inch turning radius for use by the Police and Fire Departments.

#### **San Bruno Cable**

105. The applicant shall be responsible for the labor and materials in proofing the existing conduits as well as the installation of the underground distribution cable. San Bruno Cable will provide the distribution cable (TFC T10 625).
106. The applicant shall be responsible for all repairs, if any, of the existing CATV underground vaults and conduit risers to each building's demarcation point (utility closet).
107. The applicant shall provide Christy B-36 with 12" extensions (22 1/4"w x 35 1/4"l x 12"h, with 12" extension) utility underground vaults for a pull box (traffic rated vaults for street) into the building's MPOE if needed. In addition, install two schedule 40 two-inch conduits into the joint trench to the building with a pull rope.
108. The applicant shall provide a grounded wire for attachment to the cable equipment at the demarcation point with a minimum gauge of 14 in the MPOE and IDF rooms.
109. The applicant shall provide dedicated 115 VAC duplex receptacles in each IDF and MPOE for San Bruno Cable.

110. The location of new power supply will be determined in the new design and shall require a 15A-115 VAC single duplex outlet.
111. The applicant shall be responsible for individual service drops of each unit's main gang box or unit's internal panel hopefully in a closet to the MPOE (Utility) Closet using Single Mode Single fiber Plenum Drop. 115 AC will be needed nearby to connect a 24VDC Transformer to power the ONT (Optical Node Terminator device) at the internal panel in each unit.
112. The applicant shall provide internal wiring within the newly constructed units that will consist of both RG6 (77% braid Trishield) and Cat5E cable and routed in homerun design for each outlet. Additional outlets shall be wired homerun to the main gang box or unit's internal panel. Each residential unit shall have a main outlet in the living room and additional outlets in each bedroom. No splicing of cables within the units. All cables shall conform to cable department's requirements and terminated with an F-connector and Cat5E RJ45 jack at each wall pate outlet.
113. All plans to relocated, add, or modify San Bruno Cable's infrastructure and its equipment in any way shall require approval by San Bruno Cable TV.

## **II. Prior to Building Permit Issuance**

### **Community Development**

1. Applicant shall file a declaration of acceptance of the following conditions by submitting a signed copy of the Summary of Hearing to the Community Development Department within thirty (30) days of City Council approval. Until such time as the Summary is filed, these permits shall not be valid for any purpose. These permits shall expire one (1) year from the date of City Council approval unless a building permit is issued.
2. The signed copy of the Conditions of Approval shall be photocopied and included as a full size page in the Building Division set of drawings.
3. Provide exit analysis including computation, calculating size, travel distance and location of requires exits on all floors. Means of egress shall comply with 2013 California Building Code, Chapter 10. Remove all accessory use areas and remove and relocate access doors to the commercial trash room in exit passageway.
4. A detailed recycling and garbage plan shall be approved by the Community Development Director, the Building Department, the Fire Marshal, and San Bruno Garbage prior to issuance of a building permit. Prior to the issuance of the first certificate of occupancy, Applicant shall submit documentation to the Building Department that the materials have been recycled in accordance with the approved plan.
5. All proposed business identification signs shall require prior city approval in accordance with Chapter 12.104 of the Municipal Code.
6. A property maintenance and management plan shall be prepared for the entire property. The property maintenance and management plan shall include, but not be limited to, the following:
  - a) Clearly identify the use of all balconies and define what can and cannot be stored on the balcony.
  - b) General cleaning of litter and debris on-site

- c) Maintenance of all exterior building materials
  - d) Window Cleaning, etc.
7. A plan showing the location of any temporary contractor's storage yard or construction trailer on the property, including security fencing and lighting, shall be submitted to the Community Development Director for approval prior to installation and prior to building permit issuance. Applicant shall provide interim landscaping as required by the Community Development Director.
  8. Prior to the issuance of a City building permit, a maintenance agreement in a form approved by the City Attorney shall be signed by Applicant for the maintenance of the proposed street trees, medians, and irrigation systems, and all utility fixtures located within the public right-of-way, which agreement shall run with the land and be binding upon successors in interest of Applicant. All landscaping shall be properly maintained and comply with the City of San Bruno Water Efficient Landscape and Irrigation Guidelines.
  9. A Master Sign Program shall be created and approved for the entire development and for each use within the development.
  10. The applicant shall conduct a site-specific health risk assessment using air quality dispersion modeling methodologies and screening thresholds recommended by the BAAQMD to demonstrate that, despite a location within 25 feet of El Camino Real, modeled site-specific exposures would be less-than-significant. Alternatively, the applicant shall mitigate anticipated community risks and hazards through implementation of the following mitigations (TCP Mitigation Measure 5-2):
    - a) Where residential uses or other sensitive receptors are proposed to be located within 25-feet of El Camino Real, or identified through site-specific health risk assessment using air quality dispersion modeling to indicate potentially significant exposure, then air filtration units shall be installed and maintained. The ventilation systems shall be installed to achieve BAAQMD effectiveness performance standards in removing PM2.5 from indoor air. The system effectiveness requirement shall be determined during final design, when the exact level of exposure is known, based on proximity to these sources;
    - b) Locate ventilation air intakes and operable windows away from these sources;
    - c) Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph);
    - d) Consider tiered plantings of trees, such as redwood, deodar cedar, live oak and oleander, between sensitive uses and these sources;
    - e) Consider plan implementation phasing that delays occupancy of units with highest exposure so that source emissions regulations and vehicle fleet turnover that would result in lower emissions may take more effect and lower exposure levels (since emission rates will decrease in the future, projects developed later in the Transit Corridors Plan buildout timeframe would have less exposure);
    - f) Avoid locating truck loading zones near sensitive units;
    - g) Require rerouting of nearby heavy-duty truck routes;
    - h) Enforce illegal parking and/or idling restrictions on heavy-duty trucks in the vicinity;
    - i) Install indoor air quality monitoring units in buildings.
  11. The applicant shall implement a combination of the following measures to the satisfaction of the Community Development Director for all food service and odor generating uses (TCP Mitigation Measure 5.3):

- a) For restaurant or cooking uses, use of such devices as integral grease filtration or grease removal systems, baffle filters, electrostatic precipitators, water cooling/cleaning units, disposable pleated or bag filters, activated carbon filters, oxidizing pellet beds, and catalytic conversion, as well as proper packaging and frequency of food waste disposal, and exhaust stack and vent location with adequate consideration of nearby receptors; and
  - b) For new residential dwellings within 300 feet of existing paint spraying operations (e.g., auto body shops), cleaning operations (e.g., dry cleaners), or other uses with the potential to cause odors, identification and adequate disclosure of potential odor impacts in notices to prospective buyers or tenants.
12. The project applicant shall retain a qualified biologist (subject to approval by City staff) to conduct a nesting bird survey prior to any demolition/grading activities that are planned to take place during the nesting/breeding season of native bird species (typically February through August). The survey shall include all potential nesting habitat on the project site and within 200 feet of the grading boundaries. Where the 200-foot distance encompasses trees on other private properties, the biologist shall survey the trees using binoculars. The survey shall be conducted no more than 14 days prior to commencement of demolition/grading activities.
- If active nests of bird species protected by the Migratory Bird Treaty Act or the California Fish and Game Code (which, together, apply to all native nesting birds) are present in the demolition/grading zone or within 200 feet of the zone, temporary construction fencing shall be erected within the project site at a minimum of 100 feet around the nest site. This temporary buffer may be greater depending on the bird species and demolition/grading activity, as determined by the biologist.
- At the discretion of the biologist, demolition and grading within the fenced area shall be postponed or halted until juveniles have fledged and there is no evidence of a second nesting attempt. The biologist shall serve as a construction monitor during any periods when demolition/grading activities will occur near active nests to ensure that no inadvertent impact on these nests will occur.
13. A lead-based paint survey and control plan prepared by a CalOSHA-certified contractor shall be required prior to demolition.
14. The applicant shall submit a Traffic Control Plan to the satisfaction of the City Engineer prior to construction related activities.
15. Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. The plan shall stipulate the measure that result in compliance with the noise ordinance.
16. The applicant shall submit for City approval a noise study, consistent with the requirements of the California Building Code, to identify noise reduction measures necessary to achieve compatibility with City General Plan-identified land use/noise compatibility standards and State Title 24 noise compatibility standards. The noise study shall be approved by the City's Building Division prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include (TCP Mitigation Measure 11-1).

- a) Site and building design so as to minimize noise in shared residential outdoor activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets;
- b) Site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their windows and other openings in locations with less noise exposure;
- c) Design of windows, doors, and other sound transmission paths such as ventilation openings, walls, and roofs to achieve a high Sound Transmission Class (STC) rating and/or other noise-attenuating characteristics.
- d) Installation of forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed.

### **Public Services**

17. Prior to issuance of Building Permit, the Applicant shall enter into an Improvement Agreement to guarantee installation of all improvements required of the project and to provide for payment of all City inspection and plan check charges associated with the installation of public and private improvements, including, but not limited to sanitary sewer laterals, water facilities, storm drains and street lights.
18. The Applicant shall pay all required utility fees and post all applicable bonds for infrastructure improvements to be dedicated to the City prior to building permit issuance.
19. At the time that any building permit is issued for any new building, the Applicant shall pay for all current, on-site service connection fees (including but not limited to Water and Wastewater).
20. The applicant shall submit a detailed construction and staging plan that shall be reviewed and approved by the City prior to building permit issuance. Existing on-street parking shall not be impacted by project construction without permission from the Public Services Department.
21. The Applicant shall provide the name and number of the construction contact person. The contact information shall also be made available for the neighborhood.
22. The applicant is responsible for coordinating and obtaining the appropriate permits for work within the State right-of-way.
23. The Applicant shall apply for an Encroachment Permit from the Public Services Department for work in the City public right-of-way, easements or property in which the City holds interest.
24. The applicant shall submit an Encroachment Permit for traffic control of roadways during construction. The applicant shall indicate on the plan the detour route and shall post detour signs at the perimeter of the site. In addition, 15 days prior to the roadway traffic control, the applicant shall post a lighted sign to the satisfaction of the City Engineer indicating the dates of the traffic control.
25. Property Owner shall enter into a Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according to the approved Maintenance Plan(s). The Maintenance Agreement shall be recorded against the property.
26. A Maintenance Plan for every stormwater treatment control measure or applicable site design measure, inclusive of maintenance and inspection checklists and Maintenance

Inspection Report Forms, shall be submitted to the City for review and approval prior to issuance of a grading permit. A copy of the final, approved Maintenance Plan(s) shall be made a part of the Maintenance Agreement. A copy of the final, approved Maintenance Plan(s) shall also be on file with the Engineering Division.

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

managers, contractor, and all subcontractors who are responsible for grading and erosion and sedimentation protection controls.

36. Haul routes for construction shall be reviewed and approved by the City Engineer, via the City's hauling permit process.
37. Applicant shall coordinate with City staff regarding sidewalk design and street light design prior to building permit issuance.
38. Applicant shall coordinate with City staff to ensure the existing easement is abandoned.

#### **Fire Department**

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

### **III. Improvement Plans**

#### **Public Services**

1. An improvement plan for public improvements shall be submitted by the Applicant to the City for review, comment and approval. The improvement plans shall include public streets, sidewalks, sewers, storm drains, water, electrical, streetlights, other utilities, and landscaping.
2. Improvement Plans must be prepared pursuant to the City of San Bruno Municipal Code (Muni Code), State Law and Regulations and Standard Engineering Practice, where the Muni Code shall govern in the event of a conflict.
3. Applicant shall pay a deposit to the City in the amount of \$30,000 at the time Improvement Plans are submitted to the City for review. Actual costs for staff time shall be deducted from this deposit. From time to time the City may require payment of additional deposit amounts to ensure that there are adequate funds available to pay for City services. At the end of the project, any remaining deposit amount will be refunded.
4. Storm drainage improvements shall be private. Storm drain facilities and laterals, including those within the public right-of-way shall be private. City responsibility shall terminate at manholes and drainage inlets.
5. The street storm drain system shall be designed to withstand a 25-year storm. The 100 year storm shall be contained within the right-of-way.
6. Hydraulic calculations will be required to be prepared by a registered civil engineer and submitted for City review and approval at the time that the improvement plans are submitted. Calculations shall include a tributary area map.
7. All project runoff shall be treated to meet C.3 requirements of the Municipal Regional Permit.
8. Interceptors or other storm pollution control systems per NPDES requirements shall be installed for storm water from roadways that are not filtered by vegetated swale or other biological pretreatment facilities.
9. A final hydrology and hydraulic report prepared by a qualified California Registered Civil Engineer shall be submitted to the City for review and approval to demonstrate full compliance with drainage system design requirement. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels. The Applicant's design professional shall evaluate the project's impact to the City's storm drainage system and

- shall substantiate their conclusions with drainage calculations to the satisfaction of the City Engineer.
10. In conjunction with submittal of Grading Plans, the Applicant shall file a Notice of Intent for storm water discharge with the Regional Water Quality Control Board. A copy of the filing shall be submitted to the City Engineer as part of the required Improvement Plans for the site.
  11. LID treatment measures to be shown on final improvement or grading plans shall not differ materially from the LID treatment measures presented on the project's approved development plan without written approval from the City.
  12. Joint trenches under sidewalks shall include telephone, City of San Bruno (CSB) Cable TV, electrical, communication, and gas lines. The trench width and depth shall be to the standards of the utility companies and to the satisfaction of the City Engineer.
  13. Utility clearances between utility mains, CSB Cable TV, sewers, structures or other objects shall be to the satisfaction of the City Engineer and comply with San Bruno Standard Specification 33 10 50.
  14. Prior to approval of the improvement plans, the Applicant shall provide written approval of the development improvement plans from all affected utility companies, including, but not limited to, Pacific Gas and Electric, CSB Cable TV and Telephone demonstrating their review and approval of the proposed improvements.
  15. Applicant shall submit a project phasing plan with the Improvement Plans.
  16. The Improvement Plans shall include complete electrical plans as separate sheets, showing the proposed streetlight system in the public right-of-way. Information in the lighting plan shall include, but is not limited to, the following: pole type(s), luminaire type(s), conductor and wiring schedule, points of connection, lamp wattage, pull box locations, load and intensity calculation. The streetlights shall be installed and operational prior to the issuance of a Certificate of Occupancy for the first building in the project.
  17. Construct streetlights to City requirements at intersections.
  18. Applicant shall indicate the number of sewer laterals required for the Project. Laterals are considered at the discretion of the City Engineer.
  19. Any map and plans must be prepared to standard engineering practice and the City of San Bruno Municipal Code (Muni Code). In the event of conflict, the Muni Code shall govern unless approved by the City Engineer.
  20. All Improvement Plans shall be submitted on 24"x36" standard plan sheets. Scale shall be sufficiently large for clarity and review. Street Improvement Plans and Profiles shall have a minimum of 1"=20' scale. The Site Plan and Grading Plans shall have a minimum scale of 1"=40'. Submit an AutoCAD version of the final improvement plan to the City.
  21. The Applicant shall submit engineered Improvement Plans (including specifications & engineers cost estimates) for approval by the City Engineer, showing the infrastructure necessary to serve the Development. The Improvement Plans shall include, but are not limited to, all engineering calculations necessary to substantiate the design, proposed roadways, drainage improvements, utilities including City Cable TV service, traffic control devices, retaining and/or sound walls, waterlines, sanitary sewers, and storm drains, street lighting, common area landscaping and other project improvements.

22. The Applicant shall provide, as part of its Improvement Plans submittal and/or building plan submittal, detailed structural calculations and design details for retaining walls and sound walls, which may be constructed as part of the Project. Walls shall incorporate drainage features recommended in the geotechnical report to ensure proper drainage. The aesthetic design shall be to the satisfaction of the Planning Director. The structural and drainage design shall be to the satisfaction of the City Engineer and Building Official.
23. The Applicant shall provide all field survey data related to the project. The data shall be provided in AutoCAD drawing files.

#### **IV. Construction Process**

##### **Community Development**

1. The applicant shall implement the following dust control measures during demolition of existing structures (TCP Mitigation 5-1):
  - a) Water active demolition areas to control dust generation during demolition of structures and break-up of pavement.
  - b) Cover all trucks hauling demolition debris from the site.
  - c) Use dust-proof chutes to load debris into trucks whenever feasible.
2. The applicant shall implement the following dust control measures during all construction phases (TCP Mitigation Measure 5-1):
  - a) Water all active construction area at least twice daily.
  - b) Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.
  - c) Cover all trucks hauling soil, sand and other loose materials, or require all trucks to maintain at least two feet of freeboard.
  - d) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
  - e) Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
  - f) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
  - g) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
  - h) Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
  - i) Limit traffic speeds on unpaved roads to 15 miles per hour.
  - j) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
  - k) Replant vegetation in disturbed areas as quickly as possible.
  - l) Consult with the BAAQMD prior to demolition of structures suspected to contain asbestos to ensure that demolition/ construction work is conducted in accordance with BAAQMD rules and regulations.
3. The following best management controls on emissions by diesel-powered construction equipment used by construction contractors, where applicable (TCP Mitigation Measure 5-1):
  - a) When total construction projects at any one time would involve greater than 270,000 square feet of development or demolition, a mitigation program to ensure that only equipment that would have reduced NOX and particulate matter exhaust emissions

- shall be implemented. This program shall meet BAAQMD performance standards for NOx standards--e.g., should demonstrate that diesel-powered construction equipment would achieve fleet-average 20 percent NOX reductions and 45 percent particulate matter reductions compared to the year 2010 ARB statewide fleet average.
- b) Ensure that visible emissions from all on-site diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately.
  - c) The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).
  - d) Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.
  - e) Signs shall be posted to alert workers that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.
  - f) Properly tune and maintain equipment for low emissions.
4. If prehistoric or historic-period archaeological resources are encountered during future grading or excavation, work shall avoid altering the materials and their context until a qualified professional has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect cultural resources. Cultural resources shall be recorded on DPR 523 historic resource recordation forms. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. (TCP Mitigation Measure 7-1).
  5. If paleontological resources are encountered during future grading or excavation, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect cultural resources. Appropriate treatment may include collection and processing of "standard" samples by a qualified paleontologist to recover micro vertebrate fossils; preparation of significant fossils to a reasonable point of identification; and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens. (TCP Mitigation Measure 7-3).
  6. Any removal or demolition which may impact any amount of ACM shall be performed by a registered CalOSHA asbestos abatement contractor in compliance with CalOSHA and Bay Area Air Quality Management District (BAAQMD) standards.
  7. All remediation, removal, and disposal requirements for soil, surface water, and/or groundwater contamination shall comply with standard regulations administered and enforced by the DTSC, Regional Water Quality Control Board (RWQCB), San Mateo County Department of Environmental Health, California Division of Occupational Safety and Health (CalOSHA), U.S. Environmental Protection Agency (EPA), and other jurisdictional agencies. (TCP Mitigation Measure 8-1).

8. General construction hours shall be limited to between the hours of 7:00 am – 6:00 pm Monday through Friday. Community Development Director approval shall be required for all proposed weekend work. Any proposal for weekend work shall be made in writing at least three weeks in advance of requested weekend work.
9. The applicant shall comply with the following measures to reduce demolition and construction noise impacts on adjacent uses (TCP Mitigation Measure 11-4):
  - a) Construction Equipment Mufflers and Maintenance. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
  - b) Equipment Locations: Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site.
  - c) Construction Traffic: Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible.
  - d) Quiet Equipment Selection: Use quiet construction equipment, particularly air compressors, wherever possible.
  - e) Temporary Barriers: Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.
  - f) Temporary Noise Blankets: Temporary noise control blanket barriers should be erected, if necessary, along building facades of construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.)
  - g) Noise Disturbance Coordinator: For larger construction projects, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member.)
10. Vibration-generating activity shall be limited to between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday. Vibration-generating activity shall be prohibited on weekends and holidays.
11. The applicant shall comply with the following ground-borne vibration abatement measures (TCP Mitigation Measure 11-3).
  - a) Notify occupants of land uses located within 200 feet of proposed pile-driving activities of the project construction schedule in writing.
  - b) Investigate in consultation with City staff possible pre-drilling of pile holes as a means of minimizing the number of percussions required to seat the pile.
  - c) Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of proposed pile driving activities.
  - d) Monitor pile driving vibration levels to ensure that vibration does not exceed appropriate thresholds for the potentially affected building (5mm/sec or 0.2 inches/sec ppv for structurally sound buildings).

### **Public Services Department**

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

### **Fire Department**

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

## **V. Prior to Occupancy**

### **Community Development**

1. The applicant shall meet with staff and Recology regarding regularly scheduled trash, recycling, and compost collection.

### **Public Services**

2. Prior to project acceptance by the City, the Applicant shall retain a Civil Engineer to prepare "as-built" or "record" drawings, and the drawing shall be submitted in AutoCAD and PDF formats.
3. Prior to project acceptance by the City, the Applicant shall prepare "Maintenance and Responsibility" drawings and shall be submitted in AutoCAD and PDF formats.
4. For all work to be dedicated to the City, Applicant shall provide six copies of an operations and maintenance manual with all certifications, warranties, guarantees, and proof of payment to outside agencies.
5. Improvement Plans must be prepared pursuant to the City of San Bruno Municipal Code (Muni Code), State Law and Regulations and Standard Engineering Practice, where the Muni Code shall govern in the event of a conflict

## **VI. On-Going**

### **Community Development**

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

#### **Public Services**

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

406-418 San Mateo Avenue  
Conditions of Approval

9. The Applicant and its successors shall be responsible for maintenance of the sewer lateral up to the proposed manhole on Taylor Avenue.

**Fire Department**

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

RESOLUTION NO. 2014- XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO  
APPROVING AN AMENDMENT TO THE  
SAN BRUNO 2009 GENERAL PLAN TO ENSURE CONSISTENCY WITH THE  
PROPOSED MIXED USE DEVELOPMENT LOCATED AT 406-418 SAN MATEO  
AVENUE  
(APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)

**WHEREAS**, Signature Land Advisors, Inc. ("Applicant") submitted an application for the certain 0.95 acre site located at 406-418 San Mateo Avenue in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-364-320, 020-364-120, 020-364-130, and 020-364-140 ("Property"); and

**WHEREAS**, the Applicant desires to develop a mixed use building on the Property, with associated infrastructure, including approximately 6,975 square feet of retail uses on the ground floor, 83 residential units on the ground floor, second floor, and third floor, and a subgrade parking structure containing 106 parking spaces ("Project"); and

**WHEREAS**, to achieve consistency between the General Plan and the proposed Project, the General Plan must be amended to conditionally allow residential uses along the ground floor level on all streets in the downtown, except San Mateo Avenue, as shown in **Exhibit A** of this Resolution. The Amendment shown in **Exhibit A** would change the text of the Transit Oriented Development Land Use Designation, to allow residential uses on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a conditional use permit; and

**WHEREAS**, on **August 14, 2014**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, considered the above-described amendment to the General Plan and forwarded to the City Council a certified copy of Resolution No. 2014-02 recommending that the San Bruno City Council amend the General Plan; and

**WHEREAS**, on **October 28, 2014**, the San Bruno City Council, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the General Plan; and

**WHEREAS**, the request to amend the San Bruno 2009 General Plan 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 amendment does not require any further CEQA review because all potentially significant effects have been analyzed adequately in the San Bruno Transit Corridors Plan (TCP) Certified Environmental Impact Report (EIR) pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations) and 15168 (Program EIR). The TCP EIR capped the number of residential units within the TCP plan area at 1,610 residential units. The 1,610 residential unit maximum includes all residential units located within the TCP on the ground floor and upper floors. The proposed Project is the first proposed development within the TCP plan area and proposes 83 residential units, of which, 21 residential units will be located on the ground floor level. All applicable mitigations in the TCP EIR will be required as conditions of approval for the proposed Project.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of San Bruno, based on the facts in the staff reports, written and oral testimony, and exhibits presented, that the City Council hereby approves an amendment to the San Bruno 2009 General Plan as described in Exhibit A of this Resolution to ensure consistency between the proposed Project and the General Plan.

Dated: \_\_\_\_\_

\_\_\_\_\_  
Jim Ruane, Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Clerk  
Carol Bonner

\_\_\_\_\_  
City Attorney  
Marc Zafferano

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno on this 28th day of October 2014, by the following vote:

AYES: Councilmembers: \_\_\_\_\_

NOES: Councilmembers: \_\_\_\_\_

ABSENT: Councilmembers: \_\_\_\_\_

**EXHIBIT A  
GENERAL PLAN AMENDMENT  
TO ENSURE CONSISTENCY WITH THE PROPOSED MIXED-USE DEVELOPMENT  
LOCATED AT 406-418 SAN MATEO AVENUE**

**2.0 LAND USE ELEMENT**

Land Use Classifications Page 2-8. The Transit-Oriented Development Land Use Designation is amended by adding the text shown in bold italics (*example*) and deleting the text shown in ~~strikeout (example)~~, as follows.

Transit Oriented Development:

This designation applies to parcels within the Transit Corridors Plan Area, including San Mateo Avenue (Downtown), San Bruno Avenue, and El Camino Real, in areas with proximity to BART and Caltrain Stations.

Allows 2.0 base maximum FAR combined for residential and/or non-residential for parcels less than 20,000 square feet. FAR for parcels of 20,000 square feet or larger is determined by setback, stepback, open space, and height limits. The maximum number of new dwelling units allowed in the Transit Corridors Plan area is 1,610, which is equal to the residential build out analyzed in the Transit Corridors Plan Environmental Impact Report. Any increase in the total number of units will require a new General Plan amendment. Overall density within the Transit Corridors Area, excluding public streets, will not exceed 50 units per acre.

This classification permits a variety of uses, either individually or in mix with other permitted uses, including: retail sales; eating and drinking establishments; personal and business services; professional and medical offices; financial, insurance, and real estate offices; hotels; educational and social services; government offices; and residential.

In the Downtown, active uses are required at the ground level, ~~and residential~~ **Residential** uses ~~is~~ **are** permitted **by right** on the second and upper floors ~~only~~. **and are allowed subject to obtaining a Conditional Use Permit at the ground level on all streets in the downtown, except San Mateo Avenue.** In addition to the permitted uses described above, theaters and entertainment uses are also permitted in the Downtown. Wholesale trade, drive-through facilities, and auto-related uses are prohibited in the Downtown.

**RESOLUTION NO. 2014- XX**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO  
APPROVING AN AMENDMENT TO THE  
SAN BRUNO TRANSIT CORRIDORS PLAN TO ENSURE CONSISTENCY WITH  
THE 2009 GENERAL PLAN AND THE PROPOSED MIXED USE  
DEVELOPMENT LOCATED AT 406-418 SAN MATEO AVENUE  
(APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)**

**WHEREAS**, Signature Land Advisors, Inc. ("Applicant") submitted an application for the certain 0.95 acre site located at 406-418 San Mateo Avenue in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-364-320, 020-364-120, 020-364-130, and 020-364-140 ("Property"); and

**WHEREAS**, the Applicant desires to develop a mixed use building on the Property, with associated infrastructure, including approximately 6,975 square feet of retail uses on the ground floor, 83 residential units on the ground floor, second floor, and third floor, and a subgrade parking structure containing 106 parking spaces ("Project"); and

**WHEREAS**, to achieve consistency between the San Bruno Transit Corridors Plan, the 2009 General Plan, and the proposed Project, the San Bruno Transit Corridors Plan must be amended to conditionally allow residential uses along the ground floor level on all streets in the downtown, except San Mateo Avenue, as shown in **Exhibit A** of this Resolution. The Amendment shown in **Exhibit A** would change the text of the Central Business District Character Area, to allow residential uses on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a conditional use permit. Table 5-1 would also be amended to allow residential uses on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a conditional use permit; and

**WHEREAS**, on **August 14, 2014**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, considered the above-described amendment to the San Bruno Transit Corridors Plan and forwarded to the City Council a certified copy of Resolution No. 2014-03 recommending that the San Bruno City Council amend the Transit Corridors Plan; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the San Bruno Transit Corridors Plan; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-XX amending the San Bruno 2009 General Plan to ensure consistency with the proposed Project; and

**WHEREAS**, the request to amend the San Bruno Transit Corridors Plan 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 amendment does not require any further CEQA review because all potentially

significant effects have been analyzed adequately in the San Bruno Transit Corridors Plan (TCP) Certified Environmental Impact Report (EIR) pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations) and 15168 (Program EIR). The TCP EIR capped the number of residential units within the TCP plan area at 1,610 residential units. The 1,610 residential unit maximum includes all residential units located within the TCP on the ground floor and upper floors. The proposed Project is the first proposed development within the TCP plan area and proposes 83 residential units, of which, 21 residential units will be located on the ground floor level. All applicable mitigations in the TCP EIR will be required as conditions of approval for the proposed Project.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of San Bruno, based on the facts in the staff reports, written and oral testimony, and exhibits presented, that the City Council hereby approves an amendment to the San Bruno Transit Corridors Plan as described in **Exhibit A** of this Resolution to ensure consistency between the 2009 San Bruno General Plan, the proposed Project, and the San Bruno Transit Corridors Plan.

Dated: \_\_\_\_\_

\_\_\_\_\_  
Jim Ruane, Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Clerk  
Carol Bonner

\_\_\_\_\_  
City Attorney  
Marc Zafferano

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno on this 28th day of October 2014, by the following vote:

AYES: Councilmembers: \_\_\_\_\_

NOES: Councilmembers: \_\_\_\_\_

ABSENT: Councilmembers: \_\_\_\_\_

**EXHIBIT A  
SAN BRUNO TRANSIT CORRIDORS PLAN AMENDMENT  
TO ENSURE CONSISTENCY WITH THE PROPOSED MIXED-USE DEVELOPMENT  
LOCATED AT 406-418 SAN MATEO AVENUE**

**CHAPTER FIVE – PRIVATE REALM DEVELOPMENT STANDARDS AND DESIGN  
GUIDELINES**

Central Business District Character Area Page 98. The Central Business District Character Area Designation is amended by adding the text shown in bold italics (example), as follows.

Central Business District:

The Central Business District designation allow for a moderate increase in intensity of uses along San Mateo Avenue, with efforts to preserve the existing urban fabric and scale of storefronts. Mixed-use with ground-floor retail and upper-floor residential or office uses are permitted, while new medium-density residential uses are allowed to infill existing surface parking lots.

Uses

The Central Business District designation preserves the existing main-street retail commercial uses on San Mateo Avenue. Other retail uses may include cultural and entertainment uses such as community theaters, performing arts centers, museums, and auditoriums. Open spaces, such as public plazas, are encouraged, especially at the southern end of Downtown where San Mateo Avenue meets El Camino Real. Additionally, residential uses are allowed in upper-stories or buildings facing San Mateo Avenue, or in developments facing existing residential neighborhoods. ***Residential uses are allowed on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a Conditional Use Permit.*** See Table 5.1: Uses for a list of permitted uses and Table 5.2 Development Standards for a summary of the standards within each Designation Zone. See the City of San Bruno's Municipal Code for a complete list of uses.

**EXHIBIT A  
SAN BRUNO TRANSIT CORRIDORS PLAN AMENDMENT  
TO ENSURE CONSISTENCY WITH THE PROPOSED MIXED-USE DEVELOPMENT  
LOCATED AT 406-418 SAN MATEO AVENUE**

**Table 5.1: Permitted and Conditional Uses**

Table 5.1: Permitted and Conditional Uses is amended by adding the text shown in bold italics (*example*), as follows:

Uses	SO Station Area	MXD1 San Bruno Ave/ Huntington	MXD2 El Camino Real	CBD Downtown	P/QP Civic Center
1) Retail					
Retail Sales & Services	Permitted-G	Permitted-G	Permitted-G	Permitted-G	-
Eating Establishments	Permitted-G	Permitted-G	Permitted-G	Permitted-G	-
Eating Establishment w/Alcohol	Permitted-P	Permitted-P	Permitted-P	Permitted-P	-
Drinking Establishments	Conditional Use -G	Conditional Use -G	Conditional Use -G	Conditional Use -G	-
Personal/Business Services	Permitted	Permitted	Permitted	Permitted-U	-
Health/Exercise Clubs	Conditional Use	Conditional Use	Conditional Use	-	-
Auto Sales	-	-	Conditional Use	-	-
2) Professional/Medical Office	Permitted	Permitted	Permitted	Permitted-U	-
3) Hospitals/Health Clinics	Conditional Use	Conditional Use	Conditional Use	-	-
4) Lodging/Hotel	Permitted	Permitted	Permitted	Conditional Use	-
5) Residential	Permitted	Permitted	Permitted	Permitted-U <b><i>Conditional Use*</i></b>	-
6) Live/Work	Permitted	Permitted	Permitted	-	-
7) Civic, Quasi-Civic, Cultural	Permitted	-	Permitted	Permitted	Permitted

G = Ground Floor Only

U = Upper Floors Only

P = Permitted w/Performance Standards

- = Not Permitted

**\* = Residential uses are allowed on the ground floor level on all streets in the downtown, except San Mateo Avenue, subject to obtaining a Conditional Use Permit**

**ORDINANCE No. XXXX**

**AN ORDINANCE OF THE CITY OF SAN BRUNO AMENDING SECTION 12.96.120  
OF TITLE 12 (LAND USE) OF THE SAN BRUNO MUNICIPAL CODE  
TO ENSURE CONSISTENCY WITH THE PROPOSED MIXED USE  
DEVELOPMENT LOCATED AT 406-418 SAN MATEO AVENUE  
(APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)**

The City Council of the City of San Bruno ordains as follows:

**Section 1.** The City Council finds and declares as follows.

1. On October 7, 2014 the Planning Commission conducted a duly noticed public hearing and passed a resolution recommending that the City Council adopt said ordinance.
2. On October 28, 2014 the City Council conducted a duly noticed public hearing and the City Council introduced said Ordinance.

**Section 2.** Section 12.96.120 of Title 12 of the San Bruno Municipal Code (the San Bruno Zoning Code) is amended by adding the text shown in bold italics (***example***) and deleting the text shown in strikeout (~~example~~), as follows.

A. Purpose. To designate and promote orderly development of the business district as primarily a retail shopping facility with related services to serve present and future needs of the residential community.

B. Permitted Uses. The following uses, conducted entirely within an enclosed structure, and provided there is an architectural review permit, are permitted within the central business district (C-B-D):

1. Department stores, apparel shops, tailor, fur shops, dressmaking or millinery shops, sewing, yardage, draperies, variety stores, shoe stores, shoe repair;
2. Drugstores, bookstores, except for adult bookstores;
3. Cameras, photographic supplies and photographic studios;
4. Cafes, restaurants, and catering shops which are accessory to restaurants or delicatessens;
5. Stores at which furniture, rugs, appliances, hardware, or homeware is sold;
6. Gift shop, china, art specialty, jewelry, hobby and toy shop, stationery and office supplies, sporting goods, smoke shop;
7. Music and records, TV and radio and electronic parts and supplies; radio, TV and appliance repair and service;

8. Professional offices, sales representatives, administrative offices, accounting and bookkeeping offices, financial institutions and loan offices. Medical and dental buildings shall be permitted in any portion of a structure not fronting on a public street where such structure was designed and constructed as an arcade, and where the particular portion of the building opens into the arcade only;

9. Florists;

10. Bicycle sales and repairs;

11. Liquor stores;

12. Craft shops, needlepoints, knitteries;

13. Locksmiths;

14. Laundries, dry cleaners, but not including coin-operated facilities;

15. Vacuum cleaner dealers;

16. Barbershops, beauty shops, and manicuring services, where accessory to a barber or beauty shop;

17. Bakery shops, where goods baked on the premises are produced primarily for sale on said premises;

18. Printing shops, where the printing equipment consists of not more than two printing presses which have the capacity of reproducing sheets less than eleven inches by seventeen inches. Printing presses with a capacity of reproducing sheets of a greater size shall not be permitted;

19. Pet shops and pet grooming services, but not including overnight boarding;

20. Gun shops;

21. Camera equipment sales;

22. Taxidermist shops;

23. Sales of automotive parts. On-site repairs are permitted only as to parts which are not attached to or integrated with a vehicle. Installation or removal of parts from vehicles is not permitted. On-site repairs must be limited and accessory to items sold on the premises, and if vehicular access to the portion of the premises where the repairs will occur is a public street other than San Mateo Avenue;

24. Sales of used furniture, china, art goods, glassware, and jewelry which has been maintained at, refinished to, or repaired to a substantially unused or like new condition;

25. Parking lots and garages open to the general public, whether a charge or fee for parking is imposed or not. Gasoline sales are permitted as accessory to parking garages, but such accessory use does not include automobile repair;

26. Residential dwelling units, ~~with the number of housekeeping units limited to one for each one thousand square feet of lot area.~~ Such units shall be permitted only on the second story and above.

