



## City Council Agenda Item Staff Report

CITY OF SAN BRUNO

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**DATE:** September 28, 2021

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Jovan D. Grogan, City Manager

**PREPARED BY:** Pamela Wu, Community and Economic Development Director

**SUBJECT:** Hold Public Hearing and Take the Following Actions associated with the Bayhill Specific Plan:

- Adopt Resolution Approving the Water Supply Assessment Report for the Proposed Bayhill Specific Plan.
- Adopt Resolution Certifying an Environmental Impact Report and Adopting CEQA Findings, Facts, Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Bayhill Specific Plan and Google Phase 1 Project.
- Adopt Resolution Amending the San Bruno General Plan to Ensure Consistency with the Bayhill Specific Plan.
- Adopt Resolution Adopting the Bayhill Specific Plan for the Bayhill Area of the City.
- Waive first reading and introduce Ordinance Adding Chapter 12.290, Bayhill Specific Plan Districts, to the City of San Bruno Municipal Code Establishing Regulations for Parcels Within the Bayhill Specific Plan.
- Waive first reading and introduce Ordinance Amending the City of San Bruno Zoning Map for the Bayhill Specific Plan Area.

### **EXECUTIVE SUMMARY:**

The City Council is to consider approval of a Water Supply Assessment Report for the Bayhill Specific Plan and certification of an Environmental Impact Report, which also includes adopting CEQA findings, facts, Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program. The City Council will also consider amending the San Bruno General Plan to ensure consistency with the Bayhill Specific Plan, and adoption of the Bayhill Specific Plan. Lastly, the City Council will consider amending the City of San Bruno Zoning Map and adding Chapter 12.290, Bayhill Specific Plan Districts, to the City of San Bruno Municipal Code, which would establish regulations that apply to all parcels located within the Specific Plan.

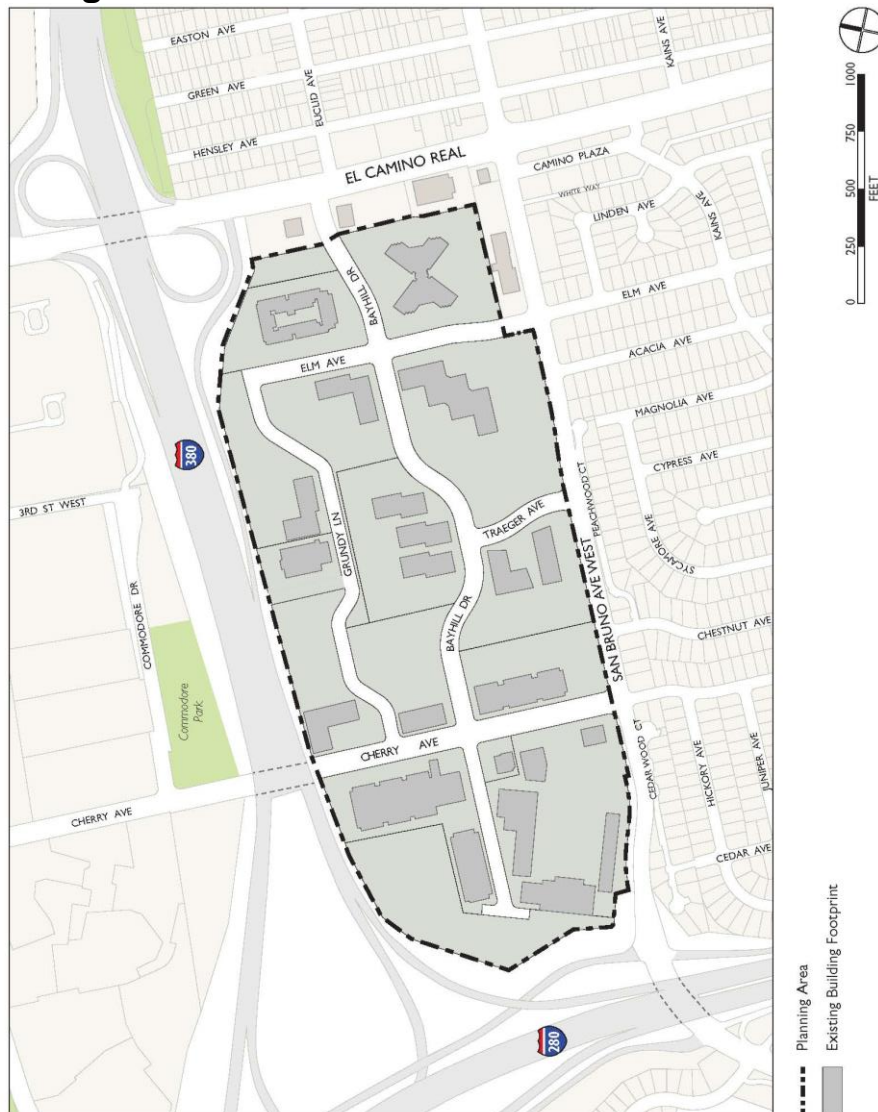
### **BACKGROUND:**

The City has prepared a draft Specific Plan for the Bayhill Office Park and Bayhill Shopping Center area that would establish a regulatory framework for guiding private and public development within the Bayhill Specific Plan Planning Area over the next 20 years.

Bayhill Office Park, established in the mid-1970s, is now San Bruno's premier employment hub. It is located south of San Francisco near the San Francisco Airport, and within close proximity to I-280, I-380, and Caltrain and BART stations. Bayhill Office Park is home to major regional and national tenants and property owners, including Google/YouTube, Walmart.com, and The Police Credit Union. The Bayhill Shopping Center, located in the southwestern corner of the Plan Area, is a busy neighborhood commercial center that provides shops and services to local residents and employees. A Marriott Courtyard Hotel is located in the northeast corner of the Plan Area, within the Bayhill Office Park.

The Plan Area (see Figure 1 - Planning Area) comprises approximately 92.2 acres and is generally bounded by Interstate 280 to the west and 380 to the north, El Camino Real to the east (but exclusive of the properties fronting El Camino Real), and San Bruno Avenue West to the south from Interstate 280 to Elm Avenue. Four properties that front on El Camino Real and one on San Bruno Avenue West abut the Plan Area and are located within the City's adjacent adopted Transit Corridors Plan and are not included within the Plan Area. The proposed land uses in the Bayhill Specific Plan are intended to complement the City's adopted Transit Corridors Plan.

**Figure 1 – Planning Area**



The City's decision to prepare the Specific Plan is the result of a request by Google/YouTube in 2017 that the City consider the company's plans to expand and further develop its property into an office campus setting within the Bayhill Office Park. Staff informed Google/YouTube representatives that an overall plan would be needed to ensure that Google/YouTube's plans for campus expansion are integrated into an attractive setting that benefits all Bayhill property owners and the broader San Bruno community. Accordingly, the City required the preparation of a Specific Plan providing a comprehensive plan for the future development and redevelopment of the entire Bayhill Office Park area (including Bayhill Shopping Center and other adjacent uses).

Google/YouTube currently owns ten of the thirteen parcels within the Bayhill Office Park comprising 83% of the land in the Office Park. The Google/YouTube parcels contain approximately 1.1 million square feet of existing office space (see Table 1- Potential Development Allocation in the discussion of the Land Use Chapter below). Google/YouTube is currently constructing roughly 287,000 square feet at the western end of the Plan Area at the end of Bayhill Drive. The Bayhill Specific Plan Area currently contains a total of about 1.6 million square feet of office space (not including the space under construction), making Google/YouTube the owner of approximately 70% of the built office space within the Office Park. To accommodate its anticipated long-term employment growth, Google/YouTube presented a plan for phased development (see Figure 2 - Phased Development Plan) of properties they own within the Bayhill Office Park, including a first phase being concurrently considered for approval (see separate staff report).

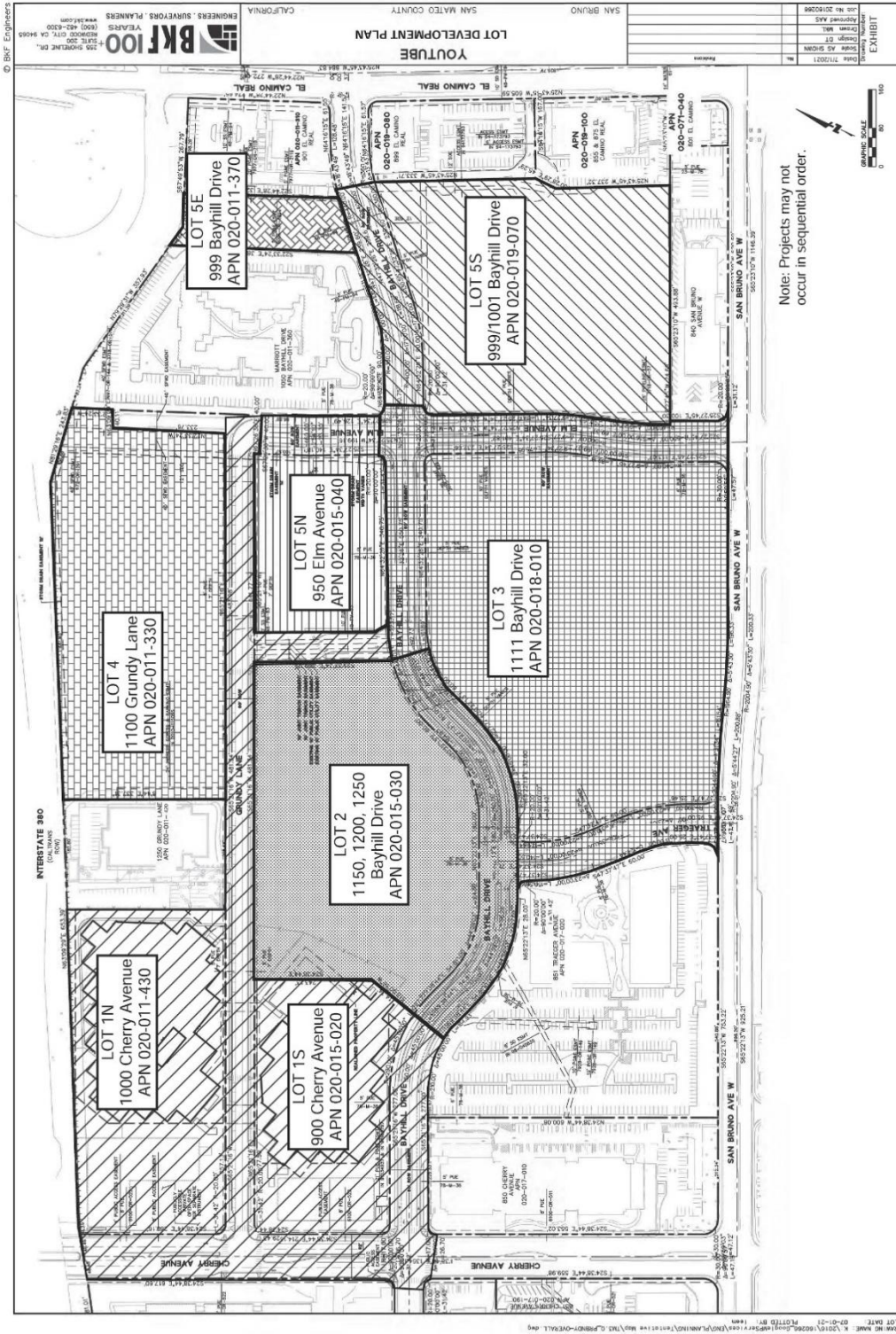
An Environmental Impact Report (EIR) has been prepared covering both the Bayhill Specific Plan and Phase 1 of the Google/YouTube development (Attachment 8).

Proposed General Plan Amendments have been prepared to reflect consistency between the draft Specific Plan and to establish the land use designations set forth in the draft Specific Plan, and to address minor inconsistencies with the existing land use policies. The proposed General Plan Amendments can be found in Attachment 4 – Exhibit A.

Proposed Zoning Ordinance Amendments to implement the Bayhill Specific Plan have also been prepared (Attachment 6 – Exhibit A) and include the establishment of four new Bayhill zoning districts and implementing regulations, including density and use standards. The attached zoning ordinance amendments are a revision of the draft zoning amendments published in January 2021, which incorporate the list of the changes found in the “Bayhill Specific Plan and Zoning Ordinance Staff Supported Revisions and Corrections” (Attachment 5 – Exhibit A) and summarized later in this report.

Discussion of the proposed Phase 1 development including analysis of an Architectural Review Permit, Vesting Tentative Map, proposed curb markings along Cherry Avenue, in addition to the draft Development Agreement can be found in a separate staff report for the September 28, 2021 City Council packet.

## Figure 2 – Phased Development Plan



## **Community Engagement and Planning Commission and City Council Review**

The Specific Plan preparation process began with community visioning and outreach in summer/early fall 2017. Outreach included a community workshop, property owner forum, a joint study session of the City Council and Planning Commission, and stakeholder interviews. The input received during this phase served as the foundation for developing the Key Guiding Principles for the Bayhill Specific Plan, which can be found on page 6 of the Draft Bayhill Specific Plan. Background research on existing conditions, issues, and opportunities was conducted, and summarized in an Existing Conditions Report completed in Fall 2017, which can be found clicking [here](#). Based on the outreach and analysis, four concept alternatives for the Bayhill Specific Plan were developed and summarized in an Alternatives Report released in July 2018, which can be found by clicking [here](#). The alternatives and corresponding analysis were presented at a second property owner forum and a second community workshop. An online survey was also conducted in 2018.

On October 30, 2018, at a joint study session of the City Council and Planning Commission, the Council and Commission appeared to reach consensus and provided some preliminary direction in regard to Specific Plan options. On December 4, 2018, the Council selected a “Preferred Alternative” to be analyzed in the Draft Environmental Impact Report (Draft EIR) and provided some additional preliminary direction in regard to the Specific Plan. The Draft Bayhill Specific Plan and EIR are based on the Council selected preferred alternative.

On July 31, 2019, an update on the status of the Specific Plan and EIR was provided at a joint study session of the City Council and Planning Commission. On July 30, 2020, at a regular meeting, the City Council provided direction to incorporate a formulaic community benefit in the Specific Plan to be applied to the increased development permitted under the plan.

On January 14, 2021, the Draft Specific Plan, Draft EIR, Draft General Plan Amendments and Draft Bayhill Specific Plan Zoning Districts were made available for public review and comment. The Planning Commission held a public hearing to take comments on the Draft EIR on February 16, 2021. The comment period for the Draft EIR closed on March 1, 2021.

On March 11, 2021, the Specific Plan was presented to the San Mateo County Airport Land Use Commission (ALUC). This is required by State Law for any plan or project proposed within certain zones near the airport, to confirm consistency with the Airport Land Use Compatibility Plan (ALUCP) adopted by the ALUC for San Francisco Airport.

As a result of the comments on the Specific Plan from the ALUC, the Bay Area Air Quality Management District, Google/YouTube and members of the public, staff is recommending a number of modifications to the Plan and the draft Zoning Ordinance Amendments as set forth in Attachment 5 – Exhibit A. Staff also identified a number of draft Specific Plan and draft Zoning Ordinance “errata,” for which corrections are also set forth in Attachment 5 – Exhibit A. The Final EIR addresses all comments made on the Draft EIR.

Attachment 5 – Exhibit A to the staff report is the “Bayhill Specific Plan and Zoning Staff Supported Revisions and Corrections”, which contains staff recommended changes to the January 2021 draft Bayhill Specific Plan and draft Zoning Ordinance Amendments. In relation to the Specific Plan, the table includes two types of recommended changes:

- Minor wording changes to correct dates and address “typos”; and

- Changes to Specific Plan policies based on staff's continuing review and in response to comments that staff supports.

In the Bayhill Specific Plan and Zoning Staff Supported Revisions and Corrections table, staff provides a brief explanation of the reasons for recommended Specific Plan policy changes and all proposed modifications to the draft zoning ordinance. The minor changes to the Specific Plan are generally self-explanatory. This table should be reviewed along with the Specific Plan, and will be incorporated as part of the Specific Plan adoption if approved by the Council.

A brief summary of the recommended Specific Plan policy changes and Zoning Ordinance modifications is provided below:

### **Specific Plan**

#### **Land Use**

- In March 2021, the City/County Association of Governments of San Mateo County (C/CAG) Board of Directors, acting as the San Mateo County Airport Land Use Commission, determined that the Bayhill Specific Plan and related General Plan and Zoning Amendments are consistent with the SFO ALUCP, subject to conditions that identify the ALUCP's requirements for hotels, height limitations and real estate disclosures. Policy 2-10 is revised to address the SFO ALUCP's hotel requirement and Policy 2-20 is added to address the SFO ALUCP's height and real estate requirements.

#### **Urban Design**

- Policies 3-2, 3-4, 3-18, 3-26, and Guideline DG-5 are revised to allow for flexibility in design of curbside stormwater planters, greenways, and use of alternative building and plant materials.
- Policies 3-4, 3-5 and Guideline DG-9 are revised to clarify measurement of the size of Cherry Plaza, characteristics of street trees, and limitation of invasive plants.

#### **Access**

- Policy 4.1 is revised to clarify street design details.
- Policies 4.4 and 4.5 are revised to respond to Bay Area Air Quality Management District (BAAQMD) comments on the Plan and EIR.
- Policies 4.9 and 4.10 are modified to allow for greater flexibility in the description and application of the required mitigation to reduce Vehicle Miles Traveled (VMT) and to clarify that it is a mitigation payment, not a penalty.
- Policy 4.14 is added to clarify that up to seven, private belowground tunnels connecting parking garages are allowed.

**Infrastructure.** No policy changes are recommended in this Chapter.

#### **Environmental Quality**

- Policy 6-9, which addresses construction-related air pollutant emissions, is revised to incorporate BAAQMD recommendations received in the District's comment letter on the Draft EIR.
- Policy 6-26, which includes requirements for surveying and avoiding nesting birds during construction, is revised to adjust buffer distances to reflect current standard practice and ensure construction activities are not overly limited.

### Implementation

- A revised Table 7.1 is presented to reflect new cost and other information for public infrastructure improvements.
- Policy 7.1 is clarified, and subsection (g) is added to ensure that applicable city fees will be paid by all new development to cover the costs of improvements and services.

### Zoning Ordinance and Zoning Maps Amendment

Please note that the version of the proposed new Zoning Ordinance in Attachment 6 – Exhibit A already incorporates the following changes shown in the “Revisions and Corrections” table.

- Definition for “Pedestrian Oriented Lighting” was added to Chapter 12.290.030(D).
- Definition for “Landscaping” has been added to Chapter 12.290.030(E).
- Table 12.290-1 (Permitted Land Uses – Bayhill Zoning District). The following changes were made to allow for greater flexibility and/or better definition of uses permitted under the Plan:
  - “Community Facilities, Private” was included as a specified land use.
  - “Community Facilities, Public” was included as a specified land use.
  - “Day Care Center” was changed to be permitted in all four Bayhill Zoning Districts.
  - “Banks and Other Financials” was included as a specified land use.
  - “Regional Office” and “Neighborhood Service Office” land use designations were replaced with one “Office” land use designation.
  - The term “Facilities” was removed from “Research and Development Facilities.”
- Table 12.290-2 was eliminated. The Bayhill Zoning Ordinance will refer to Table 2-2 in the Specific Plan to ensure consistency between the Plan and Zoning.
- Table 12.290-3: Regional Office Development Equivalents for Non-Residential Land Uses was renumbered as “Table 12.290-2”.
- Table 12.290-4: Development and Design Standards – Bayhill Zoning Districts was renumbered as “Table 12.290-3”. Additionally, the following changes were made to the Table:
  1. Building Placement (Setbacks) - Revision to how setbacks are measured throughout the Plan Area to allow for greater flexibility in the provision of setbacks while maintaining the intent of the Plan.
  2. Greenway Frontage (feet) – Additional text added to allow for the possibility of including a greenway that measures less than 30 feet in depth.
- Regulation #1: The maximum lot coverage for a single office building was changed from 95,000 to 110,000 square feet to increase the flexibility of the Plan.
- Section 12.290.070:
  1. Minor text changes to pedestrian bridges (12.290.070[F]).
  2. Minor text changes to Anti Reflective Glass (12.290.070[K]) to clarify the intent.
- Proposed Zoning District Map:
  1. Shifted the property boundary for Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of realigned Grundy Lane.
  2. Added the following note: “Parcel Boundaries identified above are contingent upon Vesting Tentative Map Approval (TM19-001) and Final Map Recordation”.

Staff is in support of these revisions and corrections and have incorporated them into the latest draft Zoning Ordinance Amendments and Zoning District Map. They are not yet incorporated into the draft Specific Plan.

In mid-July 2021, the City established and launched the “Bayhill Specific Plan Virtual Education Room,” an interactive website, to provide information about the Specific Plan and to take public comments. The Virtual Learning Room can be found at the following link:  
[www.sanbruno.ca.gov/BayhillEdRoom](http://www.sanbruno.ca.gov/BayhillEdRoom)

## **ENVIRONMENTAL CLEARANCE:**

The Bayhill Specific Plan Environmental Impact Report is found at Attachment 8.

### Certification Process

The Draft Environmental Impact Report (EIR) was circulated for a 45-day review period beginning January 14, 2021. The public comment period ended on March 1, 2021. The comments on the Draft EIR and responses to those comments are contained within the Final EIR document, together with edits to the Draft EIR resulting from public comments and staff-identified corrections. Following review of the Draft EIR and Final EIR by the Planning Commission, additional minor clerical edits were identified in the Final EIR, and a “Final EIR Errata” document was prepared. The edits in the Final EIR Errata do not involve any substantive matters or change any environmental conclusions of the Draft EIR or Final EIR, do not require recirculation of the Draft EIR, and do not warrant review by the Planning Commission before City Council action. The Draft EIR, Final EIR and Final EIR Errata combined constitute the complete Bayhill Specific Plan EIR. The City Council is the approval body for certification of the EIR.

### Draft EIR Project Summary

The Draft EIR evaluates the potential adverse impacts of the Proposed Project, which is buildout under the Bayhill Specific Plan. An EIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a project. The Draft EIR describes existing conditions within the Project Area, analyzes the potential environmental impacts of implementing the Proposed Project, and identifies mitigation measures to minimize significant impacts. The Draft EIR also evaluates reasonable alternatives to the Proposed Project, including the “No Project” alternative, which discusses the result of not implementing the Proposed Project, as described below.

The Draft EIR also studied Phase I of Google/YouTube’s 15-year expansion plan, referred to as the “Phase I Development” in the Draft EIR. The Draft EIR provides a program-level review of the Proposed Project (i.e., buildout under the Specific Plan) and a project-level review of the Phase I Development. As such, the Draft EIR serves as a single CEQA document that provides environmental clearance for both adoption of the Specific Plan and approval and entitlement of the Phase I Development. Future development projects under the Specific Plan will be subject to individual, site-specific environmental review, as required by State Law. As a programmatic EIR, the Draft EIR could be used to provide streamlined environmental review for later activities within the Project Area. The City of San Bruno will review future projects for their conformance with the Draft EIR analysis to determine whether later activities may be cleared under or may tier from the Draft EIR, and what – if any – additional environmental review will be required.

To account for the variability of potential development under the Specific Plan, two different buildout scenarios were considered for purposes of the Draft EIR’s programmatic analysis of the Specific Plan:

1. The Maximum Office Scenario (primarily office with retail, hotel and no residential), where no residential construction occurs within the housing and mixed-use overlay zones. The Maximum Office scenario includes approximately 4 million square feet of total office development, 121,846

square feet of retail development, 79,152 square feet of hotel development, and no residential development.

2. The Maximum Housing Scenario (primarily office with retail, hotel in addition to residential), where housing development is constructed within the furthest range allowable under the Specific Plan. The Maximum Housing Scenario includes approximately 3.5 million square feet of total office development, 121,846 square feet of retail development, 79,152 square feet of hotel development, and 573 multi-family residential dwelling units.

The Proposed Project is fully described in Chapter 2 of the Draft EIR and the environmental effects of the Proposed Project are analyzed in Chapter 3. Each section in Chapter 3 of the Draft EIR analyzes the buildout scenario that represents the “worst-case” scenario for the resource topic being analyzed (i.e., Maximum Office or Maximum Housing). The “worst-case” scenario is the scenario with the greatest potential to result in significant impacts.

#### Alternatives Analyzed within the Draft Environmental Impact Report

The alternatives represent a range of reasonable alternative land use plans to the Proposed Project that would attain most of the basic objectives but would avoid or substantially lessen one or more of the significant effects of the Proposed Project. Based on the alternatives analysis, an environmentally superior alternative is defined. CEQA mandates consideration and analysis of alternatives to the proposed project. According to CEQA Guidelines, the range of alternatives “shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts.” Chapter 5 of the Draft EIR analyzes three alternatives the City considered during preparation of the proposed Specific Plan and Draft EIR: (1) No Project Alternative, (2) Residential Alternative, and (3) Increased Height Alternative. The alternatives were explained in detail in the staff report and presentation for the February 16, 2021, Planning Commission public hearing. The Draft EIR presents key features and projected buildout of each of the alternatives and compares their potential environmental impacts to the Proposed Project. The Draft EIR identifies the Residential Alternative as the environmentally superior alternative. Additional suggested alternatives were considered for study but omitted from the Draft EIR for various reasons (e.g., would not achieve basic project objectives, would not reduce any project impact, were not feasible), as explained further in the Draft EIR and Final EIR.

#### Project Impacts and Mitigation Measures

The EIR evaluates eleven (11) areas of potential environmental impact in detail, including those issues and concerns identified in the Notice of Preparation distributed at the start of the EIR process to solicit study topic suggestions. The potential impacts of the Proposed Project and the Phase I Development and recommended mitigation measures are summarized in the Draft EIR Executive Summary, Table ES-1, and were reviewed at the February 16, 2021, Planning Commission meeting. The Draft EIR concluded that nearly all the Proposed Project’s potential impacts could be mitigated. However, the Draft EIR identified a total of five (5) impacts that are significant and unavoidable for the Proposed Project. The significant unavoidable impacts are discussed in more detail in the next section. The Draft EIR’s project-level analysis of the Phase I Development determined that the Phase I Development would not result in any significant and unavoidable impacts. The impacts and mitigation measures of the Proposed Project and the Phase I Development were explained in detail in the staff report and presentation for the February 16, 2021, Planning Commission public hearing.

In order to complete the EIR process and certify the document, CEQA requires the adoption of CEQA Findings and a Mitigation Monitoring and Reporting Program (MMRP) (Attachment 3 – Exhibit A & Exhibit B). The CEQA Findings state that the City has met all procedural requirements of CEQA, that

the reviewing body has reviewed the EIR, and that the EIR reflects the City's independent judgment. The MMRP establishes responsibility and timing for implementation of all required mitigation measures.

#### Comment Letters Received on the Draft EIR

During the Draft EIR public comment period, the City received a comment letter from each of the following public agencies:

- Bay Area Air Quality Management District
- California Department of Transportation, District 4 (Caltrans)
- San Francisco International Airport
- San Francisco Public Utilities Commission

The City also received comments from six (6) persons who spoke at the February 16, 2021, Planning Commission public hearing, and letters and emails from five (5) individuals and organizations. CEQA requires responses only to comments that address the adequacy of the Draft EIR or the City's compliance with CEQA. However, comments related to the Specific Plan are noted and, in some cases, responded to with additional information. Chapter 3 of the Final EIR contains responses to all comments received. No substantial conclusions of the Draft EIR changed as a consequence of comments received. However, in some cases, Draft EIR comments have resulted in changes to the EIR and/or Specific Plan text. Key changes to the Specific Plan as a result of Draft EIR comments are described in Attachment 5 – Exhibit A. All revisions to the Draft EIR are shown in Chapter 4 in the Final EIR document. All text revisions were made to provide clarification or additional detail. The changes do not result in a need to recirculate the Draft EIR pursuant to CEQA Guidelines Section 15088.5. Key revisions to the Draft EIR text include:

- As a staff-initiated change, an Addendum to the Water Supply Assessment (WSA) prepared for the Proposed Project in 2019 (Draft EIR Appendix 3.11-1) was prepared and incorporated into the EIR. The WSA Addendum is included in Appendix B of the Final EIR. The purpose of the WSA Addendum is to address recent changes in water supply reliability and updated City-wide water demand projections. The WSA Addendum found that implementation of the City's Water Shortage Contingency Plan (WSCP), which is codified in Chapter 10.16 of the SBMC and authorizes the City Council to declare a water supply emergency and impose mandatory water conservation measures and/or water rationing, would ensure that there would be sufficient water supplies to meet the projected demands of the Proposed Project during single dry year and multiple dry year hydrologic conditions.
- Based on SFPUC comments, text describing the Regional Groundwater Storage and Recovery Project was revised for accuracy.
- Based on BAAQMD comments, Mitigation Measures AQ-6 and AQ-7, which require the purchase of offset credits if air emission thresholds are exceeded, were revised to require applicants to identify credits within the San Francisco Bay Area Air Basin, and prioritize programs that benefit the Bayhill community, the City, or the Bay Area region, in that order.
- In response to comments received from Google/YouTube, Table 2-5, Proposed Development Allocations by Parcel, was deleted and replaced with a reference to Specific Plan Table 2-2, Potential Development Allocation of the Bayhill Specific Plan, to avoid potential inconsistencies.
- In response to comments received from Google/YouTube, the anticipated buildout year of the Phase I Development was adjusted from 2022 to 2025. This change does not alter the Draft EIR's impact conclusions since environmental regulations (e.g., air emission and energy efficiency standards) will become more stringent over time, meaning less impact will result; in fact, it makes the Draft EIR analysis more conservative. The buildout years of subsequent phases were also adjusted accordingly. This change does not alter the Draft EIR's impact

conclusions since future phases are evaluated at a conceptual program level in the EIR (rather than at a project level) where it focuses on broad policy direction. More detailed analysis would occur at a project level where it focuses on how the proposed development would change or impact the environment

- In response to comments received from Google/YouTube, pre-demolition surveys for the Lakes Parcel building were incorporated into the EIR.
- In response to comments received from Google/YouTube, the analyses of operational air quality and GHG impacts were revised to provide a comparison of Project and Phase I Development impacts to future baseline conditions rather than existing baseline conditions. This change ensures that the Project does not appear to “take credit” for emission efficiencies that are actually attributable to more stringent regulations. Parallel revisions were also made to the alternatives analysis. While some of the Project and Phase I Development’s net emissions would increase, no new significant impacts would occur that were not already identified in the Draft EIR.
- In response to comments received from Google/YouTube, Figure 3.11-1, Existing and Proposed Water and Wastewater, was revised to correct the location of an existing water main in Elm Avenue.
- In response to comments received from Google/YouTube, Appendix 4, Equivalency Analysis, was revised to clarify that subsequent to preparation of the Draft EIR, the unallocated square footage in the Specific Plan was adjusted from 180,347 square feet to 180,718 square feet, a difference of 371 square feet (equal to a square measuring 19 by 19 feet). This nominal difference would not change the conclusions of the EIR analysis.
- In response to comments received from Google/YouTube, text referencing VMT fines was revised to reference VMT mitigation fees, and text referencing VMT legislation and requirements was revised to ensure it is up to date.

#### Significant Unavoidable Impacts

CEQA is intended to inform decision makers and the public and to prevent avoidable environmental damage. The CEQA Guidelines require a process to identify the environmental impacts, but the specific outcome is a local decision. The EIR process includes technical terms that are defined by the Guidelines and the case law that has developed over the years. Additionally, CEQA requires analysis of worst-case scenarios and disclosure of those results. Therefore, there are times when “unavoidable” impacts under CEQA may actually be reduced or avoided in project implementation.

As identified in the EIR, the Proposed Project (buildout under the Specific Plan) would result in five (5) impacts that are significant and unavoidable. These impacts are described below.

- Impact AQ-2a: Increases in Criteria Pollutants. The Project would generate criteria pollutant levels that would exceed the Bay Area Air Quality Management District’s (BAAQMD) daily pollutant thresholds during construction and operation. While this impact could be mitigated through payment to offset programs, it cannot be concluded with certainty that offset programs would always be available in the future at the time and in the amount needed for any given future development, therefore to be conservative the impact is treated as unavoidable.
- Impact AQ-3a: Health Risks from Toxic Air Contaminants (TAC) and Criteria Pollutant Concentrations. The Project could result in the exposure of sensitive receptors to substantial TAC and criteria pollutant concentrations during construction and operation.

- Impact C-AQ-1a: Cumulatively Considerable Increases in Criteria Pollutants. The Project's criteria pollutant emissions, in combination with emissions from other past, present and reasonably foreseeable future development, could result in a cumulatively considerable net increase in criteria pollutants. While this impact could be mitigated through payment to offset programs, it cannot be concluded that offset programs would always be available in the future at the time and in the amount needed for any given future development.
- Impact C-AQ-2a: Cumulative Health Risks from TACs and Criteria Pollutant Concentrations. The Project's TAC and criteria pollutant emissions, in combination with TAC and criteria pollutant emissions from other past, present, and reasonably foreseeable future development, could contribute to cumulative exposure health risks of sensitive receptors. The Project could also locate new receptors where they could be exposed to cumulative health risks due to cumulative TAC and criteria pollutant emissions.
- Impact TRA-5a: Project-Generated Vehicle Miles Travelled (VMT). The Project would be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b), concerning VMT, even with implementation of a Transportation Demand Management Program.

The Draft EIR's project-level analysis of the Phase I Development determined that the Phase I Development would not result in any significant and unavoidable impacts.

#### Statement of Overriding Considerations

In order to approve the Proposed Project with significant and unavoidable impacts, the City Council must adopt a Statement of Overriding Considerations. This is a specific finding required by CEQA that the Project includes substantial benefits that outweigh its adverse environmental impact and is adapted to fit local conditions and priorities. It is very common for cities to approve a project with significant and unavoidable impacts for a plan of this size when the plan has significant benefits. In this case, the Specific Plan benefits include revitalization of the Bayhill Office Park, economic investment, opportunities for new housing, funding for affordable housing, proximity of work opportunities to housing opportunities, proximity of work opportunities to public transit, creation of a walkable district and enhanced public realm, generation of revenue, encouraging environmental sustainability practices, and various other community benefits. The Statement of Overriding Considerations is included as part of the CEQA Findings (Attachment 3 – Exhibit A) for the City Council's information. The City Council will be the final decision-making body on all documents associated with the certification of the Final EIR.

#### Water Supply Assessment

California law requires detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. The purpose of a WSA is to ensure that prudent water supply planning has been conducted, and that planned water supplies are adequate to meet existing demands, anticipated demands from approved projects and tentative maps, and the demands of proposed projects. The agency approving a major development project must provide a written verification of sufficient water prior to approving the project.