27. Any other use which the planning commission finds to be similar in nature, function, or operation to one or more uses specifically permitted in this district pursuant to this section.

C. Conditional Uses. Conditional uses allowed in the C-B-D district, subject to obtaining a use permit and architectural review permit, are as follows:

1. Outdoor sales, when of a permanent character, not including drive-in establishments;
2. Grocery, meat, fruit, and vegetable stores;
3. Coin-operated laundry facilities;
4. Lodges and clubs, but only on the 600 block of San Mateo Avenue and the 200 block of West Angus Avenue;
5. Secondhand sales not otherwise permitted under subdivision(B)(24) of this section;
6. Gaming clubs, but only on San Mateo Avenue or (if such property is ever included within the C-B-D zoning district) on El Camino Real, subject to the off-street parking requirements prescribed for such use;
7. Dance studios, health clubs, karate and martial arts studios;
8. Medical and dental offices, where proposed to be established on the first story of a building;
9. Public buildings;
10. Printers, not otherwise permitted under subdivision (B)(18) of this section;
11. Drinking places;
12. Eating places with alcoholic beverage sales.

**13. Residential dwelling units, located on the ground floor level on all streets, except San Mateo Avenue.**

D. Temporary Uses. Temporary uses allowed in the C-B-D district, subject to obtaining a temporary use permit as defined in Section 12.84.030, are as follows:

1. Sales of Holiday trees and holiday accessories between November 1st and December 31st of each year;
2. Sales of pumpkins during the month of October each year;
3. Off-site construction staging areas;
4. Recurring uses that are similar to those uses listed as conditional uses in this section, that occur within limited business hours, and that occur more than three times per year at a frequency not to exceed two times per week for up to one calendar year;
5. Any use that the community development director finds is similar in nature, function, or operation to the listed temporary, conditional, or permitted uses.

E. Prohibited Uses. The following uses are prohibited in the C-B-D district:

1. Lodges and clubs, except where permitted under a conditional use permit on the 600 block of San Mateo Avenue;
2. Pool rooms, billiard parlors;
3. Any establishment wherein four or more mechanical and/or electronic amusement devices are furnished whereby games are played, films or photographs are shown, or tests of strength are offered through the playing of machines;
4. Sales or leasing of motor vehicles;
5. Repair of motor vehicles, except as provided under subdivision(B)(23) of this section;
6. Automobile service stations, except as permitted under subdivision(B)(23) of this section;
7. Warehouse;
8. Theaters and public assembly halls;
9. Wholesale sales, except as permitted under subsection B of this section;
10. Massage establishments;
11. Amusement game centers;
12. Adult bookstores;

13. Adult entertainment facilities;
  14. Adult theaters;
  15. Drive-in eating places.
- F. Development Regulations.
1. Accessory buildings are permitted only if constructed simultaneously with or subsequent to the main building on the same lot.
  2. Accessory uses must be normally incidental to the uses permitted.
  3. Architectural features, such as cornices, eaves, canopies, awnings, marquees or similar projections may encroach a maximum of thirty-six inches into any public right-of-way, providing a minimum eight-foot clearance is maintained to grade of sidewalk, and twelve-inch encroachment is permitted if a minimum seven-foot clearance is maintained.
  4. Flower boxes, planters, and architectural features with a maximum of thirty-six inches above the grade of the sidewalk; maximum encroachment: Twelve inches.
  5. No encroachment shall be permitted into a vehicular trafficway.
  6. Maximum height, walls and fences: Eight feet, except that where there are no access driveways, three feet.
  7. Minimum building site required: Two thousand square feet.
  8. Minimum lot dimensions: Twenty-five-foot width.
  9. Required minimum setbacks: ~~None, except when a lot abuts a lot in an R district there shall be a setback of not less than ten feet from the property line abutting such district unless otherwise required in this chapter.~~ **Front Setback: Combined width of sidewalk and setback shall be at least ten feet. Side Setback: Zero. Rear Setback: zero, except ten feet when adjacent to low density residential.**
  10. Maximum coverage by all structures: One hundred percent, less required parking and landscaping.
  11. Maximum allowable height: Fifty feet.
  12. Minimum landscaping: As set forth in Chapter 12.84.
  13. Parking: As set forth in Chapter 12.100.
  14. Architectural review permit: As set forth in Chapter 12.108.
  15. **Density: No site specific density standards.**

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

**Section 4.** The request to amend the San Bruno Municipal Code 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 amendments do not require any further CEQA review because all potentially significant effects have been analyzed adequately in the San Bruno Transit Corridors Plan (TCP) Certified Environmental Impact Report (EIR) pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations) and 15168 (Program EIR). The TCP EIR capped the number of residential units within the TCP plan area at 1,610 residential units. The 1,610 residential unit maximum includes all residential units located within the TCP on the ground floor and upper floors. The proposed Project is the first proposed development within the TCP plan area and proposes 83 residential units, of which, 21 residential units will be located on the ground floor level. All applicable mitigations in the TCP EIR will be required as conditions of approval for the proposed Project.

**Section 5.** This Ordinance shall be published as required by law and shall be in force 30 days after its adoption.

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Mayor

ATTEST:

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City Clerk

APPROVED AS TO FORM

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City Attorney

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I hereby certify that the foregoing Ordinance No. XXXX was introduced on \_\_\_\_\_ 2014 and adopted at a regular meeting of the San Bruno City Council on \_\_\_\_\_ 2014, by the following vote:

AYES: COUNCILMEMBERS: \_\_\_\_\_

NOES: COUNCILMEMBERS: \_\_\_\_\_

ABSENT: COUNCILMEMBERS: \_\_\_\_\_

\_\_\_\_\_

City Clerk

**RESOLUTION NO. 2014– XX**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO  
APPROVING A CONDITIONAL USE PERMIT AND PARKING EXCEPTION FOR  
THE PROPOSED MIXED USE DEVELOPMENT LOCATED AT 406-418 SAN  
MATEO AVENUE  
(APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)**

**WHEREAS**, Signature Land Advisors, Inc. (“Applicant”) submitted an application for the certain 0.95 acre site located at 406-418 San Mateo Avenue in the City of San Bruno and more particularly described as Assessor’s Parcel Numbers 020-364-320, 020-364-120, 020-364-130, and 020-364-140 (“Property”); and

**WHEREAS**, the Applicant desires to develop a mixed use building on the Property, with associated infrastructure, including approximately 6,975 square feet of retail uses on the ground floor, 83 residential units on the ground floor, second floor, and third floor, and a subgrade parking structure containing 106 parking spaces (“Project”); and

**WHEREAS**, on **August 14, 2014**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and passed Resolution 2014-05 recommending approval of the Conditional Use Permit and Parking Exception; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the Conditional Use Permit and Parking Exception; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-XX amending the San Bruno 2009 General Plan to ensure consistency with the proposed Project; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-XX amending the San Bruno Transit Corridors Plan to ensure consistency with the proposed Project; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code and has waived the first reading and introduced Ordinance No. XX amending Chapter 12.96.120 of Title 12 (Land Use) of the San Bruno Municipal Code to ensure consistency with the proposed Project; and

**WHEREAS**, the Project is consistent with the San Bruno 2009 General Plan; and

**WHEREAS**, the Project is consistent with the San Bruno Transit Corridors Plan; and;

**WHEREAS**, The Project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and the San Bruno environmental review procedures. The proposed Project is located within the Transit Corridors Plan (TCP) area. A Program Environmental Impact Review (EIR) and Mitigation Monitoring and Reporting Program was prepared for the TCP and was adopted by the City Council on February 12, 2013. The 406-418 San Mateo Avenue property was analyzed in the TCP EIR at a programmatic level, with potential impacts identified and mitigation applied in the program EIR to avoid or reduce potentially significant impacts. Under CEQA Guidelines, 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. The certified TCP EIR and the Project meet these CEQA conditions and no additional environmental review is required.

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

1. With respect to the Conditional Use Permit for ground floor residential uses, the City Council hereby finds the Project:
  - a. Will not under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use;
  - b. Will not be injurious or detrimental to property and improvement in the neighborhood or to the general welfare of the city; and
  - c. Will not be inconsistent with the general plan.
  
2. With respect to the Parking Exception, the City Council hereby finds:
  - a. The strict application of the provisions of this chapter would cause particular difficulty or undue hardship in connection with the use and enjoyment of said property; and
  - b. That the establishment, maintenance and/or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this chapter as are reasonably possible.

**BE IT FURTHER RESOLVED** that the San Bruno City Council hereby approves the Conditional Use Permit and Parking Exception.

Dated: \_\_\_\_\_

\_\_\_\_\_  
Jim Ruane, Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Clerk  
Carol Bonner

\_\_\_\_\_  
City Attorney  
Marc Zafferano

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno on this 28th day of October 2014, by the following vote:

AYES: Councilmembers: \_\_\_\_\_

NOES: Councilmembers: \_\_\_\_\_

ABSENT: Councilmembers: \_\_\_\_\_

**RESOLUTION NO. 2014- XX**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO  
APPROVING INSTALLATION OF TWO LOADING ZONE SPACES ADJACENT  
TO THE PROPOSED MIXED USE DEVELOPMENT LOCATED AT 406-418 SAN  
MATEO AVENUE**

**(APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)**

**WHEREAS**, Signature Land Advisors, Inc. (“Applicant”) submitted an application for the certain 0.95 acre site located at 406-418 San Mateo Avenue in the City of San Bruno and more particularly described as Assessor’s Parcel Numbers 020-364-320, 020-364-120, 020-364-130, and 020-364-140 (“Property”); and

**WHEREAS**, the Applicant desires to develop a mixed use building on the Property, with associated infrastructure, including approximately 6,975 square feet of retail uses on the ground floor, 83 residential units on the ground floor, second floor, and third floor, and a subgrade parking structure containing 106 parking spaces (“Project”); and

**WHEREAS**, staff recommended the applicant incorporate two loading zones spaces on the 400 block of San Mateo Avenue adjacent to the project site, as referenced in **Exhibit A and Exhibit B**.

**WHEREAS**, on **September 3, 2014**, the Traffic Safety and Parking Committee (TSPC) has reviewed the recommendation to install two loading zone spaces and recommended the City Council’s approval with the hours of operation modified to 6:00 am – 3:00 pm Monday – Saturday; and

**WHEREAS**, during non-loading zone hours, the general public will be able to utilize the parking spaces.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council hereby adopts a resolution approving the installation of two loading zones spaces adjacent to the Project.

Dated: \_\_\_\_\_

\_\_\_\_\_  
Jim Ruane, Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Clerk  
Carol Bonner

\_\_\_\_\_  
City Attorney  
Marc Zafferano

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno on this 28th day of October 2014, by the following vote:

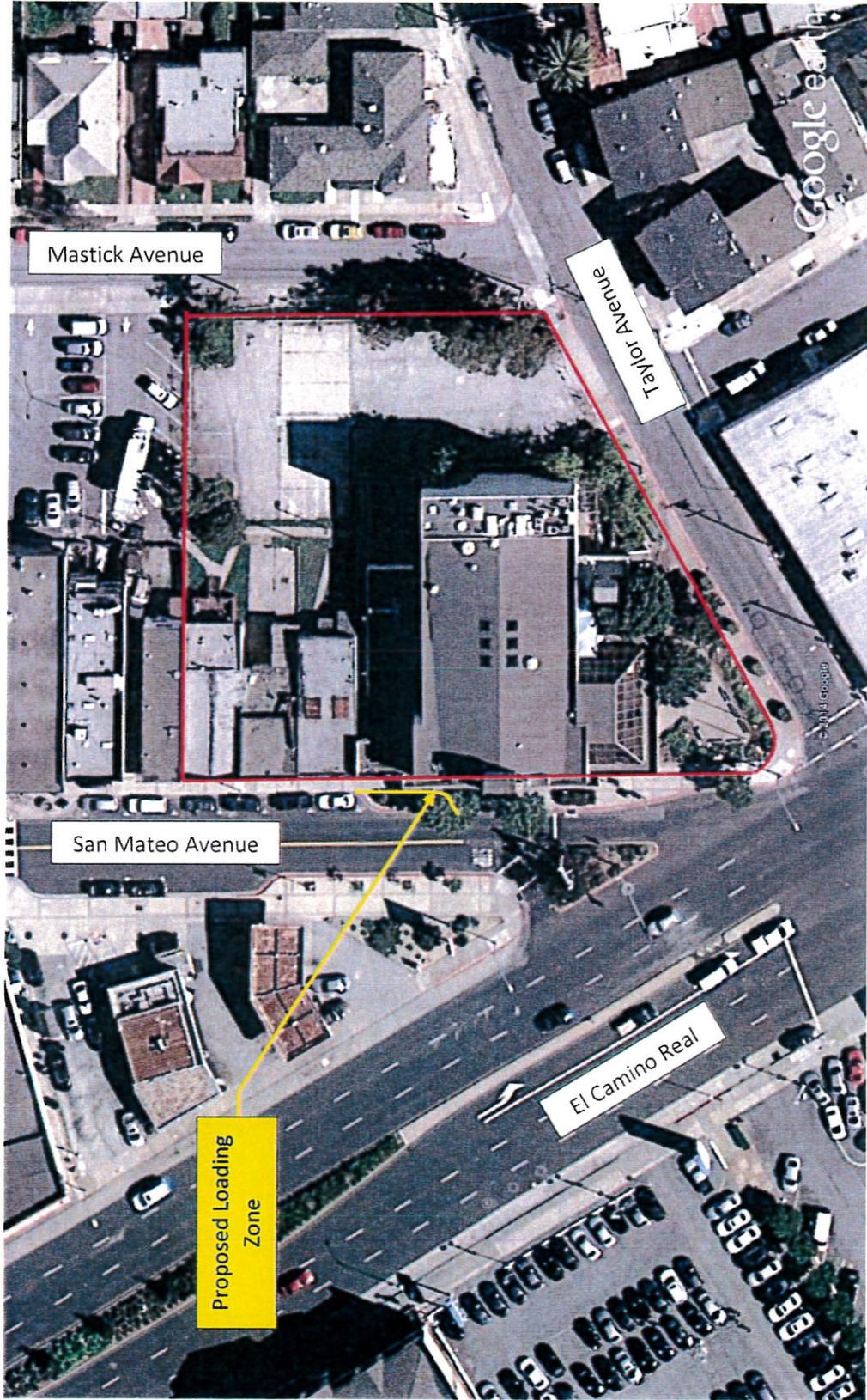
AYES: Councilmembers: \_\_\_\_\_

NOES: Councilmembers: \_\_\_\_\_

ABSENT: Councilmembers: \_\_\_\_\_

Location Map

406-418 San Mateo Avenue





**RESOLUTION NO. 2014- XX**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO  
APPROVING AN ARCHITECTURAL REVIEW PERMIT FOR THE PROPOSED  
MIXED USE DEVELOPMENT LOCATED AT 406-418 SAN MATEO AVENUE  
(APN 020-364-320, 020-364-120, 020-364-130, 020-364-140)**

**WHEREAS**, Signature Land Advisors, Inc. (“Applicant”) submitted an application for the certain 0.95 acre site located at 406-418 San Mateo Avenue in the City of San Bruno and more particularly described as Assessor’s Parcel Numbers 020-364-320, 020-364-120, 020-364-130, and 020-364-140 (“Property”); and

**WHEREAS**, the Applicant desires to develop a mixed use building on the Property, with associated infrastructure, including approximately 6,975 square feet of retail uses on the ground floor, 83 residential units on the ground floor, second floor, and third floor, and a subgrade parking structure containing 106 parking spaces (“Project”); and

**WHEREAS**, on **August 14, 2014**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

**WHEREAS**, on **October 7, 2014**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-05 recommending approval of an Architectural Review Permit; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the Architectural Review Permit; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-XX amending the San Bruno 2009 General Plan to ensure consistency with the proposed Project; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-XX amending the San Bruno Transit Corridors Plan to ensure consistency with the proposed Project; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code, waived the first reading and introduced Ordinance No. XX amending Chapter 12.96.120 of Title 12 (Land Use) of the San Bruno Municipal Code to ensure consistency with the proposed Project; and

**WHEREAS**, on **October 28, 2014**, the City Council of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code and has passed Resolution 2014-XX approving a Conditional Use Permit and Parking Exception for the proposed Project; and

**WHEREAS**, the Project is consistent with the San Bruno 2009 General Plan; and

**WHEREAS**, the Project is consistent with the San Bruno Transit Corridors Plan; and;

**WHEREAS**, The Project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and the San Bruno environmental review procedures. The proposed Project is located within the Transit Corridors Plan (TCP) area. A Program Environmental Impact Review (EIR) and Mitigation Monitoring and Reporting Program was prepared for the TCP and was adopted by the City Council on February 12, 2013. The 406-418 San Mateo Avenue property was analyzed in the TCP EIR at a programmatic level, with potential impacts identified and mitigation applied in the program EIR to avoid or reduce potentially significant impacts. Under CEQA Guidelines, 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. The certified TCP EIR and the Project meet these CEQA conditions and no additional environmental review is required.

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

1. With respect to the Architectural Review Permit, the Planning Commission hereby finds:
  - a. That the location, size and intensity of the proposed operation will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern, taking into account the proposed use as compared with the general character and intensity of the neighborhood;
  - b. That the accessibility of off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets will not create a hazardous or inconvenient condition to adjacent or surrounding uses;
  - c. That sufficient landscape areas have been reserved for the purposes of separating or screening service and storage areas from the street and adjoining building sites, breaking up large expanses of paved areas, and separating or screening parking areas from the street and adjoining building areas from paved areas and to provide access from buildings to open areas. In addition, that adequate guarantees are made, such as the filing of a performance bond, to insure maintenance of landscaped areas;
  - d. That the proposed development, as set forth on the plans, will not unreasonably restrict or interfere with light and air on the property and on other property in the neighborhood, will not hinder or discourage the appropriate development and use of land and buildings in the neighborhood, or impair the value thereof; and is consistent with the design and scale of the neighborhood;
  - e. That the improvement of any commercial or industrial structure, as shown on the elevations as submitted, is not detrimental to the character or value of an adjacent residential district;
  - f. That the proposed development will not excessively damage or destroy natural features, including trees, shrubs, creeks and rocks, scenic corridors, and the natural grade of the site;
  - g. That the general appearance of the proposed building, structure, or grounds will be in keeping with the character of the neighborhood, will not be detrimental to the orderly and harmonious development of the city, and will not impair the desirability of investment or occupation in the neighborhood;

h. That the proposed development is consistent with the general plan.

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

Dated: \_\_\_\_\_

\_\_\_\_\_  
Jim Ruane, Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Clerk  
Carol Bonner

\_\_\_\_\_  
City Attorney  
Marc Zafferano

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno on this 28th day of October 2014, by the following vote:

AYES: Councilmembers: \_\_\_\_\_

NOES: Councilmembers: \_\_\_\_\_

ABSENT: Councilmembers: \_\_\_\_\_

## Exhibit A

### CONDITIONS OF APPROVAL DOWNTOWN MIXED-USE PROJECT 406-418 SAN MATEO AVENUE

#### I. General Conditions

##### Community Development Department

1. All conditions of approval herein shall apply to the project in its entirety, regardless of the individual department under which the condition is listed. These conditions of approval and any other conditions associated with any further approvals of The Plaza project shall run with the land, and any and all successors in interest of the property shall comply with all conditions of said approval.
2. The developer shall indemnify, defend, and hold harmless the city, its officers, employees and agents, from any and all claims and lawsuits from third party(s) involving or related to the city's consideration and/or approval of the developer's application for development.
3. The project shall be built according to plans reviewed by the Planning Commission on October 7, 2014 and approved by the City Council on October 28, 2014 labeled "The Plaza 406-418 San Mateo Avenue", except as required to be modified by these Conditions of Approval. Any modification to the approved plans shall require review and approval by the Community Development Director.
4. Applicant shall obtain a City of San Bruno building permit before construction can proceed.
5. Prior to Final Inspection, all pertinent Conditions of Approval and all improvements shall be completed to the satisfaction of the City of San Bruno.
6. Applicant shall demolish the existing buildings within six (6) months from effective date of this resolution. The timeline for demolition may be extended by the Community Development Director by an additional six (6) months. The effective date shall be as described in Condition of Approval II-1.
7. The project shall comply with all aspects of the 2013 California Building Code.
8. The applicant shall comply with all aspects of the Heritage Tree Ordinance (SBMC Section 8.25).
9. The applicant shall pre-wire the project to allow for adaptation for solar in all common areas.

##### Public Services

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

14. Applicant shall obtain core samples of the existing structural section on San Mateo, Taylor, and Mastick Avenues. The Applicant shall reconstruct or overlay (if a structural section calculation can so justify) the roadway pavement section. Applicant shall have a report of results prepared by a qualified Civil Engineer.
15. Quieter (rubberized or open grade asphalt) pavement shall be used along the portion of Taylor Avenue fronting the project site if reconstruction of the roadway is required. (TCP Mitigation Measure 11-6).
16. The Applicant shall install approved signage and striping throughout the development. A STOP sign or a Yield sign shall be installed at the development exit to the satisfaction of the City Engineer.
17. The Applicant shall install a loading zone along northbound San Mateo Avenue to the satisfaction of the Public Services Department.
18. A pedestrian warning system, consisting of visual and audible warning signals that would be triggered when vehicles are exiting the subgrade garage shall be installed. The visual and audible warning signals shall be designed in a way to be sensitive to the surrounding residential neighborhood. Convex mirrors shall also be installed at the point where vehicles are exiting the subgrade garage into the public right-of-way.
19. All drainage improvements shall be to the satisfaction of the City Engineer.
20. San Bruno Water will operate and maintain water facilities up to the water meters. The Applicant shall design and construct water facilities according to San Bruno Standard Details and Specifications.
21. Applicant shall provide a mutually agreed upon rooftop antenna installation location to accommodate "Remote Water Meter Reading" system. Location shall include access to dedicated 110V, 20 amp circuit and conduit run to San Bruno Cable point of connection.
22. The Applicant shall identify whether each commercial unit will have its own individual water meter or if a master meter will be used.
23. Backflow protection on water services shall be required. The backflow preventer shall be above grade, and shall be located on private property, accessible to Public Services staff from the outside for testing subject to the City Engineer's approval.
24. Regarding grading, area drain grates in landscaped or dirt areas shall be cast iron, and shall be a minimum of 0.75 square foot in area.
25. The City reserves the right to require the Applicant to provide easements for public utilities as needed.
26. The Applicant shall acquire at its own cost all off-site easements, rights-of-way, and land required for the development.
27. The Applicant shall dedicate on all pertinent maps any and all public utility easements required for all public utilities on private lots or parcels. All proposed utility easements, any City required non-access strips, and all other easements in general shall also be shown on any pertinent maps.
28. Applicant shall convey these private easements to its successors, with the stipulation that they shall be perpetually the owner's responsibility for maintenance and repair, and the owners will hold and save the City of San Bruno harmless from all claims of any kind related to them.

29. Applicant shall prepare a Stormwater Management Plan (SWMP) that includes, at a minimum, exhibit(s) showing drainage areas and location of Low Impact Development (LID) treatment measures; project watershed; total project site area and total area of land disturbed; total new and/or replaced impervious area; treatment measures and hydraulic sizing calculations; a listing of source control and site design measures to be implemented at the site; a brief summary of how the project is complying with Provision C.3 of the MRP; and detailed Maintenance Plans for each site design, source control and treatment measure requiring maintenance.
30. Project shall comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3. Please refer to the San Mateo Countywide Water Pollution Prevention Program's (SMCWPPP) C.3 Stormwater Technical Guidance Manual for assistance in implementing LID measures at the site.
31. Trash storage areas (including recycling or food compactor areas or similar areas), wash areas, loading docks, repair/maintenance bays, and equipment or material storage areas shall be completely covered. Covered areas shall be sloped so that spills and wastewater flow to area drains connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
32. Discharges from indoor/outdoor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurants shall be plumbed to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
33. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
34. Efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance.
35. On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay," or equivalent using thermoplastic material or a plaque.
36. Project shall incorporate landscaping that minimizes irrigation and runoff, promotes surface infiltration, minimizes the use of pesticides and fertilizers, and incorporates other appropriate sustainable landscaping practices such as Bay-Friendly Landscaping.
37. Swimming pools, hot tubs, spas and fountains shall have a connection to the sanitary sewer, subject to the local sanitary sewer agency's authority and standards. This connection could be a drain in the pool to the sanitary sewer or a cleanout located close enough to the pool so that a hose can readily direct the pool discharge into the sanitary sewer cleanout.
38. Restaurants and grocery stores shall have a sink or other cleaning area large enough to clean the largest mat or piece of equipment. The cleaning area shall be indoors or in a roofed area outdoors, connected to a grease separator prior to discharging to the sanitary sewer, subject to the local sanitary sewer agency's authority and standards.
39. Boiler drain lines, roof top equipment with drain lines, and/or equipment for washing and/or steam cleaning activities shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
40. Air conditioning condensate shall drain to landscaping, or alternatively may be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

41. Roof drains shall drain away from the building and be directed to landscaping or a stormwater treatment measure.
42. Self-treating areas must be designed to store and infiltrate the rainfall that lands on the self-treating area. Refer to Section 4.2 of the C.3 Technical Guidance.
43. Self-retaining areas must be designed to store and infiltrate the rainfall run-off volume described in the MRP Provision C.3.d (80% capture volume), for rainfall that lands on the self-retaining area and the impervious surface that drains to the self-retaining area. Refer to Section 4.3 of the C.3 Technical Guidance.
44. No treatment measures shall have standing water more than 5 days, for vector control.
45. Infiltration treatment measures or devices shall be designed in accordance with the infiltration guidance in Appendix E of the C.3 Technical Guide.
46. Soil media within the bioinfiltration measure shall consist of 18 inches of biotreatment soil consistent with the Attachment L of the MRP.
47. Biotreatment measures (including bioretention areas, flow-through planters and non-proprietary tree well filters) shall be sized to treat at least 50% of run-off per the Special Projects criteria of the applicable drainage area (all impervious areas and applicable landscaped areas) using flow or volume based sizing criteria as described in the Provision C.3.d of the MRP, or using the simplified sizing method (4% rule of thumb), described in the C.3 Technical Guidance and based on the flow-based sizing criteria in Provision C.3.d.i.(2)(c).
48. Plant species used within the biotreatment measure area shall be consistent with Appendix A of the C.3 Technical Guidance.
49. Biotreatment soil mix for biotreatment measures shall have a minimum percolation rate of 5 inches per hour and a maximum percolation rate of 10 inches per hour, and shall be in conformance with Attachment L of the MRP, which is included in Appendix K of the C.3 Technical Guidance.
50. Design of biotreatment measures shall be consistent with technical guidance for the applicable type of biotreatment measure provided in Chapter 6 of the C.3 Technical Guidance.
51. Design of non-LID treatment measures shall be consistent with applicable technical guidance in Chapter 6 of the C.3 Technical Guidance.
52. High flow-rate media filter products shall be certified by the Technical Assessment Protocol Ecology (TAPE) of the Washington State Department of Ecology as meeting the TAPE protocol General Use Level Designation for Basic Treatment. For TAPE program information and use level designation statements see:  
<http://www.ecy.wa.gov/programs/wq/stormwater/newtech/basic.html>
53. Hydraulic sizing of high flow-rate media filters shall meet the hydraulic sizing criteria identified in Provision C.3.d and shall also be sized in accordance with the flow rate that was certified by the Washington State Department of Ecology Technical Assessment Protocol Ecology (TAPE) protocol General Use Level Designation for Basic Treatment.
54. Applicant shall clearly demonstrate, using Manufacturer's cut sheet or equivalent informational material and calculations, that non-LID treatment measures used are adequate for the area requiring treatment.

55. Project documentation for Special Projects proposing to use high flow-rate media filters shall include the following information for City staff to prepare a narrative discussion of the feasibility or infeasibility of 100% LID treatment:
- a) Completed C.3 and/or C.6 Development Review Checklist or Stormwater Requirements Checklist, including the section regarding feasibility of infiltration and rainwater harvesting and use.
  - b) A description of the site drainage, including the site slope, direction of flow, and how the site was divided into drainage management areas that will each drain to a separate stormwater treatment measure.
  - c) A description of any drainage management areas for which self-treating or self-retaining areas (such as pervious pavement, green roofs or landscaped areas) or LID treatment measures are provided.
  - d) An explanation of how the routing of drainage has been optimized to route as much drainage as possible to LID features and facilities (if any).
  - e) A description of constraints to providing on-site LID, including a description of portions of the site that are proposed to drain to vault-based high flow rate media filters include some areas that are not covered by buildings. This description shall explain why pervious paving is not used for impervious paved areas that are proposed to drain to a non-LID treatment measure, and it shall explain why LID measures cannot be constructed in any proposed landscaped areas within an area that is proposed to drain to a non-LID treatment measure.
  - f) A description of constraints to providing off-site LID, including a statement regarding whether the project applicant owns or otherwise controls land within the same watershed of the project that can accommodate in perpetuity off-site bioretention facilities adequately sized to treat the runoff volume of the primary project.
56. The Geotechnical Engineer who prepared the geotechnical report shall review all improvement plans prior to submittal of plans to the City and conduct any inspections, testing and other actions during construction that are called for the geotechnical report.
57. The grading plans shall minimize the need for off haul from the Project Site. Design shall incorporate all elements of the applicable soils report(s) and include a pre-and post-consolidation plan. The grading plans shall be signed by the Geotechnical Engineer indicating that plans are in compliance with the geotechnical report and subject to review and approval of the City Engineer.
58. If the geotechnical report reveals significant future settlement will occur, all surface drainage systems shall be designed to provide a minimum of two percent slope after settlement, and shall be satisfactory to the City Engineer.
59. The erosion control plan sheets shall be included as separate, numbered sheets in the grading plan of the improvement plans. The Applicant shall pay for the erosion control measures depicted on the plan.

The Applicant proposes to relocate several City owned and other agency owned utilities and improvements to accommodate the proposed development. Applicant will be responsible to relocate utilities and improvements, to establish appropriate easements to contain the relocated facilities, to remove or abandon in place retired utilities and facilities. The Applicant will be responsible to pay for all direct and indirect costs associated with summary abatement process.

60. All private utilities (storm, sanitary, water, electric, gas, etc) and private street facilities within the development shall be maintained and repaired by the Applicant and its successors and shall be memorialized in maintenance and operations agreement.

### **Fire Department**

61. Provide an approved NFPA 13 fire sprinkler system, inclusive of garages and retail portions of the project with a Type I - 2 1/2" standpipe system with connections in all floor stairways so that all rooms of the units can be reached with a 150 foot length of hose. If combustible construction is used, fire sprinklers will be provided throughout the attic areas (if void space exists) with a separate riser and flow switch.
62. Architect to demonstrate that path of travel is adequate to reach the interior residential courtyard from street level with a rescue ladder measuring 20 feet, 2 inches (bedded length of a 35 foot extension hand ladder) in length without obstruction.
63. The fire sprinkler systems shall be monitored (flow & tamper by each floor & attic) by an approved fire alarm system which reports to a UL listed central station. The fire alarm system shall be a UL certified installation.
64. Remote annunciators and manual pulls to initiate a general alarm to be installed in the main stairwells at ground levels and shall provide horn/strobes throughout the retail buildings and garage.
65. A master graphic annunciator panel shall be provided in the FACP room showing the building in alarm and type of alarm.
66. Building fire sprinkler system fire department connections (FDC's) shall be located on the address side of the building at approved location. Separate double detector check valves (DDCV's) with incorporated FDC's for the building shall be provided.
67. In lieu of fire sprinkler bells, an exterior rated horn/strobe shall be mounted eight (8) feet above grade immediately adjacent to the building FDC.
68. Fire alarm system to be equipped with the capability of providing visual notification upgrade capabilities as needed in residential units for hearing impaired tenants.
69. Building exterior siding and roof materials shall be fire-resistant or non-combustible rated.
70. Smoke control system (if applicable) for lower garage floors to allow for fire department override and control.
71. Unit building address numbering system and street names will require approval of the Fire Marshal and Building Official. The existing address numbering size to remain and painted to be of a contrasting color.
72. Knox Boxes shall be provided. Two sets of keys shall be provided for each Knox Box.
73. Elevator(s) to have no shunt trips. Sprinklers at the top of the shafts are to be eliminated and a smoke detector placed at the top of the shaft (on the back side of a fire rated access panel door) in lieu of the sprinkler. This removes the requirement for a "shunt trip" which can limit firefighter use of the elevators. The same shall apply to the elevator equipment room.
74. Fire extinguishers shall not be obstructed or obscured from view.
75. Manually operated flush bolts or surface bolts not permitted.
76. The unlatching of any door in exit paths shall not require more than one operation.

77. In the event of power failure, an emergency electrical system shall automatically illuminate the means of egress.
78. Exit and exit access doors shall be marked by approved exit signs readily visible from any direction of egress travel.
79. Exit signs shall be internally or externally illuminated at all time. Signs shall be connected to an emergency power system that provides illumination for not less than 90 minutes in case of primary power loss.
80. FACP and other utility rooms shall be identified on entry door faces.
81. Electrical service equipment shall have a 36 inch working space at all times.
82. All drapes, hangings, curtains, upholstered fabric furniture, and other decorative material that would tend to increase the fire and panic hazard shall be made from a non-flammable material or shall be treated and maintained in a flame retardant condition with a flame-retardant rating approved by the State Fire Marshal. Insure that ratings meet California standards.
83. Commercial cooking equipment that produces grease laden vapors shall be provided with an automatic fire extinguishing system listed and labeled for its intended use.
84. Unit smoke detection systems shall be designed and located to prevent false alarms set by the smoke generated by cooking.
85. Separate permits to be issued for the fire service underground, fire alarm system, and the fire sprinkler system.
86. Laminated and color printed Fire Department pre-fire plans and building site plans shall be provided as required by the Fire Marshal. Building site plans will show the locations of all utility shut-offs, fire hydrants, FDC's, standpipe connections, fire alarm pull stations, fire alarm control panels, remote annunciators, Knox boxes, and other important building features. The developer shall pay the City for updated digital maps and their reproduction for fire department response maps not to exceed \$1,500.00.

#### **Police Department**

87. All individual units shall have an address/unit number securely attached to the front door or adjacent to the door.
88. The main building shall have an address number that is of a contrasting color from the building, so it is clearly visible. The building address number shall be either front lit or back lit, so it is clearly visible at night. The size of the address numbers shall be determined by the Fire Marshall.
89. The front doors shall all have a minimum 1-inch deadbolt lock. The door frame shall be made of wood or metal. The deadbolt shall recess at least 1-inch past the fascia into the solid door frame.
90. All windows and sliding glass doors shall have a ventilation locking mechanism. This allow the occupants to open and window or door to allow fresh air inside the units, but still restricts entry, because of the ventilation lock.
91. All front doors shall have a peep hole viewer.
92. Parking lots and associated garage, driveways, circulation area, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with lighting of sufficient

wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness.

93. All exterior doors shall have their own light source which will adequately illuminate entry/exit areas at all hours in order to:
  - a) Make any person the premises clearly visible.
  - b) Provide adequate illumination for person entering and exiting the building.
94. Landscaping shall be the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encourage along fence and property lines and under vulnerable windows. Landscaping shall not conceal doors or windows from view, nor provide access to the roof.
95. Stairwells and elevator lobbies shall be of open design whenever structurally possible.
96. Other line of sight obstructions (including recessed doorways, alcoves, etc.) shall be avoided on building exterior walls, and interior hallways.
97. Metal halide, or other bright white light source, shall be utilized. No dark areas should exist inside the structure.
98. Alcoves and other visual obstructions that might constitute a hiding place shall be eliminated whenever structurally possible. Pillars, columns and other open construction shall be utilized over a solid wall design.
99. Whenever possible, stairwells shall be of open design. When, by necessity, a stairwell is enclosed, convex mirrors shall be placed at each stairwell landing, and the stairwell doors shall employ as much transparent material as fire code allows.
100. Bars or grating shall be utilized to impede pedestrian access to the structure from ground-level openings. Landscaping contiguous to this grating shall be the type that does not block natural light fenestration into the garage.
101. Access control to the garage such as an electronic gate shall be utilized as a crime prevention measure and used for authorized use only. The Police Department and Fire Department shall be provided access to the gate.
102. CCTV surveillance shall be utilized throughout the parking structure.
103. All entrances to parking areas shall be posted with appropriate signs per 22658(a) CVC, to assist in removal of vehicles at the property owners/managers request.
104. Whenever possible, open fencing design such as wrought iron, tubular steel, or densely linked and heavy-posted chain-link shall be utilized in order to maximize natural surveillance while establishing territoriality.
105. Stairwell landings shall allow for a sixty-inch turning radius for use by the Police and Fire Departments.

#### **San Bruno Cable**

106. The applicant shall be responsible for the labor and materials in proofing the existing conduits as well as the installation of the underground distribution cable. San Bruno Cable will provide the distribution cable (TFC T10 625).
107. The applicant shall be responsible for all repairs, if any, of the existing CATV underground vaults and conduit risers to each building's demarcation point (utility closet).

108. The applicant shall provide Christy B-36 with 12" extensions (22 1/4"w x 35 1/4"l x 12"h, with 12" extension) utility underground vaults for a pull box (traffic rated vaults for street) into the building's MPOE if needed. In addition, install two schedule 40 two-inch conduits into the joint trench to the building with a pull rope.
109. The applicant shall provide a grounded wire for attachment to the cable equipment at the demarcation point with a minimum gauge of 14 in the MPOE and IDF rooms.
110. The applicant shall provide dedicated 115 VAC duplex receptacles in each IDF and MPOE for San Bruno Cable.
111. The location of new power supply will be determined in the new design and shall require a 15A-115 VAC single duplex outlet.
112. The applicant shall be responsible for individual service drops of each unit's main gang box or unit's internal panel hopefully in a closet to the MPOE (Utility) Closet using Single Mode Single fiber Plenum Drop. 115 AC will be needed nearby to connect a 24VDC Transformer to power the ONT (Optical Node Terminator device) at the internal panel in each unit.
113. The applicant shall provide internal wiring within the newly constructed units that will consist of both RG6 (77% braid Trishield) and Cat5E cable and routed in homerun design for each outlet. Additional outlets shall be wired homerun to the main gang box or unit's internal panel. Each residential unit shall have a main outlet in the living room and additional outlets in each bedroom. No splicing of cables within the units. All cables shall conform to cable department's requirements and terminated with an F-connector and Cat5E RJ45 jack at each wall pate outlet.
114. All plans to relocated, add, or modify San Bruno Cable's infrastructure and its equipment in any way shall require approval by San Bruno Cable TV.

## **II. Prior to Building Permit Issuance**

### **Community Development**

1. Applicant shall file a declaration of acceptance of the following conditions by submitting a signed copy of the Summary of Hearing to the Community Development Department within thirty (30) days of City Council approval. Until such time as the Summary is filed, Conditional Use Permit, Parking Exception, and Architectural Review Permit shall not be valid for any purpose. The effective date of the Conditional Use Permit, Parking Exception, and Architectural Review Permit shall be the effective date of the associated Ordinance. The Conditional Use Permit, Parking Exception, and Architectural Review Permit shall expire if a building permit is not obtained within one (1) year of the effective date.
2. The signed copy of the Conditions of Approval shall be photocopied and included as a full size page in the Building Division set of drawings.
3. Provide exit analysis including computation, calculating size, travel distance and location of requires exits on all floors. Means of egress shall comply with 2013 California Building Code, Chapter 10. Remove all accessory use areas and remove and relocate access doors to the commercial trash room in exit passageway.
4. A detailed recycling and garbage plan shall be approved by the Community Development Director, the Building Department, the Fire Marshal, and San Bruno Garbage prior to

- issuance of a building permit. Prior to the issuance of the first certificate of occupancy, Applicant shall submit documentation to the Building Department that the materials have been recycled in accordance with the approved plan.
5. All proposed business identification signs shall require prior city approval in accordance with Chapter 12.104 of the Municipal Code.
  6. A property maintenance and management plan shall be prepared for the entire property. The property maintenance and management plan shall include, but not be limited to, the following:
    - a) Clearly identify the use of all balconies and define what can and cannot be stored on the balcony.
    - b) General cleaning of litter and debris on-site
    - c) Maintenance of all exterior building materials
    - d) Window Cleaning, etc.
  7. A plan showing the location of any temporary contractor's storage yard or construction trailer on the property, including security fencing and lighting, shall be submitted to the Community Development Director for approval prior to installation and prior to building permit issuance. Applicant shall provide interim landscaping as required by the Community Development Director.
  8. Prior to the issuance of a City building permit, a maintenance agreement in a form approved by the City Attorney shall be signed by Applicant for the maintenance of the proposed street trees, medians, and irrigation systems, and all utility fixtures located within the public right-of-way, which agreement shall run with the land and be binding upon successors in interest of Applicant. All landscaping shall be properly maintained and comply with the City of San Bruno Water Efficient Landscape and Irrigation Guidelines.
  9. A Master Sign Program shall be created and approved for the entire development and for each use within the development.
  10. Prior to issuance of a City building permit, the applicant shall merge all parcels so that the site consist of one buildable lot.
  11. The applicant shall conduct a site-specific health risk assessment using air quality dispersion modeling methodologies and screening thresholds recommended by the BAAQMD to demonstrate that, despite a location within 25 feet of El Camino Real, modeled site-specific exposures would be less-than-significant. Alternatively, the applicant shall mitigate anticipated community risks and hazards through implementation of the following mitigations (TCP Mitigation Measure 5-2):
    - a) Where residential uses or other sensitive receptors are proposed to be located within 25-feet of El Camino Real, or identified through site-specific health risk assessment using air quality dispersion modeling to indicate potentially significant exposure, then air filtration units shall be installed and maintained. The ventilation systems shall be installed to achieve BAAQMD effectiveness performance standards in removing PM2.5 from indoor air. The system effectiveness requirement shall be determined during final design, when the exact level of exposure is known, based on proximity to these sources;
    - b) Locate ventilation air intakes and operable windows away from these sources;
    - c) Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph);

- d) Consider tiered plantings of trees, such as redwood, deodar cedar, live oak and oleander, between sensitive uses and these sources;
  - e) Consider plan implementation phasing that delays occupancy of units with highest exposure so that source emissions regulations and vehicle fleet turnover that would result in lower emissions may take more effect and lower exposure levels (since emission rates will decrease in the future, projects developed later in the Transit Corridors Plan buildout timeframe would have less exposure);
  - f) Avoid locating truck loading zones near sensitive units;
  - g) Require rerouting of nearby heavy-duty truck routes;
  - h) Enforce illegal parking and/or idling restrictions on heavy-duty trucks in the vicinity;
  - i) Install indoor air quality monitoring units in buildings.
12. The applicant shall implement a combination of the following measures to the satisfaction of the Community Development Director for all food service and odor generating uses (TCP Mitigation Measure 5.3):
- a) For restaurant or cooking uses, use of such devices as integral grease filtration or grease removal systems, baffle filters, electrostatic precipitators, water cooling/cleaning units, disposable pleated or bag filters, activated carbon filters, oxidizing pellet beds, and catalytic conversion, as well as proper packaging and frequency of food waste disposal, and exhaust stack and vent location with adequate consideration of nearby receptors; and
  - b) For new residential dwellings within 300 feet of existing paint spraying operations (e.g., auto body shops), cleaning operations (e.g., dry cleaners), or other uses with the potential to cause odors, identification and adequate disclosure of potential odor impacts in notices to prospective buyers or tenants.
13. The project applicant shall retain a qualified biologist (subject to approval by City staff) to conduct a nesting bird survey prior to any demolition/grading activities that are planned to take place during the nesting/breeding season of native bird species (typically February through August). The survey shall include all potential nesting habitat on the project site and within 200 feet of the grading boundaries. Where the 200-foot distance encompasses trees on other private properties, the biologist shall survey the trees using binoculars. The survey shall be conducted no more than 14 days prior to commencement of demolition/grading activities.
- If active nests of bird species protected by the Migratory Bird Treaty Act or the California Fish and Game Code (which, together, apply to all native nesting birds) are present in the demolition/grading zone or within 200 feet of the zone, temporary construction fencing shall be erected within the project site at a minimum of 100 feet around the nest site. This temporary buffer may be greater depending on the bird species and demolition/grading activity, as determined by the biologist.
- At the discretion of the biologist, demolition and grading within the fenced area shall be postponed or halted until juveniles have fledged and there is no evidence of a second nesting attempt. The biologist shall serve as a construction monitor during any periods when demolition/grading activities will occur near active nests to ensure that no inadvertent impact on these nests will occur.
14. A lead-based paint survey and control plan prepared by a CalOSHA-certified contractor shall be required prior to demolition.

15. The applicant shall submit a Traffic Control Plan to the satisfaction of the City Engineer prior to construction related activities.
16. Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. The plan shall stipulate the measure that result in compliance with the noise ordinance.
17. The applicant shall submit for City approval a noise study, consistent with the requirements of the California Building Code, to identify noise reduction measures necessary to achieve compatibility with City General Plan-identified land use/noise compatibility standards and State Title 24 noise compatibility standards. The noise study shall be approved by the City's Building Division prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include (TCP Mitigation Measure 11-1).
  - a) Site and building design so as to minimize noise in shared residential outdoor activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets;
  - b) Site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their windows and other openings in locations with less noise exposure;
  - c) Design of windows, doors, and other sound transmission paths such as ventilation openings, walls, and roofs to achieve a high Sound Transmission Class (STC) rating and/or other noise-attenuating characteristics.
  - d) Installation of forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed.

### **Public Services**

18. Prior to issuance of Building Permit, the Applicant shall enter into an Improvement Agreement to guarantee installation of all improvements required of the project and to provide for payment of all City inspection and plan check charges associated with the installation of public and private improvements, including, but not limited to sanitary sewer laterals, water facilities, storm drains and street lights.
19. The Applicant shall pay all required utility fees and post all applicable bonds for infrastructure improvements to be dedicated to the City prior to building permit issuance.
20. At the time that any building permit is issued for any new building, the Applicant shall pay for all current, on-site service connection fees (including but not limited to Water and Wastewater).
21. The applicant shall submit a detailed construction and staging plan that shall be reviewed and approved by the City prior to building permit issuance. Existing on-street parking shall not be impacted by project construction without permission from the Public Services Department.
22. The Applicant shall provide the name and number of the construction contact person. The contact information shall also be made available for the neighborhood.
23. The applicant is responsible for coordinating and obtaining the appropriate permits for work within the State right-of-way.

24. The Applicant shall apply for an Encroachment Permit from the Public Services Department for work in the City public right-of-way, easements or property in which the City holds interest.
25. The applicant shall submit an Encroachment Permit for traffic control of roadways during construction. The applicant shall indicate on the plan the detour route and shall post detour signs at the perimeter of the site. In addition, 15 days prior to the roadway traffic control, the applicant shall post a lighted sign to the satisfaction of the City Engineer indicating the dates of the traffic control.
26. Property Owner shall enter into a Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according to the approved Maintenance Plan(s). The Maintenance Agreement shall be recorded against the property.
27. A Maintenance Plan for every stormwater treatment control measure or applicable site design measure, inclusive of maintenance and inspection checklists and Maintenance Inspection Report Forms, shall be submitted to the City for review and approval prior to issuance of a grading permit. A copy of the final, approved Maintenance Plan(s) shall be made a part of the Maintenance Agreement. A copy of the final, approved Maintenance Plan(s) shall also be on file with the Engineering Division.
28. The Applicant shall apply for and obtain a Grading Permit. Plot and Finished Grading Plan shall be prepared by a California licensed Civil Engineer.
29. Prior to the issuance of grading permit, the applicant shall provide Public Services Department with a plan indicating the amount of soil to be removed, disposal sites, the number of truck trips required and the proposed haul routes. Final haul route shall be approved by the City Engineer.
30. Grading plans with appropriate erosion control measures shall be required for the development. Grading plans shall show all adjacent properties sufficiently to assure that the proposed grading does not negatively impact adjacent lands and shall incorporate drainage features necessary to assure continued drainage without erosion from adjacent properties.
31. A Storm Water Pollution Prevention Plan (SWPPP) shall be submitted to the City of San Bruno and the Regional Water Quality Board subsequent to the approval and issuance of grading and building permits, and prior to the approval of the Improvement Plans.
32. Prior to the issuance of a grading permit, Applicant shall obtain from the California State Water Resources Control Board a General Construction Activity Storm Water Permit under the National Pollutant Discharge Elimination System (NPDES) if applicable. Applicant shall comply with all requirements of the permit to minimize pollution of storm water discharges during construction activities. The permit shall include any work by public and/or private utilities performing work on behalf of Applicant, if applicable.
33. Temporary control structures shall remain in place until the site is completely developed. A Maintenance Plan shall be submitted to the City Engineer indicating contractor responsibility for complying with the erosion control plan for the duration of the construction project. The Maintenance Plan shall include dust control, but is not limited to BMP's as outlined in the Storm Water Pollution Prevention Plan (SWPPP), and shall be to the satisfaction of the City of San Bruno and meet all Regional Water Quality Control Board (RWQCB) requirements.

34. Applicant shall submit a complete Geotechnical analysis/report at the time of building permit submittal. Applicant shall implement the recommendations of a geotechnical report by a registered Geotechnical Engineer. The geotechnical investigation shall provide data to evaluate the geotechnical conditions of the site and provide seismic, landslide and mudslide evaluation and recommendations and recommendations for appropriate soil engineering to reduce seismic hazards.
35. Prior to the issuance of any permits, certificates of insurance shall be provided to the City verifying that both the Applicant and any contractors have public liability insurance. The amount and type of insurance shall be reviewed by the City and shall be sufficient to cover damages that may result from construction and operations. The insurance limits shall be as required by the City Attorney. Combined single limit coverage and the policy shall be subject to review and approval of the City Attorney.
36. Prior to building permit issuance the applicant shall hold a preconstruction conference with City staff. The Applicant shall arrange for the attendance of the construction managers, contractor, and all subcontractors who are responsible for grading and erosion and sedimentation protection controls.
37. Haul routes for construction shall be reviewed and approved by the City Engineer, via the City's hauling permit process.
38. Applicant shall coordinate with City staff regarding sidewalk design and street light design prior to building permit issuance.
39. Applicant shall coordinate with City staff to ensure the existing easement is abandoned.

#### **Fire Department**

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

### **III. Improvement Plans**

#### **Public Services**

1. An improvement plan for public improvements shall be submitted by the Applicant to the City for review, comment and approval. The improvement plans shall include public streets, sidewalks, sewers, storm drains, water, electrical, streetlights, other utilities, and landscaping.
2. Improvement Plans must be prepared pursuant to the City of San Bruno Municipal Code (Muni Code), State Law and Regulations and Standard Engineering Practice, where the Muni Code shall govern in the event of a conflict.
3. Applicant shall pay a deposit to the City in the amount of \$30,000 at the time Improvement Plans are submitted to the City for review. Actual costs for staff time shall be deducted from this deposit. From time to time the City may require payment of additional deposit amounts to ensure that there are adequate funds available to pay for City services. At the end of the project, any remaining deposit amount will be refunded.
4. Storm drainage improvements shall be private. Storm drain facilities and laterals, including those within the public right-of-way shall be private. City responsibility shall terminate at manholes and drainage inlets.
5. The street storm drain system shall be designed to withstand a 25-year storm. The 100 year storm shall be contained within the right-of-way.

6. Hydraulic calculations will be required to be prepared by a registered civil engineer and submitted for City review and approval at the time that the improvement plans are submitted. Calculations shall include a tributary area map.
7. All project runoff shall be treated to meet C.3 requirements of the Municipal Regional Permit.
8. Interceptors or other storm pollution control systems per NPDES requirements shall be installed for storm water from roadways that are not filtered by vegetated swale or other biological pretreatment facilities.
9. A final hydrology and hydraulic report prepared by a qualified California Registered Civil Engineer shall be submitted to the City for review and approval to demonstrate full compliance with drainage system design requirement. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels. The Applicant's design professional shall evaluate the project's impact to the City's storm drainage system and shall substantiate their conclusions with drainage calculations to the satisfaction of the City Engineer.
10. In conjunction with submittal of Grading Plans, the Applicant shall file a Notice of Intent for storm water discharge with the Regional Water Quality Control Board. A copy of the filing shall be submitted to the City Engineer as part of the required Improvement Plans for the site.
11. LID treatment measures to be shown on final improvement or grading plans shall not differ materially from the LID treatment measures presented on the project's approved development plan without written approval from the City.
12. Joint trenches under sidewalks shall include telephone, City of San Bruno (CSB) Cable TV, electrical, communication, and gas lines. The trench width and depth shall be to the standards of the utility companies and to the satisfaction of the City Engineer.
13. Utility clearances between utility mains, CSB Cable TV, sewers, structures or other objects shall be to the satisfaction of the City Engineer and comply with San Bruno Standard Specification 33 10 50.
14. Prior to approval of the improvement plans, the Applicant shall provide written approval of the development improvement plans from all affected utility companies, including, but not limited to, Pacific Gas and Electric, CSB Cable TV and Telephone demonstrating their review and approval of the proposed improvements.
15. Applicant shall submit a project phasing plan with the Improvement Plans.
16. The Improvement Plans shall include complete electrical plans as separate sheets, showing the proposed streetlight system in the public right-of-way. Information in the lighting plan shall include, but is not limited to, the following: pole type(s), luminaire type(s), conductor and wiring schedule, points of connection, lamp wattage, pull box locations, load and intensity calculation. The streetlights shall be installed and operational prior to the issuance of a Certificate of Occupancy for the first building in the project.
17. Construct streetlights to City requirements at intersections.
18. Applicant shall indicate the number of sewer laterals required for the Project. Laterals are considered at the discretion of the City Engineer.

19. Any map and plans must be prepared to standard engineering practice and the City of San Bruno Municipal Code (Muni Code). In the event of conflict, the Muni Code shall govern unless approved by the City Engineer.
20. All Improvement Plans shall be submitted on 24"x36" standard plan sheets. Scale shall be sufficiently large for clarity and review. Street Improvement Plans and Profiles shall have a minimum of 1"=20' scale. The Site Plan and Grading Plans shall have a minimum scale of 1"=40'. Submit an AutoCAD version of the final improvement plan to the City.
21. The Applicant shall submit engineered Improvement Plans (including specifications & engineers cost estimates) for approval by the City Engineer, showing the infrastructure necessary to serve the Development. The Improvement Plans shall include, but are not limited to, all engineering calculations necessary to substantiate the design, proposed roadways, drainage improvements, utilities including City Cable TV service, traffic control devices, retaining and/or sound walls, waterlines, sanitary sewers, and storm drains, street lighting, common area landscaping and other project improvements.
22. The Applicant shall provide, as part of its Improvement Plans submittal and/or building plan submittal, detailed structural calculations and design details for retaining walls and sound walls, which may be constructed as part of the Project. Walls shall incorporate drainage features recommended in the geotechnical report to ensure proper drainage. The aesthetic design shall be to the satisfaction of the Planning Director. The structural and drainage design shall be to the satisfaction of the City Engineer and Building Official.
23. The Applicant shall provide all field survey data related to the project. The data shall be provided in AutoCAD drawing files.

#### **IV. Construction Process**

##### **Community Development**

1. The applicant shall implement the following dust control measures during demolition of existing structures (TCP Mitigation 5-1):
  - a) Water active demolition areas to control dust generation during demolition of structures and break-up of pavement.
  - b) Cover all trucks hauling demolition debris from the site.
  - c) Use dust-proof chutes to load debris into trucks whenever feasible.
2. The applicant shall implement the following dust control measures during all construction phases (TCP Mitigation Measure 5-1):
  - a) Water all active construction area at least twice daily.
  - b) Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.
  - c) Cover all trucks hauling soil, sand and other loose materials, or require all trucks to maintain at least two feet of freeboard.
  - d) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
  - e) Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
  - f) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
  - g) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).

- h) Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
  - i) Limit traffic speeds on unpaved roads to 15 miles per hour.
  - j) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
  - k) Replant vegetation in disturbed areas as quickly as possible.
  - l) Consult with the BAAQMD prior to demolition of structures suspected to contain asbestos to ensure that demolition/ construction work is conducted in accordance with BAAQMD rules and regulations.
3. The following best management controls on emissions by diesel-powered construction equipment used by construction contractors, where applicable (TCP Mitigation Measure 5-1):
- a) When total construction projects at any one time would involve greater than 270,000 square feet of development or demolition, a mitigation program to ensure that only equipment that would have reduced NOX and particulate matter exhaust emissions shall be implemented. This program shall meet BAAQMD performance standards for NOx standards--e.g., should demonstrate that diesel-powered construction equipment would achieve fleet-average 20 percent NOX reductions and 45 percent particulate matter reductions compared to the year 2010 ARB statewide fleet average.
  - b) Ensure that visible emissions from all on-site diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately.
  - c) The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).
  - d) Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.
  - e) Signs shall be posted to alert workers that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.
  - f) Properly tune and maintain equipment for low emissions.
4. If prehistoric or historic-period archaeological resources are encountered during future grading or excavation, work shall avoid altering the materials and their context until a qualified professional has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect cultural resources. Cultural resources shall be recorded on DPR 523 historic resource recordation forms. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. (TCP Mitigation Measure 7-1).
5. If paleontological resources are encountered during future grading or excavation, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect cultural

- resources. Appropriate treatment may include collection and processing of “standard” samples by a qualified paleontologist to recover micro vertebrate fossils; preparation of significant fossils to a reasonable point of identification; and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens. (TCP Mitigation Measure 7-3).
6. Any removal or demolition which may impact any amount of ACM shall be performed by a registered CalOSHA asbestos abatement contractor in compliance with CalOSHA and Bay Area Air Quality Management District (BAAQMD) standards.
  7. All remediation, removal, and disposal requirements for soil, surface water, and/or groundwater contamination shall comply with standard regulations administered and enforced by the DTSC, Regional Water Quality Control Board (RWQCB), San Mateo County Department of Environmental Health, California Division of Occupational Safety and Health (CalOSHA), U.S. Environmental Protection Agency (EPA), and other jurisdictional agencies. (TCP Mitigation Measure 8-1).
  8. General construction hours shall be limited to between the hours of 7:00 am – 6:00 pm Monday through Friday. Community Development Director approval shall be required for all proposed weekend work. Any proposal for weekend work shall be made in writing at least three weeks in advance of requested weekend work.
  9. The applicant shall comply with the following measures to reduce demolition and construction noise impacts on adjacent uses (TCP Mitigation Measure 11-4):
    - a) Construction Equipment Mufflers and Maintenance. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
    - b) Equipment Locations: Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site.
    - c) Construction Traffic: Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible.
    - d) Quiet Equipment Selection: Use quiet construction equipment, particularly air compressors, wherever possible.
    - e) Temporary Barriers: Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.
    - f) Temporary Noise Blankets: Temporary noise control blanket barriers should be erected, if necessary, along building facades of construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.)
    - g) Noise Disturbance Coordinator: For larger construction projects, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member.)

10. Vibration-generating activity shall be limited to between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday. Vibration-generating activity shall be prohibited on weekends and holidays.
11. The applicant shall comply with the following ground-borne vibration abatement measures (TCP Mitigation Measure 11-3).
  - a) Notify occupants of land uses located within 200 feet of proposed pile-driving activities of the project construction schedule in writing.
  - b) Investigate in consultation with City staff possible pre-drilling of pile holes as a means of minimizing the number of percussions required to seat the pile.
  - c) Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of proposed pile driving activities.
  - d) Monitor pile driving vibration levels to ensure that vibration does not exceed appropriate thresholds for the potentially affected building (5mm/sec or 0.2 inches/sec ppv for structurally sound buildings).

### **Public Services Department**

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

### **Fire Department**

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

## **V. Prior to Occupancy**

### **Community Development**

1. The applicant shall meet with staff and Recology regarding regularly scheduled trash, recycling, and compost collection.

### **Public Services**

2. Prior to project acceptance by the City, the Applicant shall retain a Civil Engineer to prepare "as-built" or "record" drawings, and the drawing shall be submitted in AutoCAD and PDF formats.

3. Prior to project acceptance by the City, the Applicant shall prepare "Maintenance and Responsibility" drawings and shall be submitted in AutoCAD and PDF formats.
4. For all work to be dedicated to the City, Applicant shall provide six copies of an operations and maintenance manual with all certifications, warranties, guarantees, and proof of payment to outside agencies.
5. Improvement Plans must be prepared pursuant to the City of San Bruno Municipal Code (Muni Code), State Law and Regulations and Standard Engineering Practice, where the Muni Code shall govern in the event of a conflict

## **VI. On-Going**

### **Community Development**

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

### **Public Services**

4. Property Owner shall be responsible for conducting all servicing and maintenance as described and required by the stormwater treatment measure Maintenance Plan(s). Maintenance of all site design and treatment control measures shall be the owner's responsibility.

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

**Fire Department**

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

# THE PLAZA

400-418 San Mateo Avenue  
San Bruno, California

## PLANNING DEPARTMENT ENTITLEMENT SUBMITTAL 2014.09.08 RESUBMIT - ARC COMMENTS

### PROJECT DIRECTORY

**OWNER/DEVELOPER**  
SIGNATURE LAND ADVISORS  
2201 BROADWAY, SUITE 604  
OAKLAND, CA 94612  
TEL: 510.251.3276

**ARCHITECT**  
YHA ARCHITECTS  
1617 CLAY STREET  
OAKLAND, CA 94612  
TEL: 510.838.6988

**LANDSCAPE**  
THE GUZZARDO PARTNERSHIP  
161 GREENWICH STREET  
SAN FRANCISCO, CA 94111  
TEL: 415.433.4672

**CIVIL ENGINEER/SURVEYOR**  
RUGER-JENSEN-AZAR  
4680 CHABOT DRIVE, SUITE 200  
PLEASANTON, CA 94588  
TEL: 925.227.9100

### SHEET INDEX

A0	PROJECT INFORMATION & INDEX	L1	CONCEPTUAL LANDSCAPE PLAN (COLOR)
P1	SITE CONTEXT PHOTOS	L1	CONCEPTUAL LANDSCAPE PLAN
A1	SITE AND GROUND FLOOR PLAN	L2	PLANTING PLAN
A2	BASEMENT PLAN	L3	IRRIGATION/HYDROZONE PLAN
A3	2ND FLOOR PLAN	L4	LANDSCAPE DETAILS
A4	3RD FLOOR PLAN	C1.0	PRELIMINARY GRADING PLAN
A5	ROOFLIFT FLOOR PLAN	C2.0	PROPOSED UTILITY PLAN
A6	ROOF PLAN	C3.0	STORMWATER TREATMENT PLAN
A7	BUILDING ELEVATIONS	C4.0	EXISTING CONDITIONS PLAN
A8	BUILDING ELEVATIONS		
A9	BUILDING SECTIONS		
A10	UNIT PLANS		
A11	SIGNAGE DETAILS		
A12	3D RENDERING REPRESENTATION		
A13	3D RENDERING REPRESENTATION		

### PROJECT INFORMATION

**BUILDING AND SITE**  
BUILDING - GROSS FLOOR AREA 99,007 SF  
BUILDING OUTLINE 31,828 SF  
NET SITE AREA BUILDING SITE (0.95 ACRES) (41,469 SF)  
FLOOR AREA RATIO 0.23  
BUILDING COVERAGE 31,828 SF  
NET SITE AREA 41,469 SF  
PROJECT HOUSING DENSITY 87 DU/AC  
SITE AREA 0.95 ACRES

**BUILDING CODE**  
SEISMIC ZONE TYPE VA  
CONSTRUCTION TYPE R-2/M  
OCCUPANCY GROUP 50-07/3 STORES  
BUILDING HEIGHT/NUMBER OF STORES MULTI-FAMILY RESIDENTIAL / COMMERCIAL  
USE C-EO CENTRAL BUSINESS DISTRICT  
ZONING DESIGNATION CALIFORNIA BUILDING CODE 2013 EDITION  
CODE EDITION CURRENTLY ADOPTED NEC, UMC, UPC, UFC

### RESIDENTIAL UNIT MIX

GROUND LEVEL	STUDIO	1 - BEDROOM	2 - BEDROOM	2 - BEDROOM & LOFT
2ND LEVEL	0	13	8	0
3RD LEVEL	1	15	15	0
TOTAL	2	43	30	8

TOTAL NUMBER OF UNITS: 83  
PER ZONING CODE SECTION 129.01(b)(2)(B)  
A. LOFT FLOOR MEANS THE UPPER FLOOR LEVEL OF AN INDIVIDUAL DWELLING UNIT PROVIDED THAT THE UPPER FLOOR LEVEL DOES NOT EXCEED FIVE HUNDRED SQUARE FEET.  
A.1. THE UPPER FLOOR LEVEL DOES NOT EXCEED FIVE HUNDRED SQUARE FEET.  
A.2. THE UPPER FLOOR LEVEL HAS AT LEAST ONE PERMANENT OPENING TO THE LOWER LEVEL.  
A.3. THE AREA OF THE UPPER FLOOR LEVEL DOES NOT EXCEED FIFTY PERCENT OF THE AREA OF THE LOWER LEVEL.  
A.4. THE INDIVIDUAL DWELLING UNIT IS LOCATED WITHIN A MULTIFAMILY RESIDENTIAL OR MIXED-USE DEVELOPMENT.  
A.5. THE INDIVIDUAL DWELLING UNIT IS NOT LOCATED WITHIN A SINGLE FAMILY RESIDENTIAL (R-1) OR LOW DENSITY RESIDENTIAL (R-2) ZONING DISTRICT.  
B. A LOFT FLOOR MEETING THE CONDITIONS SET FORTH IN SUBSECTION A OF THIS SECTION SHALL NOT CONSTITUTE A STORY AS THAT TERM IS DEFINED WITHIN THE UNIFORM BUILDING CODE (ORD. 7105 § (PART), 2005)

### BUILDING AREA

	RESIDENTIAL	COMMERCIAL	ACCESSORY	CIRCULATION	GROSS PER FLOOR
GROUND LEVEL	16,138 SF	6,975 SF	2,343 SF	6,372 SF	31,828
2ND LEVEL	25,689 SF	-	1,402 SF	4,778 SF	31,869
3RD LEVEL	25,679 SF	-	1,402 SF	4,571 SF	31,652
LOFT LEVEL	3,658 SF	-	-	-	3,658
TOTAL	71,164 SF	6,975 SF	5,147 SF	15,721	99,007

### GENERAL VICINITY PLAN - not to scale



### RESIDENTIAL PARKING

PARKING SPACES PROVIDED	OFF-STREET PARKING SPACES	ACCESSIBLE PARKING SPACES	TOTAL
103	103	3	106

PARKING SPACES REQUIRED 103  
PARKING REQUIRED 0.75 SPACE PER STUDIO UNIT, 1.03 SPACE PER 1-BR UNIT, 1.15 SPACE PER 2-BR AND LARGER UNIT PER TRANSIT CORRIDOR PLAN TABLE 7.8

### OPEN SPACE

	GROUP OPEN SPACE	PRIVATE OPEN SPACE
COURTYARDS	PROVIDED 7,560 SF	PROVIDED 1,299 SF
TOTAL PROVIDED	7,560 SF	1,299 SF

**Signature Land Advisors, Inc.**  
1217 14th Ave  
San Bruno, CA 94068  
Tel: 650.333.8888

## THE PLAZA

SAN BRUNO, CALIFORNIA



438 MASTICK AVENUE



424 MASTICK AVENUE



418 MASTICK AVENUE



412 MASTICK AVENUE



410 - 412 MASTICK AVENUE



404 MASTICK AVENUE



PROJECT SITE LOOKING FROM MASTICK TOWARDS TAYLOR



PARKING LOT ON MASTICK AVENUE



PARKING LOT ON MASTICK AVENUE



PARKING LOT ON MASTICK AVENUE



420 MASTICK AVENUE



417 - 419 MASTICK AVENUE



433 MASTICK AVENUE



401 SAN MATEO AVENUE



407 SAN MATEO AVENUE



419 SAN MATEO AVENUE



425 SAN MATEO AVENUE



439 SAN MATEO AVENUE



442 SAN MATEO AVENUE



438 SAN MATEO AVENUE



434 SAN MATEO AVENUE



430 SAN MATEO AVENUE



422 SAN MATEO AVENUE



410 SAN MATEO AVENUE



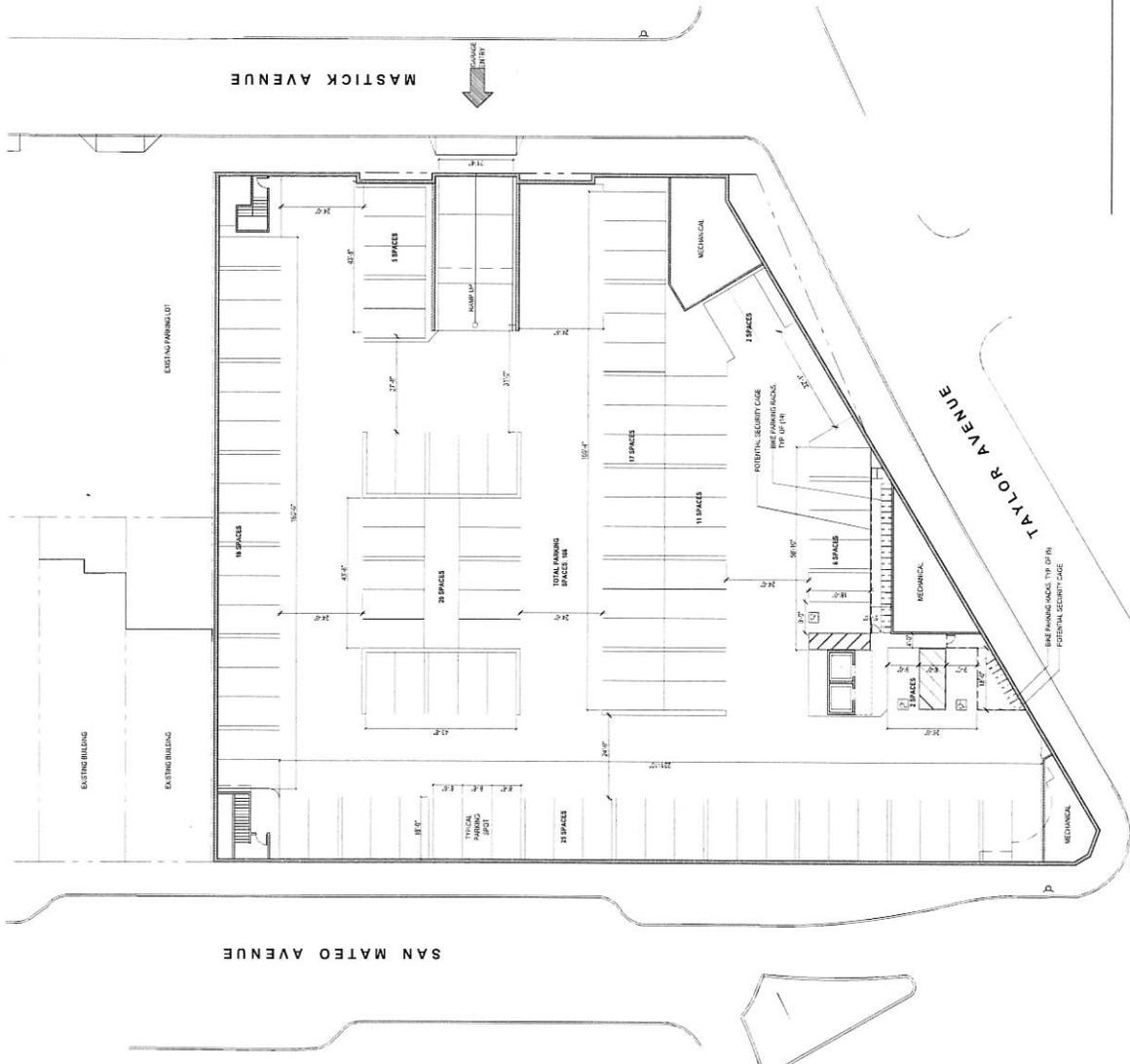
Signature Land Advisors, Inc.