A Bayhill Specific Plan WSA was prepared in 2019 (attached to the Draft EIR as Appendix 3.11-1, see Attachment 8) based on supply and demand assumptions developed in the City's 2015 Urban Water Management Plan (UWMP) and 2012 Water System Master Plan (these documents are currently being updated). The 2019 Bayhill WSA found that under normal hydrologic conditions, there would be sufficient water supplies to meet the projected demands of Bayhill development in addition to the City's existing and planned future uses. To address potential water supply shortages in dry hydrologic

conditions, the City assumed demands would be reduced up to 20 percent by implementing the City's Water Shortage Contingency Plan.

Subsequent to the 2019 WSA, new information became available regarding the water supply impacts of the Bay-Delta Plan Amendment adopted by the State Water Resources Control Board to protect the water quality of the Bay-Delta ecosystem. In an addendum to the 2019 WSA (attached to the Final EIR as Appendix B, see Attachment 8), the City's consultant evaluated the impact of the Bay-Delta Plan Amendment on the City's future water supply. Although the impact of the Bay-Delta Plan Amendment is significant, requiring as much as a 24 percent reduction in the fourth and fifth years of a multiple dry year hydrologic condition, that level of reduction can be achieved by implementation of the City's Water Shortage Contingency Plan (WSCP). During the most severe part of the recent drought in 2015 to 2016, the City implemented a Stage 2 Shortage Level and was able to reduce water demand by about 20 percent from 2013 water demand. With implementation of the Bay-Delta Plan Amendment, the City would need to implement Stage 3 of its WSCP to reduce normal year water demands by approximately 24 percent during the fourth and fifth years of a multiple dry year hydrologic condition. In summary, the City's water supplies will be sufficient to meet the projected demands of the proposed project, with implementation of the WSCP during extended dry conditions. The City and its associated water supply agencies are also evaluating ways of augmenting the City's water supply.

### **August 17, 2021 Planning Commission Meeting Summary**

On August 17, 2021, the Planning Commission held a public hearing, accepted public comments, discussed a variety of topics that are included in Attachment 11, and adopted the following Resolutions:

- Resolution No. 2021-04: A Resolution of the Planning Commission of the City of San Bruno recommending City Council certification of the Bayhill Specific Plan EIR and Approval of Amendments to the City of San Bruno General Plan, the Bayhill Specific Plan, and amendment to the City of San Bruno Zoning Code and Zoning Maps for property in the Bayhill Office Park.
- Resolution No. 2021-05: A Resolution of the Planning Commission of the City of San Bruno recommending City Council approval of the Google Vesting Tentative Map, Phase 1 Architectural Review Permit, and the Development Agreement for property in the Bayhill Office Park.

A summary of the questions asked during the August 17, 2021, Planning Commission meeting by Commissioners, followed by staff's/consultant's responses, are included in Attachment 11.

### **DISCUSSION**

The following sections provide staff's analysis on the proposed General Plan Amendments, summaries of each chapter of the draft Specific Plan, the EIR, and draft Zoning Ordinance Amendment to include four new Bayhill Zoning Districts and regulations. As noted above, consideration of Google's Phase 1 project is detailed in a separate staff report.

### **GENERAL PLAN AMENDMENTS**

While the proposed Bayhill Specific Plan is generally consistent with the General Plan, staff is recommending amendments to the General Plan to establish the new land use designations set forth in the Specific Plan, and to address minor inconsistencies. The full list of proposed amendments is found in Attachment 4 – Exhibit A and summarized below:

- Reference to and a general description of the Specific Plan is added to the General Plan, including modification to the Introduction, the Transportation and Land Use Elements to address no longer applicable sections and clarify the relationship of the Specific Plan to the General Plan.
- Two new land use designations described in the Specific Plan are added to the Land Use Element, including the density standards and permitted land uses associated with each of the designations: Bayhill Regional Office and Bayhill Neighborhood Commercial. The key difference between the existing designations and proposed designations is the allowance for housing in certain locations under the Bayhill Regional Office designation, and that housing would be allowed as a horizontal or vertical mix of uses (except along Cherry Avenue) under the Bayhill Neighborhood Commercial designation.

## **BAYHILL SPECIFIC PLAN**

### **Chapter 1: Introduction**

The Introduction Chapter provides context for the Bayhill Specific Plan and describes the Bayhill Specific Plan's key guiding principles, the Plan's relationship to other City plans, and the process to create the Specific Plan, including community outreach.

A Vision Statement and Guiding Principles Document prepared based on the feedback received during community visioning and outreach in 2017, describes how the Plan Area should look, feel, and function in the future. That document, together with feedback received from the City Council and Planning Commission at periodic check-in meetings from 2017 to 2020, guided development of the Specific Plan. The Key Guiding Principles included:

- Promote a Vibrant and Mixed-Use Walkable District.
- Enhance the Public Realm & Promote Quality Design.
- Improve Multimodal Mobility.
- Foster Housing Development.
- Integrate Bayhill with the Greater San Bruno Community.
- Incorporate Amenities.
- Ensure Net Positive Fiscal Impact.
- Promote Optimal Long-Term Development Patterns.

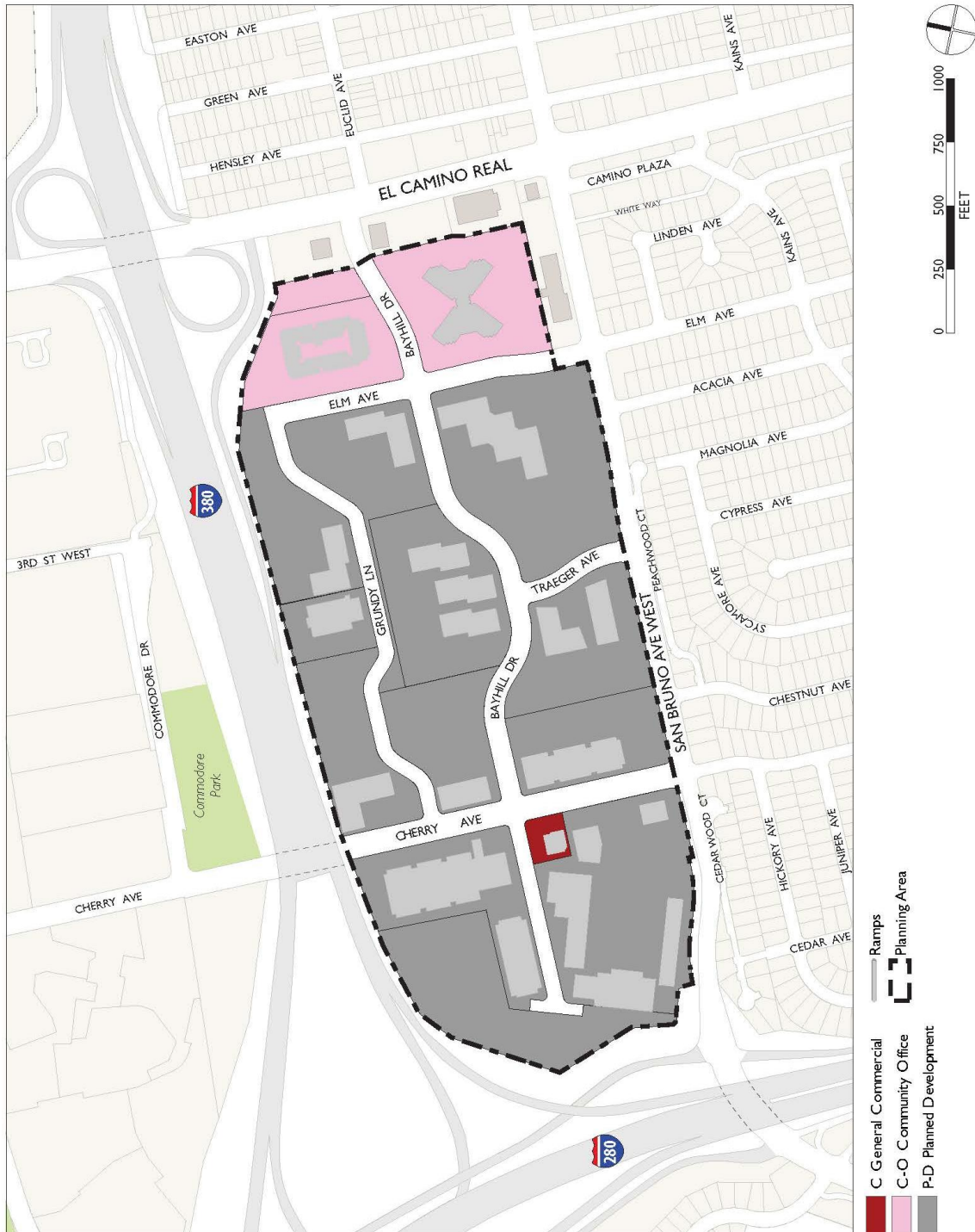
### **Chapter 2: Land Use**

The Land Use Chapter describes the existing land uses and zoning, and the proposed land uses and zoning, including the amount of new development that would be allowed in the Bayhill Specific Plan Area. The Land Use Chapter policies will guide new development within the Plan Area over the next 20 years. The policies of the Land Use Chapter allow and regulate intensification of office uses in the Bayhill Office Park while permitting residential development along San Bruno Avenue. The Land Use Chapter policies also require preservation of the existing retail square footage at Bayhill Shopping Center while allowing for residential use and expansion of retail/commercial and hotel land uses.

#### **Existing Land Uses**

Land uses in the Bayhill Specific Plan Area include the Bayhill Office Park, Bayhill Shopping Center, and Marriott Courtyard Hotel (See Figure 3 - Existing Zoning Districts). In 2019, the Plan Area contained approximately 1.8 million square feet of development, of which approximately 1.6 million square feet was office space. Most of the office properties were developed in the 1970s and early 1980s, with buildings typically located side-by-side with surface parking lots. Google/YouTube owns ten of the thirteen Bayhill Office Park Properties, containing approximately 1.1 million square feet of existing office space.

**Figure 3 - Existing Zoning Districts**



**Existing Zoning**

Figure 3 – Existing Zoning Districts shows existing zoning in the Plan Area. Development at Bayhill is currently largely at the maximum permitted by the existing Planned Development (PD) zoning. The most significant amount of undeveloped building area allowed under current PD zoning is at the parcel

behind the former Gap building site (now owned by Google/YouTube) located to the west of 901 Cherry Avenue on Bayhill Drive (Parcel 5 on the Plan Area Parcels Map and referred to as 901 Cherry Avenue Phase II). That parcel is now being developed and will contain roughly 287,000 square feet of office under an existing development agreement with the City of San Bruno. There are a few parcels with Community Office (C-O) zoning and one small parcel with General Commercial (C) zoning, where the existing zoning would allow some additional development.

#### Proposed New Land Use Designations and Implementing Zoning Districts

Specific Plan Policy 2-4 establishes four Land Use designations and implementing zoning districts as shown in Figure 4 - Land Use Designations, two of which are overlay designations: Bayhill Regional Office (BRO), Bayhill Neighborhood Center Commercial (BNC), Bayhill Residential Overlay (BR), and Bayhill Mixed Use Overlay (BMU). The designations establish where particular land uses are permitted within the Plan Area and where associated development standards and design guidelines apply. The overlay designations permit residential land use in addition to the uses permitted by the underlying land use designations.

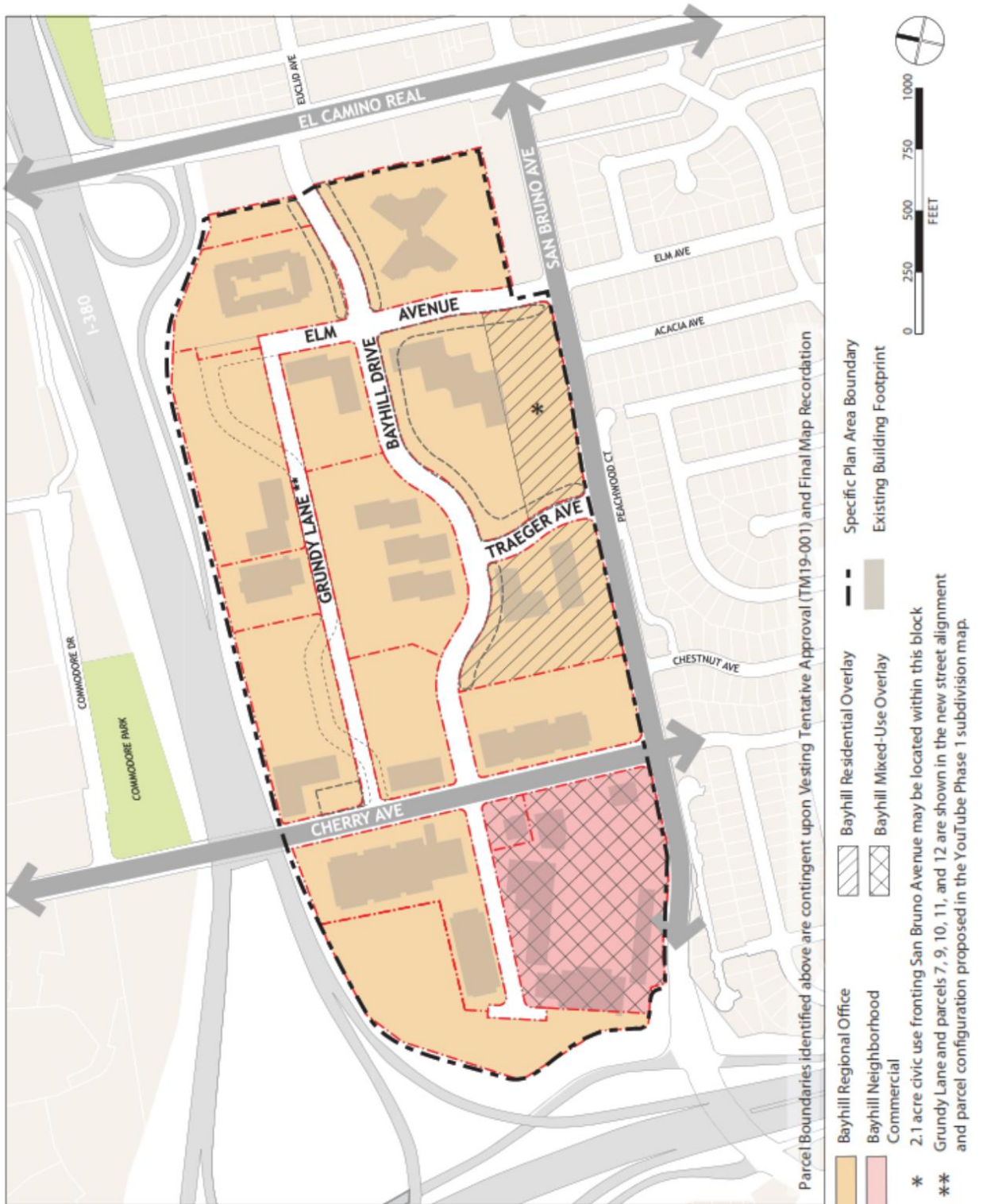
#### Proposed Office, Retail and Hotel Development Allocation

The Specific Plan would allow for the redevelopment and a substantial increase in the amount of office uses with underground parking. This increase in intensity of development is appropriate given the Plan Area's excellent access to regional transportation and transit facilities, and Google/YouTube's interest in creating a campus to accommodate its expected growth.

The Specific Plan EIR evaluated the impacts of 2.46 million square feet of additional office development. Plan Policies 2-2 and 2-5 allocate 2,245,029 million square feet for regional office development on a parcel by parcel basis and allocate 190,718 square feet to other uses, per Table 1 - Potential Development Allocation, on the next page. The total 2,435,747 square feet of additional development allowed per Table 1 is less than the 2.46 million square feet of additional office development, or its equivalent in other land uses, established as the maximum development envelope analyzed in the Specific Plan EIR.

Policy 2-14 allows transfer of office development square footage. Parcels within the Specific Plan Area vary in size, configuration, and relation to proposed Greenways. Over the 20-year time frame of the plan, there may need to be adjustments to the allocation of office square footage to address particular site constraints or the needs of future tenants. To provide flexibility, the Plan allows up to 20% of the permitted maximum office development square footage for any particular parcel to be transferred to another office parcel as long as the requirements in Policy 2-14 are met.

**Figure 4 - Land Use Designations**



Policy 2-6 of the Specific Plan requires that the existing amount of neighborhood- serving retail, restaurant, and service commercial development (121,846 square feet) not be reduced as part of any site redevelopment. A small amount of expansion of retail uses is permitted, as shown on Table 1 - Potential Development Allocation. Policy 2-10 makes hotel a permitted use throughout the Plan Area. To support the provision of additional hotel rooms, additional hotel square footage is allowed at 1050 Bayhill Drive as shown on Table 1. Policy 2-1 also makes hotel and retail land uses a priority for the use of the 180,618 square feet of unallocated square footage shown on Table 1. Additional development potential is not allocated to Parcel 3 as it is already at a higher level of development intensity than would be permitted under the height and lot coverage standards of the Specific Plan.

**Table 1 - Potential Development Allocation**

Parcel Number	Address(es)	Specific Plan Parcel Size (sq. ft.)	Existing Development (sq. ft.)	Planned Land Use Designation	Potential Net New Development* (sq. ft.)	Potential Total Development (sq. ft.)	Potential Residential Overlay (Units)
<b>Bayhill Shopping Center</b>							
1	851 Cherry Ave**	432,420	117,843	BNC / BMU	5,000	126,846	210
2	899 Cherry Ave**	26,396	4,003	BNC / BMU			
Subtotal		458,816	121,846		5,000	126,846	210
<b>Office Development</b>							
<i>Bayhill General</i>							
3	850 Cherry Ave	145,708	270,980	BRO	5,000	275,980	
4	801-851 Traeger Ave (*)	264,366	134,712	BRO / BR	125,000	259,712	205
8	1250 Grundy Ln	75,233	67,586	BRO	5,000	72,586	
Subtotal		485,307	473,278		135,000	608,278	205
<i>YouTube</i>							
5	APN 020-012-160***	290,545	0	BRO	287,000	287,000	
6	901 Cherry Ave	240,277	195,000	BRO	5,000	200,000	
7	1000 Cherry Ave	213,626	94,465	BRO	248,000	342,465	
9	1100 Grundy Ln	271,353	101,123	BRO	328,877	430,000	
10	900 Cherry Ave	151,869	102,252	BRO	192,000	294,252	
11	1150-1250 Bayhill Dr	283,070	138,524	BRO	301,476	440,000	
12	950 Elm Ave	117,852	106,099	BRO	52,568	158,667	
13	1111 Bayhill Dr****(*)	426,711	206,137	BRO / BR	363,863	570,000	158
14	999-1001 Bayhill Dr	263,835	140,969	BRO	290,735	431,704	
15	APN 020-011-370	37,873	0	BRO	40,510	40,510	
Subtotal		2,297,011	1,084,569		2,110,029	3,194,598	158
Total Office		2,782,318	1,557,847		2,245,029	3,802,876	
Total Residential							573
<b>Hotel Development</b>							
16	1050 Bayhill Dr	196,978	79,152	BRO	5,000	84,152	
Subtotal		196,978	79,152		5,000	84,152	-
Total Planned		3,438,112	1,758,845		2,255,029	4,013,874	
Unallocated*****					180,718		
Total		3,438,112	1,758,845		2,435,747	4,013,874	573

**Planned Land Use Designations**

*BRO - Bayhill Regional Office*

*BNC - Bayhill Neighborhood Center Commercial*

*BR - Bayhill Residential Overlay*

*BMU - Bayhill Mixed-Use Overlay*

**Notes**

\* 2,459,847 sq. ft. of additional office development is evaluated in the EIR Preferred Alternative. The Specific Plan allocates some of this square footage to uses that have greater per-square-foot impacts than office development, per equivalency ratios established by the Plan. This reduces the total square footage allocated to less than 2,459,847 sq. ft.

\*\* Allocations of commercial and residential development may be applied to either parcel, consistent with the land use and urban design policies of the Specific Plan.

\*\*\* Allocation per existing development agreement. If this development proceeds, the Specific Plan allocation for the property will be reduced by the sq. ft. amount of the development.

\*\*\*\* 2.1 acre civic use fronting San Bruno Avenue may be located within this block

\*\*\*\*\* May be allocated to hotel, retail, or office consistent with Plan policies. Real square footage may be less than this number due to equivalency ratios.

(\*) Office allocations for Parcels 4 and 13 would need to be reduced to allow residential development.

### Inclusion of Housing

Currently, housing is not permitted in the Plan Area. To address the ongoing need for additional housing, Policies 2-7 and 2-8 establish two housing overlay designations: the Bayhill Mixed Use Overlay (BMU) and the Bayhill Residential Overlay (BR) along San Bruno Avenue (See Figure 4 - Land Use Designations) where housing may be built. These overlays are located on parcels where future residential uses would be close to existing residential neighborhoods and where residential use is compatible with Bayhill's role as a major employment center. The overlays are shown along San Bruno Avenue between Traeger Avenue and Elm Avenue; on the 801-851 Traeger site; and on the Bayhill Shopping Center. These designations allow up to 573 dwelling units as indicated on Table 1 - Potential Development Allocation. When housing is built in the Bayhill Residential Overlay, the amount of office square footage on these sites is reduced as described in Policy 2-8.

### Civic Use

Policy 2-12 designates an area of 2.1 acres on San Bruno Avenue between Elm and Traeger Avenues for a potential civic use, such as a library, near the residential areas to the south across San Bruno Avenue (See Figure 4 - Land Use Designations). While a civic use would be permitted by the Specific Plan, its development is dependent on the City obtaining funding to purchase the land, build and operate this civic facility.

### Guidance for Future Development

Policy 2-13 requires Greenways along certain public streets as a central element of the land use plan. Policies 2-15, 2-16 and 2-17 address flexibility, resiliency and self-sufficient phasing, providing guidance for how the new square footage permitted by the Specific Plan is to be developed. These policies help ensure that the plan's objectives of enhancing the public realm and promoting the optimal long-term development patterns are achieved.

## **CHAPTER 3 - URBAN DESIGN & PUBLIC REALM**

Chapter 3: The Urban Design & Public Realm Chapter describes how Bayhill's existing character with buildings, streets, and landscaping characteristic of auto-oriented business parks from the 1970's and 80's, will be transformed as new development occurs into a more pedestrian-oriented environment, with an enhanced streetscape, publicly-accessible open spaces, and new office, hotel, commercial and residential buildings that support and shape an attractive public realm. A comprehensive set of urban design policies and guidelines, in combination with new zoning code standards, ensure that the Plan is implemented as new development proceeds.

### Public Realm

The quality of streets as public spaces, and their role in creating an attractive, interconnected public realm that encourages walking and bicycling, is a focus of the Specific Plan. Policies 3-1 and 3-2 require new development to provide an enhanced pedestrian environment with new pedestrian walkways, bike lanes, street trees, and pedestrian-oriented lighting along all streets. Figure 3-1, Public Realm Concept Map, depicts the location of these enhanced pedestrian ways, as well as publicly-accessible greenways, open spaces, and other public realm improvements planned throughout the Plan Area.

### Enhanced Pedestrian Environment

Policy 3-2 lists requirements for street improvements and for the spaces between streets and new buildings. These include curbside and median street trees, frontage landscaping, street lighting, and stormwater management planters. Guidelines DG-6, DG-7, and related zoning standards ensure that specific improvements for each street are tailored to the planned form of frontage development: i.e., a

park-like greenway with substantial width and landscape plantings adjacent to regional office development on Bayhill Drive; widened sidewalks, street trees, and hardscape amenities along Cherry Avenue adjacent to potential mixed-use first floor commercial space at Bayhill Shopping Center; curbside planters, landscaped front yard setback areas, and front porches and stoops along potential residential development on San Bruno Avenue. Figures 3-2, 3-3, 3-4, and Appendix Figures A-1 through A-30, illustrate the range of enhanced pedestrian environment improvements required by the Plan.

### Greenways

Greenways are a notable and defining element of the Specific Plan. As described by Policy 3-4, they are 30 to 60 foot wide continuous, publicly-accessible, privately-owned and maintained linear open spaces. They are required along portions of Bayhill Drive, Traeger Avenue, and Elm Avenue, each an important gateway street that extends to and through the Plan Area. Greenways are intended to be attractive walking and sitting areas for San Bruno residents and visitors as well as local employees, accessible and inviting to the public and distinct from adjacent private development. Policy 3-4 requires that Greenways incorporate consistent landscaped areas as well as public sidewalks, benches, lighting and/or other amenities as appropriate. Greenways will be expanded at various locations to form larger publicly-useable spaces, per Policy 3-4b, with seating, turf areas, special site lighting, and an artistic feature or other unique design element that creates a memorable public place. Figure 3-2 illustrates typical planned Greenway conditions along Bayhill Drive. As shown in the attached Staff Supported Revisions and Corrections (Attachment 5 – Exhibit A) Policy 3-4f has been added to the Specific Plan to allow some exceptions to the 30-foot Greenway width requirement when it is demonstrated that the design of a narrower Greenway will be inviting to public use.

### Public and Private Open Space

The Specific Plan promotes a variety of open space types, some publicly-accessible and some private. In addition to enhanced pedestrian environment street frontages and expanded Greenway areas, publicly accessible spaces include a new plaza at the northeast corner of Cherry Avenue and Grundy Lane. Policy 3-5 requires that Cherry Avenue Plaza be a privately-owned and maintained public open space, with ornamental paving, seating, landscaping, lighting, and other amenities. Policy 3-12 encourages private spaces, such as internal building courtyards and through-building walkways, to form a network of on-site pedestrian circulation routes that link to public sidewalks and the Greenways. Up to four private-access pedestrian bridges over public streets are permitted, per Figure 3-5 and Policy 3-9, subject to Plan design policies and zoning standards to reduce visual impact.

### Building Orientation and Design

Land use policies allow for a major increase in the square footage of regional office development. Combined with Ordinance 1284's three-story/50-foot height limit, Plan Area buildout would feature building floor areas, lot coverage, and general building density at ground level much greater than exists today. Policies 3-18 through 3-27 and Design Guideline DG-1 identify design features to reduce the visual impact of long building frontages, including façade offsets and varied building massing, and street-facing building entrances and courtyards, transparent first floor spaces, and sidewalk seating and other amenities to enliven street frontages. Per Policies 3-2 and 3-3, frontage landscaping, particularly areas above subsurface parking garages, will be designed and planted to appear part of the natural landscape. Regional office guidelines are illustrated in Figure 3-4a.

Per Design Guideline DG-3, potential mixed-use development at the Bayhill Shopping Center will be pedestrian-oriented, with active ground-floor uses, public gathering spaces, and bicycle- and pedestrian-oriented amenities along Cherry Avenue. First floor commercial spaces will create a main street frontage, with attractive storefronts, display windows, and sidewalk café spaces. Should future

development along San Bruno Avenue include residential uses, Guideline DG-4 ensures that new residential buildings along San Bruno Avenue face the street with attractive architectural forms to complement single-family homes along the southerly frontage. Front porches, stoops, balconies, terraces, and other features are encouraged to enliven the frontage, and bike lanes, a curbside planting strip, street trees, widened sidewalk, and landscaped setbacks will be provided to make San Bruno Avenue more attractive to walk, bike, and live along. Guidelines are illustrated by Figure 3-4c. Policy 3-10 requires that a new civic use, if developed, should be attractive and present an open, accessible, public character along the street.

#### **Chapter 4: Access and Connectivity**

Chapter 4: Access and Connectivity describes Bayhill's existing auto-oriented transportation network and the proposed shift to a more multi-modal network. The Chapter describes a Specific Plan Street Network with improvements to roadway geometries, traffic signals, cross-section configuration, and bicycle, pedestrian, and transit facilities. Network changes are intended to enhance the comfort and safety of all roadway users. A complete set of policies and guidelines is included to address parking, transportation demand management (TDM), construction management, roadway design, transit service and infrastructure, and monitoring of "vehicle miles traveled" (VMT) and proposed TDM programs and monitoring.

##### Roadway Improvements

Improvements are planned for all roadways within the Plan boundary (illustrated in Plan Figures A-1 through A-30). Changes include adding or enhancing bicycle facilities, adding or enhancing pedestrian crossing and sidewalk facilities, altering curb uses (e.g. replacing on-street parking with passenger loading), reducing the number of lanes, and adding new traffic control devices such as signals and pedestrian beacons. Policy 4-1 sets forth roadway improvements for each street in the Plan Area. Policy 4-3 requires development to pay its fair share of traffic improvements to address potential deterioration in the level of service (LOS) on roads and intersections below thresholds set in the General Plan.

##### Parking

Policy 4-4 requires that development provide vehicle and bicycle parking consistent with San Bruno Municipal Code Chapter 12.100 (Off-Street Parking and Loading) and the City Council adopted Parking Design Standards Resolution (Resolution No. 2020-13).

##### Transit

The Plan Area is expected to be served by both public and private transit services. Per Policy 4-7, all transit activity (including company shuttles) will occur in designated on- and off-street loading zones without causing queuing on public streets. The Plan identifies one off-street multi-modal facility (Policy 2-18) and Policy 4-7 would require others as necessary. Policy 4-6 encourages the City and property owners to collaborate to enhance existing transit stop infrastructure concurrent with redevelopment of properties whose street frontage include transit stops. Policies 4-5 calls for a study to evaluate possible improvements to the shuttles serving the nearby Caltrain and Bart rail stations.

##### Transportation Demand Management

A requirement of State law and a key objective of the Plan is reduction of the greenhouse gas (GHG) impacts of new development. One of the main contributors to GHG is the automobile and Policies 4-9, 4-10 and 4-11 ensure that Plan Area development meets a specific objective for reducing vehicle usage in comparison to the regional average. The measure of vehicle usage is the total number of vehicle miles traveled (VMT) per capita (meaning per employee or per resident) to and from the Plan Area.

The primary strategy to reduce VMT is to shift drive-alone vehicle trips to other modes of travel, including carpool, shuttle, transit, bicycling, and walking. Strategies to stimulate this shift are collectively referred to as transportation demand management (TDM). Each employer or property owner will be required to select a subset of strategies that are best suited to their employees and business model. Working individually or as a collective, Bayhill property owners will be expected to ensure that they do not exceed 21.7 VMT per capita (equivalent to no more than 43 percent of trips occurring by single-occupancy vehicles). Property owners must monitor trips and report the results as outlined in the VMT Monitoring and Mitigation Plan (Attachment 10) prepared for the Plan Area. If a property owner does not meet the drive-alone threshold, the City may initiate enforcement action against the property owner in the form of mitigation payments which the City will use to implement trip and vehicle mileage reductions.

#### Construction Management

Plan policies 4-12 and 4-13 require all new developments to submit a Construction Management Plan with traffic management strategies to reduce traffic congestion, address closures on the transportation network, reduce the effects of parking demand by construction workers and ensure adequate access for all modes throughout the construction period.

### **Chapter 5: Infrastructure, Public Facilities and Services**

This Chapter describes, analyzes, and establishes policies pertaining to the infrastructure network that supports the Plan Area, including its water supply and distribution system, wastewater system and stormwater system, cable and fiber network, and other utilities. This chapter also discusses and defines policies for public facilities and services such as fire and police protection services, schools, parks and recreation, and library services.

Plan Policies 5-1, 5-2, and 5-3 require new development to construct infrastructure improvements to support new development, synchronize infrastructure and roadway improvements, and establish infrastructure financing mechanisms to ensure that development pays its fair share of required infrastructure improvements.

#### Water Supply

Plan Policies 5-4, 5-5, and 5-6 require new development to install water-efficient appliances and fixtures, to comply with the latest version of the State Model Water Efficient Landscape Ordinance (MWELo) and require the submittal of estimated landscape water use/budgets as part of the site plan review process.

The Water Supply Assessment concluded sufficient supplies are available to meet the projected demands of the Plan Area and the City's other future needs. A water system hydraulic evaluation was prepared and described the improvements needed to meet supply and fire-flow requirements, including upsizing water mains and adding water storage capacity. Plan Policies 5-7 and 5-8 require development to pay its fair share for a proposed water tank determined to be necessary to address long-term emergency water needs. These policies also require that when projects and/or developments involve modifying or relocating water distribution pipes, that the proposed pipe is modeled in the City's hydraulic model and that it meets the requirements of the City's Water Master Plan and City's design standard.

#### Wastewater

A sanitary sewer impact study concluded there is adequate capacity in the existing on-site and downstream pipelines. Policy 5-9 requires that when projects involve modifying or relocating

wastewater collection pipes, that the proposed pipe is modeled in the City's sewer hydraulic model and that it meets the requirements of the City's sewer master plan and design criteria. A small portion of the Plan Area fronting San Bruno Avenue West east of Traeger Avenue discharges to a different network and Policy 5-10 recommends modeling when a project is proposed in this area.

#### Stormwater

A storm drain hydrology and water quality evaluation was conducted for the Plan Area to evaluate the potential impacts from Plan Area development on the existing public storm drain system. Plan Policy 5-15 requires new developments to minimize runoff and demonstrate no net increase in stormwater discharge to the public storm drain system.

Plan Policies 5-11, 5-12, and 5-14 require new development to dedicate easements and/or upsize pipelines to support the public storm drain system and conform to the City storm drain standards for replacement pipelines. These policies also require that on-site storm drain systems are privately owned and maintained, and that easement(s) are dedicated to the City for public storm drain improvements that are located outside of the public right-of-way. Policy 5-13 requires that on-site storm drain systems are privately owned and maintained.

Plan Policies 5-16, 5-17, 5-18 and 5-19 require new development to incorporate low-impact design; design new private open spaces, plazas, streetscapes, and landscaped areas in the public right-of-way for stormwater management and the efficient use of water; implement trash capture devices; and utilize sustainable landscaping practices and principles that minimize irrigation and runoff, as well as the use of pesticides and fertilizers.

#### Dry Utilities

Policy 5-20 requires new development to install all dry utilities underground within a single joint trench, if possible, and underground existing overhead lines, if any, in compliance with City, PG&E and other utility agency requirements.

#### CityNet

CityNet Services is the City's Internet Service Provider and Pay TV operator owned and operated by the City of San Bruno. CityNet's business products for the Plan Area are based on scalable fiber internet connectivity. Policy 5-21 requires new development to coordinate construction and installation of internet fiber with CityNet.

#### Police Protection

Policy 5-22 requires maintaining public safety. The City will collaborate with Bayhill tenants to assist in addressing their security needs.