# THE PLAZA

SAN BRUNO, CALIFORNIA

SITE CONTEXT PHOTOGRAPHS





BASEMENT PLAN



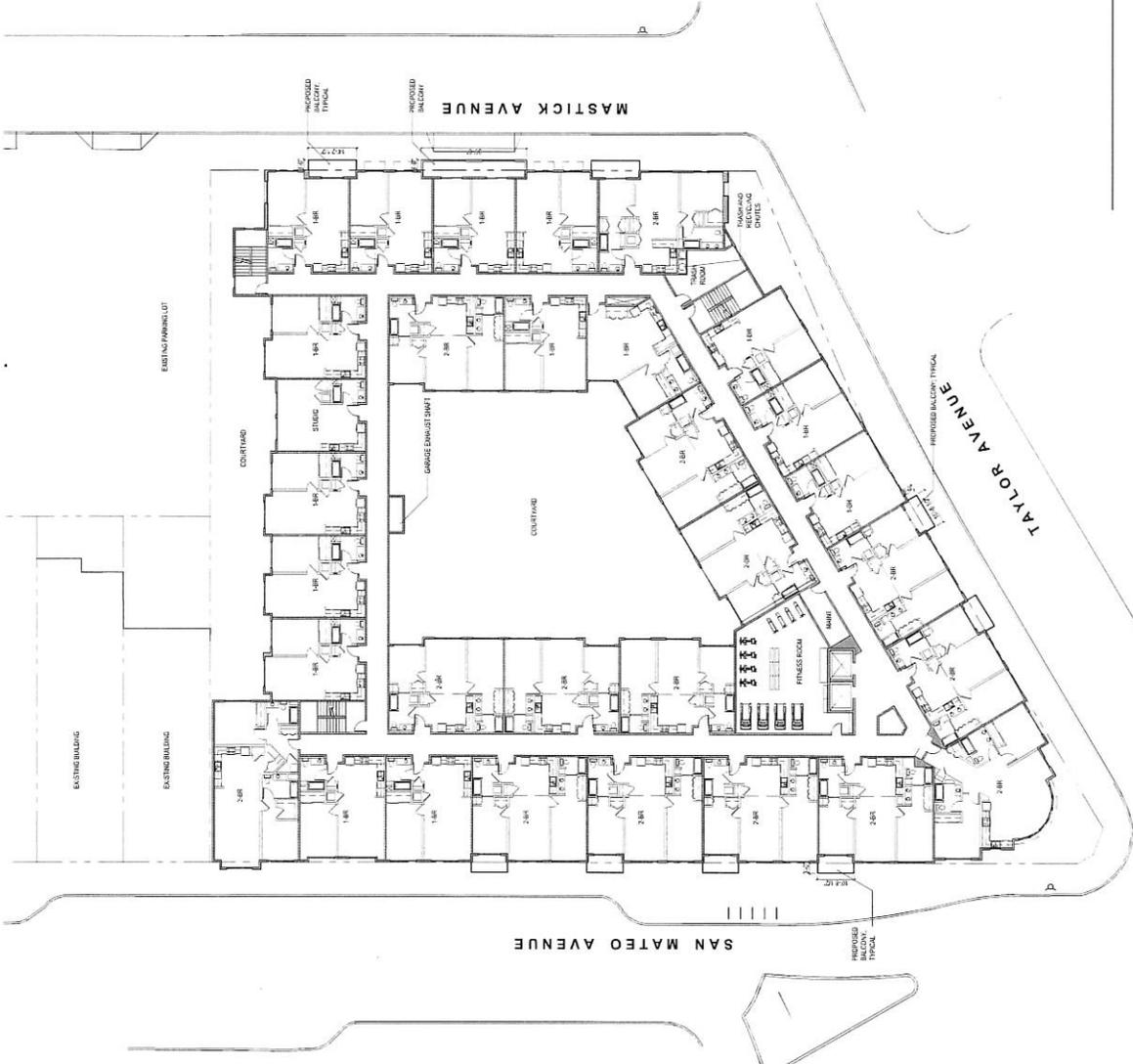
SCALE 1/4" = 1'-0"

**YHIA**  
 Yeh & Hui Architects  
 1000 California Street, Suite 1000  
 San Francisco, CA 94109  
 Tel: 415.774.8888  
 Fax: 415.774.8889  
 www.yhia.com

Signature and Advisors, Inc.  
 2014.09.08

**THE PLAZA**  
 SAN BRUNO, CALIFORNIA

BASEMENT PLAN



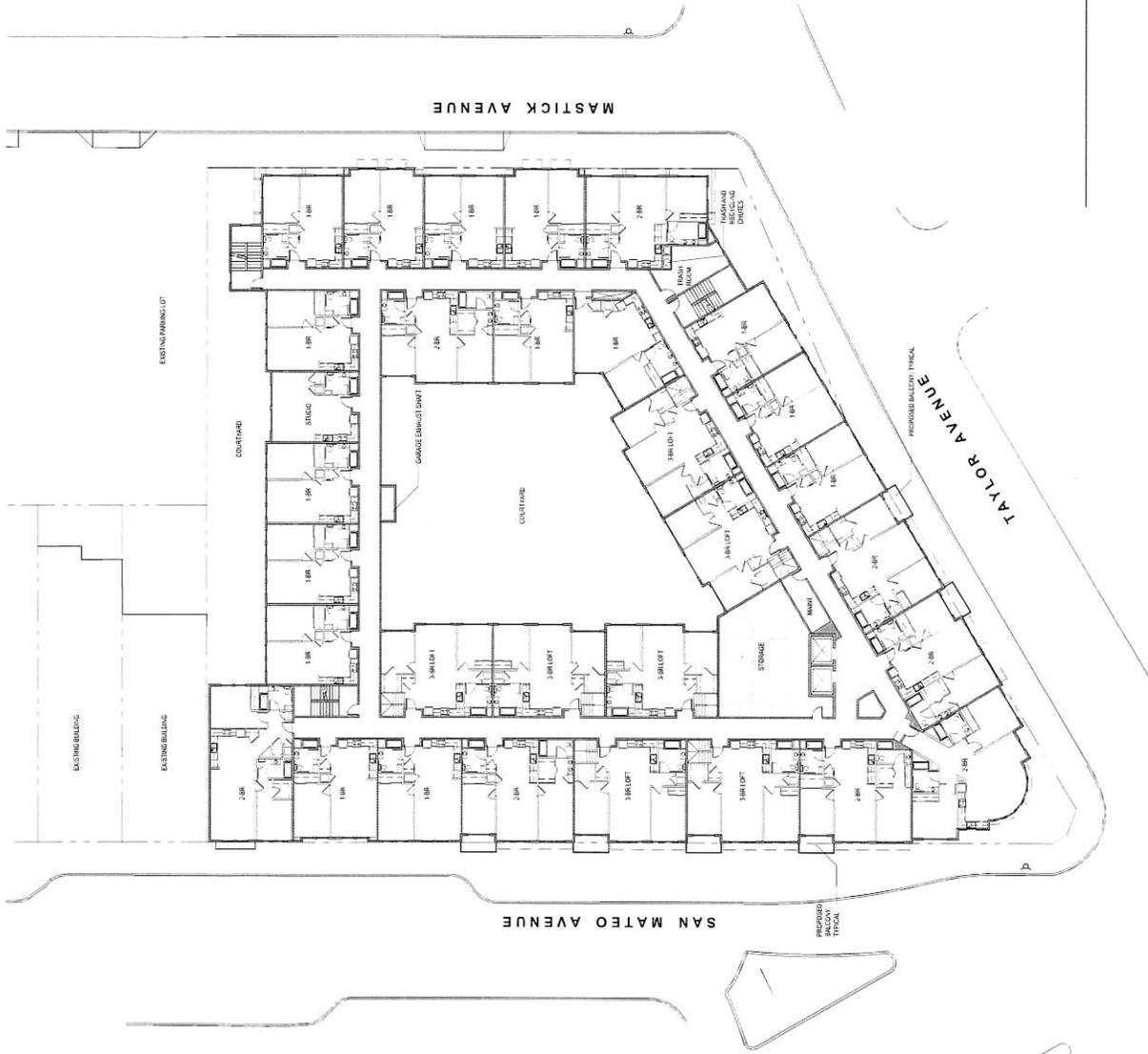
SECOND FLOOR PLAN



**YHIA**  
ARCHITECTS  
1075 HAYWARD  
AVENUE, SUITE 100  
SAN BRUNO, CA 94061  
TEL: (925) 435-1100  
WWW.YHIAARCHITECTS.COM

Signature  
Land  
Advisors, Inc.  
03/2017

**THE PLAZA**  
SAN BRUNO, CALIFORNIA



THIRD FLOOR PLAN



**YHIA**  
 NATIONAL ASSOCIATION OF REALTORS  
 1300 AVENUE OF THE STARS  
 SUITE 1000  
 FORT MYERS, FL 33902  
 (888) 444-4444  
 www.yhia.com

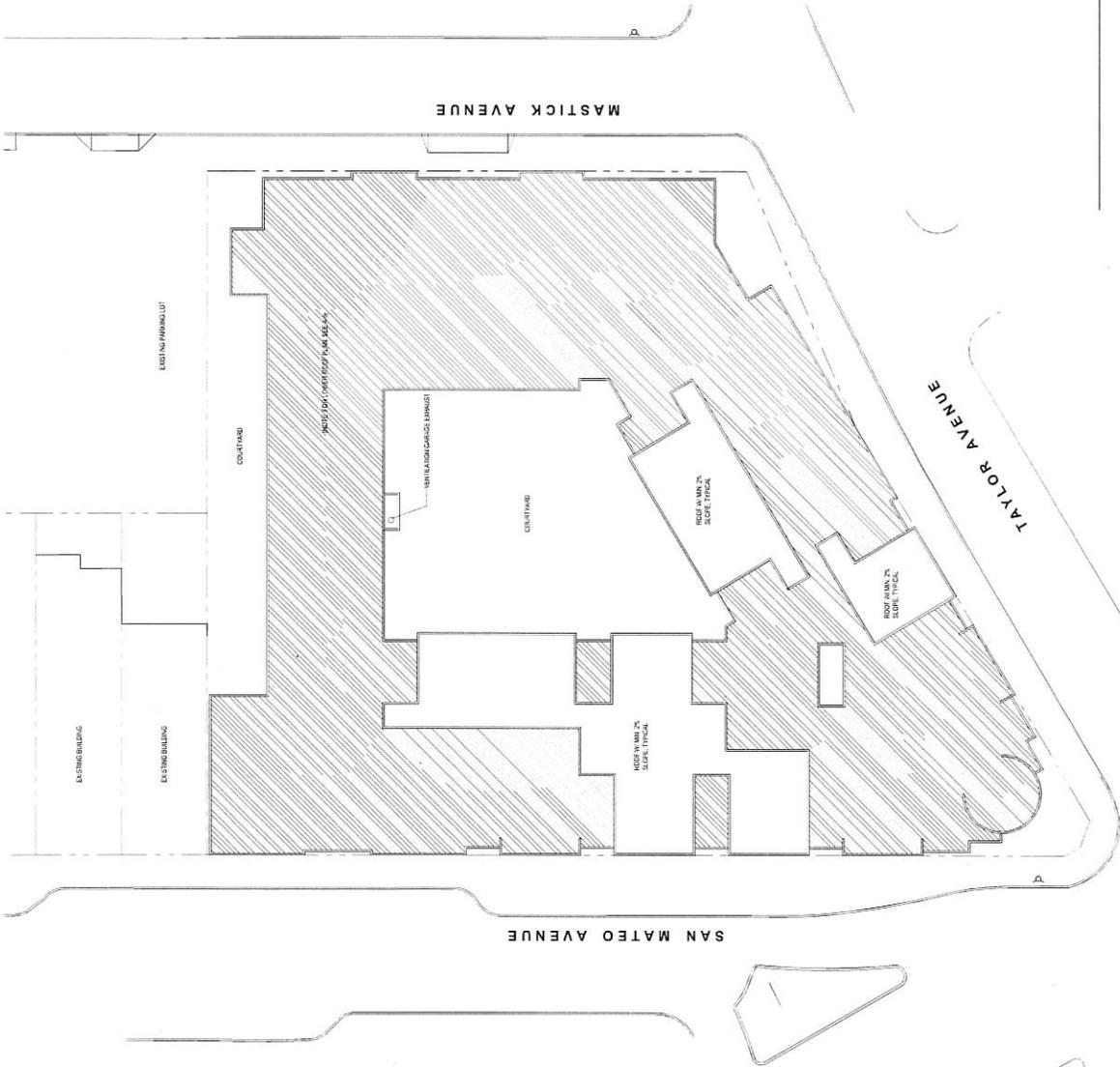
**Signature Land Advisors, Inc.**  
 2000 AVENUE OF THE STARS  
 SUITE 1000  
 FORT MYERS, FL 33902  
 (888) 444-4444  
 www.signatureland.com

**THE PLAZA**  
 SAN BRUNO, CALIFORNIA

THIRD FLOOR PLAN

**A4**  
 2014.05.19





ROOF PLAN

**THE PLAZA**  
SAN BRUNO, CALIFORNIA

**A6**  
2014.05.19



**Signature Land Advisors, Inc.**  
SALAD

**YHIA**  
ARCHITECTS  
1075 MARIN AVENUE  
SAN BRUNO, CA 94061  
TEL: (925) 435-1100  
WWW.YHIAARCHITECTS.COM

**LEGEND**

- A. CEMENT PLASTER CONTROL JOINT, TYPICAL
- B. BRICK VENEER, TYPICAL
- C. CEMENT PLASTER SYSTEM, TYPICAL
- D. FIBER CEMENT SIDING 3/4" THICK, TYPICAL
- E. CORNICE MOLDING, TYPICAL
- F. BALCONY WITH METAL RAILINGS
- G. PAINTED METAL BALCONY RAILINGS, TYPICAL
- H. COMMERCIAL STOREFRONT SYSTEM, TYPICAL
- I. WINDOW SYSTEM, TYPICAL
- J. PAINTED METAL VENTING GRILLE, TYPICAL
- K. PAINTED METAL DOWNSCREEN DEVICE, TYPICAL
- L. ALUMINUM LIGHT FIXTURE, TYPICAL
- M. WIRE MESH SCREEN, TYPICAL
- N. PAINTED METAL SERVICE DOOR, TYPICAL
- O. PRISPOURED SIGNAGE, TYPICAL
- P. COLORED FABRIC AWNING, TYPICAL
- Q. CAST STONE BASE
- R. PAINTED METAL & WOOD AWNING, TYPICAL
- S. PAINTED METAL & WOOD AWNING, TYPICAL
- T. STAINED WOOD TRUSSES & BRACE ASSEMBLY
- U. PAINTED METAL GARAGE DOOR
- V. PAINTED TRIM ACCENT
- W. SAND-BLASTED ARCHITECTURAL CONCRETE FINISH
- X. ACCENT CERAMIC TILE

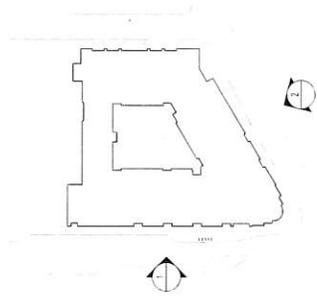
NOTE: ALL TREES & SHRUBS SHOWN ARE FOR REFERENCE ONLY. SEE LANDSCAPE PLAN.



1 WEST ELEVATION - SAN MATEO AVENUE



2 SOUTH ELEVATION - TAYLOR AVENUE



KEY PLAN



**LEGEND**

- A. CEMENT PLASTER COATING, JOINT TYPICAL
- B. BRICK FINISH, TYPICAL
- C. CEMENT PLASTER SYSTEM, TYPICAL
- D. FIBER CEMENT SIDING, 3/4" THICK, TYPICAL
- E. CORNICE MOLDING, TYPICAL
- F1. BALCONY WITH METAL RAILINGS
- F2. PAINTED METAL ALUMINUM BALCONIES, TYPICAL
- F3. PAINTED METAL ALUMINUM RAILINGS, TYPICAL
- G. COMMERCIAL STAINLESS STEEL SYSTEM, TYPICAL
- H. WINDOW SYSTEM, TYPICAL
- J. PAINTED METAL VENTING GRILLE, TYPICAL
- K. PAINTED METAL SUNSCREEN DEVICE, TYPICAL
- L. WALL MOUNTED LIGHT FIXTURE, TYPICAL
- M. PAINTED METAL SUNSCREEN DEVICE, TYPICAL
- N. PAINTED METAL SERVICE DOOR, TYPICAL
- P. PROPOSED SIGNAGE, TYPICAL
- Q. COLOURED FABRIC AWNING, TYPICAL
- H. CLAY STONE BASE
- S. PAINTED METAL & WOOD AWNINGS, TYPICAL
- T. PAINTED METAL & WOOD AWNINGS, TYPICAL
- U. STAINLESS STEEL & WOOD AWNINGS ASSEMBLY
- V. PAINTED METAL GARAGE DOOR
- W. PAINTED ACENT
- X. SAND-BLASTED ARCHITECTURAL CONCRETE FINISH
- Y. ACENT CERAMIC TILE

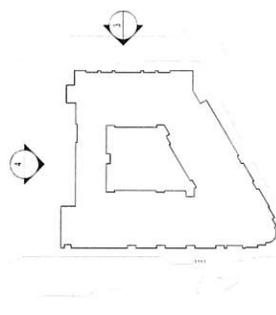
NOTE: ALL DIMENSIONS SHOWN ARE FOR REFERENCE ONLY. SEE LANDSCAPE PLAN.



3 EAST ELEVATION - MASTICK AVE



4 NORTH ELEVATION



KEY PLAN



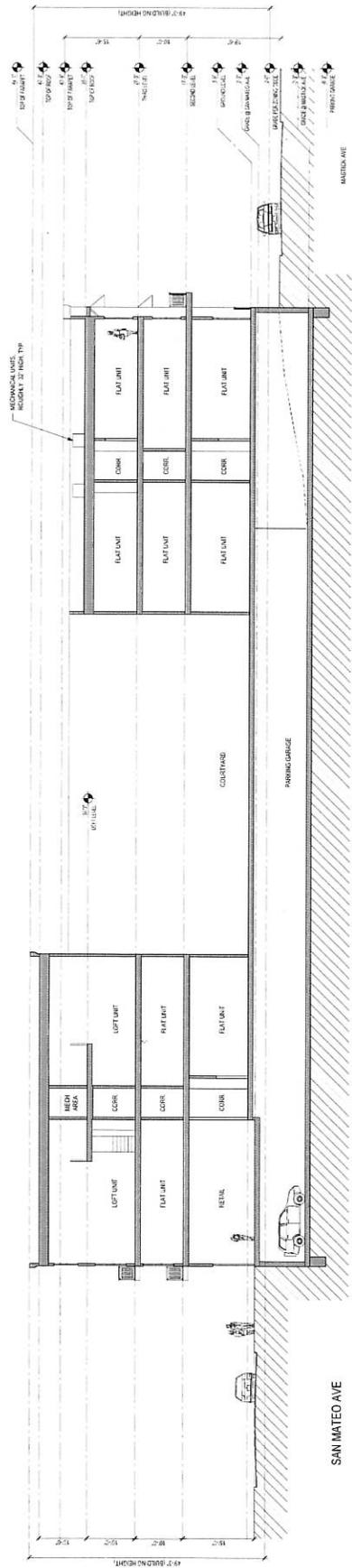
**YHIA**  
ARCHITECTURE  
3175 S. Bascom Ave., Suite 100  
San Jose, CA 95128  
Tel: (408) 951-1000  
Fax: (408) 951-1001  
www.yhia.com

Signature  
Land  
Advisors, Inc.  
SAN JOSE, CA

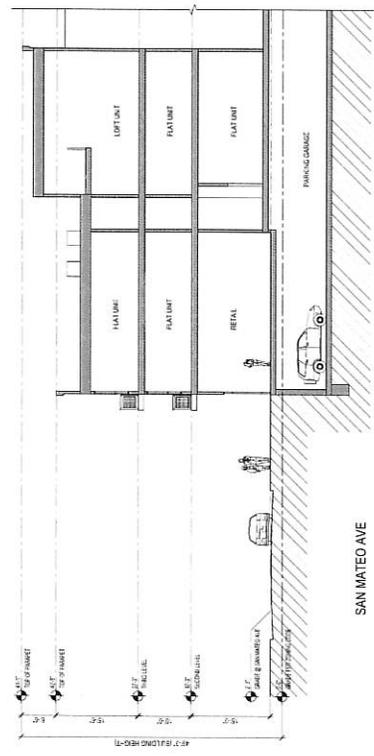
**THE PLAZA**  
SAN BRUNO, CALIFORNIA

**BUILDING ELEVATIONS**

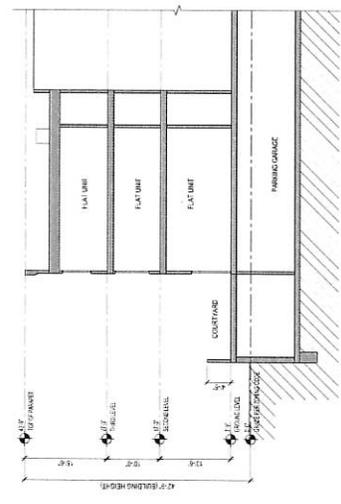
**A8**  
20.14.10.20



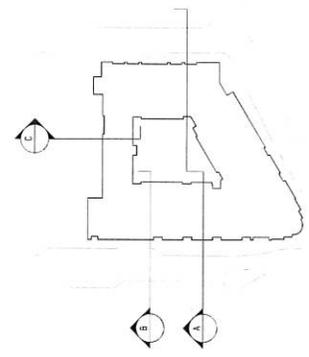
**A** BUILDING SECTION  
SCALE 1/8" = 1'-0"



**B** BUILDING SECTION  
SCALE 1/8" = 1'-0"



**C** BUILDING SECTION  
SCALE 1/8" = 1'-0"



KEY PLAN



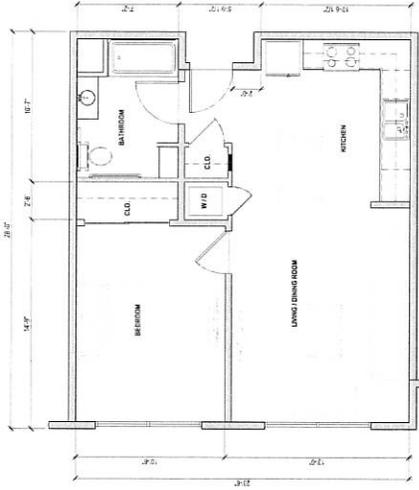
Signature Land Advisors, Inc.  
Architect

# THE PLAZA

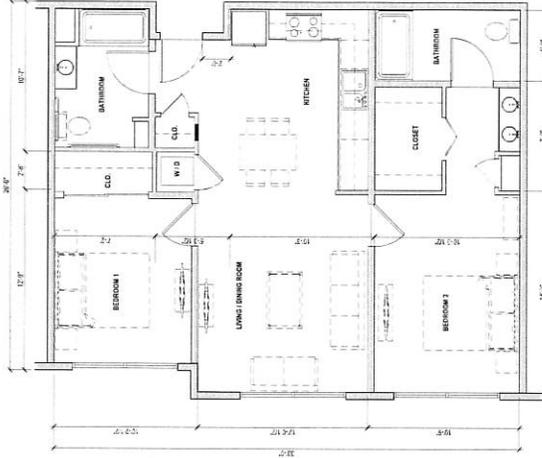
SAN BRUNO, CALIFORNIA

CONCEPTUAL BUILDING SECTION - OPTION A

A9  
2014.05.19



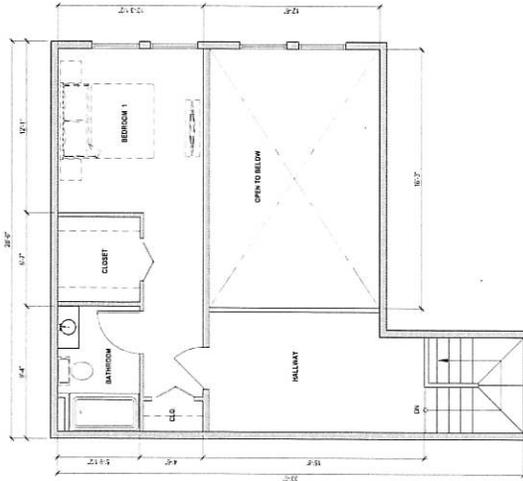
UNIT TYPE A - 1 BEDROOM (661 SF)



UNIT TYPE B - 2 BEDROOM (908 SF)



UNIT TYPE C - 3 BEDROOM - LOWER FLOOR (915 SF)



UNIT TYPE C - 3 BEDROOM - LOFT LEVEL (452 SF)



Signature  
Land  
Advisors, Inc.  
MEMBER

**YHIA**  
10750 Wilshire Blvd., Suite 1000  
Los Angeles, CA 90024  
Tel: 310.201.2000 Fax: 310.201.2001  
www.yhia.com

**THE PLAZA**  
SAN BRUNO, CALIFORNIA

TYPICAL UNIT PLANS

A10  
2014.05.19





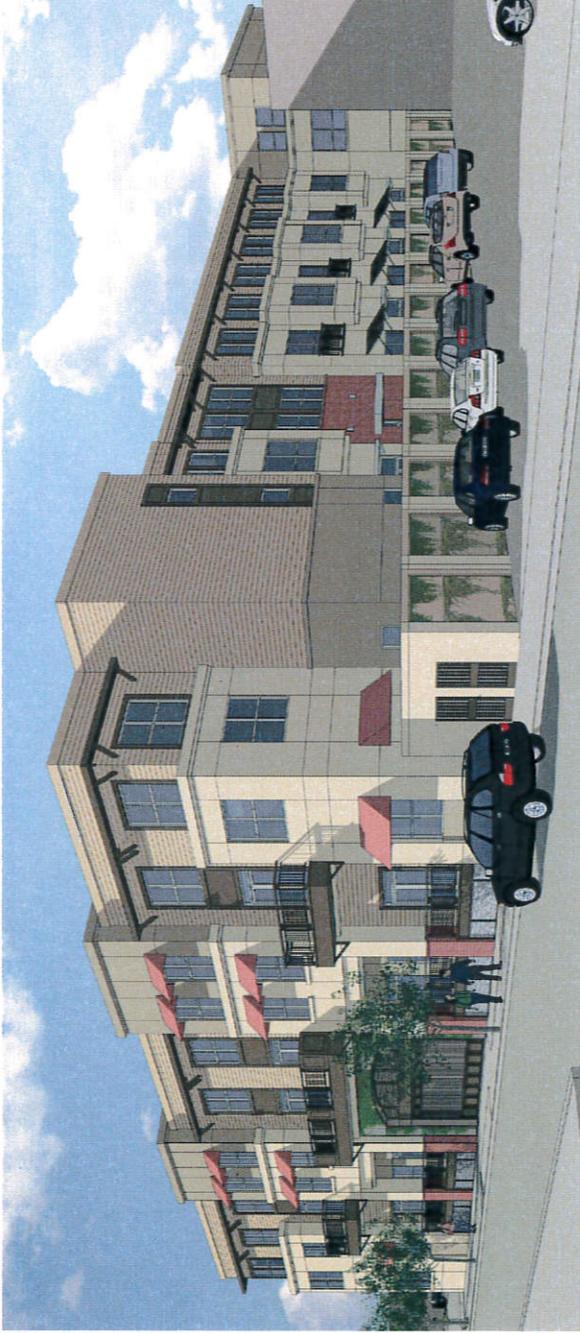
1 VIEW OF INTERSECTION AT EL CAMINO REAL AND SAN MATEO AVENUE



2 VIEW OF SAN MATEO AVENUE



1 VIEW OF INTERSECTION AT TAYLOR AVENUE AND MASTICK AVENUE  
/SCALE 1/8"



2 VIEW OF MASTICK AVENUE AND NORTH ELEVATION  
/SCALE 1/8"

Signature  
Land  
Advisors, Inc.  
ARCHITECT

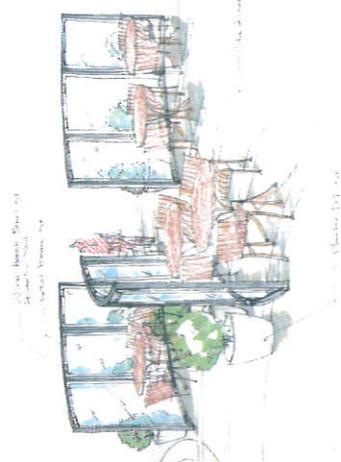
12777 MAIN  
SAN BRUNO, CA 94061  
TEL: (925) 499-1000  
FAX: (925) 499-1001



**THE PLAZA**  
SAN BRUNO, CALIFORNIA

3D RENDERING REPRESENTATION

**A13**  
2014.10.20

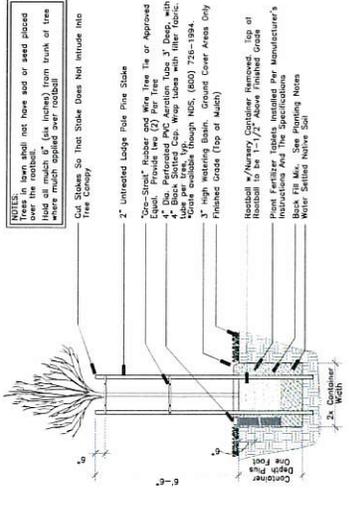
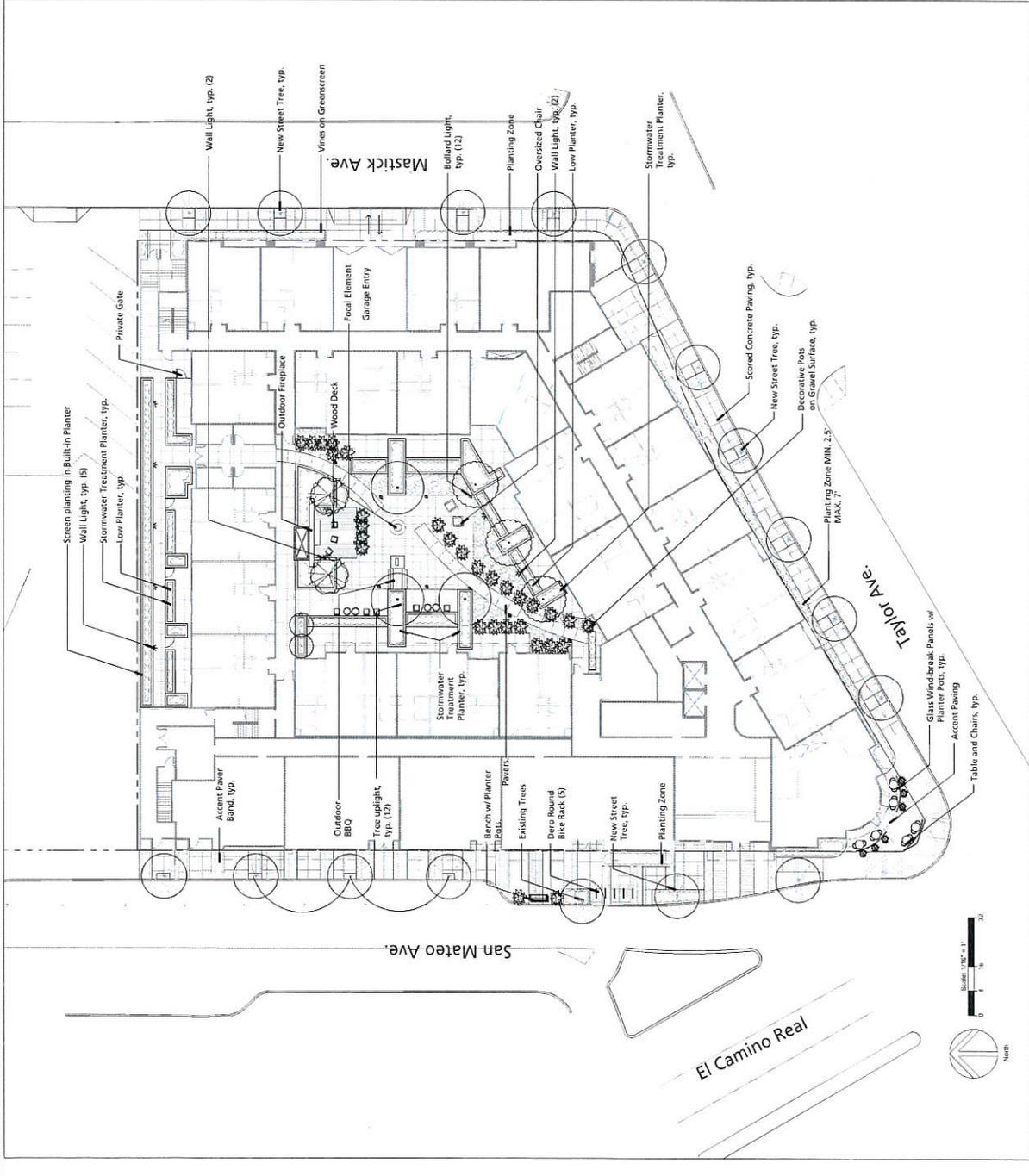


Potential Wind Break Panel Design Concept  
--View from Building

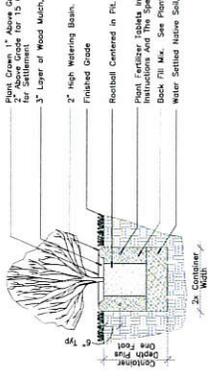


Potential Decorative Glass Panel Example.  
(Can be any color or pattern).





**Tree Staking Diagram with Aeration Tube**  
NOT TO SCALE



**Shrub Planting Detail**  
NOT TO SCALE

# PLANT PALETTE

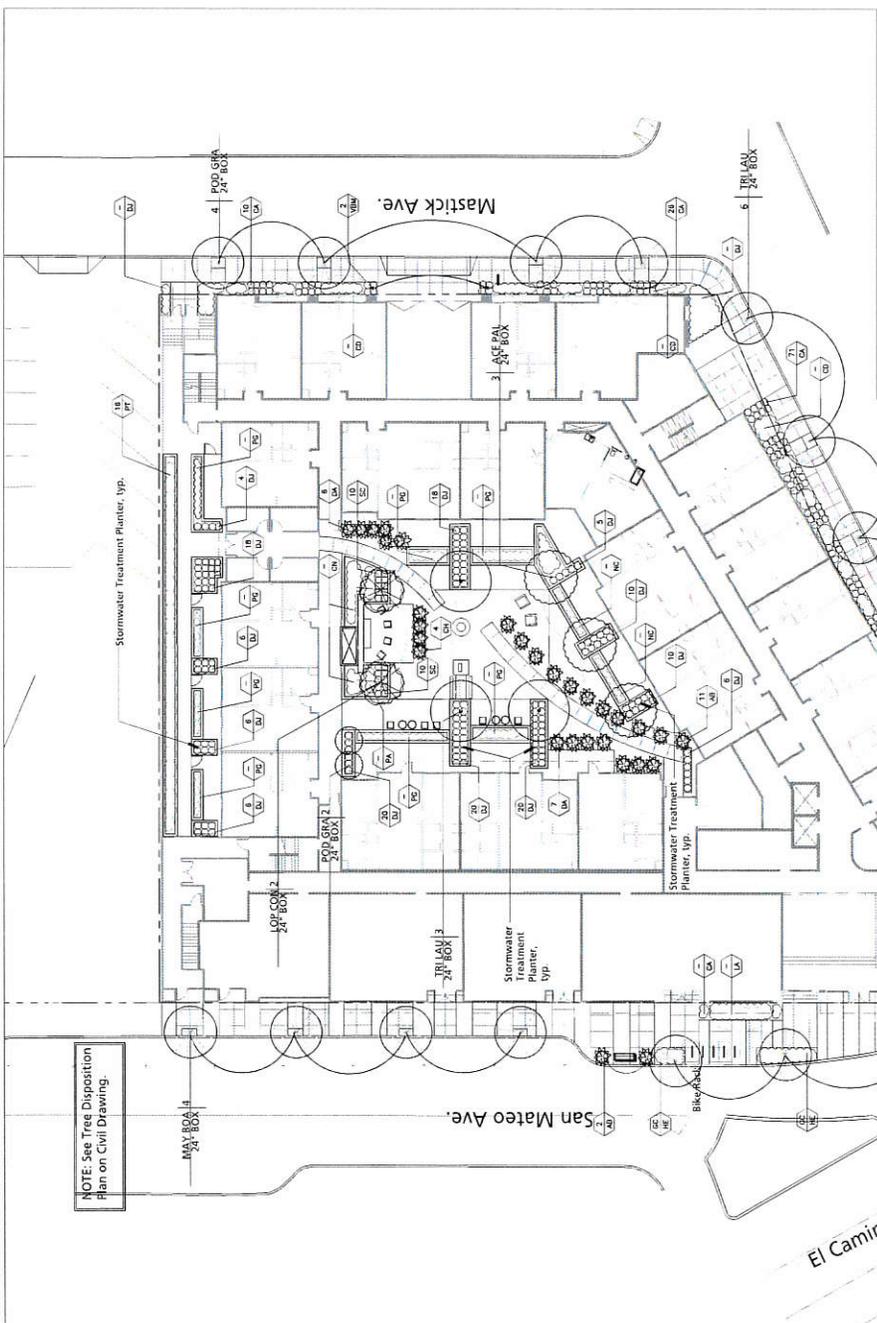
TREES		2" x 4" Size Spacing Unless Noted Otherwise in Notes		COMMON NAME	COMMENTS
KEY	SIZE	BOTANICAL NAME	COMMON NAME		
ACZ PA	1 gal	Asplenium nidus	Shield Fern		
ADZ PA	1 gal	Adiantum species	Shield Fern		
AMZ PA	1 gal	Asplenium nidus	Shield Fern		
ASZ PA	1 gal	Asplenium nidus	Shield Fern		
BSZ PA	1 gal	Bolus species	Shield Fern		
CSZ PA	1 gal	Cheilanthes species	Shield Fern		
DSZ PA	1 gal	Dryopteris species	Shield Fern		
ESZ PA	1 gal	Equisetum species	Shield Fern		
FSZ PA	1 gal	Fern species	Shield Fern		
GSZ PA	1 gal	Giant Fern	Shield Fern		
HSZ PA	1 gal	Holly Fern	Shield Fern		
ISZ PA	1 gal	Iron Fern	Shield Fern		
JSZ PA	1 gal	Jade Fern	Shield Fern		
KSZ PA	1 gal	Kelley Fern	Shield Fern		
LSZ PA	1 gal	Lady Fern	Shield Fern		
MSZ PA	1 gal	Moss Fern	Shield Fern		
NSZ PA	1 gal	Nerve Fern	Shield Fern		
OSZ PA	1 gal	Oxalis Fern	Shield Fern		
PSZ PA	1 gal	Pine Fern	Shield Fern		
RSZ PA	1 gal	Royal Fern	Shield Fern		
SSZ PA	1 gal	Silver Fern	Shield Fern		
TSZ PA	1 gal	Turtle Fern	Shield Fern		
USZ PA	1 gal	Umbrella Fern	Shield Fern		
VSZ PA	1 gal	Venus Fern	Shield Fern		
WSZ PA	1 gal	Woods Fern	Shield Fern		
XSZ PA	1 gal	Xmas Fern	Shield Fern		
YSZ PA	1 gal	Yucca Fern	Shield Fern		
ZSZ PA	1 gal	Zebra Fern	Shield Fern		
SHRUBS		2" x 4" Size Spacing Unless Noted Otherwise in Notes		COMMON NAME	COMMENTS
KEY	SIZE	BOTANICAL NAME	COMMON NAME		
BA	15 gal	Banksia sp.	Banksia		
CA	15 gal	Calluna sp.	Calluna		
DA	15 gal	Daphne sp.	Daphne		
EA	15 gal	Erica sp.	Erica		
FA	15 gal	Fuchsia sp.	Fuchsia		
GA	15 gal	Gaultheria sp.	Gaultheria		
HA	15 gal	Hebe sp.	Hebe		
IA	15 gal	Impatiens sp.	Impatiens		
JA	15 gal	Jasminum sp.	Jasminum		
KA	15 gal	Kalmia sp.	Kalmia		
LA	15 gal	Lonicera sp.	Lonicera		
MA	15 gal	Myrica sp.	Myrica		
NA	15 gal	Nerium sp.	Nerium		
OA	15 gal	Oxalis sp.	Oxalis		
PA	15 gal	Philadelphus sp.	Philadelphus		
QA	15 gal	Quercus sp.	Quercus		
RA	15 gal	Rosa sp.	Rosa		
SA	15 gal	Saxifraga sp.	Saxifraga		
TA	15 gal	Teucrium sp.	Teucrium		
UA	15 gal	Urtica sp.	Urtica		
VA	15 gal	Veronica sp.	Veronica		
WA	15 gal	Wisteria sp.	Wisteria		
XA	15 gal	Xanthoxylum sp.	Xanthoxylum		
YA	15 gal	Yucca sp.	Yucca		
ZA	15 gal	Zinnia sp.	Zinnia		
VINES		2" x 4" Size Spacing Unless Noted Otherwise in Notes		COMMON NAME	COMMENTS
KEY	SIZE	BOTANICAL NAME	COMMON NAME		
VBA	5 gal	Virginia Creeper	Virginia Creeper		
VCA	5 gal	Clematis	Clematis		
VDA	5 gal	Diplazium	Diplazium		
VEA	5 gal	Epiphyllum	Epiphyllum		
VFA	5 gal	Ficus	Ficus		
VGA	5 gal	Gonolobus	Gonolobus		
VHA	5 gal	Hemiphragma	Hemiphragma		
VIA	5 gal	Ipomoea	Ipomoea		
VJA	5 gal	Jasminum	Jasminum		
VKA	5 gal	Kalanchoe	Kalanchoe		
VLA	5 gal	Lonicera	Lonicera		
VMA	5 gal	Morone	Morone		
VNA	5 gal	Nerium	Nerium		
VOA	5 gal	Oxalis	Oxalis		
VPA	5 gal	Philadelphus	Philadelphus		
VQA	5 gal	Quercus	Quercus		
VRA	5 gal	Rosa	Rosa		
VSA	5 gal	Saxifraga	Saxifraga		
VTA	5 gal	Teucrium	Teucrium		
VUA	5 gal	Urtica	Urtica		
VVA	5 gal	Veronica	Veronica		
VWA	5 gal	Wisteria	Wisteria		
VXA	5 gal	Xanthoxylum	Xanthoxylum		
VYA	5 gal	Yucca	Yucca		
VZA	5 gal	Zinnia	Zinnia		
ACCENTS AND PERENNIALS		2" x 4" Size Spacing Unless Noted Otherwise in Notes		COMMON NAME	COMMENTS
KEY	SIZE	BOTANICAL NAME	COMMON NAME		
AB	1 gal	Agrostis	Agrostis		
CB	1 gal	Carex	Carex		
DB	1 gal	Dianthus	Dianthus		
EB	1 gal	Erigeron	Erigeron		
FB	1 gal	Fuchsia	Fuchsia		
GB	1 gal	Gaultheria	Gaultheria		
HB	1 gal	Hebe	Hebe		
IB	1 gal	Impatiens	Impatiens		
KB	1 gal	Kalmia	Kalmia		
LB	1 gal	Lonicera	Lonicera		
MB	1 gal	Morone	Morone		
NB	1 gal	Nerium	Nerium		
OB	1 gal	Oxalis	Oxalis		
PB	1 gal	Philadelphus	Philadelphus		
QB	1 gal	Quercus	Quercus		
RB	1 gal	Rosa	Rosa		
SB	1 gal	Saxifraga	Saxifraga		
TB	1 gal	Teucrium	Teucrium		
UB	1 gal	Urtica	Urtica		
VB	1 gal	Veronica	Veronica		
WB	1 gal	Wisteria	Wisteria		
XB	1 gal	Xanthoxylum	Xanthoxylum		
YB	1 gal	Yucca	Yucca		
ZB	1 gal	Zinnia	Zinnia		

# PLANT QUANTITY DIAGRAM

SPACING 'X'	SPACING 'Y'	SPACING 'Z'	NO. OF PLANTS/SQUARE FOOT
6" O.C.	2'0"	2'0"	4.60
6" O.C.	2'0"	3'0"	3.08
6" O.C.	2'0"	3'6"	2.78
6" O.C.	2'0"	4'0"	2.25
6" O.C.	2'0"	4'6"	1.78
6" O.C.	2'0"	5'0"	1.50
6" O.C.	2'0"	5'6"	1.39
6" O.C.	2'0"	6'0"	1.11
6" O.C.	2'0"	6'6"	1.00
6" O.C.	2'0"	7'0"	0.91
6" O.C.	2'0"	7'6"	0.83
6" O.C.	2'0"	8'0"	0.76
6" O.C.	2'0"	8'6"	0.70
6" O.C.	2'0"	9'0"	0.65
6" O.C.	2'0"	9'6"	0.61
6" O.C.	2'0"	10'0"	0.58
6" O.C.	2'0"	10'6"	0.55
6" O.C.	2'0"	11'0"	0.52
6" O.C.	2'0"	11'6"	0.50
6" O.C.	2'0"	12'0"	0.47
6" O.C.	2'0"	12'6"	0.45
6" O.C.	2'0"	13'0"	0.43
6" O.C.	2'0"	13'6"	0.41
6" O.C.	2'0"	14'0"	0.39
6" O.C.	2'0"	14'6"	0.38
6" O.C.	2'0"	15'0"	0.36
6" O.C.	2'0"	15'6"	0.35
6" O.C.	2'0"	16'0"	0.34
6" O.C.	2'0"	16'6"	0.33
6" O.C.	2'0"	17'0"	0.32
6" O.C.	2'0"	17'6"	0.31
6" O.C.	2'0"	18'0"	0.30
6" O.C.	2'0"	18'6"	0.29
6" O.C.	2'0"	19'0"	0.28
6" O.C.	2'0"	19'6"	0.27
6" O.C.	2'0"	20'0"	0.26
6" O.C.	2'0"	20'6"	0.26
6" O.C.	2'0"	21'0"	0.25
6" O.C.	2'0"	21'6"	0.25
6" O.C.	2'0"	22'0"	0.24
6" O.C.	2'0"	22'6"	0.24
6" O.C.	2'0"	23'0"	0.23
6" O.C.	2'0"	23'6"	0.23
6" O.C.	2'0"	24'0"	0.22
6" O.C.	2'0"	24'6"	0.22
6" O.C.	2'0"	25'0"	0.21
6" O.C.	2'0"	25'6"	0.21
6" O.C.	2'0"	26'0"	0.20
6" O.C.	2'0"	26'6"	0.20
6" O.C.	2'0"	27'0"	0.19
6" O.C.	2'0"	27'6"	0.19
6" O.C.	2'0"	28'0"	0.18
6" O.C.	2'0"	28'6"	0.18
6" O.C.	2'0"	29'0"	0.17
6" O.C.	2'0"	29'6"	0.17
6" O.C.	2'0"	30'0"	0.16
6" O.C.	2'0"	30'6"	0.16
6" O.C.	2'0"	31'0"	0.15
6" O.C.	2'0"	31'6"	0.15
6" O.C.	2'0"	32'0"	0.14
6" O.C.	2'0"	32'6"	0.14
6" O.C.	2'0"	33'0"	0.13
6" O.C.	2'0"	33'6"	0.13
6" O.C.	2'0"	34'0"	0.12
6" O.C.	2'0"	34'6"	0.12
6" O.C.	2'0"	35'0"	0.11
6" O.C.	2'0"	35'6"	0.11
6" O.C.	2'0"	36'0"	0.10
6" O.C.	2'0"	36'6"	0.10
6" O.C.	2'0"	37'0"	0.09
6" O.C.	2'0"	37'6"	0.09
6" O.C.	2'0"	38'0"	0.08
6" O.C.	2'0"	38'6"	0.08
6" O.C.	2'0"	39'0"	0.07
6" O.C.	2'0"	39'6"	0.07
6" O.C.	2'0"	40'0"	0.06
6" O.C.	2'0"	40'6"	0.06
6" O.C.	2'0"	41'0"	0.05
6" O.C.	2'0"	41'6"	0.05
6" O.C.	2'0"	42'0"	0.04
6" O.C.	2'0"	42'6"	0.04
6" O.C.	2'0"	43'0"	0.03
6" O.C.	2'0"	43'6"	0.03
6" O.C.	2'0"	44'0"	0.02
6" O.C.	2'0"	44'6"	0.02
6" O.C.	2'0"	45'0"	0.01
6" O.C.	2'0"	45'6"	0.01

See Plant Spacing Diagram for maximum triangular spacing 'X'. This is given area and spacing between shrub massings. Where shrub massings determine plant quantities, include area within planting spacing chart to determine plant quantities.

\* Where curb, sidewalk, adjacent planting bed or wall condition occurs, planting bed or back of curb, where shown, shall be 1/2' from wall, sidewalk, adjacent planting bed or curb.



# PLANT SPACING DIAGRAM

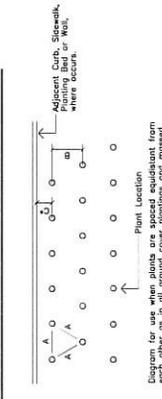


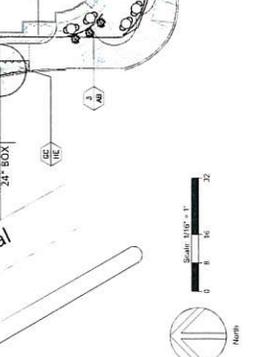
Diagram for use when plants are spaced equidistant from each other as in all ground cover plantings and massed shrub plantings.

Plant Location

Quantity (or See Spacing Comments)

Plant Key (See Plant List)

# PLANT CALLOUT SYMBOL



**Water Budget Calculation Worksheet**

Maximum Applied Water Allowance (MAWA) = 4.33  
 Maximum Allowed Water Demand (MAWD) = 0.79  
 Conversion Factor (CF) = 1.102  
 Special Landscaping Area = 84,474  
 Gallons

Estimated Total Water Use Savings = 21,793.08

Category	Water Use (GPM)	Water Use (MGD)								
High Water Use Features	0.8	1	1	0.6	0	0	0.79	0	0	0
Medium Water Use Features	0.5	1	1	0.5	1.104	20,052	0.89	0	0	20,752
Low Water Use Features	0.3	1	1	0.2	1.871	15,240	0.89	0	0	15,566
TOTALS						3,384	35,873			42,721

The information included on this sheet and associated landscape and irrigation plans represent the landscape water allowance and estimate water requirements of this project.

Total Estimated Irrigation Requirement = 42,721

**IRRIGATION PERFORMANCE SPECIFICATIONS**

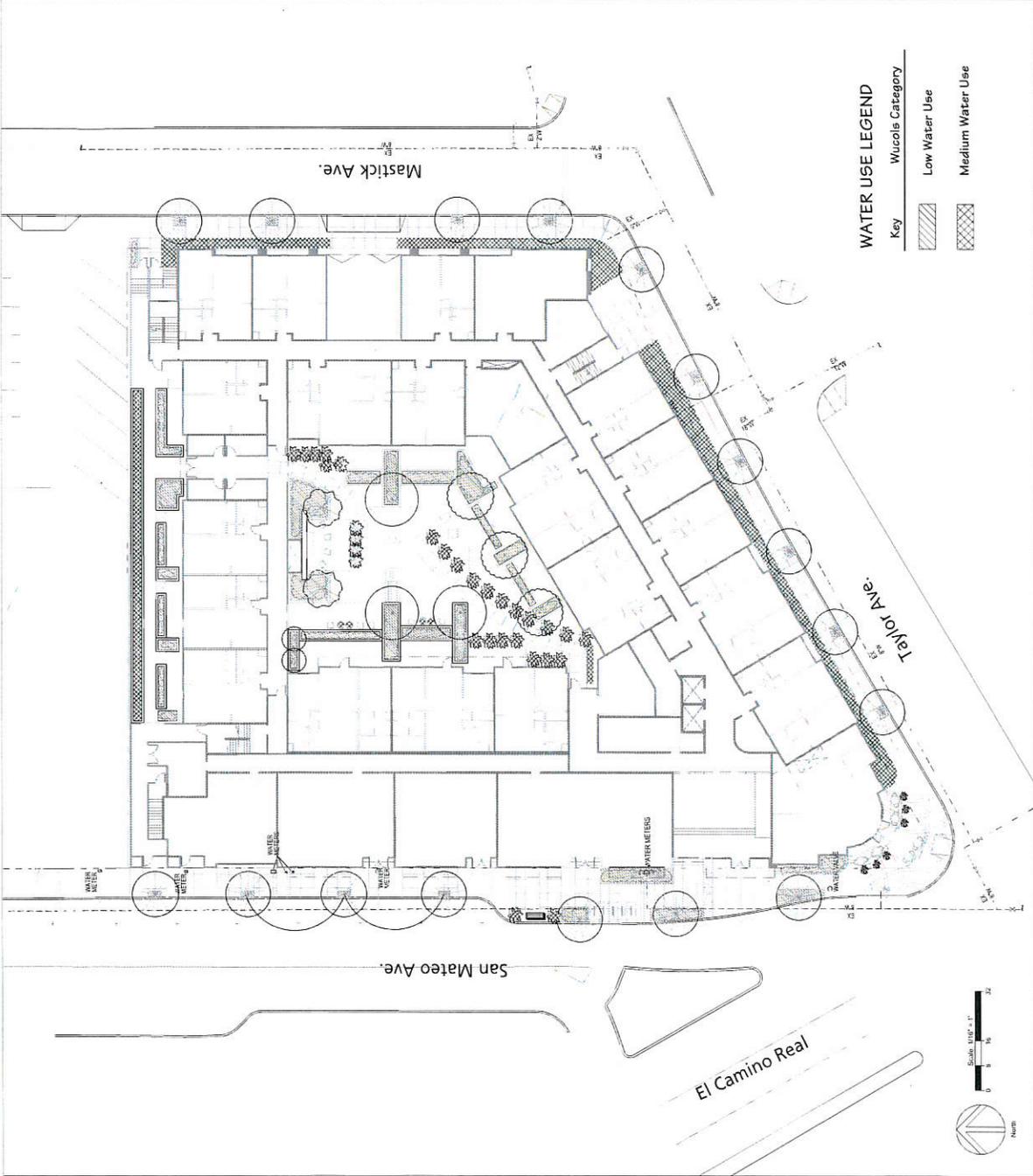
The contractor shall include in his bid, a proposal to install individual landscape irrigation systems for the street frontage. All proposals shall meet the requirements of the outline specifications below:

**1. Planting Areas and Method of Irrigation**

- a. Lawn Areas - Lawn areas shall be irrigated with small turf spray sprinklers having a radius capacity of 12' to 15' and a 4" pop-up height. (Rainbird 1800 series).
- b. Shrub Areas - Shrub areas shall be irrigated with drip emitters (one per shrub, two per tree).

**2. Irrigation Equipment**

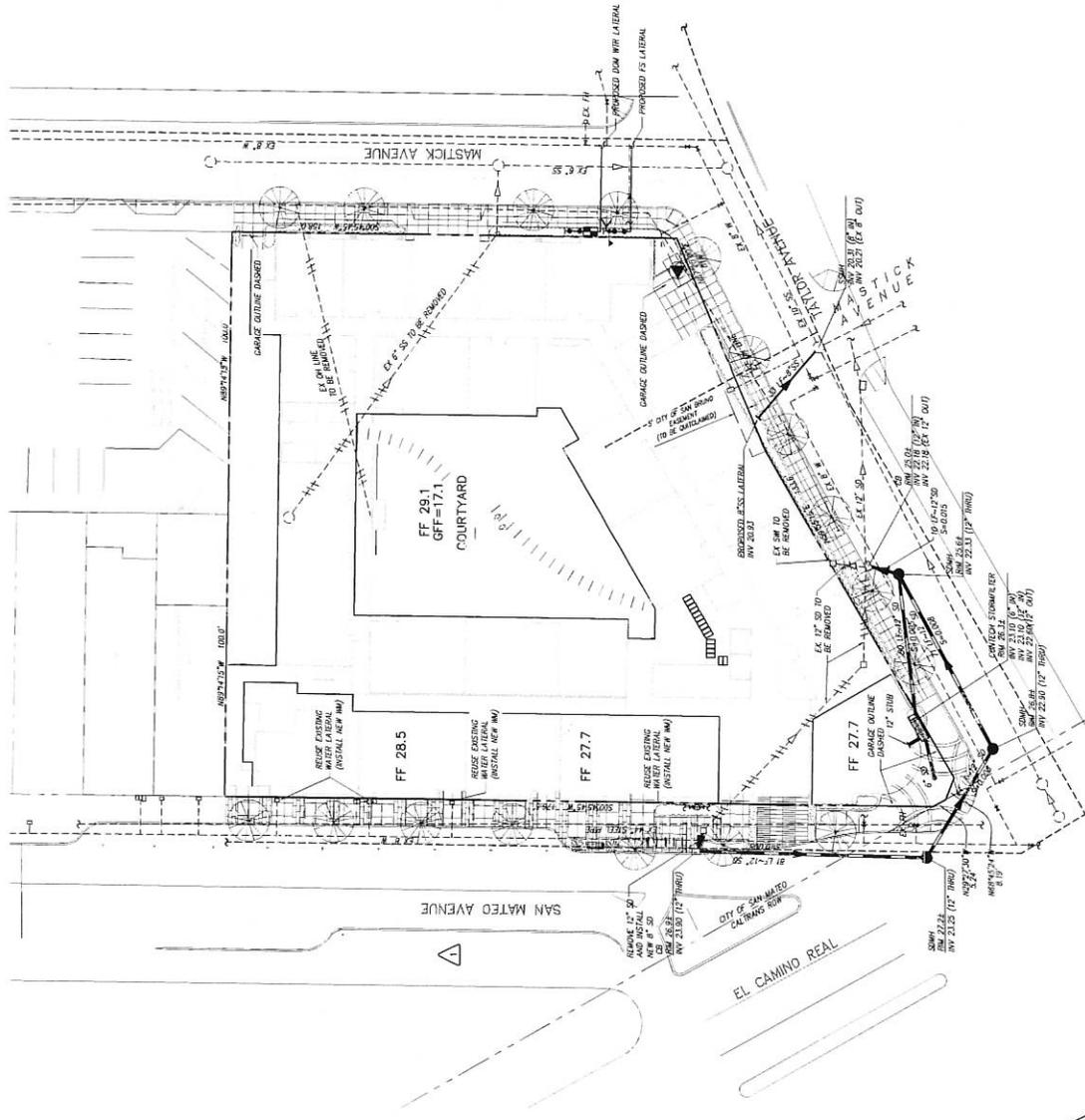
- a. Point of Connection: A gate valve shall be provided under work of another section. Irrigation demand is not to exceed sixty (60) gallons per minute. Required pressure is 60 P.S.I. or more.
  - b. Remote Control Valves: An electrically activated solenoid control valve shall control each circuit of sprinklers. Size will vary according to gpm demand of circuit. Valve shall be housed in a plastic valve box set flush with grade. Pre-a grovel shall be installed below valve, 6" deep. Four bricks shall support the plastic valve box at the base of the box, below grade. Solenoid control wire shall be spliced using epoxy-filled waterproof splice packs.
  - c. Controller and Wire: A solid-state controller shall control the operation of the irrigation system. The controller shall be Hydro Rain HR 600. The controller shall be housed in a weather-resistant enclosure. The controller shall be located at the location. A common wire AWG-UF 12-1 shall be connected to all valves related to a single controller.
  - d. Pipe and Fittings
    - i. Main line (constant pressure): 2" and smaller pipe shall be plastic PVC 1120 Schedule 40 with plastic PVC Schedule 40 solvent weld fittings, buried 18" deep.
    - ii. Lateral lines (non-constant pressure) to sprinklers: Pipe shall be plastic PVC 1120-200 Pst with plastic Schedule 40 solvent weld fittings, buried 12" deep.
  - e. Sleeving: All pipe under paving shall be housed in a PVC plastic pipe sleeve. Sleeving material shall be 1120-200 P.S.I. PVC plastic pipe of size adequate to accommodate necessary pipes and wiring. Sleeves shall extend beyond walk, curb, or edge of paving. Sleeves shall be installed by concrete subcontractor.
  - f. Wye Strainer: Wye strainer shall be of plastic construction with 150 mesh PVC screen. Strainer shall be placed in a valve box below grade and connected into the lateral line downstream of the drip irrigation remote control valves.
  - g. Trim all spray heads to eliminate overspray onto walks and building.
- This performance specification is intended as a brief description of the methods of irrigation to be applied to this project. This specification is not intended as a construction document.







LEGEND	
PROPOSED	EXISTING
PROPERTY LINE	---
LOT LINE	---
CALIFORNIA ROW	---
SEWER LINE	---
WATER	---
STORM WATER INLET	□
DIRECTION OF FLOW	▶
FIRE HYDRANT	⊠
POST INDICATOR VALVE	⊠
BACKUP FLOW PREVENTER	⊠
WATER METERS	⊠
FIRE DEPARTMENT CONNECTION	⊠
TRANSFORMER (UNDERGROUND)	⊠



- 1. EXISTING CURB LINE ON SAN MATEO AVENUE TO ACCOMMODATE PROPOSED LOADING ZONE.
- 2. NEW FIRE LAYOUT ON PROJECT FRONTAGE.

PROPOSED UTILITY PLAN

C2.0

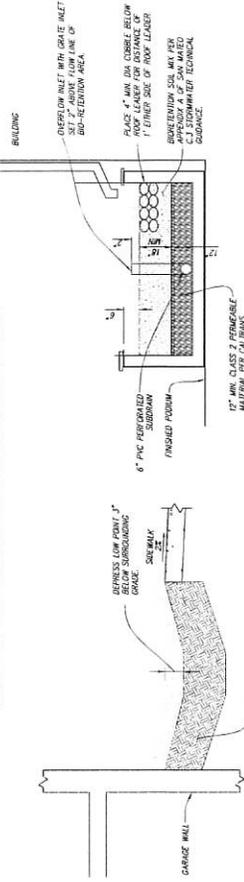
THE PLAZA  
SAN BRUNO, CALIFORNIA

**RJA**  
RUGGERI-JENSEN-AZAR  
SAN BRUNO, CALIFORNIA  
PHONE: (415) 227-9800 FAX: (415) 227-9300

**PRELIMINARY STORM WATER TREATMENT CALCULATIONS**

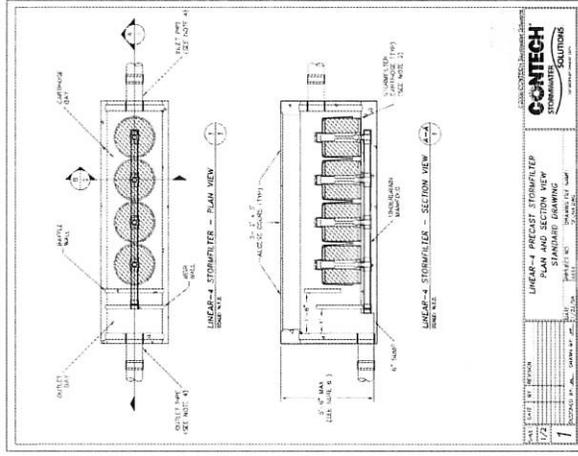
DRAINAGE MAP AREA (DMA)	SURFACE	IMPERVIOUS AREA (SQ FT)	BMP USED	SEILING FACTOR	TREATMENT REQUIRED	PROVIDED TREATMENT
DMA 1	ROOF (GARAGE/PAVING)	17,170	CONTECH STORMFILTER	0.04	694 SQ FT	877 MANUFACTURED CARTRIDGES
DMA 2	ROOF	23,743	PLANTER BOX	0.04**	950 SQ FT	
DMA 3	PAVING	192	SELF-RETAINING AREA	2.1	96 SQ FT	100 SQ FT

\*\*SEE CONTECH STANDARD DETAIL BELOW  
\*\*SEE SECTION 4.2 OF THE SAN MATED C.3 STORMWATER TECHNICAL GUIDANCE, DATED JANUARY 4, 2013.

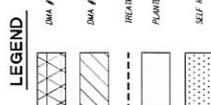
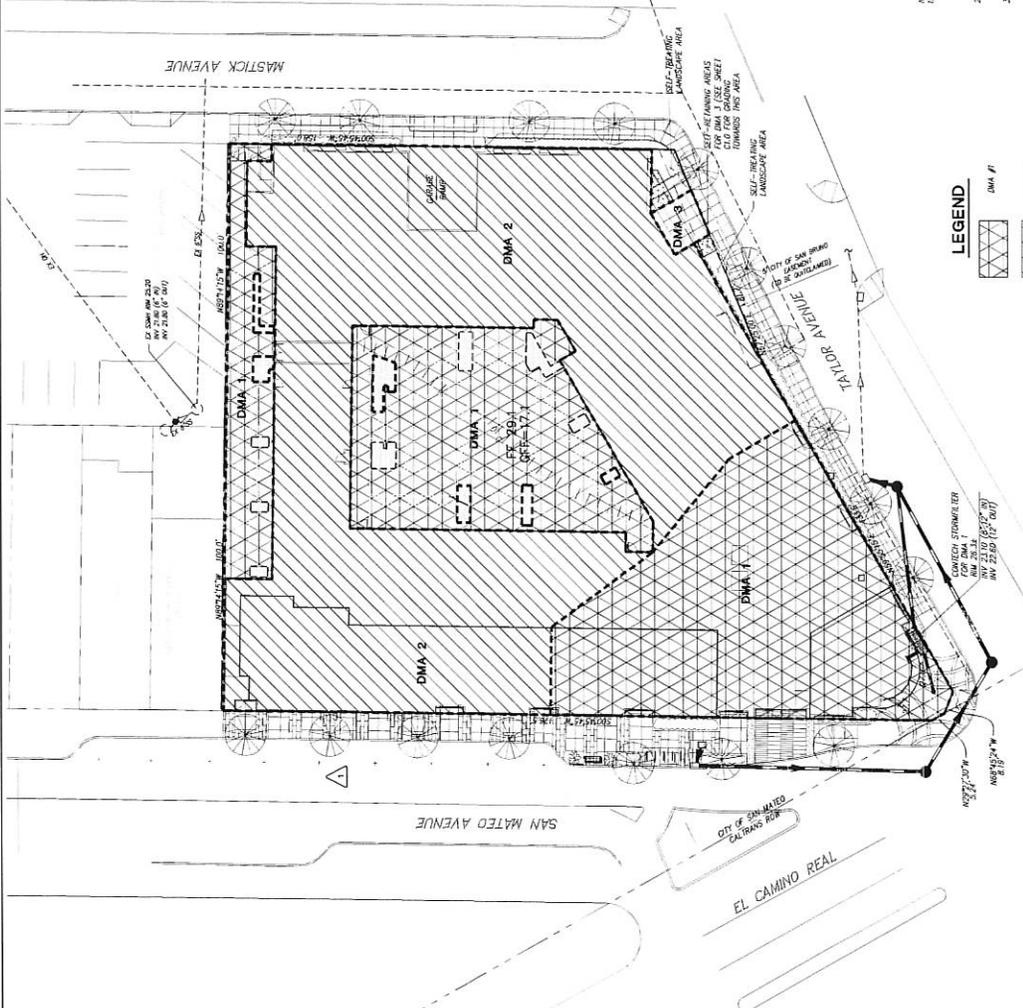


**BIO-RETENTION PLANTER BOX**  
NOT TO SCALE

**SELF-RETAINING AREA**  
NOT TO SCALE



- NOTE:** THE PROJECT PROPRIETOR TO OCCUPY THE ENTIRE PARCEL BOTH ABOVE AND BELOW GROUND. THE PROJECT PROPRIETOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL STORMWATER TREATMENT DEVICES AND INFRASTRUCTURE REQUIRED TO ACHIEVE THE DESIGN FLOW RATE AND QUALITY OF TREATMENT. THE GARAGE OUTLINE BENCHMARK IS SHOWN DASHED.
- STORMWATER BY CONTECH SHALL BE SIZED TO RECEIVE 0.04 CFS OF TREATMENT FLOW BASED ON 0.2 IN/HR C.I. RAINFALL INTENSITY.
  - FINAL LOCATION OF PLANTER BOXES MAY CHANGE DURING THE DESIGN PROCESS. THE LOCATION OF PLANTER BOXES SHALL BE BASED ON USE OF DAMAGE FROM THE PRELIMINARY STORM WATER TREATMENT CALCULATIONS TABLE OF THIS SHEET.
  - FINAL PLANTER BOX DESIGN AND DETAIL SHALL BE PREPARED BY LANDSCAPE ARCHITECT DURING CONSTRUCTION DOCUMENTS PHASE.
  - TOTAL SELF-RETAINING LANDSCAPE AREA IS 374 SQ FT.



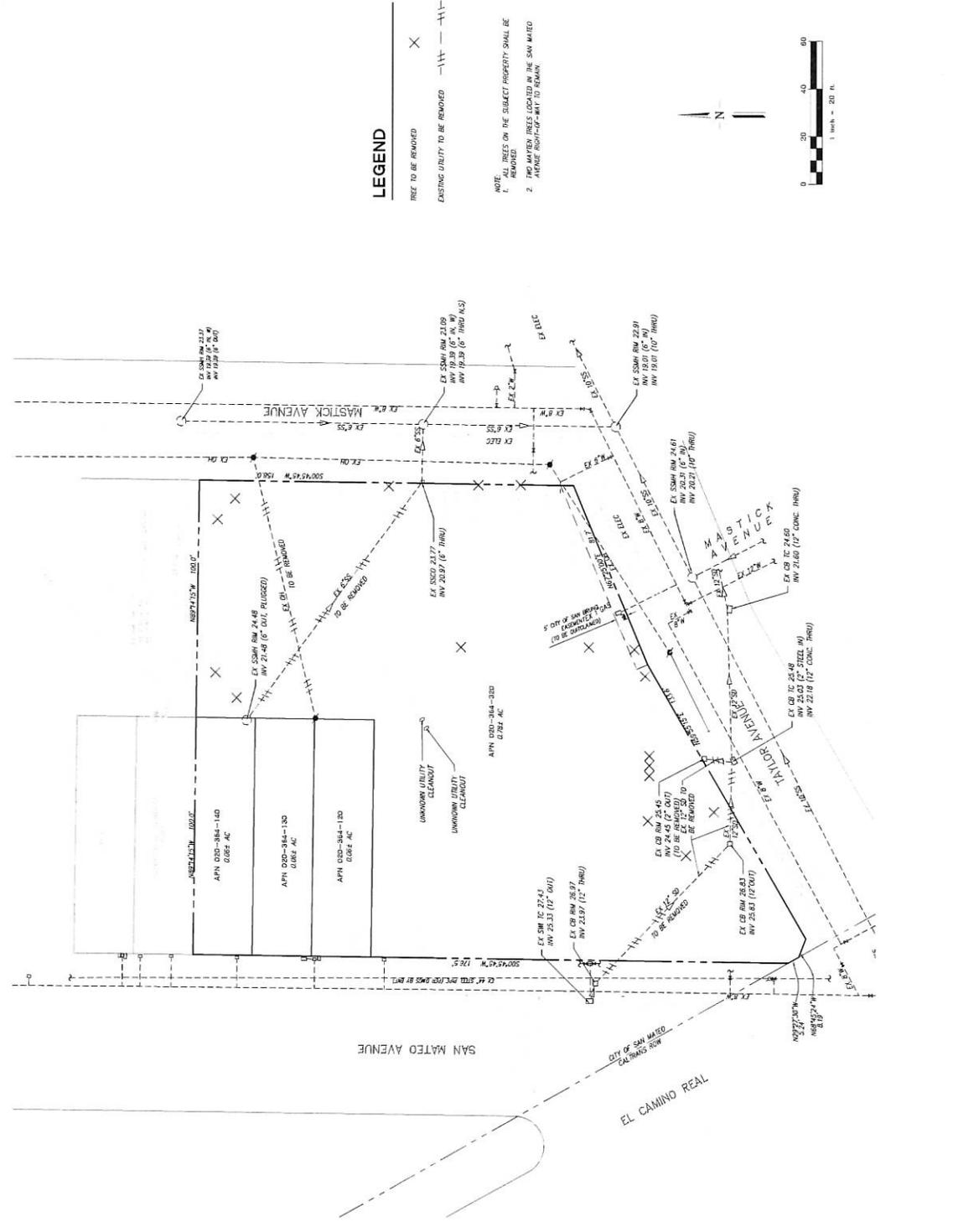
- PROPOSED CURB LINE ON SAN MATED AVENUE TO ACCOMMODATE PROPOSED LOADING ZONE.
- NEW TREE LAYOUT ON PROJECT FOOTPRINT.

**STORMWATER TREATMENT PLAN**

**THE PLAZA**  
SAN BRUNO, CALIFORNIA

**RUGGERI-JENSEN-AZAR**  
ARCHITECTS  
1800 CALIFORNIA DRIVE, SUITE 100, SAN BRUNO, CALIFORNIA 94061  
PHONE: (925) 227-9000 FAX: (925) 227-9000

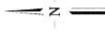
**C3.0**



**LEGEND**

- TREE TO BE REMOVED X
- EXISTING UTILITY TO BE REMOVED - - - - -

NOTE: TREES ON THE SUBJECT PROPERTY SHALL BE:  
 1. REMOVED  
 2. TWO MATURE TREES LOCATED IN THE SAN MATEO AVENUE RIGHT-OF-WAY TO REMAIN



EXISTING SITE CONDITION

**C4.0**

**THE PLAZA**  
 SAN BRUNO, CALIFORNIA

**RJA**  
**RUGGERI JENSEN AZAR**  
 REGISTERED ARCHITECTS  
 4000 CHERRY DRIVE, SUITE 200 • PALM SPRINGS, CA 92266  
 PHONE: (951) 227-9900 FAX: (951) 227-9900

## Project Information

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1. **Project Title**

406-418 San Mateo Avenue (The Plaza)

2. **Lead Agency Name and Address**

City of San Bruno  
567 El Camino Real  
San Bruno, CA 94066

3. **Contact Person and Phone Number**

Matt Neuebaumer  
Associate Planner  
Community Development Department  
(650) 616-7042

4. **Project Location**

See Figure 1. The project site is located at 406-418 San Mateo Avenue, within the City of San Bruno Transit Corridors Plan (TCP) Area. The 0.95-acre site is bordered by San Mateo Avenue, El Camino Real, Taylor Avenue, Mastick Avenue, and an adjacent commercial property.