#### Parks and Recreation

Policy 5-23 requires publicly accessible privately owned open space for use by employees and the community.

### **Chapter 6: Environmental Quality**

Ensuring a high level of environmental quality in the Plan Area is integral to maintaining and improving the health and safety of all residents, employees, and visitors to Bayhill, as well as enhancing Bayhill's ecological systems and those of the surrounding region. The Plan establishes policies which, in combination with General Plan goals and policies and other local, State, and federal regulations, seek

to enhance Bayhill's environmental quality and mitigate the potential negative effects of development and natural and man-made environmental hazards that threaten public health and safety. Specifically, this Chapter addresses noise, hazards, air quality, greenhouse gas emissions, groundwater quality, biological resources, archaeological resources, and geology and soils. Many of the policies are taken from mitigations identified in the Environmental Impact Report to ensure consistency between the Plan and the EIR.

#### Noise

Because the Specific Plan Area is affected by noise from nearby freeways and major boulevards as well as airplane noise, Policy 6-1 ensures that new residential and hotel development mitigates those impacts to acceptable levels by providing adequate noise attenuation. Policies 6-2 through 6-6 address potential construction and operational noise on off-site receptors and ensure that residential uses and other sensitive receptors are shielded from noise generating activities and operations.

#### Hazardous Materials

Policy 6-7 addresses any potential use of hazardous materials by ensuring that any hazardous materials used on site are handled consistent with State regulations. Policy 6-8 also ensures that any existing groundwater contamination is handled appropriately.

#### Air Quality

Policies 6-9 through 6-13 seek to minimize the impacts of new construction and operations on air quality, especially for ozone and particulates where the region is currently out of compliance with air quality standards. Policy 6-11 addresses the special needs of sensitive receptors such as residential uses and day care facilities sited within the Specific Plan Area.

#### Greenhouse Gases

The Plan includes Policies 6-14 through 6-17 to reduce the generation of new greenhouse gases from construction, transportation to the Plan Area, and Plan Area operations. Policies 6-15 and 6-16 establish a maximum threshold for the amount of GHG from ongoing building operations and identifies a variety of measures that can be implemented (e.g., solar roofs, electric heating, etc.) to meet that objective.

#### Groundwater

Ensuring that groundwater is protected is an objective of several Plan policies. This is especially important due to the amount and depth of excavation required for proposed underground parking structures. Policies 6-18 through 6-24 include requirements for maintaining groundwater quality, monitoring groundwater prior to and during dewatering, and the proper treatment and discharge of dewatering. Policy 6-25 includes provisions to follow in the event that garage waterproofing failures are detected.

#### Biological Resources

Because the Plan Area is largely developed, there are relatively few extant biological resources in the Plan Area. Plan Policy 6-26 addresses the potential to disturb nesting birds.

#### Archaeological and Paleontological Resources

San Bruno Creek once flowed through the Plan Area and pre-historic habitation often occurred in proximity to freshwater sources. While the Plan Area has been largely disturbed by past development and grading, proposed excavation for garages will go much deeper than previous excavation, increasing the potential for uncovering archaeological resources. Accordingly, Plan Policies 6-27 through 6-30 address this potential impact by establishing procedures for stopping work, evaluating,

and recovering archaeological resources (including human remains), should they be encountered. The potential of deeper excavation to uncover archaeological resources also applies to paleontological resources and the Plan includes Policies 6-32 and 6-33 to address this potential impact.

### Geology

Finally, as with any development in California, there is a need to ensure that buildings are designed to address the State's geologic vulnerability. While this is generally governed by existing State and local geotechnical requirements, the Plan includes Policy 6-31 to ensure this issue is fully addressed in the Plan Area.

## **Chapter 7: Implementation**

Chapter 7 describes the policies and actions that will be required to ensure necessary public infrastructure, amenities and services are provided and maintained as new development occurs in the Specific Plan Area over time. These include regulatory measures, infrastructure improvements, and financing mechanisms that will be pursued by the City, property owners, developers and other involved parties.

### Development Pays the Full Cost of Improvements and Services.

Policy 7-1 requires that land uses within the Specific Plan pay the full costs of capital facilities and/or infrastructure improvements and services needed to accommodate their development within the Plan Area and to mitigate their impacts on other parts of the City. The following actions are included in this policy:

- a. **Establish infrastructure and service costs.** Under Policy 7-1a, the City will require that a cost analysis be prepared, at the expense of the Applicant, that identifies all required infrastructure and public service costs of proposed development. This analysis will be updated periodically or upon initiation of each major phase of development, to ensure the information is based on the best information available. For the first phase of development (Google's Phase 1 Project discussed in a separate staff report), the information provided in Table 2 – Public Facility Cost Estimates, next page, satisfies the infrastructure requirements of this policy assuming development is initiated prior to 2025.
- b. **Establish an Area Development Impact Fee Program:** Policy 7-1b calls for the establishment of an Area Development Impact Fee (ADIF) Program to fund the costs identified in Policy 7-1a (Estimates and Allocations are shown in Table 2 on the following page). The fee will apply to all new development within the Plan Area and updated periodically to account for changes in infrastructure needs and costs. The Plan Area will also be subject to other financial obligations including but not limited to existing City development impact and affordable housing fees, public art fees, permit fees, utility capacity charges and connection fees, and the fees of other service districts (such as school fees), among others.
- c. **Establish Public Right of Way Maintenance Agreement(s):** As a condition of project approval, the City will require that developers and/or property owners execute an Agreement with the City to fund or otherwise provide for the maintenance of all public right of way (ROW) within the Bayhill Plan Area, including without limitation, landscaping, lighting, furniture, sidewalks, and median islands.
- d. **Identify Required Land and Facility Dedications and Easements.** The City may require developers and/or property owners to provide easements or dedicate land for public right-of-way

and make improvements as necessary for public infrastructure and facilities needed to support development (e.g., roads, open space, utility connections).

**Table 2 - Public Facility Cost Estimates**

Cost Item <sup>1</sup>	Estimated Project Cost	Bayhill Specific Plan Share		Timeframe / Phasing
		Amount	%	
<b>Access and Connectivity Project<sup>2</sup></b>				
1 Signalize Traeger & San Bruno Ave. and install sidewalk on the south side of San Bruno Ave. <sup>3, C</sup>	\$1,800,000	\$1,454,000	81%	1-5 Years
2 Implement bike/ped crossing improvements at El Camino Real & Bayhill Drive/Euclid Ave. <sup>4, B</sup>	\$1,500,000	\$374,000	25%	1-5 Years
3 Gateway and Wayfinding Signs for the Bayhill Office Park <sup>5</sup>	\$500,000	\$500,000	100%	1-5 Years
4 Conduct First/Last-mile bicycle and pedestrian improvements along Euclid and San Bruno Aves. <sup>2, 6</sup>	\$3,510,000	\$1,544,400	44%	5-10 Years
5 Install Signal Interconnect in and around Bayhill Office Park <sup>2</sup> and optimize signal cycle length timing for all signalized intersections internal to and within a 1/4 mile of the Planning Area <sup>5</sup>	\$770,000	\$490,000	64%	5-10 Years for infrastructure; upon completion of each development phase for operation
6 Implement lane reconfiguration, including striping, signage, and signal timing improvements at San Bruno Ave. off-ramp I-280 northbound <sup>A, C</sup>	\$600,000	\$264,000	44%	5-10 Years
7 Install Stop Control at Cherry Ave. & Bayhill Shopping Cntr. Driveway <sup>7</sup>	\$700,000	\$308,000	44%	5-10 Years
8 Implement street network improvements on San Bruno Ave. between Cherry Ave. and I-280 on-ramp (either modify medians and install bicycle lanes OR add 3 <sup>rd</sup> westbound lane on San Bruno Ave. approaching I-280 on-ramps) <sup>C</sup>	\$1,100,000	\$483,000	44%	5-20 Years
9 Modify northbound approach at I-280 SB & Sneath Lane to include left-turn pocket, through lane, and free right turn <sup>C</sup>	\$3,000,000	\$1,319,000	44%	5-20 Years
10 Implement a bicycle and pedestrian wayfinding system with directions and travel time estimates to BART, Caltrain, and Downtown <sup>5</sup>	\$200,000	\$200,000	100%	Concurrent with adjacent development
11 Implement pedestrian crossing improvements at El Camino Real & San Bruno Ave. <sup>4, B</sup>	\$1,100,000	\$274,000	25%	Concurrent with San Bruno Ave. improvements
12 Install westbound right-turn pocket @ San Bruno and Cherry Ave. <sup>B, C</sup>	\$1,500,000	\$659,000	44%	Evaluate prior to each Phase
13 Conduct public parking and curbside loading survey and use results to re-evaluate parking supply and configuration. <sup>5</sup>	\$280,000	\$280,000	100%	Every 3 years upon completion of Phase I
14 Install marked pedestrian crossing with flashing pedestrian beacon at San Bruno Ave. and Acacia Ave.	<u>\$500,000</u>	<u>\$220,000</u>	<u>44%</u>	Contingent on construction of Civic Use
<b>Subtotal</b>	<b>\$17,060,000</b>	<b>\$8,369,400</b>	<b>49%</b>	
<b>Water Supply</b>				
15 Buried water tank at Commodore Park <sup>9</sup>	\$20,000,000	\$4,420,000	22%	1-5 Years
<b>Stormwater</b>				
16 Parallel 72-inch storm drain pipeline within 30-ft wide easement <sup>10</sup>	<u>\$5,400,000</u>	<u>\$0</u>	<u>0%</u>	Concurrent with development
<b>Grand Total (rounded to nearest 10,000s)</b>	<b>\$42,460,000</b>	<b>\$12,790,000</b>	<b>30%</b>	

<sup>A</sup>EIR Mitigation Measure; <sup>B</sup>Improvements Assumed to be implemented by the EIR; <sup>C</sup>Project would address a near-term or long-term LOS inconsistency with the General Plan.

- [1] Excludes improvements, including within the public right-of-way, paid for by the developer as part of their project, conditions of approval, or required on-site facilities.
- [2] Transportation project cost allocations are based on trip generation numbers. Unless footnoted otherwise, the transportation project is necessitated as a result of the growth from the Specific Plan adoption and/or serves and benefits the Specific Plan area. The Bayhill Specific Plan Share is its share relative to the projected Citywide new development growth (44% of Estimated Project Cost).
- [3] Cost allocation based on growth in vehicle trips at intersection divided by total intersection trips at build-out.
- [4] The transportation project is listed in the City's Walk 'n Bike Plan (2016). The Bayhill Specific Plan Share is its share relative to the projected Citywide new development growth and existing City users, with greater benefit being provided to the Bayhill Office Park due to the proximity of the improvements (25% of Estimated Project Cost).
- [5] The full costs are allocated to Planning Area growth because it is the primary beneficiary of the project.
- [6] Create a bicycle boulevard on repaved Euclid Avenue with bicycle ramps and crossing to future Huntington cycle track; high-visibility crosswalks and bulbouts along San Bruno Avenue at all intersections currently missing these treatments.
- [7] Represents mid-point cost estimate of two solutions (1) a traffic signal and (2) pedestrian hybrid beacon (PHB) signal.
- [8] Cost for acquisition of a portion of private property is based on a May 2019 appraisal of a parcel near Caltrain.
- [9] The Bayhill Specific Plan Share is its share relative to the projected Citywide new development growth and existing City users (25.5% of the Estimated Project Cost). The Bayhill Plan contribution to the larger water tank has been adjusted down (22.1%) to account for the fair share payment of the smaller water tank in the Citywide Development Impact Fee.
- [10] The developers are not required to contribute to the stormwater project because the improvement addresses an existing deficiency in the storm drainage system. A 30 feet wide easement shall be provided along the alignment of the storm drain pipeline if the existing or realigned storm drain pipe remains at 72-inches. The easement width may be reduced to 20 feet along the alignment if the developer constructs a single larger conveyance pipe at the City determined required capacity.

### Plan for Infrastructure and Services with Each Phase.

Policy 7-2 requires that development occurs in a planned manner, including provision of adequate infrastructure and services such that each phase stands alone functionally and aesthetically, should subsequent phases not be developed. Policy 7-2a requires that each major phase of development, projects in excess of 100,000 square feet, prepare a Development Phasing and Financing Plan for City review and approval. For the first phase of development (Google's Phase 1 Project), the information provided to develop the Specific Plan shall satisfy the requirements of this policy assuming development is initiated prior to 2025. Language was added to Policy 7-2a in the attached Bayhill Specific Plan Staff Supported Revisions and Corrections (Attachment 5 – Exhibit A) to allow the terms in an approved Development Agreement to satisfy this Development Phasing and Financing Plan requirement.

### Bayhill Community Benefit Program

The Specific Plan establishes a Community Benefit Program to ensure that new office and residential development will advance community goals for the entire city. The Program is premised on the recognition that build-out of the Bayhill Specific Plan will have transformative and wide-ranging effects on the city.

While Specific Plan infrastructure and service obligations address Plan Area requirements and impacts, Community Benefits are designed to support citywide needs and goals. For example, development impact fees and other standard City payments or requirements are generally not considered Community Benefits because they are imposed to mitigate the impacts of a project, to provide services and facilities required to serve the project, and to reimburse the city for resources expended in connection with the developer's application.

### Parcels Subject to the Community Benefit Requirements

Table 3 - Parcels Subject to the Community Benefit Requirements lists the specific parcels and amounts of development subject to the Community Benefit Requirements. These requirements only apply to projects where the amount of development allowed by the Specific Plan substantially exceeds the development allowed under existing zoning (referred to as "Tier 2"). New projects that are consistent with existing or "base" level zoning (referred to as "Tier 1") are exempt. Overall, about 1.9 million square feet of new office development would be subject to the Community Benefit requirements (about 176,000 square feet would be exempt).

### Amount of the Community Benefit

Policy 7-3 establishes a Formulaic Community Benefit Calculation that will be used to determine the Community Benefit Contributions as follows:

- i. Tier 2 office projects: Tier 2 office development will be subject to a Community Benefit contribution of \$35 per square foot of gross building space above the amount allowed under Tier 1 (subject to an annual escalation index).
- ii. Tier 2 residential projects: Tier 2 market rate residential development will be subject to a Community Benefit contribution of \$10 per net square foot of residential floor area (also subject to an annual escalation).

According to Policy 7-3b the following types of projects will not be required to participate in the Community Benefit Program:

- i. Tier 1 projects
- ii. Small additions to Tier 2 projects no larger than 5,000 net new square feet.
- iii. Deed restricted Affordable Housing
- iv. Commercial (non-office) and hotel development

Policy 7.3d provides that participating developers will receive a Community Benefit credit for their financial contributions toward the cost of preparing the Specific Plan and EIR.

**Table 3 - Parcels Subject to the Community Benefit Requirements**

Parcel Number	Address	Tier 1: Additional Office Development permitted by the zoning prior to the Specific Plan Adoption (sq. ft.)	Community Benefit Requirement Applies	
			Tier 2: Additional Office Development permitted by the Specific Plan (sq. ft.)	Additional Residential Dwelling Units Permitted by the Specific Plan
<b>Bayhill Shopping Center</b>				
1	851 Cherry Ave	0	0	210
2	899 Cherry Ave	0	0	
<b>Bayhill General</b>				
4	801-851 Traeger Ave	0	125,000	205
<b>YouTube</b>				
7	1000 Cherry Ave	0	248,000	
9	1100 Grundy Lane	0	328,877	
10	900 Cherry Ave	0	192,000	
11	1150-1250 Bayhill Dr	0	301,476	
12	950 Elm Ave	0	52,568	
13	1111 Bayhill Dr	0	363,863	158
14*	999-1001 Bayhill Drive	175,633	115,102	
	Unallocated sq. ft. if used for Office	0	180,718	
<b>Total</b>		<b>175,633</b>	<b>1,907,604</b>	<b>573</b>

**Notes**

\* Parcel 14 was allowed 175,633 sq. ft. of office development by Community Office (CO) Zoning prior to the Adoption of the Specific Plan.

Source: City of San Bruno, YouTube, 2020.

**Total City Revenues from New Development**

The City will receive a variety of tax and fee revenue from new development in the Bayhill Specific Plan. In addition to standard General Fund revenue generated from development and commercial activity, such as property, sales, hotel, and business license taxes, new development will be responsible for paying one-time development impact fees and, in most cases, providing Community Benefit contributions, as described above. Table 4 provides an estimate of these on-time payments from office development through build-out of the Plan. If property owners do not redevelop to full potential or pursue different land uses (e.g. residential), values would likely be lower.

**Table 4 - Estimated One-Time Revenues Generated from Build-out of the Bayhill Specific Plan (based on office development only)<sup>1</sup>**

Type of Payment to City	Amount Included in YouTube DA (rounded) <sup>2</sup>	Amount from Other Development <sup>3</sup>	Total (in 2021 \$s) <sup>4</sup>
<b>Area Development Impact Fee</b>	\$13,000,000	\$1,000,000	\$14,000,000
<b>City-wide Development Impact Fee</b>	\$36,000,000	\$3,000,000	\$39,000,000
<b>Affordable Housing</b>	\$25,000,000	\$2,000,000	\$27,000,000
<b>Community Benefit</b>	<u>\$56,000,000</u>	<u>\$5,000,000</u>	<u>\$61,000,000</u>
<b>Total<sup>1</sup></b>	\$130,000,000	\$11,000,000	<b>\$141,000,000</b>

[1] The estimates assume maximum build-out of office uses. If property owners do not redevelop to full potential or pursue different land uses (e.g. residential), value would likely be lower. Estimates exclude on-going General Fund revenues from property, retail sales, transient occupancy, business license and other taxes and fees.

[2] These estimates are based on the most recent version of the Development Agreement between YouTube and the City.

[3] Based on potential net new office development that could occur on properties not included in the YouTube DA, estimated at about 140,000 square feet.

[4] Actual obligations will be increased annually based on a cost escalator to account for inflation.

## **BAYHILL ZONING ORDINANCE**

### **Relationship Between Specific Plan and Zoning Ordinance**

The Bayhill Specific Plan Zoning Code Chapter and associated Zoning Districts are established to ensure that the Bayhill Specific Plan Area is developed in a comprehensively planned manner, compatible with adjacent uses and consistent with the Bayhill Specific Plan policies. The Bayhill Specific Plan land use policies support infill development of new professional offices, hotels and ancillary commercial uses to serve employee needs, the creation of new housing along San Bruno Avenue and mixed-use development of the Bayhill Shopping Center, while preserving retail and service uses in the Bayhill Shopping Center.

While the General Plan and Bayhill Specific Plan establish policy framework, the Bayhill Zoning Ordinance prescribes standards, rules, and procedures for development. The Zoning Ordinance translates Specific Plan Policies into specific use regulation, development standards, and performance criteria that govern development on individual properties. The Bayhill Zoning Ordinance is included as Attachment 6 – Exhibit A.

### **Establishment of Zoning Districts**

The Bayhill Zoning Ordinance would implement the Bayhill Specific Plan by establishing the following zoning districts consistent with the land use designations of the Specific Plan:

- **Bayhill Regional Office (BRO) Zoning District.** The BRO district facilitates regional office and hotel development to be located in a campus-style setting (Bayhill Office Park). Such development should be designed to encourage cohesive environments for safe and pleasant pedestrian movement, connectivity, greenways and plazas, and cohesive streetscapes and landscaping, as described in policies and standards in the Bayhill Specific Plan. Other uses such as daycare are permitted; retail sales and services, personal services, business services, and restaurants are permitted as ancillary uses.
- **Bayhill Neighborhood Commercial (BNC) Zoning District.** The BNC district allows for a mixture of convenience and retail commercial uses including retail sales and services, restaurants, personal services, business services, health and exercise clubs, and offices.
- **Bayhill Residential (BR) Overlay Zoning District.** The BR Overlay Zoning District allows for residential development on certain properties along San Bruno Avenue that are located within the Bayhill Regional Office (BRO) Zoning District. Residential development can be allowed with uses that are otherwise permitted in the BRO Zoning District. Residential development can also be allowed as a stand-alone use.
- **Bayhill Mixed-Use (BMU) Overlay Zoning District.** The BMU Overlay Zoning District allows for mixed-use (residential and commercial) development within the Bayhill Neighborhood Commercial Zoning District, either side-by-side (horizontal) or with housing above commercial (vertical). However, vertical mixed-use development with ground-floor commercial uses shall be provided for properties that front Cherry Avenue. The current square footage of commercial space may not be reduced as a result of housing development.

### **Land Use Regulations and Permitted Land Uses**

Table 12.290-1 within the Bayhill Zoning Ordinance prescribes the land use regulations for the four Bayhill zoning districts. Specifically, the Table identifies whether a specific land use is permitted, conditionally permitted, or prohibited within the four Bayhill Specific Plan zoning districts. The land

uses identified in this table are organized within the following five general land use categories: residential; public/quasi-public; commercial; industrial; and transportation, communication and utilities. If a specific land use or activity is not defined, the Community and Economic Development Director shall assign the proposed land use or activity to a use type that is substantially similar in character. Use types not listed in the table or not substantially similar to the uses in the table are prohibited unless the Community and Economic Development Director make a written determination that an unlisted proposed use is equivalent to a permitted or a conditionally permitted use and is either permitted or conditionally permitted if all of the following can be made:

- The use is not greater in density or intensity than other uses in the applicable zoning district.
- The use is compatible with permitted or conditionally permitted uses in the applicable zoning district.
- The use is consistent with the purpose and intent of the applicable zoning district and Bayhill Specific Plan.
- The use is consistent with applicable goals and policies of the General Plan and Bayhill Specific Plan.
- The use will not be detrimental to the public health, safety, or welfare.

#### Allocation of Development

As previously noted, Specific Plan Table 2-2 allocates 2,245,029 square feet for regional office development on a parcel-by-parcel basis. Per Table 2-2, 180,718 square feet is unallocated to specific parcels and may be allocated among hotel, retail, and/or office uses for expansion in the future. The process for assigning unallocated square footage is summarized in Section 12.290.050(C) and 12.290.050(D) of the Bayhill Specific Plan Zoning Ordinance. Specifically, assignment of the 180,718 square feet of unallocated square footage shall be made on a first-come first-serve basis and shall be approved by the Planning Commission, based on the following findings:

- The total amount of assigned unallocated square footage is consistent with the Regional Office Development Equivalents for Non-Residential Land Uses as referenced in Table 12.290-3;
- The total square footage on the receiving parcels does not exceed 2.0 FAR;
- The site(s) considered for assignment of unallocated square footage are adequate in size and shape to accommodate proposed land uses;
- The assignment of unallocated square footage will not be detrimental to the public health, safety, or welfare; and
- The assignment of unallocated square footage will not have a substantial adverse effect on surrounding property and will be compatible with the existing and planned land use character of the surrounding area.

#### Transfer of Development

As previously noted, Specific Plan Policy 2-14 allows transfer of office development between parcels in the Plan Area. For parcels under common ownership, Section 1.290.050(G) in the Bayhill Zoning Ordinance specifies transfer of up to 20 percent of the maximum permitted square footage of a designated Bayhill Regional Office parcel may be approved by the Community and Economic Development Director for transfer to another designated Bayhill Regional Office parcel based on the following findings:

- The total amount of development resulting on the receiving parcel does not exceed 2.0 FAR;
- The transfer produces a public benefit, such as increasing the amount of publicly accessible open space or making the construction of housing more feasible on the donating parcel;
- The additional development on the receiving parcel is consistent with all applicable Bayhill Specific Plan standards and policies; and
- The owner of both the transferring and the receiving properties are the same.

For parcels under different ownership, the Bayhill Zoning Ordinance specifies up to 20 percent of the maximum permitted square footage of the designated Bayhill Regional office parcel may be approved by the City Council for transfer to another designated Bayhill Regional Office parcel based on the following findings:

- The total amount of development resulting on the receiving parcel does not exceed 2.0 FAR;
- The transfer produces a public benefit that is unlikely to be achieved without this transfer, such as increasing the amount of publicly accessible open space or making the construction of housing more feasible; and
- The additional development on the receiving parcel is consistent with all applicable Bayhill Specific Plan standards and policies.

#### Development and Design Standards

The Bayhill Zoning Ordinance establishes development standards and regulations to implement the Specific Plan's policies for shaping the form and design of development in the Bayhill zoning districts. Requirements regulating development intensity, building mass, building placement (setbacks), Greenway width, separation between buildings, building height, ground floor window placement, and first floor ceiling height are highlighted in Table 4 - Development and Design Standards, on the following page:

**TABLE 4 – DEVELOPMENT & DESIGN STANDARDS**

<i>District</i>	<i>Bayhill Regional Office - BRO</i>	<i>Bayhill Neighborhood Commercial - BNC</i>	<i>Bayhill Residential Overlay - BR</i>	<i>Bayhill Mixed Use Overlay - BMU</i>
<b>Development Intensity</b>				
Minimum Lot Size (square feet)	35,000 square feet	25,000 square feet	1 acre	25,000 square feet
Maximum Lot Coverage	Commercial or retail 80 % Office 70 % <sup>1</sup> Residential or hotel 80 %			
<b>Building Mass</b>				
Maximum Building Length	Office – 600 ft. Commercial – 400 ft. Residential – 300 ft.			
<b>Building Placement (Setbacks) - Street side building setbacks are measured from the property line, ROW or sidewalk easement line, whichever encompasses the entire width of the planned sidewalk. Other setbacks, such as side yard setbacks, are measured from the property line. All required setback shall be unobstructed from ground level to the sky, except as otherwise provided in this title.”</b>				
Setbacks (ft.) Along Street Frontages	Bayhill Drive-- 10 feet minimum/30 feet average <sup>2, 4</sup> Grundy Lane – 10 feet minimum/30 feet average <sup>4</sup> Cherry Avenue – 10 feet minimum/30 feet average <sup>2</sup> Elm and Trager Avenues – 10 feet minimum/ 30 feet average <sup>4</sup> San Bruno Avenue –10 feet minimum/30 feet average, 20 feet minimum for Residential <sup>3</sup>			
Side, Interior	10 feet minimum			
Side, Street	10 feet minimum/30 feet average			
Rear	10 feet minimum; 20 feet for residential			
Greenway Frontage (feet)	30 feet minimum in depth to 60 feet minimum in depth to incorporate public use areas. Refer to Bayhill Specific Plan Figure 3-1 (Public Realm Concept Map) for the location of the greenways. Greenway setbacks are measured from the back edge of the sidewalk as depicted in Bayhill Specific Plan Figure 3-2b (Bayhill Drive Greenway). Exceptions can be granted to allow greenways to be narrower than 30 feet minimum when the design of a proposed greenway ensures that the narrower space will be publicly accessible, inviting to the public and of a sufficient width dimension to incorporate amenities for the public’s use, and the narrower greenway meets the following width and area parameters: 1) Greenway width averages 40 feet minimum, and; 2) Maximum square footage of building footprint extending into the required base 30-foot Greenway area is not more than 2% of total building footprint, and; 3) Minimum width of Greenway is no less than 12.5 feet.			
Separation (feet)	Office – 15 feet minimum Residential – 15 feet minimum Between Office and Residential or Office and Commercial Lodging – 30 feet minimum Between Commercial/Retail – None required			

## TABLE 4 – DEVELOPMENT & DESIGN STANDARDS

<i>District</i>	<i>Bayhill Regional Office - BRO</i>	<i>Bayhill Neighborhood Commercial - BNC</i>	<i>Bayhill Residential Overlay - BR</i>	<i>Bayhill Mixed Use Overlay - BMU</i>
<b>Building Height</b>				
Maximum shall be 50 ft. or three stories, whichever is most restrictive, per City of San Bruno Ordinance 1284.				
<b>Ground Floor</b>				
Windows	At least 50 percent of ground floor retail commercial frontage shall include windows, located between 2 ½ and 7 feet above the sidewalk.			
Ceiling Height (ft.)	At least 15 feet for ground floor retail spaces.			
<b>ADDITIONAL REGULATIONS</b> <ol style="list-style-type: none"> <li>1. The maximum lot coverage for a single office building shall not exceed 110,000 square feet.</li> <li>2. As measured from the face of curb, improvements shall include curbside planting area of 6 feet and a sidewalk of 14 feet at Bayhill Shopping Center frontages. Minimum setback from new back-of-walk is 0 feet at Bayhill Shopping Center frontages.</li> <li>3. Residential ground-floor entry stoops may project into the setback area but must be set back at least 2 feet from the back of sidewalk. Window bays, balconies, and other architectural features may extend up to 4 feet.</li> <li>4. ADA Ramps, stairs, landscaping features, pedestrian bridges extending over public streets, and other similar features are allowed to encroach into the required setbacks.</li> </ol>				

### Additional Development Regulations

Additional development regulations covering the following subject matters are covered in Section 12.290.070 of the Bayhill Zoning Ordinance: Building mass, height of first floor above adjacent sidewalk, lighting, roof overhangs, rooftop mechanical equipment, pedestrian bridges over public streets, landscaping requirements, greenway requirements, Cherry Avenue plaza, residential outdoor space within the BR and BMU overlay zoning districts, anti-reflective glass, and the private multi-modal transportation hub.

The Bayhill Zoning Ordinance also refers to other sections of the San Bruno Municipal Code (SBMC). Specifically, any new buildings or major façade modifications to any existing buildings will require an Architectural Review Permit per Chapter 12.108 of the SBMC. All development proposed in the Bayhill Specific Plan Area shall also comply with the vehicle access, parking, and off-street loading requirements set forth in Chapter 12.100 of the SBMC. Lastly, all signage in the Bayhill Specific Plan Area will be subject to the existing sign regulations that are included in Chapter 12.104 of the SBMC.

### **NEXT STEPS**

If the City Council adopts the abovementioned resolutions and approves the first reading of the two attached Zoning text and map Ordinances, the second reading would occur on October 12, 2021. The adopted resolutions will become effective immediately while the two ordinances would go into effect 30 days after the second reading.

### **FISCAL IMPACT**

Per Section 2.2.1 of the Development Agreement, the initial Development Agreement term is subject to Google/YouTube paying all of the development fees (Community Benefits,

Development Impact, and other fees) to the City for Phase 1 plus Lot 2 (the Lakes Property) of the project at the time the foundation permit is approved for Phase 1. The total payment is approximately \$56.2 Million (Lot 2 fees of \$22.9 million which will be prepaid). An additional five-year extension is granted upon the completion of construction of Phase 1, Lot 2 and a third lot (one of lots three, four or five).

Per Section 4.8 of the Development Agreement (Credit for Plan Preparation Costs), credits shall be applied to Developers monetary obligations for 75% of the monies contributed by Developer toward preparation of the General Plan Amendment and related Bayhill Specific Plan and nexus study. Developer agrees that 25% of the funds that it paid City for such planning work is deemed spent to process approval for Phase 1 and does not warrant any credit. Credits shall be applied in equal one-third (1/3) shares against Existing Impact Fees and Community Benefits Payments otherwise owed for Phase 1, and the next two Lots that are developed by Developer.

### **ALTERNATIVES**

1. Do not approve the Water Supply Assessment or certify the Environmental Impact Report and provide direction to staff.
2. Do not approve the Bayhill Specific Plan or related General Plan and Zoning approvals and provide direction to staff.
3. Direct staff to revise the Water Supply Assessment, Environmental Impact Report, General Plan Amendments, Bayhill Specific Plan, or associated Zoning Code and Zoning Map Amendments and schedule for additional review and discussion at a future meeting.

### **RECOMMENDATION**

Hold Public Hearing and Take the Following Actions associated with the Bayhill Specific Plan:

1. Adopt Resolution Approving the Water Supply Assessment Report for the Proposed Bayhill Specific Plan.
2. Adopt Resolution Certifying an Environmental Impact Report and Adopting CEQA Findings, Facts, Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Bayhill Specific Plan and Google Phase 1 Project.
3. Adopt Resolution Amending the San Bruno General Plan to Ensure Consistency with the Bayhill Specific Plan.
4. Adopt Resolution Adopting the Bayhill Specific Plan for the Bayhill Area of the City.
5. Waive first reading and introduce Ordinance Adding Chapter 12.290, Bayhill Specific Plan Districts, to the City of San Bruno Municipal Code Establishing Regulations for Parcels Within the Bayhill Specific Plan.
6. Waive first reading and introduce Ordinance Amending the City of San Bruno Zoning Map for the Bayhill Specific Plan Area.

### **LEGAL NOTICES:**

1. Notice of Public Hearing was distributed to the following parties on September 17, 2021:
  - a. All property owners and occupants within the Bayhill Specific Plan Area.
  - b. All occupants adjacent to the Bayhill Specific Plan Area.
  - c. All property owners within 600 feet of the Bayhill Specific Plan Area.
  - d. All agencies, organizations and individuals that commented on the Draft EIR.
2. Advertisement published in the San Mateo Daily Journal, September 18, 2021

**DISTRIBUTION:**

None

**ATTACHMENTS:**

1. Planning Commission Resolution 2021-04 Recommending Certification of the Bayhill Specific Plan and Phase 1 Environmental Impact Report (EIR), Approval of General Plan Amendments, Adoption of the Bayhill Specific Plan, and Approval of the Zoning Ordinance and Zoning Maps Amendments for the Bayhill Area to add Chapter 12.290, Bayhill Specific Plan Districts  
Exhibit A: Statement of Findings and draft Statement of Overriding Considerations
2. City Council Resolution Approving the Water Supply Assessment Report for the Proposed Bayhill Specific Plan.
3. City Council Resolution Certifying an Environmental Impact Report and Adopting CEQA Findings, Facts, Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for the Bayhill Specific Plan and Google Phase 1 Project.  
Exhibit A: CEQA Findings  
Exhibit B: MMRP  
Exhibit C: Final EIR Errata
4. City Council Resolution Amending the San Bruno General Plan to Ensure Consistency with the Bayhill Specific Plan.  
Exhibit A: Bayhill General Plan Amendments  
Exhibit B: Changes to General Plan Land Use Classification
5. City Council Resolution Adopting the Bayhill Specific Plan for the Bayhill Area of the City.  
Exhibit A: Bayhill Specific Plan Revisions and Corrections  
Exhibit B: General Plan Consistency Findings
6. Ordinance Adding Chapter 12.290, Bayhill Specific Plan District, to the City of San Bruno Municipal Code Establishing Regulations for Parcel Withing the Bayhill Specific Plan.  
Exhibit A: Bayhill Zoning Text Amendments
7. Ordinance Amending the City of San Bruno Zoning Map.  
Exhibit A: Parcels Affected by Zone Change  
Exhibit B: Proposed Zoning Map
8. Bayhill Specific Plan and Phase 1 EIR (Draft EIR, Final EIR, Draft EIR Appendices) - Link
9. Draft Bayhill Specific Plan - Link
10. Bayhill Specific Plan VMT Monitoring and Mitigation Plan
11. August 17, 2021 Planning Commission Summary of Questions/Answers

**DATE PREPARED:**

September 22, 2021

## RESOLUTION NO. 2021-04

### A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING CITY COUNCIL CERTIFICATION OF THE BAYHILL SPECIFIC PLAN EIR AND APPROVAL OF AMENDMENTS TO THE CITY OF SAN BRUNO GENERAL PLAN, THE BAYHILL SPECIFIC PLAN, AND AMENDMENTS TO THE CITY OF SAN BRUNO ZONING CODE AND ZONING MAPS FOR THE BAYHILL AREA OF THE CITY

(APNS: 020-011-430, 020-011-420, 020-011-330, 020-011-370, 020-015-020, 020-015-030, 020-015-040, 020-011-360, 020-019-070, 020-018-010, 020-017-020, 020-017-010, 020-12-120, 020-012-190, 020-012-160, 020-012-170)

#### (GPA21-002/BAYHILL SPECIFIC PLAN/ZA21-001)

**WHEREAS**, Google, Inc. (“**Developer**”) approached City in 2017 regarding its desire to develop additional office buildings on eight of the ten parcels it owns (APNs 020-011-430, 020-015-020, 020-015-030, 020-018-010, 020-011-330, 020-015-040, 020-019-070, and 020-011-370, collectively the “**Google Property**”) in Bayhill Office Park (the “**Project**”). Developer’s existing buildings in Bayhill Office Park are occupied by YouTube, a Google subsidiary company, and Developer envisions that YouTube will occupy the new buildings Google builds on the Property.