5. **Project Sponsor's Name and Address**

Jamie Choy, Project Manager  
Signature Land Advisors, Inc.  
2201 Broadway, Suite 604  
Oakland, CA 94612

6. **General Plan Designation**

Transit Oriented Development (TOD)

7. **Zoning**

Central Business District (CBD)

8. **Description of Project**

See Figures 2 through 5. The 0.95-acre project site currently includes four vacant commercial buildings, the largest of which used to be the El Camino movie theater. The applicant proposes to construct a three-story residential and commercial project comprised of 83 residential units and 5,562 square feet of ground floor commercial space above a subterranean parking garage. A parking and transportation demand management plan would be included in order to implement the transit, bicycle, and pedestrian

objectives of the TCP. In compliance with current zoning regulations, the building would be less than 50'-0" in total height. The project would be an infill development within the TCP urban environment and is located at the southern entrance to downtown San Bruno. Sidewalk, crosswalk, and landscape improvements would be included to better connect the site to the existing community.

In order to implement the proposed project, the following actions (tentative list of entitlements) by the City of San Bruno would be required:

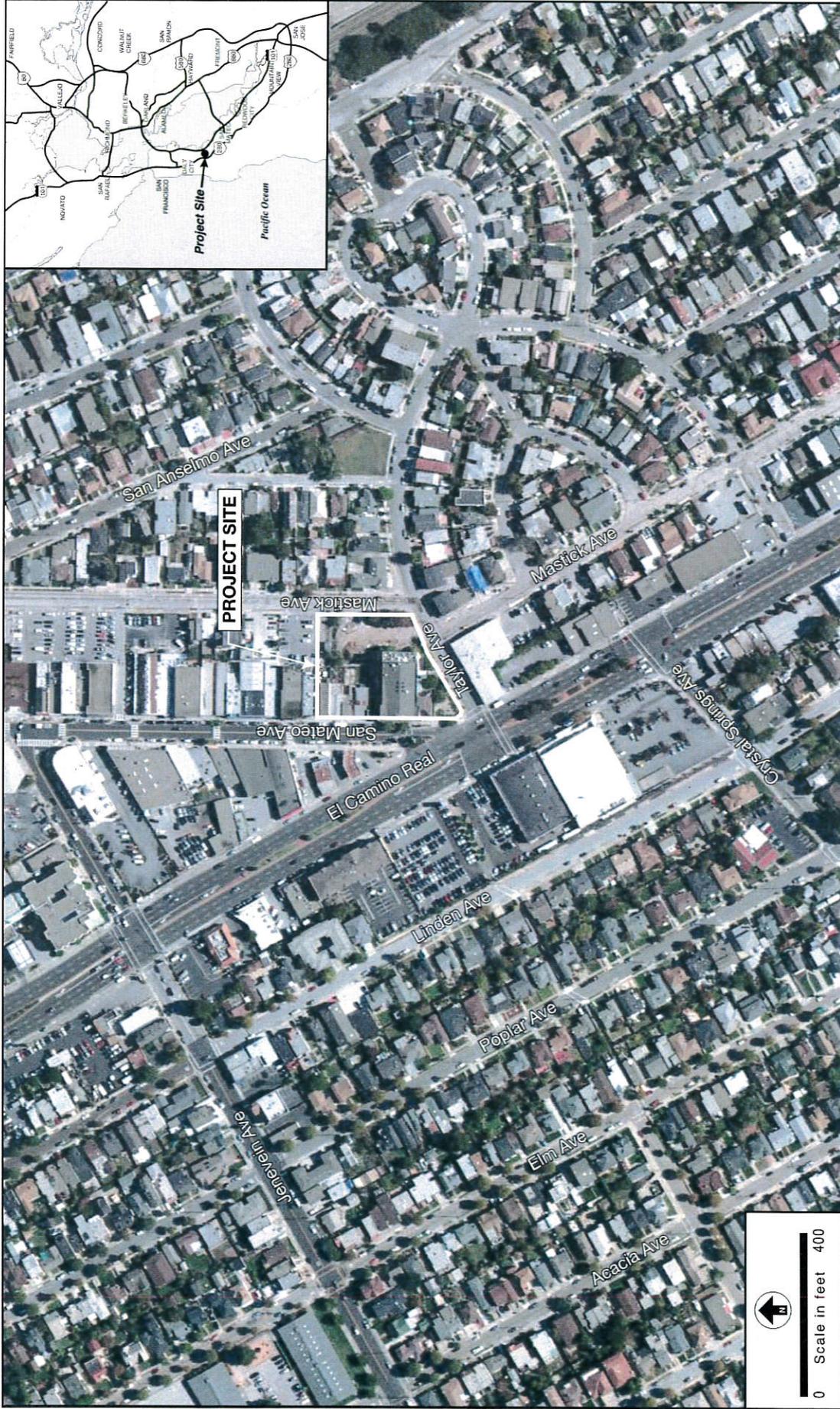
- General Plan Amendment – to allow residential use on the ground floor level on all streets in the downtown, except San Mateo Avenue, as a conditional use (the TCP requires commercial uses on the ground floor at this location);
- Specific Plan (TCP) Amendment – same as above;
- Zoning text Amendment – the following changes would be required to the Central Business District (CBD) zoning designation: (1) density would be amended to be consistent with the TCP, (2) residential use would be allowed on the ground floor level on all streets, except San Mateo Avenue, as a conditional use; and (3) the 10-foot setback required for all structures that abut a lot in the R district would be eliminated, consistent with the TCP. The TCP does not require a side yard setback. The TCP requires a 10'-0" rear yard setback when a proposed development is adjacent to existing low density residential;
- Vesting Tentative Map;
- Conditional Use Permit;
- Parking Exception; and
- Architectural Review Permit.

**9. Surrounding Land Uses and Setting**

The project site is located in downtown San Bruno. The surrounding area is developed primarily with commercial businesses, and multifamily and single-family residences. Residences are located directly across Taylor Avenue and Mastick Avenue from the project site on the east and southeast. The San Bruno Municipal Cable TV office building is located across Taylor on the south. A Unocal 76 gas station is located across San Mateo Avenue from the site on the west, and on the north, the site is bounded by retail buildings and surface parking.

**10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

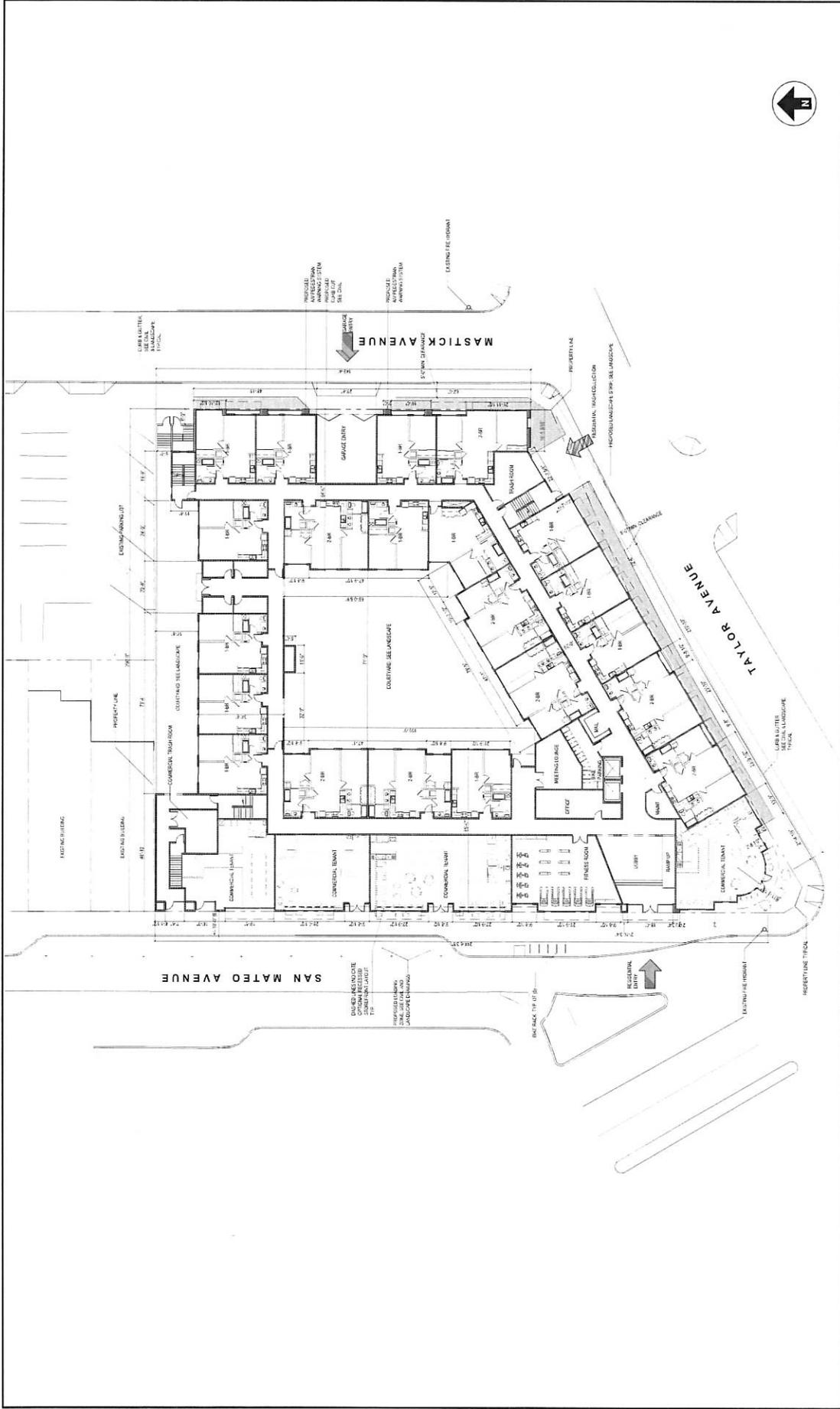
Development would be subject to entitlements from the City of San Bruno. Additionally, the applicant must apply for and obtain an encroachment permit from Caltrans.



SOURCE: ESRI, DigitalGlobe; MIG

Figure 1

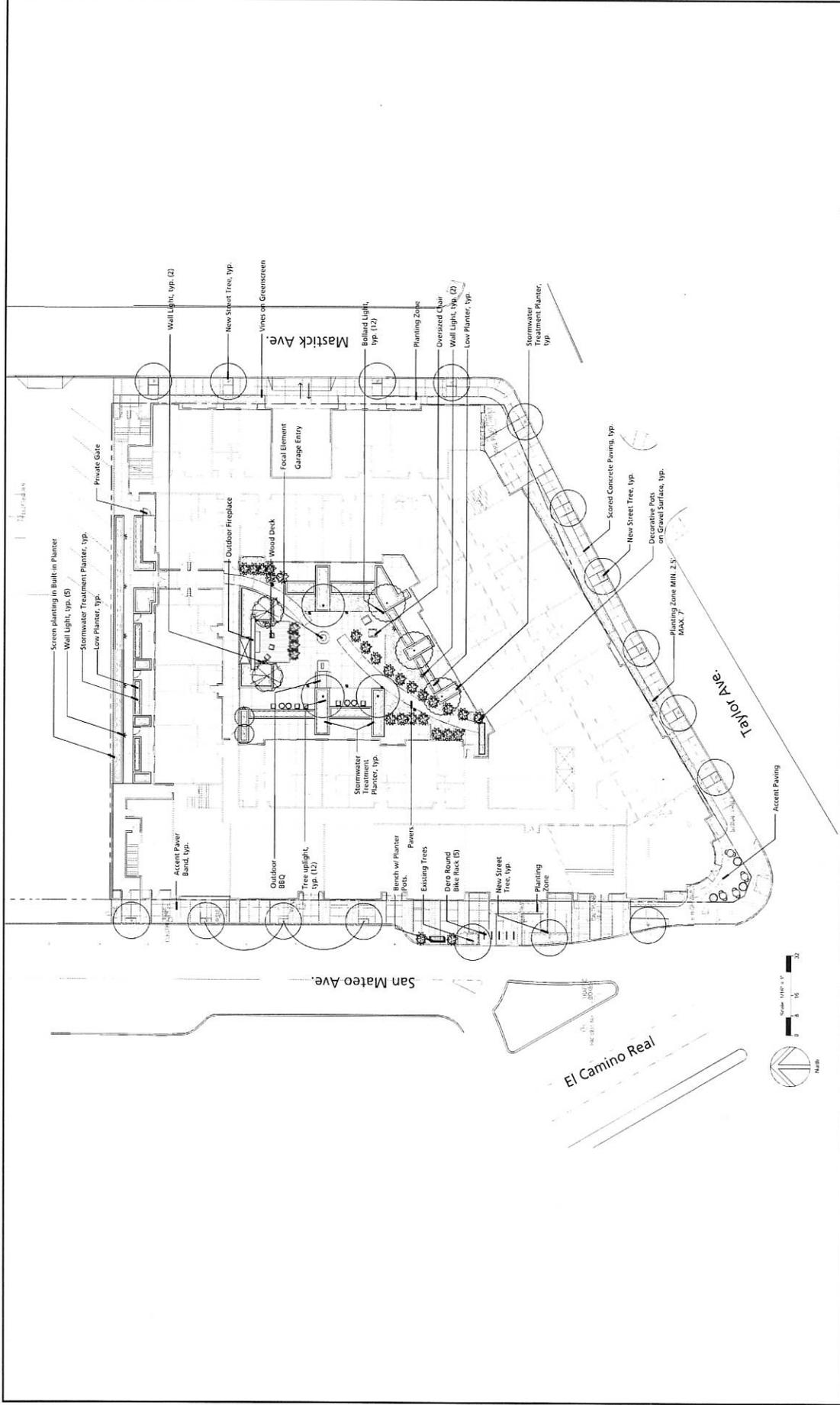
## PROJECT SITE AND VICINITY



SOURCE: YHLA Architects; Signature Land Advisors, Inc.; September 8, 2014

Figure 2

# SITE/GROUND FLOOR PLAN



SOURCE: YHLA Architects; The Guzzardo Partnership, Inc.; September 8, 2014

Figure 3

# CONCEPTUAL LANDSCAPE PLAN



1. VIEW OF INTERSECTION AT EL CAMINO REAL AND SAN MATEO AVENUE



2. VIEW OF SAN MATEO AVENUE

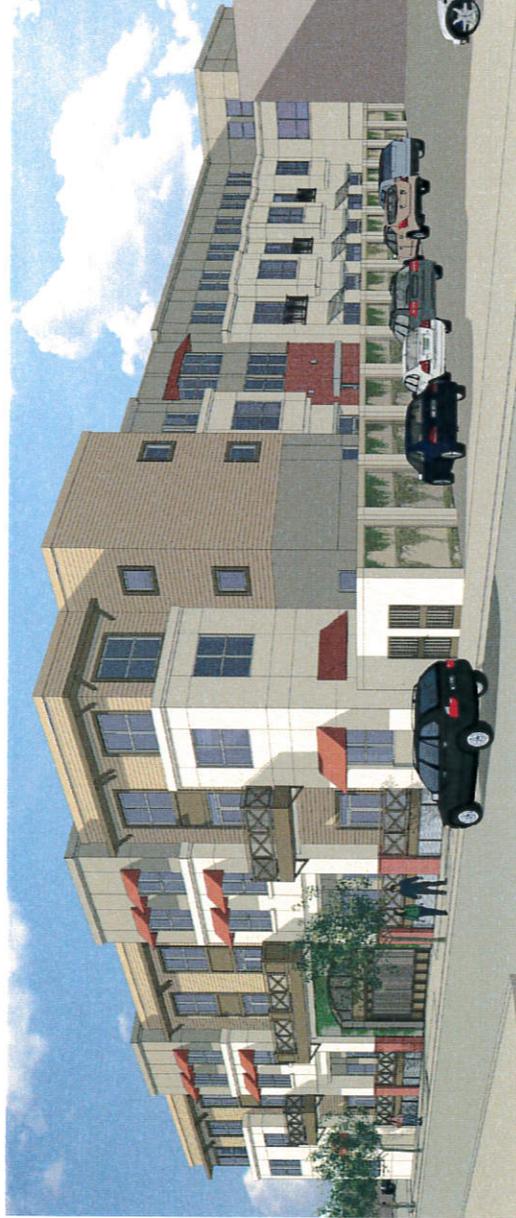
SOURCE: YHLA Architects; Signature Land Advisors, Inc.; September 25, 2014

Figure 4

## REPRESENTATIVE RENDERING: SAN MATEO AVENUE



1 VIEW OF INTERSECTION AT TAYLOR AVENUE AND MASTICK AVENUE  
PART 01



1 VIEW OF MASTICK AVENUE AND NORTH ELEVATION  
PART 01

SOURCE: YHLA Architects; Signature Land Advisors, Inc.; September 25, 2014

Figure 5

## REPRESENTATIVE RENDERING: MASTICK AVENUE

## Environmental Factors Potentially Affected:

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

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Aesthetics                          | <input type="checkbox"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Public Services   |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation  |
| <input type="checkbox"/> Air Quality                         | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Transportation/Traffic  |
| <input type="checkbox"/> Biological Resources                | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Utilities/Service Systems   |
| <input type="checkbox"/> Cultural Resources                  | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Mandatory Findings of Significance  |
| <input type="checkbox"/> Geology/Soils                       | <input type="checkbox"/> Noise                         | <input checked="" type="checkbox"/> No Potentially Significant Impacts; all impacts adequately evaluated in certified Transit Corridors Plan EIR |
|  | <input type="checkbox"/> Population/Housing            |  |

## Determination:

On the basis of this initial evaluation:

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Date

## Evaluation of Environmental Impacts:

- (1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- (2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation incorporated, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- (4) "Less than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as explained in [5] below, may be cross-referenced).

*It is noted that many potential environmental impacts can be avoided or reduced through implementation of uniformly applicable development policies, standards, or regulations – such as building and fire codes, design guidelines, a noise ordinance, a historic resource ordinance, a tree preservation ordinance, and other requirements that the lead agency applies uniformly toward all project proposals. Consistent with CEQA streamlining provisions (e.g., sections 15183 and 15183.3), these uniformly applied requirements are not distinguished as project-specific "mitigation measures," primarily because they have already been adopted to avoid or reduce potential environmental impacts of all future project proposals, not only the particular project being evaluated at the moment. Therefore, in the upcoming environmental checklist, there are instances where uniformly applied requirements are described, followed by the conclusion, "No mitigation is required."*

- (5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines Section 15063[b][1][c]). In this case, a brief discussion should identify the following:
  - (a) Earlier Analysis Used. Identify and state where they are available for review.
  - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - (c) Mitigation Measures. For effects that are "Less than Significant With Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- (6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- (7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- (8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- (9) The explanation of each issue should identify:
  - (a) The significance criteria or threshold, if any, used to evaluate each question; and
  - (b) The mitigation measure identified, if any, to reduce the impact to less than significant.

## ENVIRONMENTAL CHECKLIST

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

### Documentation:

- a. The Transit Corridors Plan program EIR (pp. 4-20 and 4-21) concluded that no scenic vistas or view corridors would be substantially obstructed or degraded by future development under the Transit Corridors Plan (TCP). The impact of the TCP on scenic vistas and view corridors was considered to be less-than-significant, and no mitigation was required. The proposed project complies with all aesthetic-related development standards (e.g., site layout, height, setbacks, stepbacks), plus the project is subject to review by the City's Architectural Review Committee in order to obtain an Architectural Review Permit. As a result, no additional or more severe impact on a scenic vista or view corridor would occur.
- b. Within San Bruno, Skyline Boulevard (State Route 35) and Interstate 280 are designated by Caltrans as State Scenic Highways. Other roads in San Bruno are designated as County Scenic Roads or, in the case of Sneath Lane, a City scenic corridor. None of these resources traverse the TCP. The TCP program EIR (p. 4-21) concluded that development under the TCP would result in more coherent and compatible land use patterns and more unified visual character, which are expected to have a beneficial aesthetic effect on potential views from identified scenic highways and roads. The proposed project complies with all aesthetic-related development standards (e.g., site layout, height, setbacks, stepbacks), plus the project is subject to review by the City's Architectural Review Committee in order to obtain an Architectural Review Permit. As a result, no additional or more severe impact on a scenic highway or road would occur.
- c. The TCP program EIR (pp. 4-16 and 4-17) concluded that development facilitated by the TCP would result in more coherent and compatible land use patterns and more unified visual character. In addition, TCP EIR Impact/Mitigation 4-1 (Plan Building Height Impacts on Visually Sensitive Residential Edges, p. 4-19) and Impact/Mitigation 4-2 (Plan Building Height Shade and Shadow Impacts, p. 4-22) do not apply to the project site because the site is not included in the inventory of locations identified in those impacts/mitigations. The proposed project complies with all aesthetic-related development standards (e.g., site layout, height, setbacks, stepbacks), plus the project is subject to review by the City's Architectural Review Committee in order to obtain an Architectural Review Permit. Therefore, consistent with the TCP program EIR, the proposed project's impact on visual character and quality would be less-than-significant, and no mitigation is required.
- d. The TCP program EIR (p. 4-21) noted that new development in the TCP would be subject to various regulations, standards, and guidelines, which would also apply to the proposed project, including: (1) State Public Resources Code Title 24 lighting power allowances; (2) State-mandated Lighting Zone 3 (LZ3: urban environment) standards contained in Title 24, Parts 1 and 6, Building Energy Efficiency Standards; (3) TCP section 5.2 (Private Realm Design Guidelines, A6: Lighting); and (4) and TCP chapter 6 (Public Realm Design Guidelines, A4: Street Furniture, Lighting, and Public Art). The TCP EIR concluded that the light, glare, and sky glow impacts of the TCP would be less-than-significant, and no mitigation was required. Because the above regulations, standards, and guidelines also would apply to the proposed project, no additional or more severe light, glare, or sky glow impact would occur.

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

**Documentation:**

- a. The TCP Area is designated Urban and Built Up Land in the California Department of Conservation Farmland Mapping and Monitoring Program. The TCP, including development of the proposed project, would have no impact on Farmland. (TCP EIR appendix 19.2, Notice of Preparation and Initial Study, pp. 11 and 12) No mitigation is required.
- b. The TCP Area and surrounding area are urbanized, are not zoned for agricultural use, and do not contain any land under Williamson Act contracts. Therefore, the proposed project would have no impact on agricultural uses, and no mitigation is required.
- c. and d. The TCP Area and surrounding area are urbanized, are not zoned for forest land or timberland, and do not contain any such lands. Therefore, the proposed project would have no impact on forest land or timberland, and no mitigation is required.
- e. There is no Farmland or forest land in or near the TCP Area. The proposed project would not involve any changes that could directly or indirectly affect any such lands. See items (b) and (c). No impact would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>III. AIR QUALITY -- Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations, including but not limited to, substantial levels of toxic air contaminants?		X		
e) Create objectionable odors affecting a substantial number of people?		X		

## **Documentation:**

- a. The TCP program EIR (pp. 5-21 and 5-22) concluded that the TCP: (1) would be consistent with and would further implementation of the applicable Bay Area 2010 Clean Air Plan transportation control measures, (2) would not disrupt or hinder the implementation of any Clean Air Plan control measures, and (3) would result in a projected rate of increase in vehicle miles traveled less than the projected rate of increase in residents and employees. Therefore, the TCP, including the proposed project, would be consistent with the Clean Air Plan. The impact would be less-than-significant, and no mitigation is required.
- b., c., and d. The TCP program EIR (pp. 5-18 through 5-21) concluded that: (1) demolition and construction activities under the TCP could generate short-term temporary emissions of reactive organic gases (ROG), oxides of nitrogen (NOx), and respirable (inhalable) particulate matter (PM10) which exceed Bay Area Air Quality Management District (BAAQMD) thresholds of significance; and (2) related construction dust could cause localized health and nuisance impacts on adjacent residential sensitive receptors (e.g., children, seniors, athletes, people with heart or respiratory disease). TCP EIR Mitigation 5-1 conditions all discretionary approvals for private or public realm grading, demolition, or construction activity--including the proposed project--to implement BAAQMD-defined "feasible control measures," including dust control measures as well as best management controls on emissions by diesel-powered construction equipment. EIR Mitigation 5-1 shall be required as a condition of project approval and will reduce the project impact from short-term temporary construction emissions to a less-than-significant level.

Regarding TCP-related localized carbon monoxide (CO) concentrations, the TCP program EIR (p. 5-22) concluded that intersections affected by the TCP, including those affected by the proposed 406-418 San Mateo Avenue project, would have traffic volumes below the BAAQMD screening threshold for CO hotspots. The impact would be less-than-significant, and no mitigation is required.

Regarding TCP-related exposure of people to toxic air contaminants (TACs) (e.g., diesel exhaust) and PM2.5 (fine particulate matter that can lodge in the lungs), the TCP program EIR (pp. 5-23 through 5-27) concluded that development under the TCP could expose sensitive receptors to levels of TACs and PM2.5 that result in an unacceptable cancer risk or hazard. EIR Mitigation 5-2 requires mitigation for sites located within specified distances from Interstate 380, El Camino Real, San Bruno Avenue, or the Caltrain tracks. Based on the plan drawings (May 19, 2014) for the proposed 406-418 San Mateo Avenue project, it appears that three (3) proposed residential units located on the corner of San Mateo Avenue and Taylor Avenue would be within the calculated 25-foot threshold from El Camino Real for potential TAC and PM2.5 exposure. Therefore, Mitigation 5-2 shall be required for those three residential units as a condition of project approval; the mitigation would reduce the impact related to cancer risk to a less-than-significant level.

The City shall require implementation of EIR Mitigation 5-2 option (b), which mandates a variety of measures, including air filtration units, the strategic location of operable windows, new trees along the sidewalk, and the most appropriate feasible locations for loading spaces and trash/recycling pick-up.

- e. The project proposes 5,562 square feet of ground floor commercial use, which according to the TCP (Table 5.1: Permitted and Conditional Uses), is permitted to include eating establishments. The TCP program EIR (pp. 5-27 and 5-28) concludes that the introduction of food service uses or other odor-generating uses in close proximity to, or in the same building as, residential or other odor-sensitive uses would represent a potentially significant impact. EIR Mitigation 5-3 requires that this situation be mitigated through, for example, grease filters, activated carbon filters, appropriate food waste packaging and disposal, and strategic location of exhaust vents. The mitigation also requires notification of prospective project tenants of any nearby, off-site odor-causing operations (e.g., paint spraying shops, dry cleaners). Mitigation 5-3 shall be required, as needed, as a condition of project approval and would reduce odor impacts to a less-than-significant level.

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

**Documentation:**

- a. The TCP program EIR Notice of Preparation (NOP) and Initial Study (TCP EIR appendix 19.2, pp. 15 and 16) concluded that suitable habitat for candidate, sensitive, and special-status species is absent from the TCP Area (including the project site) and surrounding areas. Therefore, the TCP would have a less-than-significant impact on these species, and no mitigation is required.

The EIR Initial Study (pp. 15 and 18) does note that bird nests in active use (with eggs or young) are protected under the Migratory Bird Treaty Act and that raptor nests in active use are further protected under section 3503.5 of the California Fish and Game Code. Included under these protections are requirements for nesting bird surveys. The proposed project will implement standard regulatory requirements of the Migratory Bird Treaty Act and California Fish and Game Code during demolition/grading activities (including tree removal), as follows:

*The project applicant shall retain a qualified biologist (subject to approval by City staff) to conduct a nesting bird survey prior to any demolition/grading activities that are planned to take place during the nesting/breeding season of native bird species (typically February through August). The survey shall include all potential nesting habitat on the project site and within 200 feet of the grading boundaries. Where the 200-foot distance encompasses trees on other private properties, the biologist shall survey the trees using binoculars. The survey shall be conducted no more than 14 days prior to commencement of demolition/grading activities.*

*If active nests of bird species protected by the Migratory Bird Treaty Act or the California Fish and Game Code (which, together, apply to all native nesting birds) are present in the demolition/grading zone or within 200 feet of the zone, temporary construction fencing shall be erected within the project site at a minimum of 100 feet around the nest site. This temporary buffer may be greater depending on the bird species and demolition/grading activity, as determined by the biologist.*

*At the discretion of the biologist, demolition and grading within the fenced area shall be postponed or halted until juveniles have fledged and there is no evidence of a second nesting attempt. The biologist shall serve as a construction monitor during any periods when demolition/grading activities will occur near active nests to ensure that no inadvertent impact on these nests will occur.*

Implementation of the above standard regulatory requirements of the Migratory Bird Act and California Fish and Game Code *will* ensure that potential impacts on active bird nests will be less-than-significant. This requirement shall be included as a condition of project approval.

- b. The TCP program EIR NOP and Initial Study (TCP EIR appendix 19.2, pp. 16 and 17) concluded that there is no riparian habitat or other sensitive natural community within or adjacent to the TCP Area. Therefore, the TCP, including the proposed project, would have no impact on riparian habitat or other sensitive natural community. No mitigation is required.
- c. The TCP program EIR NOP and Initial Study (TCP EIR appendix 19.2, pp. 17 and 18) concluded that: (1) there are no jurisdictional wetlands in or adjacent to the TCP Area, and (2) the TCP would not involve the direct removal or fill of wetlands or indirectly affect the hydrology, soil, vegetation, or wildlife of wetlands. Therefore, the TCP, including the proposed project, would have no impact on wetlands, and no mitigation is required.
- d. The TCP program EIR NOP and Initial Study (TCP EIR appendix 19.2, p. 18) concluded that the TCP Area is limited in its function as a wildlife movement corridor, and the TCP would have a less-than-significant impact on wildlife movement and native wildlife nursery sites. As part of the TCP Area, the proposed project likewise would have a less-than-significant impact on these resources, and no mitigation is required.
- e. The TCP program EIR NOP and Initial Study (TCP EIR appendix 19.2, pp. 18 and 19) noted that no portion of the TCP Area is located in an area identified as a Vegetative Community or Special Species Habitat. The Initial Study also noted that all development under the TCP, including the proposed project, would be subject to the City's Heritage Tree Ordinance (Municipal Code Chapter 8.25). To verify and detail the project's compliance with the Ordinance, an Arborist Report was prepared for the project and submitted to the City by the applicant; the report has been reviewed by the appropriate City staff (Arborist Report, 405 San Mateo Ave., San Bruno, CA; HortScience, Inc.; June 2014).

The City of San Bruno has adopted a Heritage Tree Ordinance to preserve the urban forest and protect trees that are significant to the community. According to the Ordinance, a tree is considered a Heritage Tree if it meets any of the following criteria:

- Any native Bay (*Umbellularia californica*) Buckeye (*Aesculus species*), Oak (*Quercus species*), Redwood (*Sequoia sempervirens*), or Pine (*Pinus radiata*) tree that has a diameter of 6 inches or more measured at 54 inches above natural grade;
- Any tree or stand of trees designated by resolution of the City Council to be of special historical value or of significant community benefit;
- A stand of trees, the nature of which makes each dependent on the others for survival; or
- Any other tree with a trunk diameter of 10 inches or more, measured at 54 inches above natural grade.

The Arborist report (p. 5 and Tree Assessment table) concludes that 18 of the 20 on-site trees, plus two adjacent street trees on the San Mateo Avenue sidewalk, qualify as Heritage Trees. The current project plan submittal (see previous Figure 3, Conceptual Landscape Plan) indicates that the 20 on-site trees would be removed, as would the two street trees. Therefore, all 22 affected trees, 20 of which are identified as Heritage Trees, would be removed.

Section 8.25.050.B of the City of San Bruno Municipal Code states, "Tree replacement shall be a minimum of either two twenty-four inch box size trees, or one thirty-six inch box size tree, for each heritage tree removed, to be determined by the director of public works or designee." In the particular case of the 406-418 San Mateo Avenue project, 20 heritage trees would be removed. Therefore, a minimum of (40) 24-inch replacement trees or (20) 36-inch box trees would be required. The applicant is currently proposing (17) 24-inch box trees within the public right-of-way as part of the project, which would count towards the replacement requirement. However, based on the site configuration and project plans, there is no additional space to plant the other required trees.

Section 8.25.050.D of the Municipal Code states, "Where the director of public works or designee determines that replanting is not feasible and/or appropriate - e.g., sufficient trees exist on site, conflict with utilities - the director may require that a payment of equal value to the cost of the purchase and installation of the replacement tree(s) be made to the city tree planting fund." Based on these standard City Tree Ordinance regulations, the City of San Bruno Parks Division is agreeable to the project applicant paying a fee for the remaining trees. The fee is \$540 for each 36-inch box tree, and \$270 for each 24-inch box tree. (Email from Matthew Neuebauer, Associate Planner, City of San Bruno, to Ray Pendro, MIG, Inc.; July 2, 2014)

Based on the proposed project's compliance with the City of San Bruno Heritage Tree Ordinance as a condition of project approval, the project's impacts on Heritage Trees would be less-than-significant, and no mitigation is required.

- f. There is no habitat Conservation Plan, Natural Community Conservation Plan, or other adopted habitat conservation plan applicable to the TCP Area. No impact would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES -- <i>Would the project:</i></b>				
a) <i>Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5?</i>				✗
b) <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5?</i>		✗		
c) <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>		✗		
d) <i>Disturb any human remains, including those interred outside of formal cemeteries?</i>		✗		

**Documentation:**

- a. The TCP program EIR (pp. 7-3 through 7-5) identifies previously recorded significant historical resources within and adjacent to the TCP Area. None of the buildings on the project site is included on the list. Three listed historic resources are located nearby: (1) the A. Hyde Green House at 433 Mastick Avenue, several parcels north of the project site; (2) the Club Barber Shop building at 460 San Bruno Avenue, also several parcels north of the site; and (3) Cupid's Row Historic District, immediately southeast of the site. The proposed project does not include any component that would affect these historical resources.

In order to address Impact 7-2 (Plan-Related and Cumulative Impacts on Historic Resources) in the TCP program EIR (p. 7-13), a historic resource review was conducted by Kent L. Seavey in accordance with CEQA Guidelines section 15064.5 (Determining the Significance of Impacts to Archaeological and Historical Resources) for 406 San Mateo Avenue (the former El Camino Theater, 1930) (January 21, 2008). The report has been reviewed by the appropriate City staff. Through a review of existing history records, historic resource inventories, and the existing building, Mr. Seavey's report concluded that: (1) no event of significance to the nation, state or region, nor any important individual, has been identified with the building at 406 San Mateo Avenue; (2) no architect or builder has been identified for the building; (3) the building has lost its original physical integrity through a series of unsympathetic remodels, and no longer conveys its historic identity; and (4) the building does not meet the criteria for listing on the California Register of Historical Resources. Therefore, 406 San Mateo Avenue is not considered a historic resource as defined by CEQA. EIR Impact 7-2 would not occur under the proposed project, and no mitigation is required.

- b. and d. The proposed project would not cause a significant impact on any known archaeological resource on the project site or in the vicinity (TCP EIR, pp. 7-2 and 7-3). However, the TCP program EIR (p. 7-12, Impact/Mitigation 7-1) concluded that the potential exists for new TCP-facilitated development to disturb unrecorded archaeological resources, including Native American Remains; this situation represents a potentially significant impact. EIR Mitigation 7-1 requires that, in the event that any deposit of prehistoric or historic archaeological materials are encountered during project grading or excavation, work shall avoid the materials and their context until a qualified professional, in consultation with the City, has determined the appropriate treatment of the materials, possibly including complete avoidance of the resources, in-place preservation, or data recovery – in accordance with Public Resources Code section 21083.2 and CEQA Guidelines section 15126.4. If human remains are identified as Native American, the Native American heritage Commission is required to be notified. Mitigation 7-1 shall be required as a condition of project approval and would reduce impacts on archaeological resources and human remains to a less-than-significant level.

- c. The proposed project would not cause a significant impact on any known paleontological resources on the project site or in the vicinity (TCP EIR, p. 7-6). However, the TCP program EIR (p. 7-16, Impact/Mitigation 7-3) concluded that the potential exists for new TCP-facilitated development to disrupt, alter, or eliminate as-yet undiscovered paleontological resources; this situation represents a potentially significant impact. EIR Mitigation 7-3 requires that, in the event that a paleontological resource is encountered during project grading or excavation, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist, in consultation with the City, has determined the appropriate treatment of the resource. Mitigation 7-3 shall be required as a condition of project approval and would reduce impacts on paleontological resources to a less-than-significant level.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS – <i>Would the project:</i></b>				
a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>			✗	
i) <i>Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)</i>			✗	
ii) <i>Strong seismic ground shaking?</i>			✗	
iii) <i>Seismic-related ground failure, including liquefaction?</i>			✗	
iv) <i>Landslides?</i>				✗
b) <i>Result in substantial soil erosion or the loss of topsoil?</i>			✗	
c) <i>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</i>			✗	
d) <i>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?</i>			✗	
e) <i>Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</i>				✗

**Documentation:**

- a. (i) The only Alquist-Priolo Earthquake Fault Zone in San Bruno extends about 800 feet on either side of the San Andreas Fault, northeast of Skyline Boulevard, approximately three miles outside the TCP Area. The potential San Bruno Fault (first proposed in the early 1900s) could traverse the TCP Area in a north-south alignment; however, this “potential” fault has never ruptured, and related seismic activity in the region may be the result of the San Andreas Fault or the Hillside Fault. There is not enough seismic information to determine any present activity related to the potential San Bruno Fault. (TCP EIR appendix 19.2, Notice of Preparation and Initial Study, pp. 21 through 25). The responses to the questions below conclude that potential seismic impacts would be less-than-significant, and no mitigation is required.

The City’s standard development review procedures, including requirements for site-specific geotechnical investigations, address the geology and soils issues identified by the California Environmental Quality Act (CEQA). A preliminary geotechnical analysis, including two on-site cone penetration test (CPT) probes, was prepared for the proposed project and reviewed by the appropriate City of San Bruno staff (Geotechnical Consultation Services, 406 San Mateo Avenue, San Bruno, California; ENGEO, Inc.; Latest Revision April 11, 2014).

Techniques and standards for effective geotechnical/geologic practices are widely known and accepted within the industry. Individual measures for particular sites and projects are typically specified at a detailed level of design. The City routinely requires such geotechnical investigations and specifications as conditions of project approval, and a substantial record exists demonstrating the effectiveness of such design and engineering requirements in

adequately addressing potential geology and soils issues. Under the City's grading permit and building permit regulations, an individual development project cannot be given final approval without project compliance with geotechnical/geologic requirements. These requirements and related City inspection and verification procedures before project occupancy provide reasonable assurances that the project will incorporate the necessary design and engineering refinements. Consistent with these City requirements and procedures, the project-specific geotechnical report clearly states (pp. 5 and 6), "The information provided in this letter should only be used for preliminary planning purposes. A design-level geotechnical report should be prepared that would include exploratory borings and laboratory testing to provide a detailed evaluation of the potential geotechnical hazards and recommendations for geotechnical design parameters for construction."

The project-specific geotechnical report preliminarily concludes (p. 4), "The proposed building structure can be supported on a shallow foundation system such as a structural mat or spread footings combined with a slab-on-grade, provided the potential for liquefaction at the site is mitigated with a ground improvement method" (see [iii] below).

(ii) The project site lies in a seismically active region and is subject to ground shaking from an earthquake along major active regional faults. This is common to virtually all development in the San Francisco Bay Area. Development of the proposed project would be subject to review and approval by the City, and shall be designed and constructed in accordance with all applicable seismic standards adopted by the City of San Bruno, including the 2013 California Building Code (CBC). The project-specific geotechnical report (p. 3) classifies the site as Site Class D, which helps define the CBC seismic design parameters. Application of existing laws, regulations, and policies, including the City's standard development review procedures, would ensure that the impact of seismic ground shaking would be less-than-significant, and no mitigation is required.

(iii) Liquefaction is a process that occurs when strong ground shaking causes loose, saturated, unconsolidated sediments lose strength and behave as a liquid. The project-specific geotechnical report concludes (p. 4), "[T]he most significant geotechnical hazard at the site is settlement due to potential liquefaction." The site-specific liquefaction analysis (p. 3) found: (1) groundwater at a depth of 7 feet; and (2) under a magnitude 7.5 earthquake, the southern portion of the project site could experience up to 3 inches of liquefaction settlement, and the northern portion could experience up to 5 inches of settlement. To address this issue, the report (pp. 2 through 5) recommends the following:

- A more detailed groundwater study during the design-level geotechnical exploration
- The removal of all existing fill on-site and replacement with engineered fill to provide uniform support for project building foundations
- The use of other ground improvement techniques, such as possibly rapid impact compaction (RIC) or Impact Rammed Aggregate Piers (RAPs)
- Dewatering for below-grade construction
- Shoring during construction to keep soil from entering the excavation area
- A pre-construction survey (e.g., crack survey) of the surrounding, off-site structures that may be affected by project construction, including any recommended protection procedures

In conjunction with the project-specific geotechnical report, the application of existing laws, regulations, and policies, including the City's standard development review procedures, would ensure that the impact of seismic-related ground failure, including liquefaction, would be less-than-significant, and no mitigation is required.

(iv) The project site is generally flat and, therefore, not subject to landslides (TCP program EIR appendix 19.2, p. 23; ENGEO report, p. 1). No impact would occur, and no mitigation is required.

- b. The project site includes four vacant commercial buildings with a paved parking area. The potential for erosion (during both construction and operation) would be limited by the current substantially impervious site surface, generally flat terrain, and accepted best management practices (BMPs) routinely required by the City, County, and Regional Water Quality Control Board (RWQCB) and included as conditions of project approval. For example (TCP EIR, p. 9-15), the proposed project would be required to obtain an NPDES (National Pollutant Discharge Elimination System) General Construction Permit from the State Water Resources Control Board, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the City's NPDES Permit Requirements Checklist and Stormwater Pollution Prevention Program. Also, the project grading plan (see Plan Sheet C1.0, Preliminary Grading Plan, Ruggeri-Jensen-Azaar, May 19, 2014) and stormwater treatment plan (see

Plan Sheet C3.0, Ruggeri et al.) are subject to review and approval by the City. For example, the Stormwater Treatment Plan illustrates self-treating landscape areas (374 square feet), bio-retention planter boxes, and stormfilters to address water quality and runoff rate in accordance with County technical guidance (“C.3” requirements). Based on the discussion above, erosion impacts would be less-than-significant, and no mitigation is required.

- c. The TCP Area generally is prone to differential settlement because it is underlain by alluvial material and artificial fill (TCP EIR appendix 19.2, pp. 23 and 24). The proposed project’s geotechnical report (p. 2) provides a more specific characterization of the site’s soils, including loose sandy or silty clay. Similar to other geotechnical conditions, the report concludes, “During the design phase of the project, a field investigation program consisting of exploratory borings should be conducted to confirm soil conditions and to obtain samples for laboratory testing to determine the physical properties of the subsurface material.” In conjunction with the project-specific geotechnical report, the application of existing laws, regulations, and policies, including the City’s standard development review procedures, would ensure that project geotechnical impacts would be less-than-significant, and no mitigation is required.
- d. Expansive soils exhibit “shrink and swell” where they expand and contract during wetting and drying. These soils are likely to be encountered in the TCP Area (TCP EIR appendix 19.2, p. 24). The proposed project’s geotechnical report (p. 4) concludes that the site’s soils “may exhibit moderate to high expansive potential. Preparation of subgrade [see (iii) above] will require proper moisture conditioning and compaction to reduce potential shrinking and swelling of clayey soils and subsequent adverse impacts to foundations.” In conjunction with the project-specific geotechnical report, the application of existing laws, regulations, and policies, including the City’s standard development review procedures, would ensure that the effects of expansive soils would be less-than-significant, and no mitigation is required.
- e. The project would be connected to the sewer system and does not propose septic tanks or alternative wastewater disposal systems. No impact would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VII. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE --</b>				
<i>Would the project:</i>				
a) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>			✗	
b) <i>Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>			✗	

**Documentation:**

- a. A limited amount of greenhouse gas emissions (GHGs) would occur during demolition and construction. Due to the relatively small size of the site (less than one acre) and the temporary duration of construction (assumed to be less than two years, based on similar projects), construction emissions from the project would not be substantial and would not significantly contribute to regional GHG levels. Consistent with this conclusion, the TCP program EIR (pp. 6-14 and 6-15) concluded, “GHG emissions resulting from occupancy and operation under Transit Corridors Plan buildout would represent a less-than-considerable contribution to the significant cumulative impact of global climate change, and thus a less-than-significant impact.” No mitigation is required.
- b. The TCP program EIR (pp. 6-14 and 6-15) analyzed GHGs under TCP buildout assumptions for both the years 2020 and 2030. Under both scenarios, the EIR concluded that GHGs would be below the BAAQMD-recommended significance threshold of 4.6 metric tons per service population (new residents plus employees generated by new TCP development) per year. Therefore, the TCP, including the proposed project, would not conflict with the adopted federal, State, and regional GHG regulations, including Assembly Bill (AB) 32, the California Global Warming Solutions Act (see EIR pp. 6-5 through 6-15). The impact would be less-than-significant, and no mitigation is required.

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

**Documentation:**

- a. The proposed project, which would contain 83 residential units and 5,562 square feet of commercial floor area, would not involve routine transport, use, or disposal of hazardous materials (including hazardous waste). The TCP program EIR (pp. 8-13 and 8-14) explains that hazardous materials associated with new residential and commercial uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, and pesticides. Such products do not generate hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment or human health. The City implements regulations and guidelines regarding the transport, storage, use, and disposal of hazardous materials. These regulations include requirements for Hazardous Materials Business Plans subject to review and approval of the San Bruno Fire Department, and hazardous chemical materials storage regulations administered by the San Mateo County Department of Public Works. Given the existing federal, State, and local hazardous materials regulations already in place, the proposed project's potential threat to public health and safety and the environment from hazardous materials transport, storage, use, and disposal would be less-than-significant. No mitigation is required.
- b. The TCP program EIR (p. 8-16, Impact 8-1) concluded that there is a possibility that future development in accordance with the TCP could expose construction workers and occupants to hazardous materials contamination. Related to the potential for hazardous materials on the project site and in the existing buildings (which are slated for demolition), several site-specific reports were prepared for the project applicant, and reviewed by the appropriate City staff. These include:
  - Phase I Environmental Site Assessment, 406 San Mateo Avenue, San Bruno, California; PES Environmental, Inc.; December 30, 2013

- Limited Site Characterization Report, 406 San Mateo Avenue, San Bruno, California; PES Environmental, Inc.; December 30, 2013
- Phase I Environmental Site Assessment: 414, 416, and 418 San Mateo Avenue, San Bruno, California; PES Environmental, Inc.; April 24, 2014
- Response Comments, CEQA Review Process: 406, 414, 416 and 418 San Mateo Avenue, San Bruno California; PES Environmental, Inc.; June 30, 2014
- Asbestos Survey Report For 406-412 San Mateo Avenue, San Bruno, CA 94066; Environmental Construction Services, Inc.; February 10, 2014
- Asbestos Survey Report For 414-418 San Mateo Avenue, San Bruno, CA 94066; Environmental Construction Services, Inc.; April 21, 2014

The reports listed above document the existing hazardous materials conditions on the project site, including mitigation strategies in compliance with TCP EIR mitigation requirements, as summarized below.

(1) There exists a potential for vapor intrusion into soil and/or groundwater, likely from the documented off-site petroleum hydrocarbon releases from the Unocal 76 Station across San Mateo Avenue from the project site. *The 406-418 San Mateo Avenue project site itself is not considered the source of the potential vapor intrusion.*

The Unocal 76 property is listed as an open Leaking Underground Storage Tank (LUST) site on regulatory agency databases. Soil samples collected from the Unocal property in the late 1990s indicated elevated concentrations of total petroleum hydrocarbons and benzene, toluene, ethylbenzene, and xylenes (BTEX). Although equipment (e.g., underground tank, fuel dispenser islands) and contaminated soil were removed, subsequent investigations on the Unocal site still found petroleum hydrocarbons and related constituents in soil and groundwater. The San Mateo County Environmental Health Department (SMCEHD) has denied Unocal's request for case closure because the extent of groundwater contamination on the southern portion of the Unocal property has not been fully characterized, and potential vapor intrusion risks have not been properly evaluated. (Phase I, 2013, pp. 10 and 11)

(2) Current hazardous materials storage on the project site appears to be limited to hydraulic oil associated with elevators and a trash compactor (Phase I; PES Environmental, Inc.; December 30, 2013; p. 15). Because the existing buildings were constructed prior to 1978, lead-based paint might be present; a survey and control plan by a CalOSHA-certified contractor would be required prior to demolition (Phase I, 2013, p. 16; Phase I, 2014, p. 15; TCP EIR, p. 8-15).

(3) Soil, grab groundwater, and soil gas samples were collected from the 406 San Mateo Avenue portion of the project site because the nearby Unocal property is directly upgradient for groundwater flow. TPHg (gasoline), benzene, and ethylbenzene were detected in soil gas samples at concentrations above their respective residential Environmental Screening Levels (ESLs; levels below which it can be assumed that no significant, long-term threat to human health or the environment will result). It appears that the Unocal 76 Station is the source. (Limited Site Characterization)

(4) Based on the samples taken, project site soils are not impacted with elevated metals, and the soil, if excavated and transported off-site for disposal or reuse, would not be classified as hazardous (Limited Site Characterization, p. 9).

(5) As part of the project design, water-proofing of the foundation (e.g., the underground parking garage/project basement) would be required because of the proximity to groundwater. Design-level specifications for the waterproofing material would include provisions for the membrane to also act as a vapor barrier to petroleum hydrocarbons; protection from vapor intrusion would be incorporated into the foundation design. (Response Comments)

(6) Asbestos site surveys were conducted in the existing buildings on the project site (Environmental Construction Services, Inc.). Asbestos containing materials (ACM) were identified in various building components, primarily linoleum floor, other floor tile (including mastic), acoustic plaster ceiling, and joint compound on drywall. Any removal or demolition which may impact any amount of ACM shall be performed by a registered CalOSHA asbestos abatement contractor in compliance with CalOSHA and Bay Area Air Quality Management District (BAAQMD) standards.

**Summary.** TCP EIR Mitigation 8-1 (Plan-Related Exposure to Existing Hazardous Materials) shall be required as a condition of project approval and would reduce potential risks to human health or the environment due to existing

hazardous materials conditions to a less-than-significant level. The environmental reports described above are considered to comprise the Phase I and Phase II environmental site assessment (ESA) requirements of Mitigation 8-1. The remainder of the mitigation requires compliance with standard regulations administered by the appropriate jurisdictional agencies (e.g., SMCEHD, CalOSHA, BAAQMD).

- c. No schools are located in or proposed for the TCP Area (TCP EIR, p. 8-14), and no existing or proposed schools are within one-quarter mile of the 406-418 San Mateo Avenue project site. However, two schools are within about one-third mile of the project site: Decima M. Allen Elementary School (875 Angus Avenue) and Belle Air Elementary School (450 3<sup>rd</sup> Avenue). As discussed in item (a) above, the proposed project may store, use, or dispose of limited quantities of common hazardous materials, but none of these materials would emit hazardous emissions or be acutely hazardous. Given these circumstances plus the existing federal, State, and local hazardous materials regulations already in place, the proposed project's potential hazardous materials risk to existing or proposed schools would be less-than-significant. No mitigation is required.
- d. The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 (Cortese List) and, as a result, would not create a significant hazard to the public or the environment ([1] Department of Toxic Substances Control [DTSC] Envirostor database, [www.envirostor.dtsc.ca.gov/public](http://www.envirostor.dtsc.ca.gov/public), viewed July 1, 2014. [2] Phase I Environmental Site Assessment, 406 San Mateo Avenue, San Bruno, California; PES Environmental, Inc.; December 30, 2013; p. 8. [3] Phase I Environmental Site Assessment: 414, 416, and 418 San Mateo Avenue, San Bruno, California; PES Environmental, Inc.; April 24, 2014; p. 8). No impact related to the Cortese List would result, and no mitigation is required. See related item (b) above.
- e. The TCP Area is located within the San Mateo Comprehensive Land Use Plan (CALUP) environs, and is included in the CALUP-designated Height Referral Area and San Francisco International Airport Imaginary Surfaces Height Restrictions Map boundaries. The TCP – including the proposed 406-418 San Mateo Avenue project - complies with CALUP policies and criteria, and with related Federal Aviation Regulations (FAR) Part 77 Obstruction Criteria. In addition, Federal Aviation Administration exemptions (“Review Not Required”) are on file at the City, testifying that the proposed project does “not require Federal Aviation Administration notification because per Section 77.9(e) of Title 14 of the Code of Federal Regulations CFR Part 77, notification is not required.” In short, notification is not required because the proposed project is located in a densely developed urban environment where the project structure “will not adversely affect safety in air navigation.” Based on the discussion above, the potential airport safety hazard of the proposed project would be less-than-significant, and no mitigation is required.
- f. There are no private airstrips in or near the TCP Area (TCP EIR, p. 8-17). No impact would result, and no mitigation is required.
- g. Consistent with the TCP program EIR (p. 8-17), the proposed 406-418 San Mateo Avenue project would maintain emergency access to the project site and vicinity during demolition and construction. Following established City practice, a traffic control plan would be developed and synchronized with specific phases and activities, subject to review and approval by the City. Any need for construction-related traffic lane reductions or partial street closures would be temporary, intermittent, and localized, and managed through standard City traffic management practices. Related to long-term operation, the project does not propose changes to the street circulation system beyond street and sidewalk improvements already planned in the TCP (see Figure 2, Site/Ground Floor Plan, earlier in this report). The impact on emergency access, response, and evacuation would be less-than-significant, and no mitigation is required.
- h. The TCP Area is located within a Non-Very High Fire Hazard Severity Zone (FHSZ) as mapped by the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP). Given this designation, the TCP Area's accessible terrain, and the local availability of adequate fire suppression services (see item XIV below), the potential impact related to wildland fires would be less-than-significant. No mitigation is required. (TCP EIR, p. 8-18)

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

**Documentation:**

- a., c., and f. The project site includes four vacant commercial buildings with a paved parking area. The potential for erosion, urban pollutant discharge (e.g., pesticides, oil drips from vehicles), and subsequent water quality impacts (during both construction and operation) would be addressed through accepted best management practices (BMPs) routinely required by the City, County, and Regional Water Quality Control Board (RWQCB) and included as conditions of project approval. For example (TCP EIR, p. 9-15), the proposed project would be required to obtain an NPDES (National Pollutant Discharge Elimination System) General Construction Permit from the State Water Resources Control Board, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the City’s NPDES Permit Requirements Checklist and Stormwater Pollution Prevention Program. Also, the project grading plan (see Plan Sheet C1.0, Preliminary Grading Plan, Ruggeri-Jensen-Azaar, May 19, 2014) and Stormwater Treatment Plan (see Plan Sheet C3.0, Ruggeri et al.) are subject to review and approval by the City. For example, the Stormwater Treatment Plan illustrates self-treating landscape areas (374 square feet), bio-retention planter boxes, and stormfilters to address water quality and runoff rate in accordance with County technical guidance (“C.3” requirements). Based on the discussion above, water quality impacts would be less-than-significant, and no mitigation is required.

b., d., and e. Given the already developed condition of the TCP Area, including the project site at 406-418 San Mateo Avenue, development under the TCP would not result in a substantial increase in impervious surface area. The project's Stormwater Treatment Plan (Plan Sheet C3.0) illustrates self-treating landscape areas (374 square feet), bio-retention planter boxes, and stormfilters to address water quality and runoff in accordance with County technical guidance ("C.3" requirements). In addition, the City's adopted Stormwater Master Plan and the TCP identify drainage improvements that would reduce the occurrence of localized flooding in the TCP Area, including in and near El Camino Real, San Mateo Avenue, Huntington Avenue, Angus Avenue, and Easton Avenue. In order to implement drainage improvements, the City of San Bruno operates a Stormwater Fund, an enterprise fund that is fully funded by a drainage parcel fee assessed against all properties; the proposed project would be subject to this fee.

Based on the discussion above, the TCP, including the proposed project, would not: (1) substantially interfere with groundwater recharge, (2) substantially alter the existing drainage pattern of the site, or (3) substantially increase the rate or amount of surface runoff. The impact would be less-than-significant, and no mitigation is required. (TCP EIR, pp. 9-13 through 9-16)

g. and h. The TCP Area, including the project site, contains no areas within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map. In particular, this conclusion has been confirmed for the project site (Flood Insurance Rate Map, Panel 0131E, Effective Date October 16, 2012). The impact would be less-than-significant, and no mitigation is required.

i. The TCP Area, including the project site, is not located in an area subject to inundation in the event of the failure of any dam, according to the Association of Bay Area Governments (ABAG) dam failure inundation map for San Bruno. The TCP Area is not protected by levees. Therefore, no impact would result, and no mitigation is required. (TCP EIR p. 9-18)

j. The TCP Area, including the project site, is not located close enough to San Francisco Bay to be affected by a seiche. Also, the TCP Area is not subject to tsunami inundation or mudflow, as mapped by ABAG. Therefore, the impact would be less-than-significant, and no mitigation is required. (TCP EIR, p. 9-18)

k. The TCP program EIR (p. 9-17) concludes that the TCP Area would be subject to flooding due to sea level rise associated with global climate change. The EIR also notes that sea level rise would have to first inundate most of San Francisco International Airport (SFO). The project site is not identified as a "potentially exposed area" to projected sea level rise at mid-century (16 inches) or end-of-century (55 inches) (San Francisco Bay Conservation and Development Commission [BCDC], 16-Inch Sea Level Rise By Mid-Century, Central Bay West Shore; and 55-Inch Sea Level Rise By End Of Century, Central Bay West Shore West; [www.bcdc.ca.gov/planning/climate\\_change/index\\_map.shtml](http://www.bcdc.ca.gov/planning/climate_change/index_map.shtml); viewed July 7, 2014). Therefore, TCP EIR Mitigation 9-1 related to sea level rise is not required for the 406-418 San Mateo Avenue project. The impact related to sea level rise would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING -- <i>Would the project:</i></b>				
a) <i>Disrupt or divide the physical arrangement of a community?</i>				X
b) <i>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance), adopted for the purpose of avoiding or mitigating an environmental effect?</i>			X	
c) <i>Be incompatible with existing land use in the vicinity?</i>			X	

**Documentation:**

a. The proposed project at 406-418 San Mateo Avenue would replace vacant buildings that served as commercial enterprises. The project proposes 83 multifamily residential units plus 5,562 square feet of commercial space on the 0.95-acre site, in a three-story building that would be 50 feet or less in height. The proposed project would be an infill development within the TCP urban environment. Sidewalk, crosswalk, and landscape improvements would be

included to better connect the site to the existing community. Consistent with the TCP program EIR conclusion (p. 10-18), the proposed project would improve the physical arrangement of the project vicinity. This would represent a beneficial effect, and no mitigation is required.

- b. The proposed project is substantially consistent with the type, intensity, and character of the anticipated new uses and development facilitated by the TCP, as well as other City-adopted policies, regulations, and guidelines that implement the General Plan. The proposed project would also be consistent with the San Mateo County Airport Compatibility Land Use Plan and the Grand Boulevard Initiative (see item VIII[e] above and TCP EIR pp. 10-21 and 10-22).

In order to implement the proposed project, the following actions (tentative list of entitlements) by the City of San Bruno would be required:

- General Plan Amendment – to allow residential use on the ground floor level on all streets in the downtown, except San Mateo Avenue, as a conditional use (the TCP requires commercial uses on the ground floor at this location);
- Specific Plan (TCP) Amendment – same as above;
- Zoning text Amendment – the following changes would be required to the Central Business District (CBD) zoning designation: (1) density would be amended to be consistent with the TCP, (2) residential use would be allowed on the ground floor level on all streets, except San Mateo Avenue, as a conditional use; (3) the 10-foot setback required for all structures that abut a lot in the R district would be eliminated, consistent with the TCP. The TCP does not require a side yard setback. The TCP requires a 10'-0" rear yard setback when a proposed development is adjacent to existing low density residential;
- Vesting Tentative Map;
- Conditional Use Permit;
- Parking Exception; and
- Architectural Review Permit.

The proposed 406-418 San Mateo Avenue project cannot be approved unless the City of San Bruno City Council approves the actions described above. If the City Council approves these actions, the proposed project would be consistent with all applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. The impact would be less-than-significant, and no mitigation is required.

- c. Development in the TCP Area in accordance with the TCP, including the proposed project, would result in an intensification of land use and the creation of different types of land uses. The subject property is developed with four buildings that have been vacant for years. The site is an attractant for nuisances, including dumping and graffiti, and the existing buildings are in a considerable state of disrepair and present a poor image as the gateway to downtown. The redevelopment of the site would result in a reduction in nuisance-prone activities and in land uses more compatible with adjacent uses and City policy. Also see items (a) and (b) above. Based on the discussion above, land use compatibility impacts of the proposed project would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES -- <i>Would the project result in:</i></b>				
a) <i>The loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i>				✗
b) <i>The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</i>				✗

**Documentation:**

- a. Based on California Geological Survey classifications, no significant mineral deposits exist, or are likely to exist, in the TCP Area (TCP EIR appendix 19.2, p. 33). No impact would occur, and no mitigation is required.
- b. There are no locally important mineral resource recovery sites delineated in the San Bruno General Plan. No impact would occur, and no mitigation is required.

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

**Documentation:**

- a. and c. In order to evaluate the proposed project’s consistency with the TCP regarding noise, a project-specific environmental noise assessment was submitted by the applicant, and reviewed by the appropriate City staff (San Bruno Housing Development Environmental Noise Assessment, San Bruno, California; Illingworth & Rodkin, Inc.; June 26, 2014). The firm of Illingworth & Rodkin also previously prepared the noise analysis for the TCP EIR. The descriptive content, methodology, impact evaluations, and recommended mitigations in the project-specific noise analysis are consistent with the TCP program EIR except in one instance: the TCP EIR limits construction in the TCP Area to between 7 AM and 8 PM (p. 11-25, Mitigation 11-4), while the project-specific report recommends 7 AM to 10 PM. Consistent with the TCP EIR, construction hours for the 406-418 San Mateo Avenue project would be limited to between 7 AM and 8 PM, or more restrictive as determined through the approval process.

For the project-specific noise assessment, existing and projected noise exposure levels were evaluated to determine whether increased traffic *generated* by the proposed project would cause a substantial increase in the noise environment. Areas evaluated included Taylor Avenue, Mastick Avenue, San Mateo Avenue, El Camino Real, Huntington Avenue, San Bruno Avenue, and Crystal Springs Road. Based on the traffic volume data developed for the proposed project (see item XVI below), traffic noise levels along all of the evaluated roadways are anticipated to increase by 1 decibel (dBA) or less as a result of the proposed project; a noise level increase of 3 dBA or more would be considered a significant impact (TCP EIR, p. 11-16; Illingworth & Rodkin, Inc., p. 21). Therefore, the project’s *generation* of traffic noise would be less-than-significant, and no mitigation is required for this issue.

A related noise issue is the *exposure* of noise-sensitive land uses to noise levels exceeding City and State land use/noise compatibility standards. For example, project residents and off-site neighbors could be *exposed* to collective environmental noise (e.g., traffic, airplanes, mechanical equipment) whether or not the proposed project itself *generates* substantial noise. The TCP program EIR (p. 11-17) concludes that occupants of new TCP residential and other noise-sensitive development could be exposed to noise levels in excess of City General Plan land use/noise compatibility guidelines and State Title 24 standards. Consistent with State Title 24, the City of San

Bruno specifies that exterior noise levels in multifamily dwellings must be maintained at or below 65 dBA Ldn (average noise level during a 24-hour day) to be considered normally acceptable in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. For interiors, noise levels must be maintained at or below 45 dBA Ldn. (TCP EIR, pp. 11-10 and 11-11; Illingworth & Rodkin, Inc., p. 17)

The project-specific noise assessment (p. 17 and 18) concluded that the common outdoor courtyard (see previous Figure 2) for the proposed project would be well-shielded from surrounding traffic noise sources by the project structure and existing nearby structures. The outdoor noise level would be below 65 dBA Ldn, and the impact would be less-than-significant. No noise mitigation is required for the proposed courtyard.

TCP EIR Mitigation 11-1 (p. 11-17) shall be required as a condition of project approval to ensure that the project's interior noise levels meet adopted land use/noise compatibility guidelines and standards. In particular, (1) all project residences shall be equipped with forced-air mechanical ventilation to allow occupants the option of keeping windows closed to control noise, and (2) final building plans, when available, shall be reviewed by the appropriate City staff to ensure that interior noise levels would be 45 dBA Ldn or less (Illingworth & Rodkin, Inc., p. 19). With this mitigation, the land use/noise compatibility impact would be less-than-significant.

Regarding *cumulative* noise impacts, the TCP program EIR (p. 11-28, Impact 11-6: Plan-Related Cumulative Noise Impacts) concluded that sensitive receptors (e.g., residences) along Taylor Avenue immediately east of El Camino Real, which borders the 406-418 San Mateo Avenue project site on the south, may be exposed to permanent increases in traffic noise of 3 to 5 dBA CNEL (average 24-hour noise level) or greater resulting from cumulative traffic volume increases as development in the TCP Area occurs over time. As evidenced by the project-specific noise assessment (see above), this significant cumulative impact would not occur before operation of the proposed project, nor would project operation make a considerable contribution to the cumulative impact. Therefore, the impact would be less-than-significant, and no mitigation is required at this time.

TCP EIR Mitigation 11-6 includes the use of quieter pavements (rubberized or open grade asphalt) when repaving is required on certain street segments, including Taylor Avenue adjacent to the project site. City staff will evaluate the need to use quieter pavements along Taylor Avenue if reconstruction of roadway segments adjacent to the project site are required.

- b. The TCP program EIR (pp. 11-18 and 11-19) identified an impact and mitigation (Impact/Mitigation 11-2) related to exposure of vibration-sensitive land uses to permanent ground-borne vibration from Caltrain. However, the project site is not located within the 100-foot impact threshold distance from the Caltrain tracks. At its closest point (Mastick Avenue), the project site is approximately 900 feet distant from the Caltrain tracks. The impact would not occur, and no mitigation is required for this issue.

The TCP program EIR (pp. 11-19 through 11-21) concluded that TCP-facilitated demolition and construction could generate substantial temporary ground-borne vibration exceeding standard vibration thresholds, which could interfere with normal activities or cause a nuisance for, or damage to, adjacent properties (Impact 11-3). Although demolition/construction activities for the 406-418 San Mateo Avenue project are not expected to cause architectural or structural damage to nearby buildings (Illingworth and Rodkin, Inc., p. 26), the nuisance impact would remain. Therefore, TCP EIR Mitigation 11-3 shall be required as a condition of project approval. The mitigation mandates restricting vibration-generating activity to between 7 AM and 5 PM, Monday through Friday; the City may require more restrictive hours as determined through the approval process. The mitigation includes other restrictions as well.

Of particular note: Mitigation 11-3 requires a pre-construction site survey documenting the condition of any historic structure (as identified within the City's Historic Building Survey) within 200 feet of any pile-driving activities. (TCP EIR, pp. 7-4 and 7-5; also see item V.a of this environmental checklist)

With TCP EIR Mitigation 11-3, the project's impact resulting from temporary construction ground-borne vibration would be less-than-significant.

- d. The TCP program EIR (pp. 11-21 through 11-26) concludes that demolition and construction activities could temporarily increase noise levels at nearby noise-sensitive residential and commercial receptors which would exceed the City's Noise Ordinance limits. The nearest residences to the project site are approximately 50 feet to the south and east. Commercial uses are near the site to the south, north, and west, some within 10 feet of the north property line. Average noise levels at 50 feet from typical construction activity at the project site would range from 75 to 85 dBA during busy construction periods. Noise levels at existing residences to the south and east would increase by 5 to 20 dBA during busy construction periods immediately adjacent to Taylor Avenue or Mastick Avenue. Existing

commercial uses abutting the project site on the north could experience increases of 10 to 15 dBA. Although construction noise levels are expected to be within daytime Noise Ordinance limits (85 dBA at a distance of 100 feet), noise levels are expected to exceed 60 dBA Leq (average noise level) and increase the ambient noise environment by at least 5 dBA Leq for more than one year. (Illingworth and Rodkin, Inc., pp. 21 through 24) Consistent with the TCP program EIR (p. 11-21, Impact 11-4: Plan-Related Temporary Construction Noise Generation Impacts), this situation is considered a potentially significant impact.

TCP EIR Mitigation 11-4 shall be required as a condition of project approval to reduce temporary construction-related noise to a less-than-significant level. The mitigation requirements address construction-related planning and scheduling, equipment, traffic, noise barriers, and a noise disturbance coordinator.

Intermittent, temporary truck loading/unloading and trash pick-up would occur during project occupancy. City staff is evaluating the possibility of, and working with the project applicant to incorporate, dedicated loading spaces along San Mateo Avenue, away from residences on Taylor Avenue and Mastick Avenue, and trash pick-up is planned to occur on Taylor Avenue near the dedicated trash collection room (with a roll-up door ) (see previous Figure 2, Site/Ground Floor Plan). The loading/unloading and trash pick-up locations are subject to City approval as a condition of project approval. This intermittent, temporary impact is considered less-than-significant, and no CEQA-mandated mitigation is required.

- e. The TCP program EIR requires mitigation (p. 11-27 in Final EIR, Impact/Mitigation 11-5: Plan-Related Airport Noise Impacts) for projects within the 65 to 70 dBA CNEL (average 24-hour noise level) aircraft noise exposure contours. The 406-418 San Mateo Avenue project site is not located within those noise contours (TCP EIR Figure 11.2, in Final EIR). The impact from aircraft noise exposure would be less-than-significant, and Mitigation 11-5 is not required.
- f. The project site is not in the vicinity of a private airstrip. No impact would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIII. POPULATION AND HOUSING -- <i>Would the project:</i></b>				
a) <i>Induce substantial population growth either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i>			✗	
b) <i>Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?</i>				✗

**Documentation:**

- a. The TCP program EIR (pp. 12-8 through 12-11) concludes that the TCP is substantially consistent with the City of San Bruno General Plan vision and guiding and implementing policies, which anticipate planned growth in the TCP Area. The EIR explains that, in addition to the overall program-level environmental analysis in the TCP EIR, potential new development projects – such as 406-418 San Mateo Avenue – require their own project-level environmental review in accordance with CEQA. Therefore, future growth in the TCP Area has been planned and evaluated, and individual development proposals require project-specific evaluation related pursuant to adopted plans and policies. The proposed project is considered consistent with TCP land use policy. The project and cumulative impact related to population growth would be less-than-significant, and no mitigation is required beyond that already identified in the TCP EIR and other sections of this environmental checklist.
- b. The TCP program EIR (p. 12-11) concludes that infill development in the TCP Area could result in the demolition of housing units, associated displacement of people, and the need for the construction of replacement housing. However: (1) the TCP forecasts an increase of 1,610 dwelling units in the TCP Area over 2010 conditions; (2) any displacement would occur incrementally over time; and (3) the City implements policies and programs that promote the development and preservation of housing, including affordable housing. In the particular case of the 406-418 San Mateo Avenue project, the existing buildings on-site are vacant commercial buildings. No displacement of people or housing would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIV. PUBLIC SERVICES</b>				
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:</i>				
a) <i>Fire protection?</i>			✗	
b) <i>Police protection?</i>			✗	
c) <i>Schools?</i>			✗	
d) <i>Parks?</i>			✗	
e) <i>Other public facilities?</i>			✗	

**Documentation:**

- a. The TCP program EIR (pp. 13-24 and 13-25) concluded that, since development in the TCP Area would be subject to the City's standard development review and permitting procedures, building and fire code requirements, and individual project development review, the impacts of the TCP related to fire protection and emergency medical service would be less-than-significant. The proposed 406-418 San Mateo Avenue project would be subject to the same standard requirements. Therefore, the impacts would be less-than-significant, and no mitigation is required.
- b. The TCP program EIR (pp. 13-20 and 13-21) concluded that the TCP impact on police service would be less-than-significant because: (1) the revitalization and economic growth of the TCP Area might help reduce crime; and (2) the additional revenue to the City from increased property taxes and sales taxes would help offset increased demand for police service. The proposed project would contribute to each of these improved conditions. Therefore, the project's impact on police service would be less-than-significant, and no mitigation is required.
- c. The TCP program EIR (pp. 13-25 through 13-29) concluded that the TCP impact on schools would be less-than-significant because the school districts collect school impact fees from new development in accordance with the California Government Code; these fees are deemed by law to be full and complete mitigation. The proposed project would be subject to those school impact fees. Therefore, the project's impact on schools would be less-than-significant, and no additional mitigation is required.
- d. The proposed project would include an outdoor courtyard with amenities for project residents (see previous Figure 4, Conceptual Landscape Plan). City staff has reviewed the plan and courtyard area and accepts this as an adequate amenity for the residents. The project's impacts on parks and recreation would be less-than-significant, and no mitigation is required.
- e. The proposed project would not require the construction of any new library facilities. Therefore, the project's impact on libraries would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XV. RECREATION -- Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?			X	
c) Result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities, or the need for new or physically altered parks and recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks and recreational services?			X	

**Documentation:**

a. through c. See item XIV (d) above. In addition, the construction of the proposed project courtyard would not result in any more severe or new construction impacts than those impacts already evaluated in the TCP program EIR. Impacts on recreation would be less-than-significant, and no additional mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVI. TRANSPORTATION -- Would the project:</b>				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, which results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

**Documentation:**

a. and b. The TCP program EIR (pp. 14-24 through 14-60) identified significant unavoidable traffic impacts resulting from TCP buildout (full development capacity) at the following four locations:

- El Camino Real/San Bruno Avenue intersection (Impact 14-1)
- Southbound US 101 ramps/San Bruno Avenue intersection (Impact 14-2)
- El Camino Real/westbound I-380 ramps intersection (Impact 14-3)
- Eastbound I-380 Freeway segment between I-280 and US 101 (Impact 14-4)

Engineering solutions (mitigations) for these impacts were recommended in the EIR. For the following reasons, the City considered the recommended mitigations infeasible: (1) the recommended improvement is to a Caltrans facility and beyond the City's authority to implement; and/or (2) the recommended improvement is not currently programmed and funding is not assured (the impact would not occur until TCP buildout); and/or (3) freeway widening would require property acquisition. The TCP EIR further explains that: (1) by facilitating mixed use and higher intensity infill development, including Transportation Demand Management (TDM) strategies, in an existing urban area with good local and regional transit access, the TCP would minimize Plan-related peak hour vehicle trips; and (2) the City may work with Caltrans to pursue mitigation as development in the TCP Area occurs over time. The Mitigation Monitoring Checklist (pp. 23 and 24) for the TCP notes, "If and when improvements adopted, City shall implement improvements and fair-share requirement" from future individual project applicants. At this time, the recommended improvements have not been programmed by Caltrans or the City, and the impacts remain significant and unavoidable, as described and evaluated in the TCP program EIR. The proposed 406-418 San Mateo Avenue project would not result in any additional or more severe traffic impact than those already analyzed in the TCP EIR (see below).