**WHEREAS**, City determined that Developer’s proposal warranted preparation of a comprehensive plan integrating development and use of the Google Property with Developer’s existing buildings and other properties in the area. City subsequently prepared a specific plan (the “**Bayhill Specific Plan**”) encompassing the Google Property, the remainder of Bayhill Office Park, and Bayhill Shopping Center (together, the “**Bayhill Specific Plan Area**”). Among other things, the Bayhill Specific Plan creates two principal land use designations and two overlay designations for the properties in the Bayhill Specific Plan Area (the “**Specific Plan Land Use Designations**”).

**WHEREAS**, City determined that certain amendments to the City of San Bruno General Plan text and Land Use Diagram (Figure 2.1) are required to reflect City’s intentions for the Bayhill Specific Plan Area as shown in the proposed Bayhill Specific Plan and achieve consistency between the General Plan and the Bayhill Specific Plan, and City has prepared such amendments (GPA21-002) (the “**Bayhill General Plan Amendments**”).

**WHEREAS**, City determined that certain amendments to the City of San Bruno Zoning Ordinance and Zoning Map are required to implement the Bayhill Specific Plan, and City has prepared such amendments (ZA21-001) (the “**Bayhill Zoning Amendments**”).

**WHEREAS**, Developer proposes to currently construct its first phase of development, to include demolishing existing buildings, grading and excavating portions of the Google Property, realigning streets and utilities, and developing two three-story buildings totaling approximately 440,000 square feet of office and accessory space on the portions of the

Google Property designated Lot 1N and Lot 1S (APNs 020-011-430 and 020-015-020), which are separated by Grundy Lane, adjacent to the existing buildings on the two parcels, built over three-level subterranean parking garages connected through a below-grade tunnel extending underneath and an above-ground bridge extending above Grundy Lane (together, "**Phase 1**"). Phase 1 also includes realignment of Grundy Lane, development of a privately owned publicly accessible community open space ("**Cherry Avenue Plaza**"), demolition of adjacent buildings to provide space used as part of Phase 1, construction of a multi-modal transportation hub, City abandonment of a portion of Elm Avenue, and installation of other improvements and amenities.

**WHEREAS**, in order to develop Phase 1 and the Project, Developer submitted applications for the following City approvals for the Project (together, the "**Applications**"): (1) a phased vesting tentative map to merge and re-subdivide existing parcels comprising the Google Property, and approve abandonment of certain public streets and public easements (TM19-001) (the "**Vesting Tentative Map**"); (2) architectural review for development of Phase 1 of the Project (AR19-004) (the "**Phase 1 Architectural Review Permit**"); and (3) a negotiated statutory development agreement regarding Developer's development and use of the Google Property (DA21-002) (the "**Development Agreement**").

**WHEREAS**, Pursuant to the California Environmental Quality Act (CEQA), City conducted environmental review of the Bayhill Specific Plan at a programmatic level and Phase 1 of the Project at a project-specific level, prepared and duly processed an Environmental Impact Report ("**Specific Plan EIR**"), consisting of a Draft EIR dated January 2021 and a Final EIR Response to Comments dated August 2021, and prepared a Mitigation Monitoring and Reporting Program for implementation of mitigation measures specified in the EIR ("**Specific Plan MMRP**") (the Specific Plan EIR and Specific Plan MMRP together, the "**Specific Plan CEQA Documentation**").

**WHEREAS**, a Notice of Public Hearing was mailed to properties within a 600-foot radius of the Bayhill Specific Plan Area and to other parties on August 6, 2021, and duly published in the San Mateo County Daily Journal on August 7, 2021, providing notice of the Planning Commission's August 17, 2021 public hearing regarding the Bayhill Specific Plan and Developer's Project, including Planning Commission consideration of the (1) Bayhill General Plan Amendments, (2) Bayhill Specific Plan, (3) Bayhill Zoning Amendments, (4) Vesting Tentative Map with recommended Conditions of Approval, (5) Phase 1 Architectural Review Permit with recommended Conditions of Approval, (6) Development Agreement, and (7) certification of the Specific Plan EIR supported by statements of fact and findings required under CEQA (the "**CEQA Findings**", see Attachment 1) and adoption of the Specific Plan MMRP (together, the "**Bayhill-Google Approvals**"). The Planning Commission received two staff reports for the hearing dated August 17, 2021. The Specific Plan staff report (Agenda Item 4.A) included the following attachments: (1) a link to the Specific Plan EIR; (2) a link to the Bayhill Specific Plan; (3) Staff Supported Revisions and Corrections to the Bayhill Specific Plan and Zoning Ordinance Amendments (the "**Revisions and Corrections**"); (4) the Bayhill General Plan Amendments; (5) the Bayhill Zoning Amendments; and (6) the Specific Plan MMRP. The Phase 1 staff report (Agenda Item 4.B) included the following

attachments: (1) the Vesting Tentative Map; (2) the Phase 1 Entitlement Plans (which contains the Architectural Review Permit); and (3) the Development Agreement. This Resolution incorporates by reference the documents attached to the staff reports.

**WHEREAS**, on August 17, 2021, the Planning Commission conducted a duly noticed public hearing on the Bayhill-Google Approvals, where the public were able to participate and comment remotely via Zoom, and on said date the public hearing was opened, held and closed.

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

**A. CEQA**

1. The Planning Commission has reviewed and considered the information contained in the Specific Plan EIR, and written and oral comments regarding environmental effects, prior to acting on the Bayhill-Google Approvals. Each of the following Commission findings is supported by and elaborated in the attached CEQA Findings.
2. Based on all written and oral evidence and testimony in the record, the Specific Plan EIR (a) complies with the requirements of CEQA and adequately identifies and considers all potential significant environmental effects of (i) the Bayhill General Plan Amendments, the Bayhill Specific Plan and the Bayhill Zoning Amendments at a programmatic level, and (ii) Phase 1 of the Project, the Vesting Tentative Map, the Phase 1 Architectural Review Permit, and the Development Agreement at a project-specific level, and (b) reflects the City's independent judgment and analysis.
3. The Specific Plan EIR identified certain environmental effects of the Bayhill Specific Plan that may remain significant and unavoidable despite recommended mitigation measures, and determined that Phase 1 of the Project will not result in any significant and unavoidable impacts after mitigation. However, certain considerations and public benefits of the Bayhill-Google Approvals and Phase 1 of the Project outweigh these unavoidable adverse effects and justify and support accepting those effects and approving the Bayhill-Google Approvals, as described in the Statement of Overriding Considerations included in the CEQA Findings.
4. The Planning Commission has considered additional mitigation measures that might reduce or avoid such significant impacts, and the Commission has determined that they are either not available or not feasible. The Specific Plan EIR evaluated alternatives to the Bayhill Specific Plan that might reduce or avoid such significant impacts, which the Planning Commission has considered, and the Commission has determined that there are no feasible alternatives that accomplish all or most of the

objectives for the Bayhill Specific Plan and Phase 1 of the Project, and the Bayhill Specific Plan is the best alternative that can be feasibly implemented taking into consideration the relevant economic, legal, social, technological and other reasons and public benefits of the Bayhill Specific Plan and Phase 1 of the Project.

5. The Specific Plan MMRP describes the mitigation measures recommended by the Specific Plan EIR to reduce and avoid potential significant effects of the Bayhill Specific Plan and Phase 1 of the Project, and adequately identifies the appropriate timing and enforcement details for each to ensure each mitigation measure is implemented.
6. The Planning Commission recommends that the City Council (a) adopt and make the CEQA Findings and certify the Specific Plan EIR as legally adequate under CEQA as to each and all of the Bayhill-Google Approvals, (b) determine that identified considerations and public benefits outweigh significant unavoidable adverse environmental effects and that mitigation measures and alternatives which might reduce or avoid such effects are not feasible, and adopt the Statement of Overriding Considerations to support its approval of each of the Bayhill-Google Approvals, and (c) adopt the Specific Plan MMRP and incorporate its provisions as conditions of approval for each of the Bayhill-Google Approvals to the extent appropriate.

## **B. GENERAL PLAN AMENDMENTS**

1. The Bayhill General Plan Amendments appropriately amend the San Bruno General Plan text and the General Plan Land Use Diagram to reflect the intentions of the Bayhill Specific Plan and ensure consistency between the General Plan and the proposed Bayhill Specific Plan, including consistency between the General Plan Land Use Diagram and the Specific Plan Land Use Designations. Nothing in the Bayhill General Plan Amendments creates an inconsistency with any other part of the General Plan or otherwise prevents adoption of the Bayhill General Plan Amendments.
2. The Planning Commission recommends that the City Council adopt the Bayhill General Plan Amendments to amend the San Bruno General Plan to ensure consistency between the proposed Bayhill Specific Plan and the General Plan.

## **C. SPECIFIC PLAN**

1. The objectives of the Bayhill Specific Plan, its concepts, policies and design guidelines are consistent with the San Bruno General Plan as amended by the Bayhill General Plan Amendments.
2. The Planning Commission recommends that the City Council adopt the Bayhill Specific Plan, as revised by the Revisions and Corrections.

**D. ZONING AMENDMENTS**

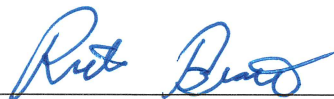
1. The Specific Plan Zoning Amendments, including amendments to the Zoning Map, are in general conformance with the San Bruno General Plan as amended by the Bayhill General Plan Amendments, and the public convenience and general welfare require adoption of the proposed amendments.
2. The Specific Plan Zoning Amendments implement the policies, concepts and design guidelines of the Bayhill Specific Plan, through new zoning district classifications and regulations, and the amendments to the Zoning Map are consistent with the Specific Plan Land Use Designations.
3. The Planning Commission recommends that the City Council adopt the Bayhill Zoning Amendments, as revised by the Revisions and Corrections.

**BE IT FURTHER RESOLVED** that the Planning Commission authorizes staff to make a report of the findings and recommendations herein, as required by San Bruno Municipal Code Section 12.136.030 as to the Bayhill Zoning Amendments, and to send a copy of such report to the City Council.

**BE IT FURTHER RESOLVED** 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.


9-1-2021

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



\_\_\_\_\_  
Planning Commission Chair  
Rick Biasotti

**ATTEST:**

  
\_\_\_\_\_  
Planning Commission Secretary  
Pamela Wu

**APPROVED AS TO FORM:**

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

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I, Pamela Wu, 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 17th day of August 2021, by the following vote:

AYES: Commissioners: Biasotti, Durazo, Johnson, Lethin, Madden

NOES: Commissioners: None

ABSENT: Commissioners: None

RECUSED: Commissioners: Harman, Morgan

**FINDINGS OF FACT AND  
STATEMENT OF OVERRIDING CONSIDERATIONS  
BAYHILL SPECIFIC PLAN  
INCLUDING THE PHASE I DEVELOPMENT**

**PREPARED FOR:**

City of San Bruno  
567 El Camino Real  
San Bruno, CA 94066  
Contact: Matt Neuebaumer  
650-616-7042

**PREPARED BY:**

ICF  
201 Mission Street, Suite 1500  
San Francisco, CA 94105  
Contact: Heidi Mekkelson  
415-677-7116

**August 2021**



ICF. 2021. Findings of Fact and Statement of Overriding Considerations for the Bayhill Specific Plan Including the Phase I Development. August. (ICF 00389.17.) San Francisco, CA. Prepared for City of San Bruno, San Bruno, CA.

## 1.1 Introduction

The Project is comprised of the proposed Bayhill Specific Plan (Specific Plan), including Phase I of YouTube’s 15-year expansion plan (Phase I Development). The Final EIR certified for the Project provides a program-level review of the Specific Plan and a project-level review of the Phase I Development. The Specific Plan is a proposed land use, transportation, and capital improvements plan that outlines a cohesive, long-term, community-driven vision for the Planning Area (Project Site). The Project Site, known locally as “Bayhill,” is a 92.2-acre site in the City of San Bruno (City) comprising Bayhill Office Park and Bayhill Shopping Center, that includes the headquarters of YouTube as well as several other office and commercial/retail uses. The Project Site is bounded by Interstates 280 to the west and 380 to the north, the properties fronting El Camino Real to the east, and San Bruno Avenue West from Elm Avenue to Interstate 280 to the south. The Specific Plan would allow for the development of up to 2.46 million net new square feet of office uses on the Project Site, and supports retention of retail uses in Bayhill Shopping Center. The Specific Plan would also establish housing and mixed-use overlay zones on a total of 20.5 acres in the southern portion of the Project Site that would allow for the development of up to 573 multi-family residential units. Office uses would continue to be allowed in the housing overlay zone, and a mix of both use types could be developed as long as the maximum permitted overall development is not exceeded. The Specific Plan would also allow for circulation and access improvements, including the realignment of Grundy Lane, other public infrastructure improvements, and landscape/streetscape improvements.

The Phase I Development is a proposed development project within the Project Site. The Phase I Development is the first phase of YouTube’s 15-year expansion plan and would be implemented under the Specific Plan. The 8.12-acre site containing the Phase I Development (Phase I Site) is located within the Project Site and is comprised of two separate parcels (APNs 020-015-020 and 020-011-230) separated by Grundy Lane and bordered by Cherry Avenue to the west, Interstate 380 to the north, Bayhill Drive to the south, and adjacent office properties to the east. The Phase I Development would construct two three-story office buildings totaling approximately 440,000 square feet. The Phase I Development would also construct two three-level subterranean parking garages (one under each new building) that would be connected through a below-grade tunnel extending underneath Grundy Lane.

For a detailed description of the Project and Phase I Development, see Chapter 2, *Project Description*, of the Draft EIR and Chapter 4, *Revisions to the Draft EIR*, of the Final EIR.

Section 1 of this document provides a summary of the environmental review process. Section 2 describes the alternatives considered in the 2021 Final EIR. Section 3 contains the City’s findings for each significant environmental effect of the Project and Phase I Development, respectively, identified in the Final EIR, as required by CEQA. Section 3 also describes the reasons why the project alternatives analyzed in the Final EIR ultimately have been rejected. Section 4 consists of a statement of overriding considerations, as required by State CEQA Guidelines Section 15093, stating the specific circumstances that support the City’s determination that the unavoidable significant

environmental effects of the Project and Phase I Development are acceptable because specific benefits of the Project and Phase I Development outweigh those effects.

## 1.2 CEQA Process

The City of San Bruno is the lead agency for the Project. Consistent with CEQA's requirements, the Draft EIR was made available to the public and regulatory agencies for review and comment during the minimum 45-day comment period between January 14, 2021 and March 1, 2021.

The Final EIR was prepared in accordance with CEQA and contains responses to each comment received and resulting revisions to the Draft EIR. All written comments received during the public review period are responded to in Chapter 3, *Responses to Comments*, of the Final EIR. Revisions to the Draft EIR are contained in Chapter 4, *Revisions to the Draft EIR*, of the Final EIR.

Prior to approving the Project and Phase I Development, the City must certify that it has considered the Final EIR, that the Final EIR adequately meets the requirements of CEQA, and that the Final EIR reflects the independent judgment of the City. In order to approve the Project and Phase I Development, the City must adopt the following findings of fact regarding the significant effects identified in the Final EIR and the range of alternatives analyzed in the Final EIR, and adopt a statement of overriding considerations explaining the benefits that outweigh the significant unavoidable effects identified in the Final EIR.

Pursuant to Public Resources Code (PUB. RES. CODE) Section 21081.6, the City must also adopt as part of its approvals a mitigation monitoring and reporting program (MMRP) for the mitigation measures that are the City's responsibility to implement. The MMRP establishes a program to ensure that the adopted mitigation measures identified in the Final EIR will be implemented.

## Section 2

# Alternatives Considered

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CEQA Guidelines Section 15126.6 requires an EIR to evaluate a reasonable range of alternatives to the project that would feasibly attain most of the project's basic objectives, but that would avoid or substantially lessen any identified significant environmental impacts of the project, as well as the No Project Alternative. Alternatives determined to be infeasible, to not avoid or substantially reduce one or more significant impacts of the Proposed Project, or to not meet all or most of the Project's objectives were dismissed from further analysis.

The following three alternatives to the Project are analyzed in the Draft Environmental Impact Report.

- **No Project Alternative:** Required by CEQA, the No Project Alternative assumes that the Specific Plan is not adopted, existing land uses remain unchanged and in their current physical state, and no new construction occurs within the Project Site. No new structures or subterranean parking garages would be built, and no demolition of existing uses would occur. Existing General Plan land use classifications and zoning districts would be maintained on the Project Site.
- **Residential Alternative:** The Residential Alternative considers a variation of the proposed Specific Plan that would allow for the development of up to 1,499 new residential dwelling units, 926 more dwelling units than the Project. To accommodate the increased residential density, the amount of net new office uses would be reduced to 1,773,636 square feet compared to 2,459,847 square feet under the Project (or 1,942,896 square feet under the Maximum Housing Scenario). The Residential Alternative was selected for evaluation based on its ability to provide a more balanced jobs/housing ratio and reduce VMT impacts.
- **Increased Height Alternative:** The Increased Height Alternative would allow housing, hotel, and office buildings on the Project Site to reach a height limit of 70 feet/five stories. The additional building height would allow for a greater density of residential and hotel uses compared to the Project, while the intensity of office development would be the same. Office buildings would contain the same total volume but could be taller with smaller bases, enabling more of the site area to be in open space. It is estimated that the Increased Height Alternative would provide approximately 6.5 acres of additional open space compared to the Project. This alternative could only be implemented if the voters approved a modification to City Ordinance 1284 which currently limits heights on the Project Site to three stories. The San Bruno City Council requested an evaluation of the Increased Height Alternative; the alternative also has the potential to provide a more balanced jobs/housing ratio and reduce VMT impacts.

As further discussed in Section 5.2, *Alternatives Considered but Rejected*, of the Draft EIR, the following additional alternatives were considered but rejected from further analysis due to infeasibility, inability to meet the Project objectives, and/or inability to reduce or avoid the significant impacts of the Project: Offsite Alternative, Reduced Parking Alternative, Reduced Intensity Alternative, Reconfigured Office-Only Alternative, Phase I-Only Alternative.

### 3.1 CEQA Requirements

CEQA requires the lead agency to make written findings about the disposition of the project's effects whenever it decides to approve a project for which an EIR has been certified (Public Resources Code Section 21081). Regarding these findings, Section 15091(a) of the State CEQA Guidelines states, in part:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

The "changes or alterations" referred to in the State CEQA Guidelines may be mitigation measures, alternatives to the project, or changes to the project by the project proponent. The Final EIR for the Project and Phase I Development identifies mitigation measures that will avoid or reduce significant effects of the Project or mitigate other potential effects that may not be, strictly speaking, environmental effects under CEQA. These mitigation measures will be incorporated into the design, construction and operation of the Project and Phase I Development. An MMRP will also be adopted by the City to ensure that the mitigation measures identified in the Final EIR and these findings will be implemented.

The documents and other materials that constitute the record upon which the Authority's decision and these findings are based can be reviewed in person at the following location:

City of San Bruno  
Community Development Department  
567 El Camino Real  
San Bruno, CA 94066

## 3.2 Findings Regarding Independent Review and Judgment

Each member of the City Council was provided a complete copy of the Final EIR for the Project and Phase I Development in advance of the hearing on the Project and Phase I Development. The City hereby finds that the Final EIR reflects its independent judgment. The City also finds that it has independently reviewed and analyzed the Final EIR prior to taking final action with respect to the Project and Phase I Development.

## 3.3 Findings Regarding the Project

### 3.3.1 Findings Regarding Significant and Unavoidable Effects

The City, based on the Final EIR, determines that the following significant effects cannot be avoided. Feasible mitigation measures included in the Final EIR will lessen these effects but will not result in mitigation of the effects to a less-than-significant level. The full text of each of the mitigation measures cited below is found in the Final EIR and that text is hereby incorporated by reference. The titles/numbers of the effects are the same as those in the Final EIR. The following identifies the pertinent mitigation measures by number and summary title.

The Phase I Development would not result in any significant and unavoidable impacts.

#### 3.3.1.1 Air Quality

**Significant Effect.** Impact AQ-2a: The Project could result in a cumulatively considerable net increase of a criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard during construction and operation. It is anticipated that throughout the course of the buildout period, multiple land use development projects would be constructed intermittently within the Project Site. As the timing and intensity of future development projects is not known at this time, the precise effects of construction activities associated with buildout of the Project Site cannot be accurately quantified at this time. While the construction emission impacts associated with each new individual development would be short-term in nature (relative to the buildout year) and limited to the period of time when construction activity is taking place for that particular development, the concurrent construction of a multitude of individual development projects that could occur at any one time in the Project Site under the Specific Plan would generate combined criteria pollutant emissions on a daily basis that could exceed the Bay Area Air Quality Management District (BAAQMD)'s project-level thresholds. Additionally, depending on the size and scale of an individual development project, along with its construction schedule and other parameters, there may also be instances where the daily construction emissions generated by a single development project within the Project Site could also exceed BAAQMD's criteria pollutant thresholds. As such, construction emissions generated in the Project Site by implementation of the proposed Plan would result in a potentially significant impact on air quality. These emissions could contribute to ozone formation and other air pollution in the SFBAAB, which at certain concentrations, can contribute to short- and long-term human health effects.

The Specific Plan would be constructed in multiple phases, with operations occurring concurrently with construction. Therefore, operational emissions would include overlapping construction

emissions. As described above, the EIR's analysis provides a quantified analysis of operational emissions based on the proposed land use mix and trip volumes, and a qualitative analysis of construction emissions because specific construction details for individual developments under the Specific Plan (other than the Phase I Development) are not known at this time.

Operations at buildout of the Project Site under the Specific Plan has the potential to result in air quality impacts from area, energy, mobile, and stationary sources. Area sources would include landscaping equipment, off-gassing during the reapplication of architectural coatings, and consumer products (e.g., solvents, cleaning supplies, cosmetics, toiletries). Energy sources would include onsite natural gas combustion for space and water heating. Mobile sources would include vehicle trips generated by land uses proposed within the Project Site. Stationary sources would include the testing of emergency generators. Each of these sources was taken into account in calculating the Specific Plan's long-term operational emissions, which were quantified using the CalEEMod model for area, energy, and stationary sources and the CT-EMFAC model for mobile sources.

*Findings:* The City hereby makes findings (a)(1) and (a)(3) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to the extent feasible, but not to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-2: Require use of diesel trucks with 2010-compliant model year engines.

MM-AQ-3: Require construction fleet to use renewable diesel.

MM-AQ-4: Require low-volatile organic compound (VOC) coatings during construction.

MM-AQ-5: Require fugitive dust best management practices.

MM-AQ-6: Purchase of mitigation credits for construction emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-7: Purchase of mitigation credits for operation emissions exceeding BAAQMD's daily pollutant thresholds.

MM-TRA-1: Prepare and implement a Transportation Demand Management (TDM) program.

Mitigation Measures AQ-1 through AQ-4 require the use of at least Tier 4 engines and renewable diesel for off-road equipment, which is commercially available in the San Francisco Bay Area, and newer trucks to reduce nitrous oxide (NOx) and particulate matter (PM) exhaust emission levels, and use of low-VOC paints to reduce reactive organic gas (ROG) emission levels would be required during construction activities within the Project Site. Additionally, while the BAAQMD considers fugitive PM10 and PM2.5 dust emissions significant without the application of standard best management practices (BMPs), Mitigation Measure AQ-5 would require construction projects within the Project Site to implement BMPs as recommended by the BAAQMD to reduce these fugitive dust emissions. Under Mitigation Measure AQ-6, applicants would be required to track all land use development construction activities occurring within the Project Site, assess and determine the estimated total emissions for all construction activities that would be concurrently ongoing (subject

to City review and approval), and coordinate with BAAQMD to determine the mitigation fees for each development project's applicant to pay on a pro rata basis to BAAQMD to offset their pollutant emissions as necessary such that BAAQMD's daily pollutant thresholds would not be exceeded. However, because it cannot be concluded that offset programs would always be available in the future at the time and in the amount needed for any given future development, for the purposes of the EIR analysis, construction air quality impacts are conservatively assumed to be significant and unavoidable.

During operation, implementation of Mitigation Measure TRA-1 in Section 3.10, *Transportation*, of the EIR will reduce mobile source emissions. This measure requires a reduction of the drive alone percentage from 54 percent to 43 percent, an annual monitoring study to be completed by Project Site property owners, and ongoing monitoring and evaluation. This would be accomplished through provisions such as employee shuttles, bicycle storage and car-sharing programs.

Mitigation Measure AQ-7 will also offset operational criteria pollutant emissions resulting from development under the Specific Plan through the purchase of mitigation credits. Through implementation of Mitigation Measure AQ-7, applicants would determine the estimated total emissions for operational activities and coordinate with an independent third-party approved by the City, such as the Bay Area Clean Air Foundation, to offset their pollutant emissions as necessary such that BAAQMD's daily pollutant thresholds would not be exceeded. Offsetting emissions below BAAQMD's threshold levels would ensure future development under the Specific Plan would not contribute a significant level of air pollution such that regional air quality within the San Francisco Bay Area Air Basin (SFBAAB) would be degraded. Based on recent experience of offsets being feasibly available for other large recent projects in the San Francisco Bay Area, it is reasonable to assume that offset programs will be available in the future and thus that emissions can be reduced below threshold levels. However, because it cannot be concluded that offset programs would always be available in the future at the time and in the amount needed for any given future development, for the purposes of the EIR analysis, operational air quality impacts are conservatively assumed to be significant and unavoidable.

**Significant Effect.** Impact AQ-3a: The Project could result in the exposure of sensitive receptors to substantial toxic air contaminant (TAC) concentrations during construction and operation, and could result in the exposure of sensitive receptors to substantial criteria pollutant concentrations during construction and operation. Regional emissions generated by a project could increase photochemical reactions and the formation of tropospheric ozone and secondary PM, which at certain concentrations, could lead to increased incidence of specific health consequences. Although these health effects are associated with ozone and particulate pollution, the effects are a result of cumulative and regional emissions. Thus, the Plan's incremental contribution cannot be traced to specific health outcomes on a regional scale and a quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not included in this analysis. All feasible mitigation is being applied to reduce construction- and operational-generated emissions of ozone precursors and PM to the extent possible.

*Findings:* The City hereby makes findings (a)(1) and (a)(3) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to the extent feasible, but not to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-2: Require use of diesel trucks with 2010-compliant model year engines.

MM-AQ-3: Require construction fleet to use renewable diesel.

MM-AQ-4: Require low-VOC coatings during construction.

MM-AQ-5: Require fugitive dust best management practices.

MM-AQ-6: Purchase of mitigation credits for construction emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-7: Purchase of mitigation credits for operation emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-8: Require future projects located within 1,000 feet of sensitive receptors to perform a health risk assessment.

MM-TRA-1: Prepare and implement TDM program.

As discussed above under Impact AQ-2a, construction emissions resulting from individual projects developed under the Specific Plan could exceed BAAQMD's regional ROG, NO<sub>x</sub>, and PM thresholds. Mitigation Measures AQ-1 through AQ-6 would reduce regional emissions of ROG, NO<sub>x</sub>, and PM below BAAQMD's regional thresholds. Similarly, long-term operation of development under the Specific Plan at full build-out would result in a net increase of approximately 80 pounds of ROG, 70 pounds of NO<sub>x</sub>, 534 pounds of PM<sub>10</sub>, and 88 pounds of PM<sub>2.5</sub> per day. Mitigation Measure TRA-1 and AQ-7 would reduce regional emissions of ROG, NO<sub>x</sub>, and PM of individual projects developed under the Specific Plan below BAAQMD's regional thresholds, resulting in a less-than-significant impact. Because it cannot be concluded that offset programs per Mitigation Measures AQ-6 and AQ-7 would be available in the future at the time and in the amount needed for any given future development, for the purposes of this EIR analysis, health impacts related to regional criteria pollutants quality impacts are conservatively assumed to be significant and unavoidable.

Even with Specific Plan policies, additional emissions generated by new stationary sources, vehicle trips, and construction activity could expose receptors to cancer and non-cancer risks in excess of BAAQMD significance thresholds during construction and operational activities. Mitigation Measure AQ-8 is therefore required to provide a project-level evaluation of construction- and operational-related health risks from future projects. Mitigation Measure AQ-8 is not required for the Phase I Development, which is analyzed separately. It cannot be concluded what the result of the project level evaluation will be without speculation, and it is possible that mitigation for future project health risks may be inadequate to reduce impacts below BAAQMD threshold level; therefore this impact is conservatively assumed to be significant and unavoidable.

**Significant Effect.** Impact C-AQ-1a: The Project, in combination with past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable net increase in criteria pollutants after mitigation for which the Project region is a nonattainment area for an applicable federal or State ambient air quality standard.

The Phase I Development would not exceed BAAQMD's criteria pollutant emission threshold during construction or operation with mitigation. Therefore, the Phase I Development would not have a cumulatively considerable impact. With regard to other development under the Specific Plan, BAAQMD's project-level thresholds do not lend themselves well to the analysis of specific plans. Rather, it is more appropriate to evaluate planning-level documents for their consistency with the most recently adopted attainment plan, which is the 2017 Clean Air Plan for the SFBAAB. As discussed under Impact AQ-1a, the Project would support the goals of BAAQMD's 2017 Clean Air Plan, would include all applicable control measures, and would not conflict with Clean Air Plan implementation. The comprehensive suite of Specific Plan policies and improvements, such as promoting alternative modes of transportation such as walking and biking through infrastructure improvements (e.g., striping bicycle lanes, installing pedestrian refuges) (e.g., Specific Plan Policies 4-1, 4-3, and 3-1) and strengthening connections between the Project Site and regional transit systems (e.g., BART and Caltrain) (Policy 4-5) would ultimately reduce the severity of growth-oriented criteria pollutants, relative to conditions without the Specific Plan. However, individual development projects may still generate construction and operational emissions in excess of BAAQMD's project-level thresholds prior to mitigation.

*Findings:* The City hereby makes findings (a)(1) and (a)(3) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to the extent feasible, but not to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-2: Require use of diesel trucks with 2010-compliant model year engines.

MM-AQ-3: Require construction fleet to use renewable diesel.

MM-AQ-4: Require low-VOC coatings during construction.

MM-AQ-5: Require fugitive dust best management practices.

MM-AQ-6: Purchase of mitigation credits for construction emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-7: Purchase of mitigation credits for operation emissions exceeding BAAQMD's daily pollutant thresholds.

MM-TRA-1: Prepare and implement TDM program.

With implementation of Mitigation Measures AQ-1 through AQ-7 and Mitigation Measure TRA-1, individual project ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions associated with Project development would be less than cumulatively considerable, resulting in a less than significant impact. Based on recent experience of offsets being feasibly available for other large recent projects in the San Francisco Bay Area, it is reasonable to assume that offset programs per Mitigation Measures AQ-6 and AQ-7 will be available in the future. Should offset programs be available for future development, Project development would result in a less than significant cumulative impact. However, because it cannot be concluded that offset programs would be available in the future at the time and in the

amount needed for any given future development, for the purposes of this EIR analysis, cumulative impacts for development under the Specific Plan (other than the Phase I Development) is conservatively assumed to be significant and unavoidable.

**Significant Effect:** Impact C-AQ-2a: The Project's TAC emissions, in combination with past, present, and reasonably foreseeable future project TAC emissions, could contribute to cumulative exposure health risks of sensitive receptors. The Project could also locate new receptors where they could be exposed to cumulative health risks due to cumulative TAC emissions.

According to BAAQMD's guidelines, combined risk levels should be determined from all nearby diesel particulate matter (DPM) sources within 1,000 feet of a project site, and these combined risk levels should be compared to BAAQMD's cumulative health risk thresholds. Existing nearby DPM sources and the Project could contribute to a cumulative health risk for sensitive receptors near the Project Site.

*Findings:* The City hereby makes findings (a)(1) and (a)(3) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to the extent feasible, but not to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-2: Require use of diesel trucks with 2010-compliant model year engines.

MM-AQ-3: Require construction fleet to use renewable diesel.

MM-AQ-4: Require low-VOC coatings during construction.

MM-AQ-5: Require fugitive dust best management practices.

MM-AQ-6: Purchase of mitigation credits for construction emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-7: Purchase of mitigation credits for operation emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-8: Require future projects located within 1,000 feet of sensitive receptors to perform a health risk assessment.

Mitigation Measures AQ-1 through AQ-8, along with Specific Plan Policies 6-11 and 6-13, which would develop and maintain best practices for reducing emission associated with construction and operational activities and require that new development with sensitive receptors located adjacent to TAC sources be designed to minimize health risk, would reduce construction and operational health risks to existing and future receptors. However, there may be instances where Project-specific conditions preclude the reduction of health risk below adopted thresholds and expose receptors to cumulative health risks. For instance, this may include the installation or operation of new stationary sources of TACs (e.g., generators) on the Project Site that result in significant PM2.5 concentrations. BAAQMD permitting would reduce cancer risks and the hazard index but would not ensure reductions in PM2.5 emissions. In addition, future development projects under the Specific

Plan could generate DPM and PM2.5 that could expose adjacent receptors to significant health risks (e.g., CAP thresholds exceeded, construction adjacent to sensitive receptors). Therefore, it is conservatively assumed that the cumulative health impacts from TAC emissions would be *significant and unavoidable*, and that the Specific Plan's contribution would be cumulatively considerable.