A project-specific traffic feasibility study was prepared for the applicant, and reviewed by appropriate City staff (Traffic Feasibility Study for 400 San Mateo Avenue in San Bruno, CA; Hexagon Transportation Consultants, Inc.; June 24, 2014). The study included an evaluation of weekday AM, mid-day, and PM peak hour traffic conditions, as well as Saturday mid-day conditions at the following eight intersections near the project site:

- San Mateo/San Bruno
- San Bruno/Huntington
- El Camino Real/San Bruno
- San Mateo/Huntington
- El Camino Real/Taylor
- Mastick (north)/Taylor
- Mastick (south)/Taylor (offset from north segment)
- El Camino Real/Crystal Springs Road

The traffic study concluded:

(1) The proposed project would generate 47 total AM peak hour trips, 72 PM peak hour trips, 62 mid-day peak hour trips, 77 Saturday peak hour trips, and 789 daily trips.

(2) Under Existing Plus Project conditions, Background (near-term growth added) conditions, and Near-Term Cumulative (annual traffic growth rates added through 2030) conditions, all study intersections would operate at acceptable Level of Service (LOS) D or better, and the proposed project's traffic impacts would be less-than-significant. No mitigation is required.

A parking and transportation demand management plan would be included in order to implement the transit, bicycle, and pedestrian objectives of the TCP. City of San Bruno staff is requiring that a strong and effective parking and transportation demand management plan be submitted for staff review and deemed acceptable by staff prior to scheduling the project for the Planning Commission meeting.

- c. The project would not result in a change in air traffic patterns at SFO or any other airport, including either an increase in air traffic levels or a change in location that results in substantial safety risks (TCP EIR appendix 19.2, p. 39). Also see items VIII (e) and XII (e) above. Regarding air traffic patterns, no impact would result, and no mitigation is required.
- d. The TCP program EIR (pp. 14-44 through 14-50) concluded that the TCP could accommodate road diets (fewer traffic lanes with more bicycle/pedestrian/sidewalk facilities) and roundabouts, as recommended in the TCP, without

substantially increasing circulation hazards. Any of these improvements incorporated into the 406-418 San Mateo Avenue project consistent with the TCP would result in a less-than-significant impact related to circulation hazards. No mitigation is required.

- e. The TCP program EIR (p. 14-50) concludes that the road diets, roundabouts, intersection reconfigurations, and pedestrian and bicycle improvements proposed by the TCP, as well as the temporary effects of construction, would not impede emergency access. Also see items (d) and XIII (g) above. The impact would be less-than-significant, and no mitigation is required.
- f. The TCP program EIR (pp. 14-50 through 14-52) concludes that: (1) the TCP would facilitate increased transit ridership, which can be accommodated by existing transit capacity, and (2) the TCP would enhance the bicycle and pedestrian circulation systems, and does not contain any design aspects that would increase the potential for bicycle/vehicle conflicts. Also see items (d) and (e) above. The impact on other modes of travel would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b><i>XVII. UTILITIES AND SERVICES SYSTEMS -- Would the project:</i></b>				
<i>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>			✗	
<i>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>			✗	
<i>c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>			✗	
<i>d) Result in the need for new or expanded water supply entitlements?</i>			✗	
<i>e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>			✗	
<i>f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>			✗	
<i>g) Fail to comply with federal, state, and local statutes and regulations related to solid waste and recycling?</i>			✗	

**Documentation:**

- a. and e. See item IX (a), (c), and (f) (Hydrology and Water Quality) of this environmental checklist. In addition, the TCP program EIR (p. 13-18) concludes that the available treatment capacity at the South San Francisco/San Bruno Water Quality Control Plant (WQCP) is adequate to meet the estimated net increase of 144,169 gallons per day (gpd) dry weather wastewater flow under the TCP, which includes the proposed project site. The City of San Bruno has issued a “will-serve” letter for wastewater collection and treatment for the proposed project (Ray Razavi, P.E., Interim Public Services Director, July 9, 2014). The project’s impact on wastewater treatment would be less-than-significant, and no mitigation is required.
- b. **Water.** Regarding impacts on water facilities, the TCP program EIR (pp. 13-10 through 13-13) describes water main improvements proposed by the TCP to accommodate projected new development in the TCP Area, including improvements already included in the City’s Water Master Plan. The EIR notes that scheduling the replacement of old pipes concurrently with the construction of roadway and frontage improvements would save pavement and restoration costs, minimize construction impacts on neighborhoods, and optimize the value invested in pipeline replacement.

Under standard existing City development permitting procedures, each individual future development project, including the 406-418 San Mateo Avenue project, would be required to: (1) pay applicable City development and

connection fees; (2) pay its fair share toward necessary water system facilities, as appropriate; and (3) submit final project water system design specifications and construction modifications for review and approval by the City Engineering and Construction Division. In addition, new service connections or the effects of construction might require replacement of adjacent pipes.

Under its standard development review procedures for individual projects, including the proposed project, the City would determine the actual fire flow and water system design requirements. Construction of water system improvements to meet the demand of future development would occur within existing public rights-of-way. Temporary construction period traffic, noise, air quality, water quality, and other potential impacts would be mitigated through the City's standard construction practices. The proposed 406-418 San Mateo Avenue project would not result in any more severe or new impacts on water facilities. The impact would be less-than-significant, and no mitigation is required.

**Wastewater.** Regarding impacts on wastewater facilities, the TCP program EIR (pp. 13-13 through 13-19) describes wastewater system improvements proposed by the TCP to accommodate projected new development in the TCP Area. Under standard existing City development permitting procedures, each individual future development project, including the proposed project, would be required to: (1) pay applicable City development and connection fees; (2) pay its fair share toward necessary wastewater system facilities, as appropriate; and (3) submit final project wastewater system design specifications and construction modifications for review and approval by the City Engineering and Construction Division.

Under its standard development review procedures for individual projects, including the proposed project, the City would determine the actual wastewater system design requirements. Construction of wastewater system improvements to meet the demand of future development would occur within existing public rights-of-way. Temporary construction period traffic, noise, air quality, water quality, and other potential impacts would be mitigated through the City's standard construction practices. There are existing sewer capacity deficiencies. The City's Sewer Master Plan has identified the San Mateo Avenue Bypass Project as a high priority Capital Improvement Project (CIP), which will resolve existing capacity deficiencies for the neighborhood and will resolve maintenance issues. The San Mateo Avenue Bypass Project is scheduled for completion by 2017. The proposed 406-418 San Mateo Avenue project would not result in any more severe or new impacts on wastewater facilities than those identified in the TCP EIR. The impact would be less-than-significant, and no mitigation is required.

For the proposed project, Plan Sheet C2.0 (Proposed Utility Plan) illustrates proposed storm drain, sanitary sewer, and water infrastructure. Like all project plans, this plan is subject to review and approval by the appropriate City staff.

- c. See item IX (c) (Hydrology and Water Quality) in this environmental checklist. Temporary construction period traffic, noise, air quality, water quality, and other potential impacts would be mitigated through the City's standard construction practices. The proposed 406-418 San Mateo Avenue project would not result in any more severe or new impacts on drainage facilities. The impact would be less-than-significant, and no mitigation is required.
- d. Water demand for net new development under the TCP by the year 2035 is projected at 420,000 gpd (TCP EIR, p. 13-10). The TCP program EIR (pp. 13-9 and 13-10) concludes that, based on the Water Supply Assessment (WSA) prepared for the TCP, the City of San Bruno has sufficient water supplies to meet current water demand and future water demand through 2035 within its service area, including the increased water demand associated with the TCP, during normal, single dry, and multiple dry years. The water supply impact of the TCP would be less-than-significant, and no mitigation is required.

The City of San Bruno has issued a "will-serve" letter for water supply and service for the proposed project (Ray Razavi, P.E., Interim Public Services Director, July 9, 2014). The project's impact on water supply would be less-than-significant, and no mitigation is required.

- f. and g. Like all development in San Bruno, the proposed project would accommodate recycling containers on-site in accordance with the City's curbside recycling program. The TCP program EIR (pp. 13-36 and 13-37) concludes that, given the sufficient permitted capacity at the Ox Mountain Landfill, the impact of TCP-facilitated development on solid waste disposal and recycling would be less-than-significant. Likewise, the proposed project's impact would be less-than-significant, and no mitigation is required.

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

**Documentation:**

- a. Based on the preceding discussion and the program EIR prepared for the TCP, including applicable mitigation measures from the EIR as identified in this Environmental Checklist, it has been determined that the proposed 406-418 San Mateo Avenue project will have a less-than-significant potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
- b. According to CEQA Guidelines section 15355, "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The potential cumulative impacts of the proposed project together with related projects and forecasted TCP buildout have been considered for each environmental topic evaluated in this Environmental Checklist. Given the relatively small size of the site (less than one acre), the temporary duration of construction (assumed to be less than two years, based on similar projects), and the fact that the proposed project would serve an existing community within an urbanized area substantially consistent with the adopted TCP, the project is not anticipated to have any cumulatively considerable impacts beyond those already identified and analyzed in the TCP program EIR.
- c. The proposed project will not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, beyond those previously identified and analyzed in the TCP program EIR.



# HEXAGON TRANSPORTATION CONSULTANTS, INC.

## Memorandum

Date: September 5, 2014  
 To: Mr. Jamie Choy, Signature Development Group  
 From: At van den Hout  
 Subject: Parking Analysis for the Mixed-Use Plaza Project in San Bruno, California

### Introduction

Hexagon Transportation Consultants, Inc. has prepared this memorandum to estimate the potential reduction in parking demand for the residential portion of the proposed mixed-use development project at 406-418 San Mateo Avenue in San Bruno. The Plaza project consists of 83 apartment units and 5,500 square feet of retail space. The proposed project would provide 106 on-site parking spaces.

The purpose of this study is to analyze the Transportation Demand Management measures proposed for the project and use data obtained from parking surveys at similar apartment complexes and to make a recommendation regarding an appropriate reduction in parking from the 121 spaces indicated by Staff as within the Transit Corridor Plan range of parking requirement of 1-2 spaces per unit for the residential portion of this project.

### Proximity to Transit

The project is considered to be a highly Transit-Oriented Development given its proximity to numerous public transit options. A SamTrans bus route (Route 141) with service to the San Bruno BART station runs along San Mateo Avenue and the nearest bus stop for that route is approximately 600 feet from the project site. In addition, SamTrans provides frequent bus service along El Camino Real, and a bus stop for that service is located at El Camino Real and Taylor Avenue, only about 100 feet away from the project site. The project is also in close proximity to two major rail stations. The San Bruno Caltrain Station is within walking distance of the project and San Bruno BART station is located approximately one mile away, which is within easy bicycling distance. Given the plethora of nearby transit services, it is expected that a higher percentage of residents of the Plaza development would choose to use transit compared to the comparable residential sites surveyed below.

### TDM Measures

To further encourage the use of public transit options the project will incorporate a number of Transportation Demand Management (TDM) measures that would further reduce the need for parking spaces for the project. Below is a list of TDM measures that would encourage employees and residents of the project to use alternative modes of transportation (other than single occupant autos) that would directly or indirectly reduce the demand for parking. The project applicant is agreeable to work with City staff to implement these TDM measures to reduce the need for parking spaces.

- *Provide long-term bicycle parking*
  - Table 7.6 of the Transit Corridors Plan provides guidelines for bicycle parking. These call for 1-2 long-term parking spaces per two units and 1-2 parking spaces per 3,000 square feet of commercial space. Based on these recommendations the project would provide a minimum of 44 long-term bicycle parking spaces. The attached plans show where 38 racks would be installed in the garage and where an additional 16 racks would be installed in the ground floor common area, for a total of 54 long-term, secure bicycle storage locations.
  
- *Provide short-term bicycle parking*
  - Table 7.6 of the Transit Corridors Plan provides guidelines for bicycle parking. These call for 1-2 short-term parking spaces per ten units and 1-2 parking spaces per 10,000 square feet of commercial space. Based on these recommendations the project would provide a minimum of 9 short-term bicycle parking spaces. The attached plans show where 10 racks would be installed in the public right-of-way sidewalk adjacent to the building on San Mateo Avenue.
  
- *Provision of transit subsidy for residents*
  - At the time of move-in, each new tenant would be provided with a Clipper card loaded with \$50.00, which will encourage residents to try new transit options.
  
- *Require commercial tenants to provide transit subsidy to employees*
  - Commercial leases will require tenants to provide employees with a Clipper card loaded with \$50.00, which will encourage employees to try new transit options.
  
- *Distribute information concerning transportation options to residents and employees*
  - At the time of move-in, each new tenant will be provided with an informational package about alternate means of transportation available in the immediate area, which will broaden the transit options known to each individual.
  
- *Establish an on-site ride share program.*
  - At the time of move-in, each new tenant will be provided with information on how to coordinate with other tenants to share rides and carpool. Ongoing property management will include maintenance of a group website where tenants will be able to exchange ride information. A building information board will also be installed in the lobby of the building where ride share and carpool information can be posted.

Studies have shown that discounted or free transit passes for residents and workers are effective ways of reducing the number vehicle trips and therefore the demand for parking, especially in areas where high quality and frequent transit service is available, which is the case given that the project is located in a "transit rich" area. Requiring employees to pay for parking is also an effective way to reduce auto trips and therefore the parking demand. Implementation of some or all of these measures would further contribute to the reduced parking demand for the project.

## Parking Surveys

To quantify the appropriate number of parking spaces to be provided at the project Hexagon has conducted parking surveys at comparable apartment projects in the surrounding area. The surveys considered 12 different apartment complexes, located near transit, in the cities of Mountain View and Cupertino, all of which included on-site parking and for which the number of one, two, and three bedroom apartments was known. Although the surveyed sites in Cupertino and Mountain View are within reasonable walking distance (less than 0.25 mile, or about 1,300 feet) from transit, the proposed project is considered “more transit-oriented” due to its closer proximity to Caltrain, BART, and SamTrans service. The parking occupancy surveys were conducted on weekdays around midnight at each apartment complex. The name of each site, its proximity to transit, and the total number of bedrooms and parking occupancy results are shown in Table 1.

**Table 1  
Apartment Site Characteristics and Demand**

Complex	City	Closest Transit Stop	Total Onsite	Total	Total			Occupied	Occupied	Occupied	
			Parking		Number	Bed	1 Bed				2 Bed
			Spaces	of Units	rooms				Units	Bedrooms	
Central Park	Mountain View	1,200 feet to LRT Station	696	354	722	68	204	82	490	1.38	0.68
Park Place	Mountain View	700 feet to bus stop	511	373	571	181	186	6	339	0.91	0.59
Avalon	Mountain View	300 feet to bus stop	426	248	435	117	75	56	301	1.21	0.69
Avalon Towers	Mountain View	250 feet to bus stop	529	211	338	90	115	6	247	1.17	0.73
North Park	Mountain View	300 feet to bus stop	324	188	278	98	90	0	216	1.15	0.78
Madera	Mountain View	1,300 feet to Caltrain Station	313	203	290	116	87	0	206	1.01	0.71
Markham	Cupertino	1,200 feet to bus stop	891	504	749	259	245	0	575	1.14	0.77
Siena	Cupertino	1,100 feet to bus stop	182	128	220	36	92	0	182	1.42	0.83
Arioso	Cupertino	500 feet to bus stop	400	201	321	81	120	0	275	1.37	0.86
Archstone	Cupertino	600 feet to bus stop	529	311	491	145	152	14	385	1.24	0.78
Biltmore	Cupertino	1,100 feet to bus stop	353	179	288	78	93	8	276	1.54	0.96
Hamptons	Cupertino	650 feet to bus stop	588	342	596	130	170	42	478	1.40	0.80
<b>Sample Ranges &amp; Averages</b>											
			182	128	220	36	75	0	182	0.91	0.59
			891	504	749	259	245	82	575	1.54	0.96
			479	270	442	117	136	18	331	1.25	0.76

The results of the survey indicate that the sites averaged 1.25 occupied spaces per unit and 0.76 occupied spaces per bedroom. A statistical analysis on the parking survey results was conducted and it was determined that *number of bedrooms* more accurately correlates with observed parking demand than *number of units*. In order to estimate the parking demand for this project based on the number of bedrooms, the two studio apartments are treated as one-bedroom units. Thus, the total number of bedrooms used for this analysis is 129, see Table 2.

**Table 2  
Project's Residential Unit Mix**

Residential Unit Mix	One				Total
	Studio	Bedroom	Two Bedroom	Three Bedroom	
Total Units	2	43	30	8	83
Total Bedrooms	2	43	60	24	129

Using the average per bedroom rate, the project's estimated parking demand would be  $0.76 \times 129 = 98$  spaces, which is eight spaces fewer than the 106 spaces that the project would provide and twenty-three spaces fewer than the 121 spaces indicated by Staff as within the Transit Corridor

Plan range of parking requirement of 1-2 spaces per unit. Based on the unit rate of 1.25 spaces, the parking demand for the project would be  $1.25 \times 83 = 104$  spaces, which is two spaces fewer than the 106 spaces that the project would provide.

### **Conclusion**

Based on the parking data collected in other cities, the even closer proximity of the project to high quality transit service than the comparable projects surveyed, and with the implementation of the TDM measures described above, Hexagon anticipates that parking demand at the project will be reduced by up to 15% from the 121 spaces indicated by Staff. Hexagon recommends that the project provide a minimum of 98 parking spaces for the residential component of the project. The 106 parking spaces currently proposed by the Plaza project would be adequate to accommodate the anticipated parking demand for residential use.

June 23, 2014



Mr. Joseph Cervantes  
Associate Civil Engineer  
City of San Bruno  
567 El Camino Real  
San Bruno, CA 94066

Whitlock & Weinberger  
Transportation, Inc.  
475 14<sup>th</sup> Street  
Suite 290  
Oakland, CA 94612  
voice 510.444.2600  
web [www.w-trans.com](http://www.w-trans.com)

## **Proposal to Conduct Parking Surveys for the 406-418 San Mateo Avenue project in San Bruno**

Dear Mr. Cervantes;

Whitlock & Weinberger Transportation, Inc. (W-Trans) has completed parking surveys in the vicinity of the 406-418 San Mateo Avenue project. This letter is a summary of the study methodology and findings.

### **Study Methodology**

Parking surveys were conducted on Saturday June 7 and Tuesday June 10, 2014, at 12:30 p.m., 7:30 p.m., and 1:00 a.m. Generally, parking is considered at capacity at 85% occupancy (when 15% or more spaces are available then they are easier to find and there isn't excess circulation of vehicles trying to find an open parking space). The survey area included streets and public parking lots as shown on the attached map and tables.

### **Survey Findings**

#### Weekend Survey Results:

- Public parking lots were overall more utilized during the midday at 12:30 p.m. (73%), with the largest lot on the north side of Sylvan/Mastick (Lot D on the survey) the most busy at this time.
- The public lot just north of the 406 - 418 San Mateo Avenue site was generally full during the weekend midday and early evening times (Lot A on the survey).
- Street parking was most utilized at 7:30 p.m. but not much more than at 12:30 p.m. or at 1:00 a.m. The location of street parking utilization changes throughout the day, however, with El Camino Real and San Mateo Avenue more heavily parked earlier in the day, and residential streets more utilized at 1:00 a.m.
- The public parking lots are used during late evening hours, with about a 27% utilization rate at 1:00 a.m. The lot closest to the project site is the least utilized during late night hours.

#### Weekday Survey Results:

- In general, there is less parking utilization in the area on weekdays than on weekends.
- Overall, public parking lots were more utilized during the weekday early evening at 7:30 p.m. (67%), with the largest lot on the north side of Sylvan/Mastick (Lot D on the survey) the most busy at this time.
- The public lot just north of the 406 - 418 San Mateo Avenue site was generally full during the weekday early evening time (Lot A on the survey) but virtually empty in the late evening and early morning.
- Weekday street parking was most utilized at 7:30 p.m. and at 1:00 a.m. As on weekends, the location of weekday street parking utilization changes throughout the day, with El Camino Real

and San Mateo Avenue more heavily parked earlier in the day, and residential streets more utilized at 1:00 a.m.

- Similar to weekend use, the public parking lots are used during late evening hours on weeknights, with about a 28% utilization rate at 1:00 a.m. The lot closest to the project site is the least utilized during weeknight late night hours.

### **Summary**

There is available public parking on weekdays in the immediate vicinity of the 406 - 418 San Mateo Avenue site, with some streets more utilized than others. Parking is also available on weekends, but less so in the site vicinity than on weekdays, with more streets and the nearby public lot reaching over 85% parking occupancy at times.

We appreciate the opportunity to have served the City of San Bruno. Please contact me with any questions or comments regarding this assignment.

Sincerely,



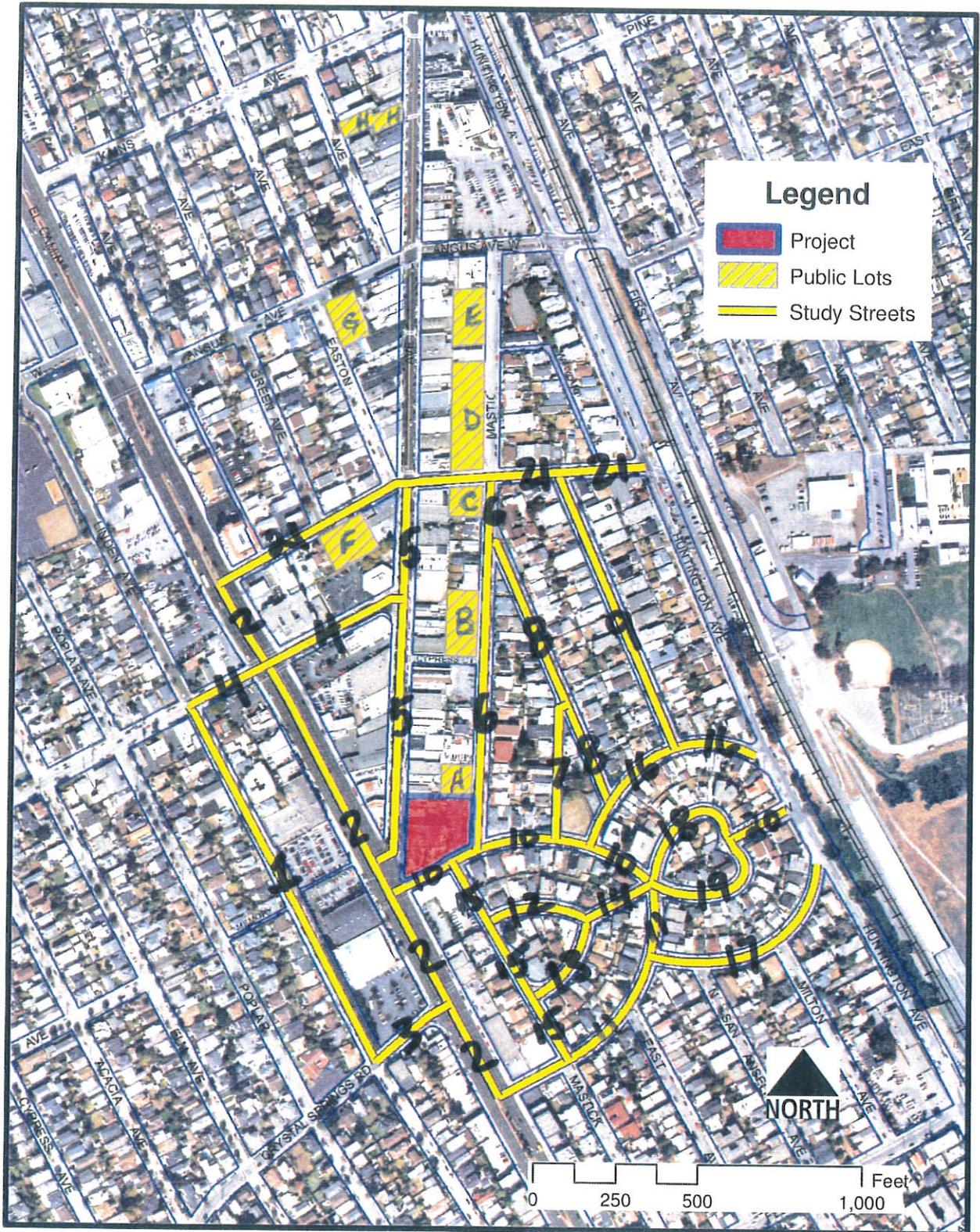
Mark Spencer, PE  
Principal

MES/SBR008-11.L1

**Attachments:** Parking Survey Map

Parking Survey Results

# Parking Study Area 406-418 San Mateo Avenue Project



406-418 San Mateo Ave Project - Parking Survey - Weekend  
 Date: SATURDAY JUNE 7, 2014

Area	Lot #	Location	Side of Street	Number of Spaces Inventory	Number of Occupied Spaces			Max # Occupied Spaces (Weekend)	Min # Occupied Spaces (Weekend)	Current Parking Regulations		
					12:30 p.m. - 7:30 p.m.	7:30 p.m. - 1:00 a.m.	1:00 a.m. - 7:30 p.m.					
Public Lots	A	Mastick Ave north of Taylor Ave	west side of Mastick	25	23	24	3	24	96%	3	12%	2-hour (8a-6p)
	B	Mastick Ave north of Cypress Ct	west side of Mastick	70	36	44	17	44	63%	17	24%	2-hour and 5-hour (8a-6p)
	C	Mastick Ave south of Sylvan Ave	west side of Mastick	32	26	17	7	26	81%	7	22%	5-hour (8a-6p)
	D	Mastick Ave north of Sylvan Ave	west side of Mastick	101	94	35	26	94	93%	26	26%	5-hour (8a-6p)
	E	Mastick Ave north of Maryland Pl	west side of Mastick	49	43	30	13	43	88%	13	27%	5-hour (8a-6p)
	F	Sylvan Avenue west of San Mateo Ave	south side of Sylvan	58	36	15	15	36	62%	15	26%	5-hour (8a-6p)
	G	Angus Ave east of Easton Ave	south side of Angus	38	22	9	10	22	58%	9	24%	5-hour (8a-6p)
	H	Masson Ave south of Kains Ave	east side of Masson to San Mateo Ave	29	12	27	19	27	93%	12	41%	2-hour (8a-6p)
				402	292	201	110	292	73%	110	27%	
			<i>Public Lots Subtotal</i>		73%	50%	27%					
Area	Street #	Street Name	Segment	Inventory	12:30 p.m. - 7:30 p.m.	7:30 p.m. - 1:00 a.m.	1:00 a.m. - 7:30 p.m.	Max # Occupied Spaces (Weekend)	Min # Occupied Spaces (Weekend)	Current Parking Regulations		
Streets	1	Linden Ave	Crystal Springs to Jenevein Ave	51	38	34	34	38	75%	34	67%	2-hour (8a-6p)
	2	El Camino Real	Chapman to Sylvan Ave	44	53	25	4	53	120%	4	9%	2-hour (8a-6p)
	3	Crystal Springs Rd	Linden to El Camino Real	0	0	0	0	0	0%	0	0%	NP anytime
	4	Jenevein Ave	Linden to San Mateo Ave	17	13	13	4	13	76%	4	24%	2-hour (8a-6p)
	5	San Mateo Ave	El Camino Real to Sylvan Ave	50	54	27	4	54	108%	27	54%	2-hour (8a-6p)
	6	Mastick Ave	Taylor Ave to Sylvan Ave	33	28	21	19	28	85%	19	58%	2-hour (8a-6p)
	7	Martin Pl	Taylor Ave to San Anselmo Ave	11	6	8	9	9	82%	6	55%	NP for Street Sweeping 1st & 3rd Wed of month (9a-11a) on one side of street, and 1st & 3rd Thur of month (9a-11a) on other side of street
	8	San Anselmo Ave	Florida Ave to Mastick Ave	54	41	44	55	55	102%	41	76%	"
	9	Milton Ave	Florida Ave to Sylvan Ave	56	34	43	51	51	91%	34	61%	"
	10	Taylor Ave	El Camino Real to Texas Pl	38	23	25	26	26	68%	23	61%	"
	11	Chapman Ave	El Camino Real to Texas Pl	41	27	28	37	37	90%	27	66%	"
	12	Kensington Ave	Mastick Ave to Texas Pl	22	13	14	16	16	73%	13	59%	"
	13	Garden Ave	Mastick Ave to Texas Pl	24	16	18	20	20	83%	16	67%	"
	14	Texas Pl	Kensington Ave to Taylor Ave	14	8	8	11	11	79%	8	57%	"
	15	Mastick Ave	Chapman Ave to Taylor Ave	37	16	25	28	28	76%	16	43%	"
	16	Florida Ave	Florida Ave to Cupid Row	36	24	29	38	38	106%	24	67%	"
	17	Georgia Ave	Chapman Ave to Cupid Row	45	23	32	32	32	71%	23	51%	"
	18	Carlton Ave	Texas Pl to Cupid Row	36	18	16	19	19	53%	16	44%	"
	19	Terrace Ave	Texas Pl to Cupid Row	28	12	14	18	18	64%	12	43%	"
	20	Cupid Row	Carlton Ave to Huntington Ave	12	5	7	8	8	67%	5	42%	"
	21	Sylvan Ave	El Camino Real to Huntington Ave	60	21	36	21	36	60%	21	35%	"
			<i>Streets Subtotal</i>	709	473	492	477	492	69%	473	67%	
<b>TOTAL</b>				<b>1111</b>	<b>765</b>	<b>693</b>	<b>587</b>					
					<b>69%</b>	<b>62%</b>	<b>53%</b>					

>100% Multiple vehicles parked illegally (encroaching into or across driveways, in red or yellow zones, etc.)  
 Parking inventory based on 25 feet per space.



## Applicable TCP Design Guidelines

Staff finds that the proposed project is consistent with the following Private Realm TCP design guidelines:

### Site Layout and Building Design:

- A1-1: Orient buildings so that primary facades and key pedestrian entries face major streets.
- A1-2: Encourage building entries to be visible from the street, so that each building has an entrance along the front of the building facing the sidewalk where the majority of the public will be entering.
- A1-5: Locate/concentrate new ground-floor retail uses on street corners in distinctive landmark buildings at key intersections.
- A1-6: Encourage ground-floor retail uses to activate the street where possible.
- A1-13: Locate parking lots, driveways and loading areas behind buildings, with access on side or rear street to maximize active pedestrian edges.
- A1-14: Encourage Trash Receptacles, located in many cases in rear parking lots, to be placed in trash enclosure that are screened with materials that are consistent with the architectural character and style of the adjacent structures.

### Massing and Scale

- A2-1: The design of new development must respect the scale, form, and development pattern of existing residential neighborhoods surrounding/adjoining the Transit Corridors Area.
- A2-2: Ensure the transition between high-density development and lower density development, including surrounding existing residential neighborhoods, by carefully considered in site design and architectural massing.
- A2-5: Break up the mass of large-scale building with articulation in form, architectural details, and changes in materials and color, and other similar elements.
- A2-7: Break up long horizontal roof lines on buildings within flat or low pitched roofs by incorporating architectural elements such as parapets, varying cornices and roof lines.
- A2-13: Encourage distinctive landmark buildings at places of special significance such as the El Camino-San Mateo Avenue gateway, and important intersections such as El Camino Real and San Bruno Avenue, and the Caltrain Stations Area by incorporating architectural elements such as a tower at the corner, articulation or unique roof silhouettes, providing a corner plaza, and/or a recessed building entrance at the corner.

### Building Heights and Stepbacks

- A3-2: Step down building heights along the secondary frontage and rear of buildings to reduce impact on adjacent properties.

### Building Setbacks

- A4-6: Integrate building setbacks for new development, particularly fronting key intersections, to create a visually interesting street edge by breaking up the

building fronts with pockets that could provide more space for pedestrian and outdoor activity.

### **Building Façade Design**

- A5-2: Design buildings that contribute to the urban fabric by varying setbacks, roof heights, upper-story stepbacks, building articulation and landscaping treatments.
- A5-10: Ensure that durable and highly resistant building base materials are selected such as precast concrete, brick, stone masonry, and commercial grade ceramic, to withstand pedestrian traffic.

### **Building and Roof Materials**

- A6-1: Vary materials and color to enhance key components of a building's façade (e.g. window trims, entries, projecting elements, etc.). Material changes should occur at intersecting planes, preferably at the inside corners of changing wall planes.
- A6-5: Incorporate the following recommended façade materials:
  - Steel
  - Brick
  - Precast concrete
  - Cut stone
  - Exterior plaster

### **Lighting**

- A7-3: Ensure that all building entrances are well-lit with appropriately scaled light fixtures that complement the architectural style of the building.
- A7-5: Light parking lots, pedestrian walkways, bicycle paths, plazas, and paseos adequately.

### **Building Signage**

- A8-2: Incorporate sign design into the development applications for new buildings.
- A8-5: Encourage signage to be wall mounted or suspend from awnings above the sidewalk. Discourage signs painted directly onto building walls.

### **Awnings**

- A9-2: Encourage awnings, overhangs, and arcades where pedestrians are expected to walk and shop to provide overhead projections and to create significant entrances.

October 5, 2014

To the Planning Commissioners, Mayor and City Council:

I recently received a copy of the design drawings for The Plaza that is to be built on the old El Camino Theater site. I am unable to attend the Planning Commission meeting on Tuesday, nevertheless, I would like to register my strong objection to the proposed design of this project.

This building will be the gateway to the rest of the downtown. The plan, as depicted, shows mostly squares and rectangles with evenly spaced windows - boring. Notwithstanding the 'circle' at the point of the block, the rest of the design lacks style, grace and interest.

I have been waiting years to see the site developed. I am deeply disappointed that this is what is proposed for the entrance to our shopping area.

Surely, we can do better.

  
Marina Kaiser  
529 Fifth Avenue  
San Bruno