For the Phase I Development, cumulative cancer risks, hazard index (HI), and PM2.5 concentrations from construction and operation related DPM exhaust emissions would not exceed BAAQMD thresholds. Therefore, cumulative health impacts of the Phase I Development would not be cumulatively considerable.

### 3.3.1.2 Transportation

**Significant Effect.** Impact TRA-5a: The Project would be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b), concerning vehicle miles traveled (VMT). The Draft EIR establishes a VMT threshold of 21.7 VMT per Service Population for net new development in the Plan Area (14.3 percent below the existing regional average of 25.3 VMT per Service Population). This equates to a single-occupancy vehicle (SOV) mode share goal of no more than 43 percent. The Project's effect on VMT per Service Population would be 27.8 VMT per Service Population, which exceeds the 21.7 VMT per Service Population threshold; therefore, the addition of the Project would result in a significant impact.

YouTube operates a robust TDM program today that, if maintained at its current levels over time, is expected to result in VMT levels below the significance threshold, thereby reducing the impact to less than significant with mitigation. There is no guarantee, however, that YouTube would be the primary tenant in the buildout time frame, and the large-scale TDM program required to mitigate the VMT impact could be too great for a standard tenant to achieve. Therefore, Project impacts on VMT are conservatively assumed to be significant and unavoidable.

Mitigation Measure TRA-2 would require YouTube to implement a TDM program for the Phase I Development that results in a maximum SOV mode share of 43 percent or VMT per Service Population levels in compliance with the Project threshold of 21.7. Since YouTube is the project applicant for the Phase I Development, the Phase I Development is composed entirely of YouTube-owned parcels, and YouTube has historically demonstrated its ability to meet the required VMT reductions through implementation of its existing TDM program, implementation of Mitigation Measure TRA-2 is considered feasible for the Phase I Development, and VMT impacts associated with the Phase I Development would result in a less-than-significant impact with mitigation.

*Findings:* The City hereby makes findings (a)(1) and (a)(3) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

#### *Facts in Support of Findings:*

The following measure mitigates this impact to the extent feasible, but not to a less than significant level.

MM-TRA-1: Prepare and implement TDM program.

Mitigation Measure TRA-1 would require new land use applicants to submit a TDM program in conjunction with the development application that would, over time, achieve the Plan's VMT per Capita threshold. The 21.7 VMT per Service Population threshold equates to no more than 43

percent of trips occurring by single-occupancy vehicles (SOV). Acknowledging reasonable limitations on near-term TDM program success, program expectations may be less stringent for an initial occupancy period but would become more stringent over time and would ultimately require each employer or property manager to meet the VMT per Capita threshold or associated drive-alone goal. With implementation of Mitigation Measure TRA-1, alternative modes would be encouraged, the use of single-occupant vehicles would be discouraged, and the impact of additional vehicles generated by the Project would be lessened. However, to reduce the Project's impact to a less-than-significant level (less than 21.7 VMT per Service Population), the Project would need to reduce its addition of VMT by an additional 23 percent through TDM programs. Studies indicate that implementation of a typical TDM program for office uses, in communities with similar transportation and land use context to San Bruno, would result in a VMT reduction of approximately 10 to 15 percent (CAPCOA 2010). Therefore, even with mitigation, it is unlikely that the Project can achieve 21.7 VMT per Service Population under Existing Plus Project conditions. As a result, the VMT impacts associated with the Project would be significant and unavoidable.

### 3.3.2 Findings Regarding Significant Effects Mitigated to Less-Than-Significant Levels

The City has determined that, for the following effects, mitigation measures included in the Final EIR will mitigate the effects of the Project and the Phase I Development to a less-than-significant level. The following identifies the pertinent mitigation measures by number and summary title. The full text of each of the mitigation measures cited below is found in the Draft EIR and that text is hereby incorporated by reference. The Project's impacts are identified with a [P] before the impact title. The Phase I Development's impacts are identified with a [Phase I].

#### 3.3.2.1 Air Quality

**Significant Effect. [Phase I] Impact AQ-2b:** After mitigation, the Phase I Development would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for the applicable federal or state ambient air quality standard during construction and operation.

Construction of the Phase I Development would generate NO<sub>x</sub> emissions in excess of BAAQMD's significance threshold during construction and would result in a potentially significant air quality impact. In addition, fugitive dust emissions would also be significant without the application of standard BMPs.

The Phase I Development would result in a net increase of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions per day, exceeding BAAQMD's thresholds for PM<sub>10</sub> during operation. The increase in PM<sub>10</sub> is primarily generated by mobile sources (additional vehicles traveling throughout the region resuspend dust on the roadways, resulting in an increase in PM<sub>10</sub>). The Phase I Development would reduce CO emissions per day. The decrease in CO would be due to decreasing emission factors over time as vehicles become more efficient.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-5: Require fugitive dust best management practices.

MM-TRA-2: Monitor and evaluate existing TDM program.

Implementation of Mitigation Measure AQ-1 would reduce construction-related NO<sub>x</sub> to below BAAQMD's threshold. Mitigation Measure AQ-5 would also reduce fugitive dust emissions, consistent with BAAQMD guidance. As emissions would be below BAAQMD's NO<sub>x</sub> numeric threshold and consistent with BAAQMD guidance with mitigation, implementation of other Specific Plan mitigation measures (i.e., Mitigation Measures AQ-2, AQ-3, AQ-4, and AQ-6) would not be required. As such, construction emissions would not be expected to contribute a significant level of air pollution such that regional air quality within the SFBAAB would be degraded. Therefore, construction-related criteria pollutant impacts would be less than significant with mitigation.

Implementation of Mitigation Measure TRA-2 would reduce mobile source emissions during operation sufficiently so that emissions would not exceed BAAQMD's PM<sub>10</sub> thresholds of 82 pounds per day. Accordingly, operational source air quality impacts under the Phase I Development would be less than significant with mitigation.

**Significant Effect. [Phase I] Impact AQ-3b:** After mitigation, the Phase I Development would not result in the exposure of sensitive receptors to substantial TAC concentrations or criteria pollutant concentrations during construction and operation.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-5: Require fugitive dust best management practices.

MM-TRA-2: Monitor and evaluate existing TDM program.

Construction of the Phase I Development would not generate regional criteria pollutants in excess of BAAQMD thresholds with implementation of Mitigation Measures AQ-1. In addition, Mitigation Measure AQ-5 requires implementation of all feasible dust control measures, effectively reducing localized fugitive dust emissions during construction. As such, construction of the Phase I Development would not be expected to contribute a significant level of air pollution such that air quality within the SFBAAB would be degraded. Consequently, construction-generated criteria pollutant emissions would be less than significant and would not expose receptors to substantial pollutant concentrations or risk.

As shown in Table 3.2-9 of the Draft EIR, operation of the Phase I Development would result in a net increase of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions per day, exceeding BAAQMD's PM<sub>10</sub> threshold. However, with implementation of Mitigation Measure TRA-2, the project applicant would offset PM<sub>10</sub> emissions to below 82 pounds per day. The Phase I Development would meet the BAAQMD's

CO hot spot screening criteria and would not contribute to a localized hot spot. Consequently, operations-generated criteria pollutant emissions would be less than significant with mitigation.

### 3.3.2.2 Energy

**Significant Effect. [P] Impact EN-1a:** After mitigation, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The types of land uses envisioned under the Specific Plan would involve construction activities typical of development within a planning area, and no land uses are expected to require an extraordinary amount of energy consumption during construction, as may occur with large, industrial facilities, like new power plants or dams, because no such land uses are proposed or permitted within the Specific Plan Area. The Specific Plan includes policies designed to reduce air quality, transportation, and greenhouse gas impacts during construction, such as developing and maintaining best management practices for minimizing construction-related emissions (Policies 6-9, 6-10, and 6-14) and requiring individual projects to submit Construction Management Plans to reduce construction-related traffic congestion (Policy 4-12). These policies would also achieve reductions in construction-related energy use.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

#### *Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

MM-AQ-3: Require construction fleet to use renewable diesel.

Future construction projects under the Specific Plan would be required to comply with Mitigation Measure GHG-1, which requires construction contractors to implement BAAQMD's recommended best management practices including ensuring that alternative fueled (e.g. biodiesel, electric) construction vehicles/equipment make up at least 15 percent of the fleet, using local building materials of at least 10 percent (sourced from within 100 miles of the Planning Area); and recycling and reusing at least 50 percent of construction waste and demolition materials. Additionally, as discussed in Section 3.2, *Air Quality* of the EIR, Mitigation Measure AQ-3 would require all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities to use renewable diesel. These measures would reduce the amount of fossil fuel consumed during construction activities and the energy intensiveness associated with new building materials and disposed construction and demolition waste. With incorporation of these mitigation measures, construction under the Specific Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact is less than significant with mitigation.

Buildout and operation of the Specific Plan would increase energy consumption on the Project Site by 415,871 million BTUs, or 73 percent when compared to existing conditions. However, energy use per square foot would remain at 0.17 million BTUs/sf, consistent with existing conditions despite the increase in building area that would occur. This is attributable to the energy efficiency of the future buildings and vehicles, which would be subject to increasingly robust regulations over time to

meet the State's renewable energy mandates. Based on the discussion in Section 3.3, *Energy Use*, of the EIR, buildout of the Specific Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact is *less than significant*. While mitigation is not necessary, note that the mitigation measures required to reduce GHG and transportation impacts would further reduce energy use associated with the Specific Plan (see Mitigation Measure GHG-2 and Mitigation Measure TRA-1). Specifically, implementation of Mitigation Measure TRA-1 would reduce both annual gasoline and diesel usage by 13 percent by requiring a reduced drive alone percentage, an annual monitoring study, and ongoing monitoring and evaluation.

**Significant Effect. [Phase I] Impact EN-1b:** After mitigation, the Phase I Development, in combination with past, present, and reasonably foreseeable projects, would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

Construction of the Phase I Development would not result in the wasteful, inefficient, or unnecessary consumption of energy resources with implementation of Mitigation Measure GHG-1. This measure would reduce the amount of fossil fuel consumed during construction activities and the energy intensiveness associated with new building materials and disposed construction and demolition waste by requiring construction contractors to implement BAAQMD's recommended best management practices, specifically those associated with alternative fuel use and recycling.

Regarding operations, as shown in Table 3.3-6 of the EIR, buildout of the Phase I Development would increase operational energy consumption on the Phase I Site by 28,856 million BTUs, or 58 percent when compared to existing conditions (67 percent when compared to 2020 Without Phase I Development conditions). However, energy use per square foot would actually decrease to 0.11 million BTUs/sf, when compared to the existing condition of 0.23 million BTUs/sf. This decrease is attributable to the energy efficiency measures to be incorporated into the Phase I Development.

The Phase I Development would install Energy Star appliances, meet United States Green Building Council's LEED v4 Silver or equivalent certification standards, and exceed the 2016 Title 24 standards by approximately 16 percent. Additionally, the design of the Phase I Development would incorporate environmentally sustainable design features including access to natural light through windows and skylights, photovoltaic features, and green roofs and walls. The lighting and the heating, ventilation, and air conditioning (HVAC) systems, along with other mechanical systems, would be designed around maximizing energy efficiency and natural lighting. Furthermore, as discussed in Section 2.6.2.9, *Transportation Demand Management*, of the EIR, YouTube implements a robust TDM program, and the Phase I Development would be subject to YouTube's existing TDM program. This program includes, but is not limited to, a TDM coordinator; priority parking for carpools, vanpools, and clean-fuel vehicles; bicycle parking, sharing, and facilities; a guaranteed ride home program; rideshare matching services; pre-tax commuter benefits; employer commuter

shuttle services; flexible work schedule program; and commuter incentives and rewards, which results in the reduction of vehicle miles travelled, and consequently the amount of energy consumed through gasoline and diesel.

Based on the EIR analysis, operation of the Phase I Development would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact is *less than significant*. While mitigation is not necessary, note that Mitigation Measure TRA-2 would reduce the Phase I Development's annual gasoline and diesel usage by 19 percent by requiring a reduced drive alone percentage, an annual monitoring study, and ongoing monitoring and evaluation.

### 3.3.2.3 Greenhouse Gases

**Significant Effect. [P] Impact GHG-1a:** After mitigation, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment during construction and operation. Construction associated with new land use developments under the Specific Plan would result in the temporary generation of GHG emissions. Emissions would originate from mobile and stationary construction equipment exhaust and employee and haul truck vehicle exhaust.

The estimated Specific Plan emissions at full buildout in 2040 are 39,666 metric tons of CO<sub>2</sub>e (assuming the worst-case Maximum Office Scenario). This is an increase of 27,498 metric tons of CO<sub>2</sub>e from the Project Site when compared to 2040 Without Project conditions. The Specific Plan would achieve additional GHG reductions through voluntary sustainability features that encourage alternative transportation, passive heating and cooling, and other GHG-reducing measures. However, these strategies were not quantified because the exact number of installed systems and affected structures are currently unknown and are not mandated by the Specific Plan. The discussion under Impact GHG-1a in Section 3.4, *Greenhouse Gases*, of the EIR presents a sector-by-sector analysis of GHG impacts, consistent with OPR, CARB, and BAAQMD guidance.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

#### *Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

MM-TRA-1: Prepare and implement TDM program.

MM-GHG-2: Implement operational GHG reduction measures or their equivalent.

MM-GHG-3: Purchase of GHG mitigation credits.

BAAQMD has not established a quantitative threshold for assessing construction-related GHG emissions. Rather, the air district recommends evaluating whether construction activities would conflict with statewide emission reduction goals and implement feasible Best Management Practices. Therefore, construction-related GHG emissions from the Specific Plan would be required to comply with Mitigation Measure GHG-1, which would reduce construction emissions consistent with BAAQMD guidance and statewide emission reduction goals. In addition, all proposals requiring

demolition at the Project Site would be required to complete the City's Construction Waste Management Plan for approval before demolition commences. The plan would identify local recycling options and require the reuse and recycling of construction and demolition material. Accordingly, this impact is less than significant with mitigation.

Implementation of Mitigation Measure GHG-2 is being required to reduce operational GHG emissions in the sectors with the largest amount of emissions (other than on-road emissions addressed by Mitigation Measure TRA-1). Mitigation Measure GHG-2, which includes requirements for LEED certification or equivalent, electric space and water heating, solar roofs, and waste diversion programs, would ensure consistency with the 2017 Climate Change Scoping Plan and the long-term statewide reduction trajectory. Should all measures included in Mitigation Measure GHG-2 be implemented by a future project sponsor, that development would be consistent with the Scoping Plan and the state's reduction targets; GHG impacts would be less than significant and no further action would be required. However, because the extent of implementation of Mitigation Measure GHG-2 is currently unknown (e.g., applicability and feasibility), impacts from future development could remain significant for some sectors if all strategies are not implemented for a particular project or equivalent measures are not identified by a project sponsor. For projects where all of the requirements of Mitigation Measure GHG-2 (or their equivalent) are not implemented, implementation of Mitigation Measure GHG-3 is further required to reduce net operational GHG emissions through purchase of GHG mitigation credits. Accordingly, with implementation of the mitigation measures described above, as applicable on a project-by-project basis, operational GHG emissions under the Specific Plan would be less than significant with mitigation.

**Significant Effect. [P] Impact GHG-2a:** After mitigation, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases during construction and operation.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

MM-TRA-1: Prepare and implement TDM program.

MM-GHG-2: Implement operational GHG reduction measures or their equivalent.

MM-GHG-3: Purchase of GHG mitigation credits.

Most GHG emissions generated by the construction activities would be short term and would cease once construction is complete. Implementation of Mitigation Measure GHG-1 would result in less than significant impacts during construction by reducing construction emissions. Therefore, construction activities under the Specific Plan would not conflict with or obstruct implementation of an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant with mitigation.

Implementation of Mitigation Measure TRA-1 would reduce mobile source emissions, but not enough to meet the 14.3 percent reduction target. Stationary source emissions would be below BAAQMD's stationary source threshold. The Specific Plan would be consistent with the Scoping Plan's overall goal of avoiding losses in carbon sequestration. Implementation of Mitigation Measure GHG-2 would require the implementation of various GHG reduction measures, assisting the state with meeting its reduction targets under AB 32 and SB 32, and its carbon neutrality goal under EO B-55-18. The exact feasibility of implementing every measure in Mitigation Measure GHG-2 (or providing equivalent reduction measures) is unknown for future projects in the Specific Plan area (e.g., applicability and feasibility) and impacts from emission sources could remain significant. For projects where all of the requirements of Mitigation Measure GHG-2 (or their equivalent) are not implemented for non-transportation emissions and for all projects relative to transportation emissions where Mitigation Measure TRA-1 does not meet the 14.3 VMT/service population reduction threshold, implementation of Mitigation Measure GHG-3 is further required to reduce net operational GHG emissions through purchase of GHG mitigation credits. Therefore, overall GHG emissions during operation would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. GHG impacts of the Specific Plan would be less than significant with mitigation.

**Significant Effect. [Phase I] Impact GHG-1b:** The types of construction and operational GHG emissions generated by the Phase I Development would be similar to those described above for the Specific Plan. GHG emissions were estimated for the Phase I Development using the CalEEMod. The analysis indicates that Phase I Development construction would generate approximately 12,783 metric tons of CO<sub>2e</sub> over the three-year construction period, and that operation of the Phase I Development would result in approximately 21,770 metric tons of CO<sub>2e</sub> per year. The Draft EIR presents a sector-by-sector analysis of the Phase I Development's GHG impacts.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

MM-TRA-2: Monitor and evaluate existing TDM program.

Stationary source emissions would be below BAAQMD's stationary source threshold. The Phase I Development would replace removed trees, and therefore would be consistent with the Scoping Plan's overall goal of avoiding losses in carbon sequestration. Similarly, the Phase I Development's sustainability measures represent a robust suite of strategies that are consistent with applicable policies from the 2017 Climate Change Scoping Plan and regulatory programs for the area, energy, water, waste, and land use sectors. As discussed in Section 3.10, *Transportation*, the Phase I Development would achieve the 14.3 percent VMT per service population reduction target with implementation of Mitigation Measure TRA-2, which would reduce mobile emissions from 19,882 metric ton of CO<sub>2e</sub> to 16,582 metric tons of CO<sub>2e</sub> per year. Achievement of the VMT per service population reduction target ensures that the Phase I Development is consistent with regulatory programs such as SB 743 that expressly aim to reduce VMT consistent with the state's climate

change goals. In addition, the Phase I Development would also be subject to the same regulatory programs related to fuel and vehicle efficiency, and vehicle electrification as the Specific Plan. Therefore, GHG impacts from mobile sources would be less than significant with mitigation.

**Significant Effect. [Phase I] Impact GHG-2b:** After mitigation, the Phase I Development would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases during construction and operation.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

MM-TRA-2: Monitor and evaluate existing TDM program.

Implementation of Mitigation Measure GHG-1 would result in less than significant impacts during construction by reducing construction emissions. Therefore, construction activities under the Phase I Development would not conflict with or obstruct implementation of an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This impact would be less than significant with mitigation.

Implementation of Mitigation Measure TRA-2 would reduce mobile source emissions during operation to sufficiently to meet the 14.3 percent VMT per service population a reduction target. Stationary source emissions would be below BAAQMD's stationary source threshold. As discussed above, the Phase I Development would be consistent with the Scoping Plan's overall goal of avoiding losses in carbon sequestration given the proposed tree replacements. The Phase I Development would fully implement sustainability measures, such as achieving LEED Silver v4 certification or equivalent, achieving an indoor water education goal of 25 percent, and waste diversion programs, which are consistent with the 2017 Scoping Plan, and would reduce GHG emissions and associated impacts from area, energy, water, and waste sources to less than significant levels. These reductions would assist the state with meeting its GHG reduction goals. Therefore, GHG impacts of the Phase I Development would be less than significant with mitigation.

### 3.3.2.4 Hydrology and Water Quality

**Significant Effect. [P] Impact HWQ-1a:** After mitigation, the Project would not result in the violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

As shown in Figure 3.5-2 of the EIR, dewatering is anticipated in Phases 3, 4, and 5 of YouTube buildout, and during construction of the proposed parking garages west of Cherry Avenue. Construction dewatering could result in the exposure of pollutants from prior spills or other activities and may contaminate groundwater. Therefore, groundwater quality monitoring during dewatering would be required prior to disposal, as well as water quality testing prior to disposal to ensure there are no impacts to surface water quality. Construction dewatering would not likely mobilize contaminants associated with leaking underground storage tank (LUST) sites or other

current or formerly contaminated sites located near or within the Project Site. However, as discussed under Environmental Settings in Section 3.5, *Hydrology and Water Quality*, of the EIR, the Bayhill 7 Facility site has a history of contamination. To protect groundwater supplies from chemical pollution, and pursuant to Policy 6-8 in the Specific Plan, development is subject to review by the San Mateo County Health Department Groundwater Protection Program (GPP). During Phase 3 and Phase 4 of YouTube buildout, water level drawdown is estimated to be more than two feet at the Bayhill 7 Facility site (see Table 3.5-3 of the EIR). Phase 5 construction would have direct disturbance at the Bayhill 7 site and would have more extensive dewatering (see Table 3.5-3 of the EIR). The GPP will be notified of the planned activities associated with the Project Site redevelopment and would review potential impacts to water quality, as well as any waste discharge requirements necessary during dewatering. The Specific Plan includes Policies 6-8, and 6-18 through 6-24 to reduce groundwater impacts and dewatering impacts due to construction.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-HWQ-1: Require groundwater monitoring well installation and sampling prior to dewatering activity.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

The Project would be required to comply with the City's MRP requirements and the NPDES Construction General Permit. Post-construction measures must also meet SMCWPPP requirements. Further, a stormwater control plan is required for each development. Compliance with these requirements would ensure that construction activities do not result in a violation of water quality standards or waste discharges requirements, or otherwise result in water quality degradation. However, as discussed below, discharge of potentially contaminated dewatered groundwater could make its way into surface waters, which would impact surface water quality. Implementation of Mitigation Measure HWQ-1 would reduce this impact.

The Project would comply with San Francisco Bay RWQCB dewatering requirements to prevent potential water quality impacts on surface waters or ensure proper treatment measures are implemented prior to discharge. However, potential water quality impacts may be encountered or incurred during construction dewatering. Even minimal and short-term drawdown associated with construction dewatering may impact the migration of impacted groundwater. Implementation of Mitigation Measure HWQ-1 would reduce this impact.

Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary to avoid increases in drainage flows and associated polluted runoff, and require implementation of stormwater control measures. With implementation of Mitigation Measures HWQ-2, operational drainage associated with the Project would not result in increased pollutant runoff and the associated impact would be less than significant with mitigation.

**Significant Effect. [P] Impact HWQ-3a:** After mitigation, the Project would not 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 offsite; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite; create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

Construction of the Project would not substantially alter the existing drainage pattern of the area in a manner which would result in substantial erosion or siltation or increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite. However, the existing stormwater drainage system has existing capacity deficiencies downstream, and thus any increase in site runoff would exceed the system capacity. As a result, during construction, the Project could create or contribute water that would exceed the capacity of existing stormwater drainage systems. Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary during construction to avoid increases in drainage flows to the existing system and implementation of the necessary drainage improvements during construction. With implementation of Mitigation Measure HWQ-2, Project construction would not result in an exceedance of drainage system capacities and the associated impact would be less than significant with mitigation.

With regard to operations, Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary to avoid increases in drainage flows to the existing system, and construction of the necessary drainage improvements. With implementation of Mitigation Measure HWQ-2, Project operations would not result in an exceedance of drainage system capacities. To meet local, state and federal requirements for water quality treatment as well as flood control, stormwater management facilities for each development will also be incorporated. Post-construction water quality treatment measures, as required by C.3 regulations, such as bioretention areas, flow-through planters, green-roofs and pervious pavements that drain to native soil, are expected to be implemented as part of the Project development. Stormwater runoff would be captured in drainage facilities or infiltrated into native soil to recharge groundwater. A Stormwater Control Plan Report, a description of site design and source control measures, drainage management areas, stormwater treatment measure sizing calculations, and a maintenance plan, would be submitted with the final design plans.

**Significant Effect. [Phase I] Impact HWQ-1b:** After mitigation, the Phase I Development would not result in the violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Water quality of the Phase I Site is similar to the water quality discussed above under Impact HWQ-1a. Like the Project, the Phase I Development must comply with the NPDES Construction General Permit, the Municipal Regional Permit, the City's Municipal Code and grading permit. In addition, a SWPPP is required and would identify standard

erosion control measures and BMPs to be implemented during construction to reduce sedimentation of waterways. Temporary BMPs would be implemented to control soil erosion and sediment and restrict non-stormwater discharges. Temporary site improvements, such as the proposed parking lots to be used during Phase I construction, would also comply with water quality standards that provide pollutant control and reduce or limit surface runoff to pre-project conditions.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary to avoid increases in drainage flows and associated polluted runoff, and require implementation of stormwater control measures. With implementation of Mitigation Measures HWQ-2, operational drainage associated with the Phase I Development would not result in increased pollutant runoff and the associated impact would be less than significant with mitigation.

**Significant Effect. [Phase I] Impact HWQ-3b:** After mitigation, the Phase I Development would not 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 offsite; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite; create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or Impede or redirect flood flows.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

The existing stormwater drainage system has existing capacity deficiencies downstream, and thus any increased in site runoff would exceed the system capacity. As a result, during construction, the Phase I Development could create or contribute water that would exceed the capacity of existing stormwater drainage systems. Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary during construction to avoid increases in drainage flows to the existing system and implementation of the necessary drainage improvements during construction. With implementation of Mitigation Measure HWQ-2, Phase I Development construction would not result in an exceedance of drainage system capacities and the associated impact would be less than significant with mitigation.

With regard to operations, Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary to avoid increases in drainage flows to the existing system, and construction of the necessary drainage improvements. With implementation of Mitigation Measure HWQ-2, operational drainage associated with the Phase I Development would not result in an exceedance of drainage system capacities.

**Significant Effect. [P and Phase I] Impact C-HWQ-1:** After mitigation the Project, inclusive of the Phase I Development, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-HWQ-1: Require groundwater monitoring well installation and sampling prior to dewatering activity.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

With implementation of Mitigation Measures HWQ-1 and HWQ-2, and the development design features described in Impact C-HWQ-1 in Section 3.5, *Hydrology and Water Quality*, of the EIR, water quality effects due to construction dewatering and runoff would be controlled such that the Project would not contribute considerably to cumulative significant water quality impacts.

Without mitigation, and even with Phase I Development proposed drainage improvements, the Phase I Development would result in impacts as a result of increased impervious areas and associated runoff and polluted runoff. However, Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary to avoid increases in drainage flows and associated polluted runoff, and require implementation of stormwater control measures. With implementation of Mitigation Measure HWQ-2, operational drainage associated with the Phase I Development would not result in increased pollutant runoff and the associated impact would be less than significant with mitigation.

**Significant Effect. [P and Phase I] Impact C-HWQ-3:** After mitigation, the Project, inclusive of the Phase I Development, would not 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 offsite; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite; create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or Impede or redirect flood flows.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

As discussed in Section 3.5, *Hydrology and Water Quality*, of the EIR, the Project, including the Phase I Development, before mitigation may increase drainage discharge that could exceed the existing system's capacity. Given that the existing drainage system is at capacity, the Project and Phase I Development could contribute to a cumulative significant impact on drainage capacity. However, with implementation of Mitigation Measure HWQ-2, the project's contribution to downstream drainage impacts would be reduced to a less than considerable level. Implementation of the City's Stormwater Capital Improvement Plan and other Master Plan improvements would also ensure that pipes are adequately sized, and stormwater capacity is sufficient for the existing and planned stormwater drainage system. Therefore, with mitigation, the Project, inclusive of the Phase I Development (a component of the overall Project), would not likely contribute to the cumulative exceedance of storm drainage capacity, and there would be a less-than-cumulatively considerable contribution to the cumulative impact.

### 3.3.2.5 Land Use

**Significant Effect. [P] Impact LU-2a:** After mitigation, the Project would not result in an environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

Implementation of all EIR mitigation measures mitigate this impact to a less than significant level.

The Project was evaluated for consistency with regional plans Plan Bay Area 2040 and the Airport Land Use Compatibility Plan (ALUCP). Potential impacts associated with inconsistency with Plan Bay Area 2040 were found to be less than significant because the Project supports several of Plan Bay Area 2040's key objectives, including fostering compact development and jobs in proximity to transit, focusing growth within a Priority Development Area (PDA), supporting pedestrian- and bicycle-friendly streets, and opening up new opportunities for housing, while remaining consistent with the Association of Bay Area Governments (ABAG)'s population projections for the region. The Project was found to be consistent with the ALUCP's policies regarding safety, heights, noise, and notification. The Project's potential impacts regarding inconsistency with the ALUCP's policies were thus found to be less than significant. The Phase I Development's potential impacts associated with either of the above plans were found to be less than significant because the Phase I Site is contained within the Project Site and would be subject to the same development standards and policies.

The Project was evaluated for consistency with the following local plans and regulations: the San Bruno General Plan, City Ordinance No. 1284, City of San Bruno Walk 'n Bike Plan, and City of San Bruno Zoning Ordinance. Potential impacts associated with inconsistency with the existing General Plan and the Zoning Ordinance were found to be less than significant with mitigation, because with implementation of all EIR mitigation measures, the Project would be consistent with the General Plan and the Zoning Ordinance with amendments as proposed in the Specific Plan, and the Project

would comply with the height and other requirements of City Ordinance No. 1284. The Project includes mobility and parking policies that align with the Walk 'n Bike Plan and would improve the safety, convenience, and comfort of walking and biking across San Bruno; its impact is therefore less than significant. The Phase I Development's potential impacts associated with any of the above plans were found to be less than significant with mitigation because the Phase I Site is contained within the Project Site and would be subject to the same development standards and policies.

**Significant Effect. [Phase I] Impact LU-2b:** After mitigation, the Phase I Development would not result in an environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

Implementation of all EIR mitigation measures mitigate this impact to a less than significant level.

Refer to discussion above for Impact LU-2a.

### 3.3.2.6 Noise

**Significant Effect. [P] Impact NOI-1a:** After mitigation, the Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance, or applicable standards of other agencies, with implementation of mitigation measures. Noise from night work could exceed City standards, as could work during the day that is located close to existing noise-sensitive uses.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-NOI-1: Development of noise control plan for nighttime construction.

MM-NOI-2: Siting of noise-generating uses.

MM-NOI-3: The operation of sound amplifying equipment.

Mitigation Measure NOI-1 would reduce Project impacts associated with potential nighttime construction to meet local noise standards by requiring the development and implementation of noise reduction actions. Regarding operational noise, compliance with the San Bruno Municipal Code and Specific Plan policies 3-13 and 6-1 would reduce noise impacts from new noise-generating sources. Mitigation Measure NOI-2 and Mitigation Measure NOI-3 would ensure that noise from future onsite noise-generating land uses and events with amplified sound would comply with the applicable criteria set forth in the City of San Bruno General Plan and Municipal Code. This impact would be less than significant with mitigation.

**Significant Effect. [Phase I] Impact NOI-1b:** After mitigation, the Phase I Development would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance, or applicable standards of other agencies, with implementation of mitigation measures.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-NOI-1: Development of noise control plan for nighttime construction.

MM-NOI-3: The operation of sound amplifying equipment.

Mitigation Measure NOI-1, described previously, would reduce construction noise impacts from construction of the Phase I Development during nighttime hours to less-than-significant levels by ensuring that noise at a distance of 100 feet during nighttime hours would be below 60 dBA  $L_{eq}$ , (unless a permit is first obtained from the director of the City Public Works Department or his/her designee). Implementation of Mitigation Measure NOI-3 would reduce the Phase I Development impact associated with amplified music or speech from events by requiring that they be kept at a less-than-significant level.

**Significant Effect. [P] Impact C-NOI-1a:** After mitigation, the Project, in combination with past, present, and reasonably foreseeable future projects, would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.

With regard to nighttime construction, it is possible that construction during nighttime hours would occur for some components of Project development. Between the hours of 10:00 p.m. and 7:00 a.m., construction noise is limited to 60 dBA at 100 feet in the city, unless a permit has been obtained from the director of the City Public Works Department or his/her designee. As shown in Table 3.7-10 of the EIR, most individual pieces of construction equipment proposed for Project construction activities would exceed 60 dBA at a distance of 100 feet. Note that construction during nighttime hours would not be a common occurrence but may occur for certain activities (concrete pours, etc.) if required to maintain the construction schedule. Nighttime construction would therefore be intermittent and temporary. However, noise from these activities may be audible at nearby noise-sensitive land uses and may exceed the 60 dBA limit at 100 feet.

In general, most operational sources of noise do not generate noise that is perceptible far beyond the edge of a project site. It is possible that Specific Plan HVAC equipment could generate noise in excess of allowable levels, depending on the type of equipment installed and the location of the equipment. It is also possible noise-generating uses from nearby projects (especially the proposed office development at the vacant parcel west of 901 Cherry Avenue and potential projects adjacent to the Project Site, such as 841 San Bruno Avenue) could be close enough to one another that HVAC noise from multiple projects could combine and result in a cumulative noise impact. Therefore, because complete details about HVAC equipment for the proposed Specific Plan and for nearby development projects are not known at this time, it is possible that noise from HVAC for the

proposed Project could combine with HVAC noise from adjacent projects to cause a cumulative noise impact at nearby residential land uses. This cumulative impact is considered potentially significant unless mitigated.

Although precise details related to the potential development of stationary sources of noise for nearby projects are not known at this time, it is possible that stationary sources of noise from cumulative projects would combine to result in a cumulative noise impact related to operational noise. Specifically, proposed development projects in the vicinity of the Specific Plan (including some adjacent to the Specific Plan area) may have sources of stationary noise. Depending on the location of, and the noise levels produced by, these sources, noise from operation of other projects could combine with noise generated by development within the Project Site for the Specific Plan to result in excessive noise. Cumulative impacts related to the siting of noise-generating uses/stationary-source operational noise would be potentially significant unless mitigated.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-NOI-1: Development of noise control plan for nighttime construction.

MM-NOI-2: Siting of noise-generating uses.

MM-NOI-3: The operation of sound amplifying equipment.

Mitigation Measure NOI-1 would reduce construction noise impacts during nighttime hours to a less-than-significant level by ensuring that noise at a distance of 100 feet during nighttime construction activities would be below 60 dBA Leq. With implementation of this mitigation measure, Project impacts would be reduced to a less-than-significant level, and the contribution of the Project to the potential cumulative impact would not be cumulatively considerable.

Implementation of Mitigation Measure NOI-2 would reduce Project-related impacts to less-than-significant levels by siting HVAC equipment away from sensitive receptors, and the contribution of the Project to the potential cumulative impact would not be cumulatively considerable.

Mitigation Measures NOI-2 and NOI-3 would reduce Project impacts to less-than-significant levels by locating noise generating uses away from sensitive receptors and limiting noise from sound amplifying equipment. The contribution of the Project to the potential cumulative impact would not be cumulatively considerable with implementation of this mitigation measure.

**Significant Effect. [Phase I] Impact C-NOI-1b:** After mitigation, the Phase I Development, in combination with past, present, and reasonably foreseeable future projects, would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.

Construction of the Phase I Development may involve some nighttime construction activities, during which time the city's construction noise threshold is lower. Should other nearby projects involve nighttime construction, and should those activities occur simultaneously with nighttime

construction of the Phase I Development, construction noise could combine to result in a cumulative construction noise impact during nighttime hours. Ambient noise levels are typically lower during nighttime hours, and construction noise may be audible at greater distances during these times. Because the construction impacts of the Phase I Development could combine with those of nearby projects, cumulative construction noise impacts would be considered significant.

While construction at 901 Cherry Avenue already has begun, it could continue to occur concurrently with construction of the Phase I Development. This project is of a similar size and scale of the Phase I Development and could be expected to require a similar number of total, daily, and hourly haul truck trips as the Phase I Development. Given the proximity of the two properties, it is possible that the haul routes for both projects could overlap. Since haul truck activity for the Phase I Development was determined to add up to 2 dB to surrounding roadway segments during peak hauling, it is possible that a 3 dB total increase could occur if hauling activities from the Phase I Development occurred along the same roadway segments and overlapped in time with hauling activities from the 901 Cherry development. Therefore, cumulative impacts from haul truck noise under the Phase I Development are conservatively considered to be significant. Since the Phase I Development's contribution could be up to 2 dB based on the direct impact analysis presented previously, the Phase I Development's contribution to this potential cumulative impact would be cumulatively considerable. This impact would be considered significant, and mitigation is required.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-NOI-1: Development of noise control plan for nighttime construction.

MM-NOI-4: Coordination of Phase I Development haul truck routes with 901 Cherry Avenue.

Mitigation Measure NOI-1 would reduce construction noise impacts from construction of the Phase I Development during nighttime hours to less-than-significant levels by ensuring that noise at a distance of 100 feet during nighttime hours would be below 60 dBA  $L_{eq}$ , unless a permit is first obtained from the director of the City Public Works Department or his/her designee). Implementation of Mitigation Measure NOI-4 would reduce the potential cumulative impact related to construction-related haul truck noise for the Phase I Development to a less-than-significant level by scheduling haul truck trips so that trips generated by Phase I Development and 901 Cherry would not overlap.

### 3.3.2.7 Transportation

**Significant Effect. [Phase I] Impact TRA-5b:** After mitigation, the Phase I Development would be consistent with CEQA Guidelines Section 15064.3, subdivision (b), concerning VMT. The Phase I Development's effect on VMT per Service Population would result in 31.8 VMT per Service Population without any TDM program or mitigation. This is approximately 50 percent above the 21.7 VMT per Service Population threshold.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-TRA-2: Monitor and evaluate existing TDM program.

Phase I Development is composed entirely of YouTube-owned parcels, and all trip generation associated with Phase I Development would be YouTube generated. YouTube operates a robust TDM program today that, if implemented during Phase I Development, would bring VMT levels below the 21.7 VMT per Service Population CEQA threshold. TDM performance is dependent on multiple factors outside of City and even employer control such as gas prices, housing stock availability and prices, and larger economic trends. For this reason, TDM-related VMT reductions cannot be guaranteed outright, but they can be included as a mitigation measure tied to ongoing monitoring and refinement. Mitigation Measure TRA-2 would require YouTube to implement a TDM program resulting in a maximum SOV mode share of 43 percent, which would reduce VMT per Capita levels in compliance with the Project threshold of 21.7 (see the EIR's Transportation Appendix, pages 6–11). YouTube has demonstrated its ability to achieve this reduction through its annual monitoring report from the last 2 years, which shows an SOV mode share of less than 43 percent.

**Significant Effect. [P] Impact C-TRA-1:** After mitigation, the Project, inclusive of the Phase I Development, in combination with past, present, and reasonably foreseeable future projects, would, after mitigation, be consistent with CEQA Guidelines Section 15064.3, subdivision (b) (Project, including Phase I Development. As presented in the *VMT Analysis Results* in Section 3.10, *Transportation* of the EIR, the cumulative with Project condition would result in 26.1 VMT per Service Population. This is higher than the 21.7 VMT per Service Population CEQA threshold (determined by applying a 14.3-percent reduction to the existing regional average) and, consequently, constitutes a significant impact requiring mitigation.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-TRA-1: Prepare and implement TDM program.

Mitigation Measure TRA-1 requires an annual monitoring study to be completed by Project Site property owners to ensure that the 21.7 VMT per Capita or 43-percent SOV mode share target is being met. Therefore, with implementation of Mitigation Measure TRA-1, VMT impacts associated with the cumulative Project would result in a less-than-significant impact with mitigation. This differs from Impact TRA-5a, in which the Project is found to have a significant unavoidable impact because TDM measures implemented by Project occupants cannot be guaranteed to meet the VMT reduction target, because the cumulative situation includes changes in surrounding land uses and transit service improvements by 2040 that will make the VMT reduction achievable (see EIR page 3.10-43). Further, because the Phase I Development is a component of the Project, the cumulative analysis for the Project also serves as the cumulative analysis for the Phase I Development.

**Significant Effect. [P] Impact C-TRA-9:** After mitigation, the Project, inclusive of the Phase I Development, in combination with past, present, and reasonably foreseeable future projects, would not substantially increase hazards because of a geometric design feature (e.g., sharp curves, dangerous intersections) or incompatible uses (e.g., farm equipment). A queue analysis was performed at freeway off-ramp termini intersections to evaluate if the Project would result in a queue spillback that would affect the mainline freeway. The addition of the Project would increase queue lengths on freeway off-ramps near the Project Site.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-TRA-1: Prepare and implement TDM program.

Implementation of TDM-based Mitigation Measure TRA-1 would reduce trip generation sufficiently to reduce the spill back by at least 40 feet, such that queues from the intersection would fit within the available off-ramp storage capacity.

### 3.3.2.8 Utilities and Service Systems

**Significant Effect. [P] Impact UT-1a:** After mitigation, the Project would not result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, with the potential to cause significant environmental effects. A portion of the Project Site located along San Bruno Avenue West between Traeger Avenue and Elm Avenue (within the proposed housing overlay zone) is currently serviced by a 6-inch sewer pipe which may have insufficient capacity to continue serving this area if the Maximum Housing Scenario is implemented.

Implementation of the Project could result in an increase in impervious surfaces from approximately 80 percent (current conditions) to approximately 85 percent with full buildout. Because there are existing storm drain facility deficiencies within and downstream of the Project Site, any increase in impervious surfaces could contribute to an increase in the quantity of stormwater runoff, resulting in a significant impact. While the Project would relocate and upgrade the 72-inch storm drain trunk line located at the eastern edge of the Plan Area, through 1100 Grundy Lane, 950 Elm Avenue, and 999/1001 Bayhill Drive, with either a parallel 72-inch pipeline or an upsized line, as shown in Table 3.11-5, the City's Storm Drain Master Plan notes that adding a second 72-inch pipeline or upsizing the existing 72-inch pipeline within the Project Site would not completely address the storm drain capacity deficiencies that are outside the Project Site.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-UT-1: Require Project-specific sewer studies for projects served by the 6-inch sanitary sewer pipe in San Bruno Avenue east of Traeger Avenue.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

Mitigation Measure UT-1 requires that all future development within the area served by the 6-inch pipeline, which is shown in Figure 3.11-2 of the EIR, conduct project-specific sewer studies as part of project design. Future development within this area would also be required to coordinate with the City to ensure that proposed projects would not exceed sewer system capacity, and incorporate strategies to address potential capacity exceedances if identified. Should future improvements be required to increase pipeline capacity within this area, such improvements would be outside the scope of this EIR analysis and subject to further CEQA review.

It would be overly speculative to require studying the need for improvements to the sewer line segment as part of this EIR, because it is not known how much and what kind of development may occur requiring the pipeline, including whether any housing will be built in that area. Thus deferring the MM-UT-1 study is appropriate in this situation.

Mitigation Measure HWQ-2 would require that applicants for future development within the Project Site prepare drainage reports for City review and approval to demonstrate that post-project flows would not exceed pre-project stormwater flows.

**Significant Effect. [Phase I] Impact UT-1b:** After mitigation, the Phase I Development would not result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, with the potential to cause significant environmental effects. The Phase I Development is expected to result in a 1-percent increase in impervious surfaces (from approximately 76 percent impervious surfaces to approximately 77 percent) when compared to current site conditions per the “Hydrology and Water Quality Evaluation for the Bayhill Specific Plan and the YouTube Phase I Office Development” (included in Appendix 3.5-1 of the EIR). Because the City’s storm drain infrastructure is prone to exceedances in the system capacity downstream of the Project Site, inclusive of the Phase I Development, the increased stormwater runoff anticipated from this increase in impervious surfaces would be significant unless mitigated.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

Mitigation Measure HWQ-2 would require applicants for future development within the Project Site, including the Phase I Development, to prepare drainage reports for city review and approval to demonstrate that post-project flows would not exceed pre-project stormwater flows.

**Significant Effect. [P] Impact C-UT-1:** The Project, inclusive of the Phase I Development, in combination with past, present, and reasonably foreseeable future projects, would not result in the

relocation or construction of new or expanded wastewater disposal and stormwater drainage, with the potential to contribute to significant environmental effects. The “Sanitary Sewer Impact Study for Bayhill Specific Plan Area” (included in Appendix 3.11-3 of the EIR) identified that operational Project-related wastewater flows would not result in adverse cumulative impacts in combination with the other cumulative projects in consideration, with the potential exception of the area served by the 6-inch sewer pipeline in San Bruno Avenue east of Traeger Avenue, discussed above in Impact UT-1.

Project implementation would result in an increase in impervious surfaces onsite from approximately 80 percent to approximately 85 percent, which, when paired with potential increases in impervious surfaces at other nearby project sites, has the potential to cause adverse cumulative stormwater impacts downstream. Because the stormwater system serving the Project Site and downstream areas in San Bruno is prone to exceedances in the system capacity, any of the cumulative projects that contribute to the same stormwater facilities as those that serve the Project Site could further stress the already deficient system. If the Project, in combination with these projects, were to contribute to stormwater drainage facility exceedances beyond existing levels, cumulative impacts would be significant.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-UT-1: Require Project-specific sewer studies for projects served by the 6-inch sanitary sewer pipe in San Bruno Avenue east of Traeger Avenue.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

Implementation of Mitigation Measure UT-1 would ensure that the Project’s contribution to cumulative impacts in this area is less than cumulatively considerable by requiring that all future development within the area served by the 6-inch pipeline, which is shown in Figure 3.11-2 of the EIR, conduct project-specific sewer studies as part of project design. As explained above, it is appropriate to defer this study. Future development within this area would also be required to coordinate with the City to ensure that proposed projects would not exceed sewer system capacity, and incorporate strategies to address potential capacity exceedances if identified.

Through adherence to Mitigation Measure HWQ-2, the Project, including the Phase I Development, would be required to prepare a drainage report and implement stormwater control measures to avoid increases in peak stormwater flows when compared to pre-project conditions. Additionally, while not necessary to avoid a significant impact, to further minimize demands for stormwater facilities, all future development proposed within the Project Site would also be required to comply with multiple Specific Plan policies that would help manage and reduce potential stormwater outputs, thus reducing the potential for project operation to contribute to exceedances in the storm drain system capacity. Applicable Specific Plan Policies include a requirement that all future development in the planning area achieve at least LEED Silver Certification (Specific Plan Policy 6-15) and incorporate Low-Impact Development (LID) techniques to improve water retainment onsite (Specific Plan Policy 5-16). Although Specific Plan Policy 6-15 is not applicable to the Phase I

Development, the Phase I Development design would meet United States Green Building Council's LEED v4 Silver certification standards). These policies will substantially reduce runoff into the City's existing stormwater facilities.

## 3.4 Findings Regarding the Alternatives

As required by CEQA, the Draft EIR and Final EIR analyze possible alternatives to the Proposed Project, including the No-Project Alternative. With adoption of the Project and approval of the Phase I Development, the City makes the following findings to support its rejection of the three Project alternatives examined in the EIR. Other alternatives were considered and screened out of the range of alternatives analyzed in the EIR for the reasons discussed in Section 5.2 of the Draft EIR, which is hereby incorporated by reference. No alternatives to the Phase I Development were examined, because the Phase I Development was not found to result in any significant unavoidable impacts requiring consideration of alternatives under CEQA.

As noted above, Section 15091 (a)(3) of the State CEQA Guidelines describes that one of the findings that a lead agency can make concerning significant project impacts is that specific economic, legal, social, technological, or other considerations, make infeasible the Project alternatives identified in the Final EIR. In these findings, the decision-making body is making a final determination of feasibility. CEQA Guidelines Section 15364 defines "feasible" as: "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

An alternative may have been determined to be potentially technically, logistically, and financially "feasible" in the Final EIR and still ultimately be concluded by the City to meet the definition of "infeasibility" per Section 15091 (a)(3) when all considerations are considered. The final determination of infeasibility "involves a balancing of various 'economic, environmental, social, and technological factors.'" (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417). Where there are competing and conflicting interests to be resolved, the determination of infeasibility "is not a case of straightforward questions of legal or economic feasibility," but rather, based on policy considerations. (*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001-02). "[A]n alternative that is impractical or undesirable from a policy standpoint may be rejected as infeasible." (*Id.* at p. 1002, citing 2 Kostka & Zischke, Practice Under the Cal. Environmental Quality Act, (Cont. Ed. Bar 2010) section 17.29, p. 824).

The underlying purpose of the Project is to implement a Specific Plan that outlines a cohesive, long-term vision for future development on the Project Site, and ensures that development within the Project Site is integrated into an attractive setting that benefits the Project Site's property owners as well as the broader San Bruno community. Other objectives of the Project include the following:

- Accommodate additional development within the Project Site to take advantage of its proximity to existing mass transit/public transportation and strengthen its role as the city's premier employment hub.
- Enhance the quality of the Bayhill Office Park by replacing surface parking areas with architecturally distinctive buildings constructed of high-quality materials that will contribute to the revitalization of the office park.

- Provide a cohesive vision for future development within the Project Site, recognizing Bayhill's essential nature as a business park/employment center while allowing for residential development in appropriate locations, thereby helping to serve the city and region's housing needs.
- Integrate Bayhill with the greater San Bruno community. Ensure that development is an asset to the community and enhances the area's and the city's image and quality of life.
- Ensure that the neighborhood commercial uses at the Bayhill Shopping Center that serve office park employees and the surrounding neighborhoods are retained.
- Improve multimodal connectivity to and through the Project Site so that walking and biking are safe and enjoyable experiences, and connections to the nearby San Bruno Caltrain and BART stations are strengthened.
- Promote a vibrant and mixed-use walkable district. Foster the creation of an enhanced pedestrian environment and attractive greenways along public streets for the use of city residents and office park employees.
- Promote optimal long-term development patterns and accommodate the expansion needs of existing businesses, while being adaptable to changing economic conditions and business needs.
- Provide adequate parking spaces to accommodate employee and business visitor parking demand thereby ensuring that project parking is accommodated on-site with no spill-over to adjacent neighborhoods.
- Enhance the public realm and promote quality design by incorporating amenities and promoting green building principles.
- Ensure a net positive fiscal impact for the city.
- Assure that new development mitigates its impacts and pays its fair share for infrastructure improvements needed to support the development.
- For the Phase I Development, create approximately 440,000 square feet of new office and accessory space, associated parking, and a multimodal transportation facility to meet YouTube's immediate business needs and allow for future growth.
- For the Phase I Development, design buildings to meet modern tenant needs for building floor plans and site configurations.
- For the Phase I Development, provide amenities that are commensurate with the Phase I Development's density.
- For the Phase I Development, ensure the safety and security of employees through secure access to and between the existing and proposed buildings and outdoor spaces.

### **3.4.1 No-Project Alternative**

Required by CEQA, the No Project Alternative assumes that the Specific Plan is not adopted, existing land uses remain unchanged and in their current physical state, and no new construction occurs within the Project Site. No new structures or subterranean parking garages would be built, and no demolition of existing uses would occur. Existing General Plan land use classifications and zoning districts would be maintained on the Project Site. Despite the EIR determining that the No Project Alternative is the environmentally superior alternative, this alternative is rejected.

*Facts in Support of Findings:* The No-Project Alternative would not meet the project objectives and is rejected for that reason.

### 3.4.2 Residential Alternative

This alternative considers a variation of the proposed Specific Plan that would allow for the development of up to 1,499 new residential dwelling units, 926 more dwelling units than the Project. To accommodate the increased residential density, the amount of net new office uses would be reduced to 1,773,636 square feet compared to 2,459,847 square feet under the Project (or 1,942,896 square feet under the Maximum Housing Scenario). The EIR determined that the Residential Alternative is the environmentally superior alternative (besides the No Project Alternative.) This alternative is rejected as infeasible.

*Facts in Support of Findings:* Under CEQA, a lead agency's determination of infeasibility represents a balancing of competing economic, environmental, social, and technological factors (*California Native Plant Society v. City of Santa Cruz* (CNPS) (2009) 177 Cal.App.4th 957, 1001.), and an alternative that is determined undesirable from a policy standpoint, or found to be inconsistent with the project objectives, may be rejected as infeasible. (Ibid.). The Residential Alternative would be undesirable from a policy standpoint and is therefore infeasible. The Residential Alternative would reduce the amount of net new office uses and would require the extension of the housing overlay zone to greater areas of the office park to accommodate the additional residential dwelling units, thus undermining the Bayhill Office Park's intended use as an employment center providing professional offices and corporate headquarters. The San Bruno General Plan includes several policies intended to strengthen the commercial/office uses of this area, including Policy LUD-G, which promotes infill in the Bayhill Office Park with new professional offices and hotel uses; Policy LUD-51, which promotes the construction of professional and administrative offices on existing surface parking lots in the Bayhill Office Park; and Policy LUD-52, which allows for ancillary commercial uses in Bayhill Office Park to serve employee needs. The reduction in office space and the extension of the housing overlay zone would be in opposition to these policies.

While focused residential uses are not incompatible with the Bayhill Office Park, these uses must be subordinated to the commercial area's intended uses, and in conformance with other city plans and policies aimed at fostering healthy, safe, and livable neighborhoods. The location of the overlay zones in the south portion of the Bayhill Office Park, along San Bruno Avenue west of Elm Avenue, provides the best opportunity to conform with existing plans and policies. San Bruno General Plan Policy T-G aims to protect residential areas from congestion and associated noise resulting from BART and Caltrain spillover traffic. The proposed location of the overlay zones under the Project would be in conformance with this policy, placing residential units at a safe remove, while also providing walkable/bikeable access to BART and Caltrain for future residents. Policy HS-40 aims to protect residents from air traffic related noise, which could affect housing if constructed in the northern portion of the Bayhill Office Park. The overlay zones are at a safe remove from CNEL zones, as well as from roadway noise associated with I-380 and I-280. Additionally, the overlay zones along San Bruno Avenue are in close proximity to existing neighborhoods to the south, providing the best opportunity to integrate the proposed residential uses into existing walkable residential areas and provide access to services such as libraries and schools.

### 3.4.3 Increased Height Alternative

The Increased Height Alternative would allow housing, hotel, and office buildings on the Project Site to reach a height limit of 70 feet/five stories. Office buildings would contain the same total volume but could be taller with smaller bases, enabling more of the site area to be in open space. It is estimated that the Increased Height Alternative would provide approximately 6.5 acres of additional open space compared to the Project. This alternative is rejected as infeasible.

*Facts in Support of Findings:* The Increased Height Alternative would require voter approval of an initiative in order to modify Ordinance 1284 which currently limits heights on the Project Site to three stories. Approval of the initiative is uncertain, because it would require majority approval of city voters at an election held for that purpose. For that reason the City cannot find that implementation of the alternative can be successfully accomplished within a reasonable amount of time.

## 4.1 Introduction

CEQA requires decision-makers to balance the economic, legal, social, technological, or other benefits of a project against its unavoidable environmental risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable (State CEQA Guidelines 15093). In this case, the lead agency must state in writing the specific reasons to support its action. This “statement of overriding considerations” shall be supported by substantial evidence in the record, shall be included in the record of the project approval, and should be mentioned in the notice of determination. Pursuant to Section 15093 of the CEQA Guidelines, the following Statement of Overriding Considerations has been prepared for the Project and Phase I Development.

## 4.2 Statements of Fact in Support of Overriding Considerations

The City hereby finds that the following social, legal, environmental and economic benefits of the Project and Phase I Development outweigh the significant unavoidable impacts for the following reasons. These benefits, viewed both individually and collectively, outweigh the significant unavoidable adverse effects of implementing the Project and Phase I Development:

**The Project, including Phase I Development, sets an example of environmental sustainability for future projects.** The Project would incorporate all applicable City- and State-mandated sustainability features, including Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2019 Energy Efficiency Standards requirements, and applicable building requirements set forth in the 2019 California Green Building Standards Code, commonly referred to as CALGreen.

The Specific Plan would also encourage the incorporation of a variety of sustainability features in all future development projects within the Project Site, including the Phase I Development. These include maximizing natural cooling and passive solar heating through building orientation, designing buildings to incorporate natural light and ventilation, using sustainable building and paving materials, and promoting recycling and composting programs.

The intensification of office uses in the Specific Plan area would further enhance the environmental sustainability of future projects as the office park is located in a transit-rich area, with access to regional transportation and transit facilities. The San Bruno BART Station and San Bruno Caltrain Station are both in close proximity, approximately a half-mile northeast and a third-mile east, respectively. As the Specific Plan area is currently occupied by predominately commercial uses, the intensification of these uses would mean less commercial development elsewhere, conserving undeveloped land and intensifying the uses of existing facilities and transportation infrastructure.

**The Project, including Phase I Development, sets an example for future major projects to incorporate traffic demand management (TDM) strategies, thereby reducing vehicle miles travelled within the community.** To ensure that all future tenants implement TDM strategies, the Specific Plan includes policies that require applicants of all new development to implement a TDM program or join a transportation management association (TMA) to reduce single occupancy travel to the Plan Area. All TDM programs are required to include a designated TDM coordinator to facilitate programming and monitoring activities, and program coordinators are required to conduct annual travel surveys to evaluate program effectiveness and report their results to the City.

Reducing VMT is important to meeting greenhouse gas reductions needed to moderate climate change impacts, consistent with California's commitment to fighting climate change. The 2017 Scoping Plan adopted by the California Air Resources Board is California's key document setting out state policies in the fight against climate change. The 2017 Scoping Plan states:

While most of the GHG reductions from the transportation sector in this Scoping Plan will come from technologies and low carbon fuels, a reduction in the growth of VMT is also needed. VMT reductions are necessary to achieve the 2030 target and must be part of any strategy evaluated in this Plan. Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward this goal, but alone will not provide all of the VMT growth reductions that will be needed. There is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals.

**The Project, including Phase I Development, would significantly contribute to community goals through participation in the Community Benefit Program.** The project would allow for approximately 1.9 million additional square feet of net new office development, or an increase of 92 percent over existing and already-allowed development. As this increase in allowable office square footage creates additional value for the developer and landowner, a Community Benefit Program has been developed to enable the city to capture a portion of the value it has created for the purposes of advancing community goals, over and above those required by existing City requirements or policies. Under the Community Benefit Program, a Community Benefit contribution of \$35 per square foot of gross building space above existing allowable amount would be required for office development. A Community Benefit contribution of \$10 per net square footage would be required for market rate residential development. With the approval of the project, the City as a whole would gain from the community benefit contributions which could be used to fund public facilities or further community goals (e.g. affordable housing, community services, open space and recreation amenities). If the project were not approved, the City would not benefit from the Community Benefit Program and the additional sources of funding.

**RESOLUTION NO. 2021-\_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO  
APPROVING THE WATER SUPPLY ASSESSMENT REPORT FOR THE  
PROPOSED BAYHILL SPECIFIC PLAN**

(**APNS:** 020-011-430, 020-011-420, 020-011-330, 020-011-370, 020-015-020, 020-015-030, 020-015-040, 020-011-360, 020-019-070, 020-018-010, 020-017-020, 020-017-010, 020-12-120, 020-012-190, 020-012-160, 020-012-170)

**WHEREAS**, pursuant to SB 610, California Water Code section 10910 and CEQA Guidelines section 15155 require that a water supply and demand analysis (Water Supply Assessment, “**WSA**”) be prepared for a project that is subject to the California Environmental Quality Act (“**CEQA**”) and that includes more than 500 dwelling units or more than 250,000 square feet of office square feet.

**WHEREAS**, the City of San Bruno prepared a specific plan for the Bayhill area of the City (the “**Bayhill Specific Plan**”), which would allow for development of more than 2,200,000 square feet of office space and up to 573 new dwelling units.

**WHEREAS**, adoption of the Bayhill Specific Plan qualifies as a project subject to CEQA, and requires preparation and consideration of an environmental impact report (“**EIR**”) disclosing the potential significant environmental effects of the Specific Plan.

**WHEREAS**, given the Bayhill Specific Plan authorizes more than 500 dwelling units and more than 250,000 square feet of office square feet, which exceeds the thresholds for preparation of a WSA, pursuant to SB 610 a WSA is required.

**WHEREAS**, the City is a public water supplier within the City limits and the City Council is the governing body of the City’s public water system, and thus is the responsible party to prepare WSAs.

**WHEREAS**, the purpose of a WSA is to determine if there is sufficient water to meet the current and planned water demand within the water supplier’s service area for the next 20 years, including the water demand associated with the proposed project, during normal and multiple dry years.

**WHEREAS**, Pursuant to CEQA and the CEQA Guidelines, the City prepared a Draft EIR providing program-level environmental review of the Bayhill Specific Plan and project-level environmental review of the first phase of development under the Bayhill

## WATER SUPPLY ASSESSMENT FOR BAYHILL SPECIFIC PLAN

Page 2 of 4

Specific Plan proposed by Google LLC as a property owner in the Bayhill area, following public review of the Draft EIR the City prepared a Final EIR responding to public comments and refining the Draft EIR, and subsequently the City prepared a Final EIR Errata correcting minor clerical details in the Final EIR (the Draft EIR, Final EIR and Final EIR Errata together, the “**Bayhill Specific Plan EIR**”).

**WHEREAS**, in conjunction with preparation of the Draft EIR, the City contracted with consultants West Yost to prepare a WSA for the Bayhill Specific Plan, and a WSA dated September 2019 was included in the Draft EIR as Appendix 3.11-1 (the “**Initial WSA**”).

**WHEREAS**, to address changes in water supply information and City water demand projections, West Yost subsequently prepared a Technical Memorandum dated July 13, 2021 to serve as an Addendum to the Initial WSA, which was included in the Final EIR as Appendix B (the “**WSA Addendum**”, and together with the Initial WSA, the “**Bayhill Specific Plan WSA**”).

**WHEREAS**, the Bayhill Specific Plan WSA concluded that the City of San Bruno municipal water system has sufficient water supplies to meet future demand within its service area, including that associated with the Bayhill Specific Plan, during normal and multiple dry water years for more than a 20-year time horizon (through 2045).

**WHEREAS**, a Notice of Public Hearing was mailed to properties within a 600-foot radius of the Bayhill Specific Plan Area and to other parties on September 17, 2021, and duly published in the San Mateo Daily Journal on September 18, 2021, providing notice of the City Council’s September 28, 2021 public hearing regarding the Bayhill Specific Plan and related approvals, including approval of the Bayhill Specific Plan WSA and the Bayhill Specific Plan EIR.

**WHEREAS**, on September 28, 2021, the City Council conducted a duly noticed public hearing regarding the Bayhill Specific Plan and related approvals, including approval of the Bayhill Specific Plan WSA and the Bayhill Specific Plan EIR, where the public were able to participate and comment remotely via Zoom, and on said date the public hearing was opened, held and closed.

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

1. The Bayhill Specific Plan WSA accurately provides the information required by Water Code section 10910.

**Attachment 2**

**WATER SUPPLY ASSESSMENT FOR BAYHILL SPECIFIC PLAN**

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2. Based on information related to water supply and demand for the City of San Bruno and the Bayhill Specific Plan included in the Bayhill Specific Plan WSA, the City Council determines that it has adequate supplies to serve the Bayhill Specific Plan in addition to existing and planned future uses in the City during normal, single-dry and multiple-dry years for at least a 20-year projection.
3. The City Council hereby approves the Bayhill Specific Plan WSA in the form of the Initial WSA attached to the Draft EIR together with the WSA Addendum attached to the Final EIR, and authorizes its inclusion in and reliance by the Bayhill Specific Plan EIR.

**WATER SUPPLY ASSESSMENT FOR BAYHILL SPECIFIC PLAN**

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I, Melissa Thurman, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno on this 28th day of September 2021, by the following vote:

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

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

RECUSED: Councilmembers: \_\_\_\_\_

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

**ATTEST:**

Melissa Thurman, MMC  
City Clerk

RESOLUTION NO. 2021- \_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO CERTIFYING AN ENVIRONMENTAL IMPACT REPORT AND ADOPTING CEQA FINDINGS, FACTS, STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING & REPORTING PROGRAM FOR THE BAYHILL SPECIFIC PLAN AND GOOGLE PHASE 1 PROJECT**

(**APNS:** 020-011-430, 020-011-420, 020-011-330, 020-011-370, 020-015-020, 020-015-030, 020-015-040, 020-011-360, 020-019-070, 020-018-010, 020-017-020, 020-017-010, 020-12-120, 020-012-190, 020-012-160, 020-012-170)

**WHEREAS**, the project consists of (a) adoption and implementation of a new Specific Plan (the “**Bayhill Specific Plan**”) for the Bayhill area of the City (the “**Bayhill Specific Plan Area**”), with associated General Plan amendments (GPA21-002) and Zoning Ordinance and Zoning Map amendments (ZA21-001) (together, the “**Bayhill Land Use Approvals**”), and (b) approval of a Vesting Tentative Map (TM19-001), Phase 1 Architectural Review Permit (AR19-004), Development Agreement (DA21-002) and Phase 1 Curb Markings, for portions of the Bayhill Specific Plan Area owned by Google LLC (“**Developer**”) (together, the “**Google Development Approvals**”), copies of which are on file and made available at the Office of the City Clerk and are posted on the City Planning Division website, and which are incorporated herein by this reference.

**WHEREAS**, Pursuant to the California Environmental Quality Act, Public Resources Code section 21000 *et seq.* (“**CEQA**”) and its implementing Guidelines, California Code of Regulations, Title 14, section 15000 *et seq.* (“**CEQA Guidelines**”), on November 17, 2017, the City published a Notice of Preparation (“**NOP**”) soliciting comments from relevant agencies and the public regarding potential topics to be addressed by environmental review of the Bayhill Specific Plan, starting a scoping period that ended on December 22, 2017 and included a public comment meeting on December 5, 2017. On July 26, 2019, the City published a revised NOP based on changes to the boundaries of the Bayhill Specific Plan Area, inclusion of the first development plan proposed by Google (“**Phase 1**”), and revisions to the list of potential environmental effects the City proposed to study, starting a new scoping period that ended on August 27, 2019. The two scoping processes resulted in comments from interested agencies and organizations, which were considered by the City in conducting its environmental review.

**WHEREAS**, Pursuant to CEQA and the CEQA Guidelines, the City prepared a document entitled “Draft Environmental Impact Report For The Bayhill Specific Plan Including Phase 1 Development” dated January 2021 (the “**Draft EIR**”) providing program-level environmental review of the Bayhill Specific Plan and project-specific level environmental review of Phase 1.

**WHEREAS**, the Draft EIR was published and circulated for public review and comment in accordance with CEQA for 45 days beginning on January 14, 2021 and ending on March 1,

2021. The Draft EIR was filed with the State Office of Planning & Research under State Clearinghouse No. 2017112045. On February 16, 2021, the Planning Commission held a duly noticed public hearing to receive public comment on the Draft EIR.

**WHEREAS**, the City prepared written responses to the comments received during and immediately following the public review and comment period and included those comments and responses in a separate volume entitled “Final Environmental Impact Report For The Bayhill Specific Plan Including Phase 1 Development” dated August 2021 (the “**Final EIR**”), The City also prepared a Mitigation Monitoring and Reporting Program regarding implementation of mitigation measures specified in the EIR (“**MMRP**”) pursuant to the requirements of CEQA and the CEQA Guidelines.

**WHEREAS**, on August 17, 2021, the Planning Commission conducted a duly noticed public hearing to consider recommendations to the City Council regarding the EIR and MMRP, the Bayhill Land Use Approvals, and the Google Development Approvals, where the public were able to participate and comment remotely via Zoom, and on said date the public hearing was opened, held and closed.

**WHEREAS**, pursuant to CEQA section 21151.9 and CEQA Guidelines section 15155 implementing SB 610 and California Water Code section 10910 et seq., a Water Supply Assessment (“**WSA**”) was prepared by the City as public water supplier for the Bayhill Specific Plan Area and the City of San Bruno, which was included in the Draft EIR as Appendix 3.11-1, and an Addendum to the WSA was included in the Final EIR as Appendix B (the “**WSA Addendum**”), and together with the WSA, the “**Final WSA**”).

**WHEREAS**, on August 17, 2021, the Planning Commission reviewed and considered the EIR and MMRP, and adopted Planning Commission Resolution No. 2021-04 recommending that the City Council adopt CEQA Findings, Facts and a Statement of Overriding Considerations, certify the EIR as adequate under CEQA, and adopt the MMRP for the Bayhill Land Use Approvals and the Google Development Approvals.

**WHEREAS**, subsequent to the Planning Commission hearing City staff identified the need for certain minor clerical edits to the Final EIR, and prepared the “**Final EIR Errata**” document dated September 2021, attached hereto as **Exhibit C** and incorporated by reference. The City Council concludes that the edits in the Final EIR Errata do not involve any substantive matters or change any environmental conclusions of the Draft EIR or Final EIR, do not require recirculation of the Draft EIR, and do not warrant review by the Planning Commission before City Council action. For purposes of this Resolution and related City Council actions, the Draft EIR, Final EIR and Final EIR Errata together constitute and are referred to as the Environmental Impact Report (“**EIR**”).

**WHEREAS**, a Notice of Public Hearing was mailed to properties within a 600-foot radius of the Bayhill Specific Plan Area and to other parties on September 17, 2021, and duly published in the San Mateo Daily Journal on September 18, 2021, providing notice of the City Council’s September 28, 2021 public hearing regarding the Final WSA, the EIR, the Bayhill Land Use Approvals and the Google Development Approvals.

**WHEREAS**, on September 28, 2021, the City Council conducted a duly noticed public hearing regarding the Final WSA, the EIR and MMRP, the Bayhill Land Use Approvals, and the Google Development Approvals, where the public were able to participate and comment remotely via Zoom, and on said date the public hearing was opened, held and closed.

**WHEREAS**, by Resolution adopted on September 28, 2021 prior to adoption of this Resolution, the City Council adopted the Final WSA and found that the City of San Bruno municipal water system has sufficient water supplies to meet future demand within its service area, including that associated with the Bayhill Specific Plan and development thereunder, including Phase 1.

**BE IT RESOLVED** by the City Council of the City of San Bruno that it hereby adopts the statements, facts and findings in the document entitled “Findings of Fact and Statement of Overriding Considerations Bayhill Specific Plan Including The Phase 1 Development” attached as **Exhibit A** and incorporated by reference (the “**CEQA Findings**”), and makes the following additional Findings, all pursuant to CEQA and the CEQA Guidelines for the Bayhill Specific Plan and the other Bayhill Land Use Approvals, and for the Google Development Approvals.

1. The City Council has reviewed and considered the information contained in the EIR, and written and oral comments regarding environmental effects, prior to acting on each of the Bayhill Land Use Approvals and each of the Google Development Approvals. Each of the following Council findings is supported by and elaborated in the CEQA Findings.
2. Based on all written and oral evidence and testimony in the record, the EIR (a) complies with the requirements of CEQA and adequately identifies and considers all potential significant environmental effects of (i) each of the Bayhill Land Use Approvals at a programmatic level, and (ii) each of the Google Development Approvals at a project-specific level, and (b) reflects the City’s independent judgment and analysis.
3. The EIR identified certain environmental effects of the Bayhill Specific Plan that may remain significant and unavoidable despite recommended mitigation measures, and determined that Phase 1 will not result in any significant and unavoidable impacts after mitigation. However, certain considerations and public benefits of the Bayhill Land Use Approvals and the Google Development Approvals outweigh the unavoidable adverse effects and justify and support accepting those effects and approving the each of the Bayhill Land Use Approvals and each of the Google Development Approvals, as described in the Statement of Overriding Considerations included in the CEQA Findings.
4. The City Council has considered additional mitigation measures that might reduce or avoid such significant impacts, and the Council has determined that they are either not available or not feasible. The EIR evaluated alternatives to the Bayhill Specific Plan that might reduce or avoid such significant impacts, which the City Council has considered, and the Council has determined that there are no feasible alternatives that accomplish all or most of the objectives for the Bayhill Specific Plan and Phase 1 as specified in the

Draft EIR, and the Bayhill Specific Plan is the best alternative that can be feasibly implemented taking into consideration the relevant economic, legal, social, technological and other reasons and public benefits of the Bayhill Specific Plan and Phase 1.

5. The MMRP attached as **Exhibit B** and incorporated by reference describes the mitigation measures recommended by the EIR to reduce and avoid potential significant effects of the Bayhill Specific Plan and Phase 1, and adequately identifies the appropriate timing and enforcement details for each to ensure each mitigation measure is implemented.
  
6. The City Council hereby (a) adopts and makes the CEQA Findings and certifies the EIR as legally adequate under CEQA as to each and all of the Bayhill Land Use Approvals and Google Development Approvals, (b) determines that identified considerations and public benefits outweigh significant unavoidable adverse environmental effects and that mitigation measures and alternatives which might reduce or avoid such effects are not feasible, and therefore adopts the Statement of Overriding Considerations to support its approval of each of the Bayhill Land Use Approvals and the Google Development Approvals, and (c) adopts the MMRP and incorporates its provisions as conditions of approval for each of the Bayhill Land Use Approvals and Google Development Approvals to the extent appropriate.

**BE IT FURTHER RESOLVED** by the City Council that the City of San Bruno Community and Economic Development Department, 567 El Camino Real, San Bruno, CA 94066 shall be custodian of the EIR and all its component materials and of all documents or other materials which constitute the record of the proceedings upon which the City's decisions are based, and shall make such material available for public review during normal business hours.

**BE IT FURTHER RESOLVED** by the City Council that staff is directed to prepare and file a Notice of Determination as required by CEQA and the CEQA Guidelines documenting these actions by the City Council at the appropriate time and manner.

- Exhibit A:** CEQA Findings
- Exhibit B:** MMRP
- Exhibit C:** Final EIR Errata

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

\_\_\_\_\_  
Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Clerk,

\_\_\_\_\_  
City Attorney

---oOo---

I, Melissa Thurman, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno on this \_\_\_\_ day of September 2021, by the following vote:

AYES:    Councilmembers:

NOES:    Councilmembers:

RECUSED:                                      Councilmembers:

ABSENT:                                        Councilmembers:

**FINDINGS OF FACT AND  
STATEMENT OF OVERRIDING CONSIDERATIONS  
BAYHILL SPECIFIC PLAN  
INCLUDING THE PHASE I DEVELOPMENT**

**PREPARED FOR:**

City of San Bruno  
567 El Camino Real  
San Bruno, CA 94066  
Contact: Matt Neuebaumer  
650-616-7042

**PREPARED BY:**

ICF  
201 Mission Street, Suite 1500  
San Francisco, CA 94105  
Contact: Heidi Mekkelson  
415-677-7116

**August 2021**



ICF. 2021. Findings of Fact and Statement of Overriding Considerations for the Bayhill Specific Plan Including the Phase I Development. August. (ICF 00389.17.) San Francisco, CA. Prepared for City of San Bruno, San Bruno, CA.

## 1.1 Introduction

The Project is comprised of the proposed Bayhill Specific Plan (Specific Plan), including Phase I of YouTube’s 15-year expansion plan (Phase I Development). The Final EIR certified for the Project provides a program-level review of the Specific Plan and a project-level review of the Phase I Development. The Specific Plan is a proposed land use, transportation, and capital improvements plan that outlines a cohesive, long-term, community-driven vision for the Planning Area (Project Site). The Project Site, known locally as “Bayhill,” is a 92.2-acre site in the City of San Bruno (City) comprising Bayhill Office Park and Bayhill Shopping Center, that includes the headquarters of YouTube as well as several other office and commercial/retail uses. The Project Site is bounded by Interstates 280 to the west and 380 to the north, the properties fronting El Camino Real to the east, and San Bruno Avenue West from Elm Avenue to Interstate 280 to the south. The Specific Plan would allow for the development of up to 2.46 million net new square feet of office uses on the Project Site, and supports retention of retail uses in Bayhill Shopping Center. The Specific Plan would also establish housing and mixed-use overlay zones on a total of 20.5 acres in the southern portion of the Project Site that would allow for the development of up to 573 multi-family residential units. Office uses would continue to be allowed in the housing overlay zone, and a mix of both use types could be developed as long as the maximum permitted overall development is not exceeded. The Specific Plan would also allow for circulation and access improvements, including the realignment of Grundy Lane, other public infrastructure improvements, and landscape/streetscape improvements.

The Phase I Development is a proposed development project within the Project Site. The Phase I Development is the first phase of YouTube’s 15-year expansion plan and would be implemented under the Specific Plan. The 8.12-acre site containing the Phase I Development (Phase I Site) is located within the Project Site and is comprised of two separate parcels (APNs 020-015-020 and 020-011-230) separated by Grundy Lane and bordered by Cherry Avenue to the west, Interstate 380 to the north, Bayhill Drive to the south, and adjacent office properties to the east. The Phase I Development would construct two three-story office buildings totaling approximately 440,000 square feet. The Phase I Development would also construct two three-level subterranean parking garages (one under each new building) that would be connected through a below-grade tunnel extending underneath Grundy Lane.

For a detailed description of the Project and Phase I Development, see Chapter 2, *Project Description*, of the Draft EIR and Chapter 4, *Revisions to the Draft EIR*, of the Final EIR.

Section 1 of this document provides a summary of the environmental review process. Section 2 describes the alternatives considered in the 2021 Final EIR. Section 3 contains the City’s findings for each significant environmental effect of the Project and Phase I Development, respectively, identified in the Final EIR, as required by CEQA. Section 3 also describes the reasons why the project alternatives analyzed in the Final EIR ultimately have been rejected. Section 4 consists of a statement of overriding considerations, as required by State CEQA Guidelines Section 15093, stating the specific circumstances that support the City’s determination that the unavoidable significant

environmental effects of the Project and Phase I Development are acceptable because specific benefits of the Project and Phase I Development outweigh those effects.

## 1.2 CEQA Process

The City of San Bruno is the lead agency for the Project. Consistent with CEQA's requirements, the Draft EIR was made available to the public and regulatory agencies for review and comment during the minimum 45-day comment period between January 14, 2021 and March 1, 2021.

The Final EIR was prepared in accordance with CEQA and contains responses to each comment received and resulting revisions to the Draft EIR. All written comments received during the public review period are responded to in Chapter 3, *Responses to Comments*, of the Final EIR. Revisions to the Draft EIR are contained in Chapter 4, *Revisions to the Draft EIR*, of the Final EIR.

Prior to approving the Project and Phase I Development, the City must certify that it has considered the Final EIR, that the Final EIR adequately meets the requirements of CEQA, and that the Final EIR reflects the independent judgment of the City. In order to approve the Project and Phase I Development, the City must adopt the following findings of fact regarding the significant effects identified in the Final EIR and the range of alternatives analyzed in the Final EIR, and adopt a statement of overriding considerations explaining the benefits that outweigh the significant unavoidable effects identified in the Final EIR.

Pursuant to Public Resources Code (PUB. RES. CODE) Section 21081.6, the City must also adopt as part of its approvals a mitigation monitoring and reporting program (MMRP) for the mitigation measures that are the City's responsibility to implement. The MMRP establishes a program to ensure that the adopted mitigation measures identified in the Final EIR will be implemented.

## Section 2

# Alternatives Considered

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CEQA Guidelines Section 15126.6 requires an EIR to evaluate a reasonable range of alternatives to the project that would feasibly attain most of the project's basic objectives, but that would avoid or substantially lessen any identified significant environmental impacts of the project, as well as the No Project Alternative. Alternatives determined to be infeasible, to not avoid or substantially reduce one or more significant impacts of the Proposed Project, or to not meet all or most of the Project's objectives were dismissed from further analysis.

The following three alternatives to the Project are analyzed in the Draft Environmental Impact Report.

- **No Project Alternative:** Required by CEQA, the No Project Alternative assumes that the Specific Plan is not adopted, existing land uses remain unchanged and in their current physical state, and no new construction occurs within the Project Site. No new structures or subterranean parking garages would be built, and no demolition of existing uses would occur. Existing General Plan land use classifications and zoning districts would be maintained on the Project Site.
- **Residential Alternative:** The Residential Alternative considers a variation of the proposed Specific Plan that would allow for the development of up to 1,499 new residential dwelling units, 926 more dwelling units than the Project. To accommodate the increased residential density, the amount of net new office uses would be reduced to 1,773,636 square feet compared to 2,459,847 square feet under the Project (or 1,942,896 square feet under the Maximum Housing Scenario). The Residential Alternative was selected for evaluation based on its ability to provide a more balanced jobs/housing ratio and reduce VMT impacts.
- **Increased Height Alternative:** The Increased Height Alternative would allow housing, hotel, and office buildings on the Project Site to reach a height limit of 70 feet/five stories. The additional building height would allow for a greater density of residential and hotel uses compared to the Project, while the intensity of office development would be the same. Office buildings would contain the same total volume but could be taller with smaller bases, enabling more of the site area to be in open space. It is estimated that the Increased Height Alternative would provide approximately 6.5 acres of additional open space compared to the Project. This alternative could only be implemented if the voters approved a modification to City Ordinance 1284 which currently limits heights on the Project Site to three stories. The San Bruno City Council requested an evaluation of the Increased Height Alternative; the alternative also has the potential to provide a more balanced jobs/housing ratio and reduce VMT impacts.

As further discussed in Section 5.2, *Alternatives Considered but Rejected*, of the Draft EIR, the following additional alternatives were considered but rejected from further analysis due to infeasibility, inability to meet the Project objectives, and/or inability to reduce or avoid the significant impacts of the Project: Offsite Alternative, Reduced Parking Alternative, Reduced Intensity Alternative, Reconfigured Office-Only Alternative, Phase I-Only Alternative.

### 3.1 CEQA Requirements

CEQA requires the lead agency to make written findings about the disposition of the project's effects whenever it decides to approve a project for which an EIR has been certified (Public Resources Code Section 21081). Regarding these findings, Section 15091(a) of the State CEQA Guidelines states, in part:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

The "changes or alterations" referred to in the State CEQA Guidelines may be mitigation measures, alternatives to the project, or changes to the project by the project proponent. The Final EIR for the Project and Phase I Development identifies mitigation measures that will avoid or reduce significant effects of the Project or mitigate other potential effects that may not be, strictly speaking, environmental effects under CEQA. These mitigation measures will be incorporated into the design, construction and operation of the Project and Phase I Development. An MMRP will also be adopted by the City to ensure that the mitigation measures identified in the Final EIR and these findings will be implemented.

The documents and other materials that constitute the record upon which the Authority's decision and these findings are based can be reviewed in person at the following location:

City of San Bruno  
Community Development Department  
567 El Camino Real  
San Bruno, CA 94066

## 3.2 Findings Regarding Independent Review and Judgment

Each member of the City Council was provided a complete copy of the Final EIR for the Project and Phase I Development in advance of the hearing on the Project and Phase I Development. The City hereby finds that the Final EIR reflects its independent judgment. The City also finds that it has independently reviewed and analyzed the Final EIR prior to taking final action with respect to the Project and Phase I Development.

## 3.3 Findings Regarding the Project

### 3.3.1 Findings Regarding Significant and Unavoidable Effects

The City, based on the Final EIR, determines that the following significant effects cannot be avoided. Feasible mitigation measures included in the Final EIR will lessen these effects but will not result in mitigation of the effects to a less-than-significant level. The full text of each of the mitigation measures cited below is found in the Final EIR and that text is hereby incorporated by reference. The titles/numbers of the effects are the same as those in the Final EIR. The following identifies the pertinent mitigation measures by number and summary title.

The Phase I Development would not result in any significant and unavoidable impacts.

#### 3.3.1.1 Air Quality

**Significant Effect.** Impact AQ-2a: The Project could result in a cumulatively considerable net increase of a criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard during construction and operation. It is anticipated that throughout the course of the buildout period, multiple land use development projects would be constructed intermittently within the Project Site. As the timing and intensity of future development projects is not known at this time, the precise effects of construction activities associated with buildout of the Project Site cannot be accurately quantified at this time. While the construction emission impacts associated with each new individual development would be short-term in nature (relative to the buildout year) and limited to the period of time when construction activity is taking place for that particular development, the concurrent construction of a multitude of individual development projects that could occur at any one time in the Project Site under the Specific Plan would generate combined criteria pollutant emissions on a daily basis that could exceed the Bay Area Air Quality Management District (BAAQMD)'s project-level thresholds. Additionally, depending on the size and scale of an individual development project, along with its construction schedule and other parameters, there may also be instances where the daily construction emissions generated by a single development project within the Project Site could also exceed BAAQMD's criteria pollutant thresholds. As such, construction emissions generated in the Project Site by implementation of the proposed Plan would result in a potentially significant impact on air quality. These emissions could contribute to ozone formation and other air pollution in the SFBAAB, which at certain concentrations, can contribute to short- and long-term human health effects.

The Specific Plan would be constructed in multiple phases, with operations occurring concurrently with construction. Therefore, operational emissions would include overlapping construction

emissions. As described above, the EIR's analysis provides a quantified analysis of operational emissions based on the proposed land use mix and trip volumes, and a qualitative analysis of construction emissions because specific construction details for individual developments under the Specific Plan (other than the Phase I Development) are not known at this time.

Operations at buildout of the Project Site under the Specific Plan has the potential to result in air quality impacts from area, energy, mobile, and stationary sources. Area sources would include landscaping equipment, off-gassing during the reapplication of architectural coatings, and consumer products (e.g., solvents, cleaning supplies, cosmetics, toiletries). Energy sources would include onsite natural gas combustion for space and water heating. Mobile sources would include vehicle trips generated by land uses proposed within the Project Site. Stationary sources would include the testing of emergency generators. Each of these sources was taken into account in calculating the Specific Plan's long-term operational emissions, which were quantified using the CalEEMod model for area, energy, and stationary sources and the CT-EMFAC model for mobile sources.

*Findings:* The City hereby makes findings (a)(1) and (a)(3) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to the extent feasible, but not to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-2: Require use of diesel trucks with 2010-compliant model year engines.

MM-AQ-3: Require construction fleet to use renewable diesel.

MM-AQ-4: Require low-volatile organic compound (VOC) coatings during construction.

MM-AQ-5: Require fugitive dust best management practices.

MM-AQ-6: Purchase of mitigation credits for construction emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-7: Purchase of mitigation credits for operation emissions exceeding BAAQMD's daily pollutant thresholds.

MM-TRA-1: Prepare and implement a Transportation Demand Management (TDM) program.

Mitigation Measures AQ-1 through AQ-4 require the use of at least Tier 4 engines and renewable diesel for off-road equipment, which is commercially available in the San Francisco Bay Area, and newer trucks to reduce nitrous oxide (NOx) and particulate matter (PM) exhaust emission levels, and use of low-VOC paints to reduce reactive organic gas (ROG) emission levels would be required during construction activities within the Project Site. Additionally, while the BAAQMD considers fugitive PM10 and PM2.5 dust emissions significant without the application of standard best management practices (BMPs), Mitigation Measure AQ-5 would require construction projects within the Project Site to implement BMPs as recommended by the BAAQMD to reduce these fugitive dust emissions. Under Mitigation Measure AQ-6, applicants would be required to track all land use development construction activities occurring within the Project Site, assess and determine the estimated total emissions for all construction activities that would be concurrently ongoing (subject

to City review and approval), and coordinate with BAAQMD to determine the mitigation fees for each development project's applicant to pay on a pro rata basis to BAAQMD to offset their pollutant emissions as necessary such that BAAQMD's daily pollutant thresholds would not be exceeded. However, because it cannot be concluded that offset programs would always be available in the future at the time and in the amount needed for any given future development, for the purposes of the EIR analysis, construction air quality impacts are conservatively assumed to be significant and unavoidable.

During operation, implementation of Mitigation Measure TRA-1 in Section 3.10, *Transportation*, of the EIR will reduce mobile source emissions. This measure requires a reduction of the drive alone percentage from 54 percent to 43 percent, an annual monitoring study to be completed by Project Site property owners, and ongoing monitoring and evaluation. This would be accomplished through provisions such as employee shuttles, bicycle storage and car-sharing programs.

Mitigation Measure AQ-7 will also offset operational criteria pollutant emissions resulting from development under the Specific Plan through the purchase of mitigation credits. Through implementation of Mitigation Measure AQ-7, applicants would determine the estimated total emissions for operational activities and coordinate with an independent third-party approved by the City, such as the Bay Area Clean Air Foundation, to offset their pollutant emissions as necessary such that BAAQMD's daily pollutant thresholds would not be exceeded. Offsetting emissions below BAAQMD's threshold levels would ensure future development under the Specific Plan would not contribute a significant level of air pollution such that regional air quality within the San Francisco Bay Area Air Basin (SFBAAB) would be degraded. Based on recent experience of offsets being feasibly available for other large recent projects in the San Francisco Bay Area, it is reasonable to assume that offset programs will be available in the future and thus that emissions can be reduced below threshold levels. However, because it cannot be concluded that offset programs would always be available in the future at the time and in the amount needed for any given future development, for the purposes of the EIR analysis, operational air quality impacts are conservatively assumed to be significant and unavoidable.

**Significant Effect.** Impact AQ-3a: The Project could result in the exposure of sensitive receptors to substantial toxic air contaminant (TAC) concentrations during construction and operation, and could result in the exposure of sensitive receptors to substantial criteria pollutant concentrations during construction and operation. Regional emissions generated by a project could increase photochemical reactions and the formation of tropospheric ozone and secondary PM, which at certain concentrations, could lead to increased incidence of specific health consequences. Although these health effects are associated with ozone and particulate pollution, the effects are a result of cumulative and regional emissions. Thus, the Plan's incremental contribution cannot be traced to specific health outcomes on a regional scale and a quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not included in this analysis. All feasible mitigation is being applied to reduce construction- and operational-generated emissions of ozone precursors and PM to the extent possible.

*Findings:* The City hereby makes findings (a)(1) and (a)(3) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to the extent feasible, but not to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-2: Require use of diesel trucks with 2010-compliant model year engines.

MM-AQ-3: Require construction fleet to use renewable diesel.

MM-AQ-4: Require low-VOC coatings during construction.

MM-AQ-5: Require fugitive dust best management practices.

MM-AQ-6: Purchase of mitigation credits for construction emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-7: Purchase of mitigation credits for operation emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-8: Require future projects located within 1,000 feet of sensitive receptors to perform a health risk assessment.

MM-TRA-1: Prepare and implement TDM program.

As discussed above under Impact AQ-2a, construction emissions resulting from individual projects developed under the Specific Plan could exceed BAAQMD's regional ROG, NO<sub>x</sub>, and PM thresholds. Mitigation Measures AQ-1 through AQ-6 would reduce regional emissions of ROG, NO<sub>x</sub>, and PM below BAAQMD's regional thresholds. Similarly, long-term operation of development under the Specific Plan at full build-out would result in a net increase of approximately 80 pounds of ROG, 70 pounds of NO<sub>x</sub>, 534 pounds of PM<sub>10</sub>, and 88 pounds of PM<sub>2.5</sub> per day. Mitigation Measure TRA-1 and AQ-7 would reduce regional emissions of ROG, NO<sub>x</sub>, and PM of individual projects developed under the Specific Plan below BAAQMD's regional thresholds, resulting in a less-than-significant impact. Because it cannot be concluded that offset programs per Mitigation Measures AQ-6 and AQ-7 would be available in the future at the time and in the amount needed for any given future development, for the purposes of this EIR analysis, health impacts related to regional criteria pollutants quality impacts are conservatively assumed to be significant and unavoidable.

Even with Specific Plan policies, additional emissions generated by new stationary sources, vehicle trips, and construction activity could expose receptors to cancer and non-cancer risks in excess of BAAQMD significance thresholds during construction and operational activities. Mitigation Measure AQ-8 is therefore required to provide a project-level evaluation of construction- and operational-related health risks from future projects. Mitigation Measure AQ-8 is not required for the Phase I Development, which is analyzed separately. It cannot be concluded what the result of the project level evaluation will be without speculation, and it is possible that mitigation for future project health risks may be inadequate to reduce impacts below BAAQMD threshold level; therefore this impact is conservatively assumed to be significant and unavoidable.

**Significant Effect.** Impact C-AQ-1a: The Project, in combination with past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable net increase in criteria pollutants after mitigation for which the Project region is a nonattainment area for an applicable federal or State ambient air quality standard.

The Phase I Development would not exceed BAAQMD's criteria pollutant emission threshold during construction or operation with mitigation. Therefore, the Phase I Development would not have a cumulatively considerable impact. With regard to other development under the Specific Plan, BAAQMD's project-level thresholds do not lend themselves well to the analysis of specific plans. Rather, it is more appropriate to evaluate planning-level documents for their consistency with the most recently adopted attainment plan, which is the 2017 Clean Air Plan for the SFBAAB. As discussed under Impact AQ-1a, the Project would support the goals of BAAQMD's 2017 Clean Air Plan, would include all applicable control measures, and would not conflict with Clean Air Plan implementation. The comprehensive suite of Specific Plan policies and improvements, such as promoting alternative modes of transportation such as walking and biking through infrastructure improvements (e.g., striping bicycle lanes, installing pedestrian refuges) (e.g., Specific Plan Policies 4-1, 4-3, and 3-1) and strengthening connections between the Project Site and regional transit systems (e.g., BART and Caltrain) (Policy 4-5) would ultimately reduce the severity of growth-oriented criteria pollutants, relative to conditions without the Specific Plan. However, individual development projects may still generate construction and operational emissions in excess of BAAQMD's project-level thresholds prior to mitigation.

*Findings:* The City hereby makes findings (a)(1) and (a)(3) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to the extent feasible, but not to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-2: Require use of diesel trucks with 2010-compliant model year engines.

MM-AQ-3: Require construction fleet to use renewable diesel.

MM-AQ-4: Require low-VOC coatings during construction.

MM-AQ-5: Require fugitive dust best management practices.

MM-AQ-6: Purchase of mitigation credits for construction emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-7: Purchase of mitigation credits for operation emissions exceeding BAAQMD's daily pollutant thresholds.

MM-TRA-1: Prepare and implement TDM program.

With implementation of Mitigation Measures AQ-1 through AQ-7 and Mitigation Measure TRA-1, individual project ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions associated with Project development would be less than cumulatively considerable, resulting in a less than significant impact. Based on recent experience of offsets being feasibly available for other large recent projects in the San Francisco Bay Area, it is reasonable to assume that offset programs per Mitigation Measures AQ-6 and AQ-7 will be available in the future. Should offset programs be available for future development, Project development would result in a less than significant cumulative impact. However, because it cannot be concluded that offset programs would be available in the future at the time and in the

amount needed for any given future development, for the purposes of this EIR analysis, cumulative impacts for development under the Specific Plan (other than the Phase I Development) is conservatively assumed to be significant and unavoidable.

**Significant Effect:** Impact C-AQ-2a: The Project's TAC emissions, in combination with past, present, and reasonably foreseeable future project TAC emissions, could contribute to cumulative exposure health risks of sensitive receptors. The Project could also locate new receptors where they could be exposed to cumulative health risks due to cumulative TAC emissions.

According to BAAQMD's guidelines, combined risk levels should be determined from all nearby diesel particulate matter (DPM) sources within 1,000 feet of a project site, and these combined risk levels should be compared to BAAQMD's cumulative health risk thresholds. Existing nearby DPM sources and the Project could contribute to a cumulative health risk for sensitive receptors near the Project Site.

*Findings:* The City hereby makes findings (a)(1) and (a)(3) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to the extent feasible, but not to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-2: Require use of diesel trucks with 2010-compliant model year engines.

MM-AQ-3: Require construction fleet to use renewable diesel.

MM-AQ-4: Require low-VOC coatings during construction.

MM-AQ-5: Require fugitive dust best management practices.

MM-AQ-6: Purchase of mitigation credits for construction emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-7: Purchase of mitigation credits for operation emissions exceeding BAAQMD's daily pollutant thresholds.

MM-AQ-8: Require future projects located within 1,000 feet of sensitive receptors to perform a health risk assessment.

Mitigation Measures AQ-1 through AQ-8, along with Specific Plan Policies 6-11 and 6-13, which would develop and maintain best practices for reducing emission associated with construction and operational activities and require that new development with sensitive receptors located adjacent to TAC sources be designed to minimize health risk, would reduce construction and operational health risks to existing and future receptors. However, there may be instances where Project-specific conditions preclude the reduction of health risk below adopted thresholds and expose receptors to cumulative health risks. For instance, this may include the installation or operation of new stationary sources of TACs (e.g., generators) on the Project Site that result in significant PM2.5 concentrations. BAAQMD permitting would reduce cancer risks and the hazard index but would not ensure reductions in PM2.5 emissions. In addition, future development projects under the Specific

Plan could generate DPM and PM2.5 that could expose adjacent receptors to significant health risks (e.g., CAP thresholds exceeded, construction adjacent to sensitive receptors). Therefore, it is conservatively assumed that the cumulative health impacts from TAC emissions would be *significant and unavoidable*, and that the Specific Plan's contribution would be cumulatively considerable.

For the Phase I Development, cumulative cancer risks, hazard index (HI), and PM2.5 concentrations from construction and operation related DPM exhaust emissions would not exceed BAAQMD thresholds. Therefore, cumulative health impacts of the Phase I Development would not be cumulatively considerable.

### 3.3.1.2 Transportation

**Significant Effect.** Impact TRA-5a: The Project would be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b), concerning vehicle miles traveled (VMT). The Draft EIR establishes a VMT threshold of 21.7 VMT per Service Population for net new development in the Plan Area (14.3 percent below the existing regional average of 25.3 VMT per Service Population). This equates to a single-occupancy vehicle (SOV) mode share goal of no more than 43 percent. The Project's effect on VMT per Service Population would be 27.8 VMT per Service Population, which exceeds the 21.7 VMT per Service Population threshold; therefore, the addition of the Project would result in a significant impact.

YouTube operates a robust TDM program today that, if maintained at its current levels over time, is expected to result in VMT levels below the significance threshold, thereby reducing the impact to less than significant with mitigation. There is no guarantee, however, that YouTube would be the primary tenant in the buildout time frame, and the large-scale TDM program required to mitigate the VMT impact could be too great for a standard tenant to achieve. Therefore, Project impacts on VMT are conservatively assumed to be significant and unavoidable.

Mitigation Measure TRA-2 would require YouTube to implement a TDM program for the Phase I Development that results in a maximum SOV mode share of 43 percent or VMT per Service Population levels in compliance with the Project threshold of 21.7. Since YouTube is the project applicant for the Phase I Development, the Phase I Development is composed entirely of YouTube-owned parcels, and YouTube has historically demonstrated its ability to meet the required VMT reductions through implementation of its existing TDM program, implementation of Mitigation Measure TRA-2 is considered feasible for the Phase I Development, and VMT impacts associated with the Phase I Development would result in a less-than-significant impact with mitigation.

*Findings:* The City hereby makes findings (a)(1) and (a)(3) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

#### *Facts in Support of Findings:*

The following measure mitigates this impact to the extent feasible, but not to a less than significant level.

MM-TRA-1: Prepare and implement TDM program.

Mitigation Measure TRA-1 would require new land use applicants to submit a TDM program in conjunction with the development application that would, over time, achieve the Plan's VMT per Capita threshold. The 21.7 VMT per Service Population threshold equates to no more than 43

percent of trips occurring by single-occupancy vehicles (SOV). Acknowledging reasonable limitations on near-term TDM program success, program expectations may be less stringent for an initial occupancy period but would become more stringent over time and would ultimately require each employer or property manager to meet the VMT per Capita threshold or associated drive-alone goal. With implementation of Mitigation Measure TRA-1, alternative modes would be encouraged, the use of single-occupant vehicles would be discouraged, and the impact of additional vehicles generated by the Project would be lessened. However, to reduce the Project's impact to a less-than-significant level (less than 21.7 VMT per Service Population), the Project would need to reduce its addition of VMT by an additional 23 percent through TDM programs. Studies indicate that implementation of a typical TDM program for office uses, in communities with similar transportation and land use context to San Bruno, would result in a VMT reduction of approximately 10 to 15 percent (CAPCOA 2010). Therefore, even with mitigation, it is unlikely that the Project can achieve 21.7 VMT per Service Population under Existing Plus Project conditions. As a result, the VMT impacts associated with the Project would be significant and unavoidable.

### 3.3.2 Findings Regarding Significant Effects Mitigated to Less-Than-Significant Levels

The City has determined that, for the following effects, mitigation measures included in the Final EIR will mitigate the effects of the Project and the Phase I Development to a less-than-significant level. The following identifies the pertinent mitigation measures by number and summary title. The full text of each of the mitigation measures cited below is found in the Draft EIR and that text is hereby incorporated by reference. The Project's impacts are identified with a [P] before the impact title. The Phase I Development's impacts are identified with a [Phase I].

#### 3.3.2.1 Air Quality

**Significant Effect. [Phase I] Impact AQ-2b:** After mitigation, the Phase I Development would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for the applicable federal or state ambient air quality standard during construction and operation.

Construction of the Phase I Development would generate NO<sub>x</sub> emissions in excess of BAAQMD's significance threshold during construction and would result in a potentially significant air quality impact. In addition, fugitive dust emissions would also be significant without the application of standard BMPs.

The Phase I Development would result in a net increase of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions per day, exceeding BAAQMD's thresholds for PM<sub>10</sub> during operation. The increase in PM<sub>10</sub> is primarily generated by mobile sources (additional vehicles traveling throughout the region resuspend dust on the roadways, resulting in an increase in PM<sub>10</sub>). The Phase I Development would reduce CO emissions per day. The decrease in CO would be due to decreasing emission factors over time as vehicles become more efficient.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-5: Require fugitive dust best management practices.

MM-TRA-2: Monitor and evaluate existing TDM program.

Implementation of Mitigation Measure AQ-1 would reduce construction-related NO<sub>x</sub> to below BAAQMD's threshold. Mitigation Measure AQ-5 would also reduce fugitive dust emissions, consistent with BAAQMD guidance. As emissions would be below BAAQMD's NO<sub>x</sub> numeric threshold and consistent with BAAQMD guidance with mitigation, implementation of other Specific Plan mitigation measures (i.e., Mitigation Measures AQ-2, AQ-3, AQ-4, and AQ-6) would not be required. As such, construction emissions would not be expected to contribute a significant level of air pollution such that regional air quality within the SFBAAB would be degraded. Therefore, construction-related criteria pollutant impacts would be less than significant with mitigation.

Implementation of Mitigation Measure TRA-2 would reduce mobile source emissions during operation sufficiently so that emissions would not exceed BAAQMD's PM<sub>10</sub> thresholds of 82 pounds per day. Accordingly, operational source air quality impacts under the Phase I Development would be less than significant with mitigation.

**Significant Effect. [Phase I] Impact AQ-3b:** After mitigation, the Phase I Development would not result in the exposure of sensitive receptors to substantial TAC concentrations or criteria pollutant concentrations during construction and operation.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-AQ-1: Require at least Tier 4 Final Engines on Construction Equipment.

MM-AQ-5: Require fugitive dust best management practices.

MM-TRA-2: Monitor and evaluate existing TDM program.

Construction of the Phase I Development would not generate regional criteria pollutants in excess of BAAQMD thresholds with implementation of Mitigation Measures AQ-1. In addition, Mitigation Measure AQ-5 requires implementation of all feasible dust control measures, effectively reducing localized fugitive dust emissions during construction. As such, construction of the Phase I Development would not be expected to contribute a significant level of air pollution such that air quality within the SFBAAB would be degraded. Consequently, construction-generated criteria pollutant emissions would be less than significant and would not expose receptors to substantial pollutant concentrations or risk.

As shown in Table 3.2-9 of the Draft EIR, operation of the Phase I Development would result in a net increase of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions per day, exceeding BAAQMD's PM<sub>10</sub> threshold. However, with implementation of Mitigation Measure TRA-2, the project applicant would offset PM<sub>10</sub> emissions to below 82 pounds per day. The Phase I Development would meet the BAAQMD's

CO hot spot screening criteria and would not contribute to a localized hot spot. Consequently, operations-generated criteria pollutant emissions would be less than significant with mitigation.

### 3.3.2.2 Energy

**Significant Effect. [P] Impact EN-1a:** After mitigation, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The types of land uses envisioned under the Specific Plan would involve construction activities typical of development within a planning area, and no land uses are expected to require an extraordinary amount of energy consumption during construction, as may occur with large, industrial facilities, like new power plants or dams, because no such land uses are proposed or permitted within the Specific Plan Area. The Specific Plan includes policies designed to reduce air quality, transportation, and greenhouse gas impacts during construction, such as developing and maintaining best management practices for minimizing construction-related emissions (Policies 6-9, 6-10, and 6-14) and requiring individual projects to submit Construction Management Plans to reduce construction-related traffic congestion (Policy 4-12). These policies would also achieve reductions in construction-related energy use.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

#### *Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

MM-AQ-3: Require construction fleet to use renewable diesel.

Future construction projects under the Specific Plan would be required to comply with Mitigation Measure GHG-1, which requires construction contractors to implement BAAQMD's recommended best management practices including ensuring that alternative fueled (e.g. biodiesel, electric) construction vehicles/equipment make up at least 15 percent of the fleet, using local building materials of at least 10 percent (sourced from within 100 miles of the Planning Area); and recycling and reusing at least 50 percent of construction waste and demolition materials. Additionally, as discussed in Section 3.2, *Air Quality* of the EIR, Mitigation Measure AQ-3 would require all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities to use renewable diesel. These measures would reduce the amount of fossil fuel consumed during construction activities and the energy intensiveness associated with new building materials and disposed construction and demolition waste. With incorporation of these mitigation measures, construction under the Specific Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact is less than significant with mitigation.

Buildout and operation of the Specific Plan would increase energy consumption on the Project Site by 415,871 million BTUs, or 73 percent when compared to existing conditions. However, energy use per square foot would remain at 0.17 million BTUs/sf, consistent with existing conditions despite the increase in building area that would occur. This is attributable to the energy efficiency of the future buildings and vehicles, which would be subject to increasingly robust regulations over time to

meet the State's renewable energy mandates. Based on the discussion in Section 3.3, *Energy Use*, of the EIR, buildout of the Specific Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact is *less than significant*. While mitigation is not necessary, note that the mitigation measures required to reduce GHG and transportation impacts would further reduce energy use associated with the Specific Plan (see Mitigation Measure GHG-2 and Mitigation Measure TRA-1). Specifically, implementation of Mitigation Measure TRA-1 would reduce both annual gasoline and diesel usage by 13 percent by requiring a reduced drive alone percentage, an annual monitoring study, and ongoing monitoring and evaluation.

**Significant Effect. [Phase I] Impact EN-1b:** After mitigation, the Phase I Development, in combination with past, present, and reasonably foreseeable projects, would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

Construction of the Phase I Development would not result in the wasteful, inefficient, or unnecessary consumption of energy resources with implementation of Mitigation Measure GHG-1. This measure would reduce the amount of fossil fuel consumed during construction activities and the energy intensiveness associated with new building materials and disposed construction and demolition waste by requiring construction contractors to implement BAAQMD's recommended best management practices, specifically those associated with alternative fuel use and recycling.

Regarding operations, as shown in Table 3.3-6 of the EIR, buildout of the Phase I Development would increase operational energy consumption on the Phase I Site by 28,856 million BTUs, or 58 percent when compared to existing conditions (67 percent when compared to 2020 Without Phase I Development conditions). However, energy use per square foot would actually decrease to 0.11 million BTUs/sf, when compared to the existing condition of 0.23 million BTUs/sf. This decrease is attributable to the energy efficiency measures to be incorporated into the Phase I Development.

The Phase I Development would install Energy Star appliances, meet United States Green Building Council's LEED v4 Silver or equivalent certification standards, and exceed the 2016 Title 24 standards by approximately 16 percent. Additionally, the design of the Phase I Development would incorporate environmentally sustainable design features including access to natural light through windows and skylights, photovoltaic features, and green roofs and walls. The lighting and the heating, ventilation, and air conditioning (HVAC) systems, along with other mechanical systems, would be designed around maximizing energy efficiency and natural lighting. Furthermore, as discussed in Section 2.6.2.9, *Transportation Demand Management*, of the EIR, YouTube implements a robust TDM program, and the Phase I Development would be subject to YouTube's existing TDM program. This program includes, but is not limited to, a TDM coordinator; priority parking for carpools, vanpools, and clean-fuel vehicles; bicycle parking, sharing, and facilities; a guaranteed ride home program; rideshare matching services; pre-tax commuter benefits; employer commuter

shuttle services; flexible work schedule program; and commuter incentives and rewards, which results in the reduction of vehicle miles travelled, and consequently the amount of energy consumed through gasoline and diesel.

Based on the EIR analysis, operation of the Phase I Development would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact is *less than significant*. While mitigation is not necessary, note that Mitigation Measure TRA-2 would reduce the Phase I Development's annual gasoline and diesel usage by 19 percent by requiring a reduced drive alone percentage, an annual monitoring study, and ongoing monitoring and evaluation.

### 3.3.2.3 Greenhouse Gases

**Significant Effect. [P] Impact GHG-1a:** After mitigation, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment during construction and operation. Construction associated with new land use developments under the Specific Plan would result in the temporary generation of GHG emissions. Emissions would originate from mobile and stationary construction equipment exhaust and employee and haul truck vehicle exhaust.

The estimated Specific Plan emissions at full buildout in 2040 are 39,666 metric tons of CO<sub>2</sub>e (assuming the worst-case Maximum Office Scenario). This is an increase of 27,498 metric tons of CO<sub>2</sub>e from the Project Site when compared to 2040 Without Project conditions. The Specific Plan would achieve additional GHG reductions through voluntary sustainability features that encourage alternative transportation, passive heating and cooling, and other GHG-reducing measures. However, these strategies were not quantified because the exact number of installed systems and affected structures are currently unknown and are not mandated by the Specific Plan. The discussion under Impact GHG-1a in Section 3.4, *Greenhouse Gases*, of the EIR presents a sector-by-sector analysis of GHG impacts, consistent with OPR, CARB, and BAAQMD guidance.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

#### *Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

MM-TRA-1: Prepare and implement TDM program.

MM-GHG-2: Implement operational GHG reduction measures or their equivalent.

MM-GHG-3: Purchase of GHG mitigation credits.

BAAQMD has not established a quantitative threshold for assessing construction-related GHG emissions. Rather, the air district recommends evaluating whether construction activities would conflict with statewide emission reduction goals and implement feasible Best Management Practices. Therefore, construction-related GHG emissions from the Specific Plan would be required to comply with Mitigation Measure GHG-1, which would reduce construction emissions consistent with BAAQMD guidance and statewide emission reduction goals. In addition, all proposals requiring

demolition at the Project Site would be required to complete the City's Construction Waste Management Plan for approval before demolition commences. The plan would identify local recycling options and require the reuse and recycling of construction and demolition material. Accordingly, this impact is less than significant with mitigation.

Implementation of Mitigation Measure GHG-2 is being required to reduce operational GHG emissions in the sectors with the largest amount of emissions (other than on-road emissions addressed by Mitigation Measure TRA-1). Mitigation Measure GHG-2, which includes requirements for LEED certification or equivalent, electric space and water heating, solar roofs, and waste diversion programs, would ensure consistency with the 2017 Climate Change Scoping Plan and the long-term statewide reduction trajectory. Should all measures included in Mitigation Measure GHG-2 be implemented by a future project sponsor, that development would be consistent with the Scoping Plan and the state's reduction targets; GHG impacts would be less than significant and no further action would be required. However, because the extent of implementation of Mitigation Measure GHG-2 is currently unknown (e.g., applicability and feasibility), impacts from future development could remain significant for some sectors if all strategies are not implemented for a particular project or equivalent measures are not identified by a project sponsor. For projects where all of the requirements of Mitigation Measure GHG-2 (or their equivalent) are not implemented, implementation of Mitigation Measure GHG-3 is further required to reduce net operational GHG emissions through purchase of GHG mitigation credits. Accordingly, with implementation of the mitigation measures described above, as applicable on a project-by-project basis, operational GHG emissions under the Specific Plan would be less than significant with mitigation.

**Significant Effect. [P] Impact GHG-2a:** After mitigation, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases during construction and operation.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

MM-TRA-1: Prepare and implement TDM program.

MM-GHG-2: Implement operational GHG reduction measures or their equivalent.

MM-GHG-3: Purchase of GHG mitigation credits.

Most GHG emissions generated by the construction activities would be short term and would cease once construction is complete. Implementation of Mitigation Measure GHG-1 would result in less than significant impacts during construction by reducing construction emissions. Therefore, construction activities under the Specific Plan would not conflict with or obstruct implementation of an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant with mitigation.

Implementation of Mitigation Measure TRA-1 would reduce mobile source emissions, but not enough to meet the 14.3 percent reduction target. Stationary source emissions would be below BAAQMD's stationary source threshold. The Specific Plan would be consistent with the Scoping Plan's overall goal of avoiding losses in carbon sequestration. Implementation of Mitigation Measure GHG-2 would require the implementation of various GHG reduction measures, assisting the state with meeting its reduction targets under AB 32 and SB 32, and its carbon neutrality goal under EO B-55-18. The exact feasibility of implementing every measure in Mitigation Measure GHG-2 (or providing equivalent reduction measures) is unknown for future projects in the Specific Plan area (e.g., applicability and feasibility) and impacts from emission sources could remain significant. For projects where all of the requirements of Mitigation Measure GHG-2 (or their equivalent) are not implemented for non-transportation emissions and for all projects relative to transportation emissions where Mitigation Measure TRA-1 does not meet the 14.3 VMT/service population reduction threshold, implementation of Mitigation Measure GHG-3 is further required to reduce net operational GHG emissions through purchase of GHG mitigation credits. Therefore, overall GHG emissions during operation would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. GHG impacts of the Specific Plan would be less than significant with mitigation.

**Significant Effect. [Phase I] Impact GHG-1b:** The types of construction and operational GHG emissions generated by the Phase I Development would be similar to those described above for the Specific Plan. GHG emissions were estimated for the Phase I Development using the CalEEMod. The analysis indicates that Phase I Development construction would generate approximately 12,783 metric tons of CO<sub>2e</sub> over the three-year construction period, and that operation of the Phase I Development would result in approximately 21,770 metric tons of CO<sub>2e</sub> per year. The Draft EIR presents a sector-by-sector analysis of the Phase I Development's GHG impacts.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

MM-TRA-2: Monitor and evaluate existing TDM program.

Stationary source emissions would be below BAAQMD's stationary source threshold. The Phase I Development would replace removed trees, and therefore would be consistent with the Scoping Plan's overall goal of avoiding losses in carbon sequestration. Similarly, the Phase I Development's sustainability measures represent a robust suite of strategies that are consistent with applicable policies from the 2017 Climate Change Scoping Plan and regulatory programs for the area, energy, water, waste, and land use sectors. As discussed in Section 3.10, *Transportation*, the Phase I Development would achieve the 14.3 percent VMT per service population reduction target with implementation of Mitigation Measure TRA-2, which would reduce mobile emissions from 19,882 metric ton of CO<sub>2e</sub> to 16,582 metric tons of CO<sub>2e</sub> per year. Achievement of the VMT per service population reduction target ensures that the Phase I Development is consistent with regulatory programs such as SB 743 that expressly aim to reduce VMT consistent with the state's climate

change goals. In addition, the Phase I Development would also be subject to the same regulatory programs related to fuel and vehicle efficiency, and vehicle electrification as the Specific Plan. Therefore, GHG impacts from mobile sources would be less than significant with mitigation.

**Significant Effect. [Phase I] Impact GHG-2b:** After mitigation, the Phase I Development would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases during construction and operation.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-GHG-1: Require implementation of BAAQMD-recommended Construction Best Management Practices.

MM-TRA-2: Monitor and evaluate existing TDM program.

Implementation of Mitigation Measure GHG-1 would result in less than significant impacts during construction by reducing construction emissions. Therefore, construction activities under the Phase I Development would not conflict with or obstruct implementation of an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This impact would be less than significant with mitigation.

Implementation of Mitigation Measure TRA-2 would reduce mobile source emissions during operation to sufficiently to meet the 14.3 percent VMT per service population a reduction target. Stationary source emissions would be below BAAQMD's stationary source threshold. As discussed above, the Phase I Development would be consistent with the Scoping Plan's overall goal of avoiding losses in carbon sequestration given the proposed tree replacements. The Phase I Development would fully implement sustainability measures, such as achieving LEED Silver v4 certification or equivalent, achieving an indoor water education goal of 25 percent, and waste diversion programs, which are consistent with the 2017 Scoping Plan, and would reduce GHG emissions and associated impacts from area, energy, water, and waste sources to less than significant levels. These reductions would assist the state with meeting its GHG reduction goals. Therefore, GHG impacts of the Phase I Development would be less than significant with mitigation.

### 3.3.2.4 Hydrology and Water Quality

**Significant Effect. [P] Impact HWQ-1a:** After mitigation, the Project would not result in the violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

As shown in Figure 3.5-2 of the EIR, dewatering is anticipated in Phases 3, 4, and 5 of YouTube buildout, and during construction of the proposed parking garages west of Cherry Avenue. Construction dewatering could result in the exposure of pollutants from prior spills or other activities and may contaminate groundwater. Therefore, groundwater quality monitoring during dewatering would be required prior to disposal, as well as water quality testing prior to disposal to ensure there are no impacts to surface water quality. Construction dewatering would not likely mobilize contaminants associated with leaking underground storage tank (LUST) sites or other

current or formerly contaminated sites located near or within the Project Site. However, as discussed under Environmental Settings in Section 3.5, *Hydrology and Water Quality*, of the EIR, the Bayhill 7 Facility site has a history of contamination. To protect groundwater supplies from chemical pollution, and pursuant to Policy 6-8 in the Specific Plan, development is subject to review by the San Mateo County Health Department Groundwater Protection Program (GPP). During Phase 3 and Phase 4 of YouTube buildout, water level drawdown is estimated to be more than two feet at the Bayhill 7 Facility site (see Table 3.5-3 of the EIR). Phase 5 construction would have direct disturbance at the Bayhill 7 site and would have more extensive dewatering (see Table 3.5-3 of the EIR). The GPP will be notified of the planned activities associated with the Project Site redevelopment and would review potential impacts to water quality, as well as any waste discharge requirements necessary during dewatering. The Specific Plan includes Policies 6-8, and 6-18 through 6-24 to reduce groundwater impacts and dewatering impacts due to construction.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-HWQ-1: Require groundwater monitoring well installation and sampling prior to dewatering activity.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

The Project would be required to comply with the City's MRP requirements and the NPDES Construction General Permit. Post-construction measures must also meet SMCWPPP requirements. Further, a stormwater control plan is required for each development. Compliance with these requirements would ensure that construction activities do not result in a violation of water quality standards or waste discharges requirements, or otherwise result in water quality degradation. However, as discussed below, discharge of potentially contaminated dewatered groundwater could make its way into surface waters, which would impact surface water quality. Implementation of Mitigation Measure HWQ-1 would reduce this impact.

The Project would comply with San Francisco Bay RWQCB dewatering requirements to prevent potential water quality impacts on surface waters or ensure proper treatment measures are implemented prior to discharge. However, potential water quality impacts may be encountered or incurred during construction dewatering. Even minimal and short-term drawdown associated with construction dewatering may impact the migration of impacted groundwater. Implementation of Mitigation Measure HWQ-1 would reduce this impact.

Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary to avoid increases in drainage flows and associated polluted runoff, and require implementation of stormwater control measures. With implementation of Mitigation Measures HWQ-2, operational drainage associated with the Project would not result in increased pollutant runoff and the associated impact would be less than significant with mitigation.

**Significant Effect. [P] Impact HWQ-3a:** After mitigation, the Project would not 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 offsite; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite; create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

Construction of the Project would not substantially alter the existing drainage pattern of the area in a manner which would result in substantial erosion or siltation or increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite. However, the existing stormwater drainage system has existing capacity deficiencies downstream, and thus any increase in site runoff would exceed the system capacity. As a result, during construction, the Project could create or contribute water that would exceed the capacity of existing stormwater drainage systems. Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary during construction to avoid increases in drainage flows to the existing system and implementation of the necessary drainage improvements during construction. With implementation of Mitigation Measure HWQ-2, Project construction would not result in an exceedance of drainage system capacities and the associated impact would be less than significant with mitigation.

With regard to operations, Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary to avoid increases in drainage flows to the existing system, and construction of the necessary drainage improvements. With implementation of Mitigation Measure HWQ-2, Project operations would not result in an exceedance of drainage system capacities. To meet local, state and federal requirements for water quality treatment as well as flood control, stormwater management facilities for each development will also be incorporated. Post-construction water quality treatment measures, as required by C.3 regulations, such as bioretention areas, flow-through planters, green-roofs and pervious pavements that drain to native soil, are expected to be implemented as part of the Project development. Stormwater runoff would be captured in drainage facilities or infiltrated into native soil to recharge groundwater. A Stormwater Control Plan Report, a description of site design and source control measures, drainage management areas, stormwater treatment measure sizing calculations, and a maintenance plan, would be submitted with the final design plans.

**Significant Effect. [Phase I] Impact HWQ-1b:** After mitigation, the Phase I Development would not result in the violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Water quality of the Phase I Site is similar to the water quality discussed above under Impact HWQ-1a. Like the Project, the Phase I Development must comply with the NPDES Construction General Permit, the Municipal Regional Permit, the City's Municipal Code and grading permit. In addition, a SWPPP is required and would identify standard

erosion control measures and BMPs to be implemented during construction to reduce sedimentation of waterways. Temporary BMPs would be implemented to control soil erosion and sediment and restrict non-stormwater discharges. Temporary site improvements, such as the proposed parking lots to be used during Phase I construction, would also comply with water quality standards that provide pollutant control and reduce or limit surface runoff to pre-project conditions.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary to avoid increases in drainage flows and associated polluted runoff, and require implementation of stormwater control measures. With implementation of Mitigation Measures HWQ-2, operational drainage associated with the Phase I Development would not result in increased pollutant runoff and the associated impact would be less than significant with mitigation.

**Significant Effect. [Phase I] Impact HWQ-3b:** After mitigation, the Phase I Development would not 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 offsite; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite; create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or Impede or redirect flood flows.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

The existing stormwater drainage system has existing capacity deficiencies downstream, and thus any increased in site runoff would exceed the system capacity. As a result, during construction, the Phase I Development could create or contribute water that would exceed the capacity of existing stormwater drainage systems. Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary during construction to avoid increases in drainage flows to the existing system and implementation of the necessary drainage improvements during construction. With implementation of Mitigation Measure HWQ-2, Phase I Development construction would not result in an exceedance of drainage system capacities and the associated impact would be less than significant with mitigation.

With regard to operations, Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary to avoid increases in drainage flows to the existing system, and construction of the necessary drainage improvements. With implementation of Mitigation Measure HWQ-2, operational drainage associated with the Phase I Development would not result in an exceedance of drainage system capacities.

**Significant Effect. [P and Phase I] Impact C-HWQ-1:** After mitigation the Project, inclusive of the Phase I Development, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-HWQ-1: Require groundwater monitoring well installation and sampling prior to dewatering activity.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

With implementation of Mitigation Measures HWQ-1 and HWQ-2, and the development design features described in Impact C-HWQ-1 in Section 3.5, *Hydrology and Water Quality*, of the EIR, water quality effects due to construction dewatering and runoff would be controlled such that the Project would not contribute considerably to cumulative significant water quality impacts.

Without mitigation, and even with Phase I Development proposed drainage improvements, the Phase I Development would result in impacts as a result of increased impervious areas and associated runoff and polluted runoff. However, Mitigation Measure HWQ-2 would require project-level drainage studies to be conducted to identify site-specific drainage facilities necessary to avoid increases in drainage flows and associated polluted runoff, and require implementation of stormwater control measures. With implementation of Mitigation Measure HWQ-2, operational drainage associated with the Phase I Development would not result in increased pollutant runoff and the associated impact would be less than significant with mitigation.

**Significant Effect. [P and Phase I] Impact C-HWQ-3:** After mitigation, the Project, inclusive of the Phase I Development, would not 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 offsite; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite; create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or Impede or redirect flood flows.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

As discussed in Section 3.5, *Hydrology and Water Quality*, of the EIR, the Project, including the Phase I Development, before mitigation may increase drainage discharge that could exceed the existing system's capacity. Given that the existing drainage system is at capacity, the Project and Phase I Development could contribute to a cumulative significant impact on drainage capacity. However, with implementation of Mitigation Measure HWQ-2, the project's contribution to downstream drainage impacts would be reduced to a less than considerable level. Implementation of the City's Stormwater Capital Improvement Plan and other Master Plan improvements would also ensure that pipes are adequately sized, and stormwater capacity is sufficient for the existing and planned stormwater drainage system. Therefore, with mitigation, the Project, inclusive of the Phase I Development (a component of the overall Project), would not likely contribute to the cumulative exceedance of storm drainage capacity, and there would be a less-than-cumulatively considerable contribution to the cumulative impact.

### 3.3.2.5 Land Use

**Significant Effect. [P] Impact LU-2a:** After mitigation, the Project would not result in an environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

Implementation of all EIR mitigation measures mitigate this impact to a less than significant level.

The Project was evaluated for consistency with regional plans Plan Bay Area 2040 and the Airport Land Use Compatibility Plan (ALUCP). Potential impacts associated with inconsistency with Plan Bay Area 2040 were found to be less than significant because the Project supports several of Plan Bay Area 2040's key objectives, including fostering compact development and jobs in proximity to transit, focusing growth within a Priority Development Area (PDA), supporting pedestrian- and bicycle-friendly streets, and opening up new opportunities for housing, while remaining consistent with the Association of Bay Area Governments (ABAG)'s population projections for the region. The Project was found to be consistent with the ALUCP's policies regarding safety, heights, noise, and notification. The Project's potential impacts regarding inconsistency with the ALUCP's policies were thus found to be less than significant. The Phase I Development's potential impacts associated with either of the above plans were found to be less than significant because the Phase I Site is contained within the Project Site and would be subject to the same development standards and policies.

The Project was evaluated for consistency with the following local plans and regulations: the San Bruno General Plan, City Ordinance No. 1284, City of San Bruno Walk 'n Bike Plan, and City of San Bruno Zoning Ordinance. Potential impacts associated with inconsistency with the existing General Plan and the Zoning Ordinance were found to be less than significant with mitigation, because with implementation of all EIR mitigation measures, the Project would be consistent with the General Plan and the Zoning Ordinance with amendments as proposed in the Specific Plan, and the Project

would comply with the height and other requirements of City Ordinance No. 1284. The Project includes mobility and parking policies that align with the Walk 'n Bike Plan and would improve the safety, convenience, and comfort of walking and biking across San Bruno; its impact is therefore less than significant. The Phase I Development's potential impacts associated with any of the above plans were found to be less than significant with mitigation because the Phase I Site is contained within the Project Site and would be subject to the same development standards and policies.

**Significant Effect. [Phase I] Impact LU-2b:** After mitigation, the Phase I Development would not result in an environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

Implementation of all EIR mitigation measures mitigate this impact to a less than significant level.

Refer to discussion above for Impact LU-2a.

### 3.3.2.6 Noise

**Significant Effect. [P] Impact NOI-1a:** After mitigation, the Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance, or applicable standards of other agencies, with implementation of mitigation measures. Noise from night work could exceed City standards, as could work during the day that is located close to existing noise-sensitive uses.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-NOI-1: Development of noise control plan for nighttime construction.

MM-NOI-2: Siting of noise-generating uses.

MM-NOI-3: The operation of sound amplifying equipment.

Mitigation Measure NOI-1 would reduce Project impacts associated with potential nighttime construction to meet local noise standards by requiring the development and implementation of noise reduction actions. Regarding operational noise, compliance with the San Bruno Municipal Code and Specific Plan policies 3-13 and 6-1 would reduce noise impacts from new noise-generating sources. Mitigation Measure NOI-2 and Mitigation Measure NOI-3 would ensure that noise from future onsite noise-generating land uses and events with amplified sound would comply with the applicable criteria set forth in the City of San Bruno General Plan and Municipal Code. This impact would be less than significant with mitigation.

**Significant Effect. [Phase I] Impact NOI-1b:** After mitigation, the Phase I Development would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance, or applicable standards of other agencies, with implementation of mitigation measures.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-NOI-1: Development of noise control plan for nighttime construction.

MM-NOI-3: The operation of sound amplifying equipment.

Mitigation Measure NOI-1, described previously, would reduce construction noise impacts from construction of the Phase I Development during nighttime hours to less-than-significant levels by ensuring that noise at a distance of 100 feet during nighttime hours would be below 60 dBA  $L_{eq}$ , (unless a permit is first obtained from the director of the City Public Works Department or his/her designee). Implementation of Mitigation Measure NOI-3 would reduce the Phase I Development impact associated with amplified music or speech from events by requiring that they be kept at a less-than-significant level.

**Significant Effect. [P] Impact C-NOI-1a:** After mitigation, the Project, in combination with past, present, and reasonably foreseeable future projects, would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.

With regard to nighttime construction, it is possible that construction during nighttime hours would occur for some components of Project development. Between the hours of 10:00 p.m. and 7:00 a.m., construction noise is limited to 60 dBA at 100 feet in the city, unless a permit has been obtained from the director of the City Public Works Department or his/her designee. As shown in Table 3.7-10 of the EIR, most individual pieces of construction equipment proposed for Project construction activities would exceed 60 dBA at a distance of 100 feet. Note that construction during nighttime hours would not be a common occurrence but may occur for certain activities (concrete pours, etc.) if required to maintain the construction schedule. Nighttime construction would therefore be intermittent and temporary. However, noise from these activities may be audible at nearby noise-sensitive land uses and may exceed the 60 dBA limit at 100 feet.

In general, most operational sources of noise do not generate noise that is perceptible far beyond the edge of a project site. It is possible that Specific Plan HVAC equipment could generate noise in excess of allowable levels, depending on the type of equipment installed and the location of the equipment. It is also possible noise-generating uses from nearby projects (especially the proposed office development at the vacant parcel west of 901 Cherry Avenue and potential projects adjacent to the Project Site, such as 841 San Bruno Avenue) could be close enough to one another that HVAC noise from multiple projects could combine and result in a cumulative noise impact. Therefore, because complete details about HVAC equipment for the proposed Specific Plan and for nearby development projects are not known at this time, it is possible that noise from HVAC for the

proposed Project could combine with HVAC noise from adjacent projects to cause a cumulative noise impact at nearby residential land uses. This cumulative impact is considered potentially significant unless mitigated.

Although precise details related to the potential development of stationary sources of noise for nearby projects are not known at this time, it is possible that stationary sources of noise from cumulative projects would combine to result in a cumulative noise impact related to operational noise. Specifically, proposed development projects in the vicinity of the Specific Plan (including some adjacent to the Specific Plan area) may have sources of stationary noise. Depending on the location of, and the noise levels produced by, these sources, noise from operation of other projects could combine with noise generated by development within the Project Site for the Specific Plan to result in excessive noise. Cumulative impacts related to the siting of noise-generating uses/stationary-source operational noise would be potentially significant unless mitigated.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-NOI-1: Development of noise control plan for nighttime construction.

MM-NOI-2: Siting of noise-generating uses.

MM-NOI-3: The operation of sound amplifying equipment.

Mitigation Measure NOI-1 would reduce construction noise impacts during nighttime hours to a less-than-significant level by ensuring that noise at a distance of 100 feet during nighttime construction activities would be below 60 dBA Leq. With implementation of this mitigation measure, Project impacts would be reduced to a less-than-significant level, and the contribution of the Project to the potential cumulative impact would not be cumulatively considerable.

Implementation of Mitigation Measure NOI-2 would reduce Project-related impacts to less-than-significant levels by siting HVAC equipment away from sensitive receptors, and the contribution of the Project to the potential cumulative impact would not be cumulatively considerable.

Mitigation Measures NOI-2 and NOI-3 would reduce Project impacts to less-than-significant levels by locating noise generating uses away from sensitive receptors and limiting noise from sound amplifying equipment. The contribution of the Project to the potential cumulative impact would not be cumulatively considerable with implementation of this mitigation measure.

**Significant Effect. [Phase I] Impact C-NOI-1b:** After mitigation, the Phase I Development, in combination with past, present, and reasonably foreseeable future projects, would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.

Construction of the Phase I Development may involve some nighttime construction activities, during which time the city's construction noise threshold is lower. Should other nearby projects involve nighttime construction, and should those activities occur simultaneously with nighttime

construction of the Phase I Development, construction noise could combine to result in a cumulative construction noise impact during nighttime hours. Ambient noise levels are typically lower during nighttime hours, and construction noise may be audible at greater distances during these times. Because the construction impacts of the Phase I Development could combine with those of nearby projects, cumulative construction noise impacts would be considered significant.

While construction at 901 Cherry Avenue already has begun, it could continue to occur concurrently with construction of the Phase I Development. This project is of a similar size and scale of the Phase I Development and could be expected to require a similar number of total, daily, and hourly haul truck trips as the Phase I Development. Given the proximity of the two properties, it is possible that the haul routes for both projects could overlap. Since haul truck activity for the Phase I Development was determined to add up to 2 dB to surrounding roadway segments during peak hauling, it is possible that a 3 dB total increase could occur if hauling activities from the Phase I Development occurred along the same roadway segments and overlapped in time with hauling activities from the 901 Cherry development. Therefore, cumulative impacts from haul truck noise under the Phase I Development are conservatively considered to be significant. Since the Phase I Development's contribution could be up to 2 dB based on the direct impact analysis presented previously, the Phase I Development's contribution to this potential cumulative impact would be cumulatively considerable. This impact would be considered significant, and mitigation is required.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-NOI-1: Development of noise control plan for nighttime construction.

MM-NOI-4: Coordination of Phase I Development haul truck routes with 901 Cherry Avenue.

Mitigation Measure NOI-1 would reduce construction noise impacts from construction of the Phase I Development during nighttime hours to less-than-significant levels by ensuring that noise at a distance of 100 feet during nighttime hours would be below 60 dBA  $L_{eq}$ , unless a permit is first obtained from the director of the City Public Works Department or his/her designee). Implementation of Mitigation Measure NOI-4 would reduce the potential cumulative impact related to construction-related haul truck noise for the Phase I Development to a less-than-significant level by scheduling haul truck trips so that trips generated by Phase I Development and 901 Cherry would not overlap.

### 3.3.2.7 Transportation

**Significant Effect. [Phase I] Impact TRA-5b:** After mitigation, the Phase I Development would be consistent with CEQA Guidelines Section 15064.3, subdivision (b), concerning VMT. The Phase I Development's effect on VMT per Service Population would result in 31.8 VMT per Service Population without any TDM program or mitigation. This is approximately 50 percent above the 21.7 VMT per Service Population threshold.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-TRA-2: Monitor and evaluate existing TDM program.

Phase I Development is composed entirely of YouTube-owned parcels, and all trip generation associated with Phase I Development would be YouTube generated. YouTube operates a robust TDM program today that, if implemented during Phase I Development, would bring VMT levels below the 21.7 VMT per Service Population CEQA threshold. TDM performance is dependent on multiple factors outside of City and even employer control such as gas prices, housing stock availability and prices, and larger economic trends. For this reason, TDM-related VMT reductions cannot be guaranteed outright, but they can be included as a mitigation measure tied to ongoing monitoring and refinement. Mitigation Measure TRA-2 would require YouTube to implement a TDM program resulting in a maximum SOV mode share of 43 percent, which would reduce VMT per Capita levels in compliance with the Project threshold of 21.7 (see the EIR's Transportation Appendix, pages 6–11). YouTube has demonstrated its ability to achieve this reduction through its annual monitoring report from the last 2 years, which shows an SOV mode share of less than 43 percent.

**Significant Effect. [P] Impact C-TRA-1:** After mitigation, the Project, inclusive of the Phase I Development, in combination with past, present, and reasonably foreseeable future projects, would, after mitigation, be consistent with CEQA Guidelines Section 15064.3, subdivision (b) (Project, including Phase I Development. As presented in the *VMT Analysis Results* in Section 3.10, *Transportation* of the EIR, the cumulative with Project condition would result in 26.1 VMT per Service Population. This is higher than the 21.7 VMT per Service Population CEQA threshold (determined by applying a 14.3-percent reduction to the existing regional average) and, consequently, constitutes a significant impact requiring mitigation.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-TRA-1: Prepare and implement TDM program.

Mitigation Measure TRA-1 requires an annual monitoring study to be completed by Project Site property owners to ensure that the 21.7 VMT per Capita or 43-percent SOV mode share target is being met. Therefore, with implementation of Mitigation Measure TRA-1, VMT impacts associated with the cumulative Project would result in a less-than-significant impact with mitigation. This differs from Impact TRA-5a, in which the Project is found to have a significant unavoidable impact because TDM measures implemented by Project occupants cannot be guaranteed to meet the VMT reduction target, because the cumulative situation includes changes in surrounding land uses and transit service improvements by 2040 that will make the VMT reduction achievable (see EIR page 3.10-43). Further, because the Phase I Development is a component of the Project, the cumulative analysis for the Project also serves as the cumulative analysis for the Phase I Development.

**Significant Effect. [P] Impact C-TRA-9:** After mitigation, the Project, inclusive of the Phase I Development, in combination with past, present, and reasonably foreseeable future projects, would not substantially increase hazards because of a geometric design feature (e.g., sharp curves, dangerous intersections) or incompatible uses (e.g., farm equipment). A queue analysis was performed at freeway off-ramp termini intersections to evaluate if the Project would result in a queue spillback that would affect the mainline freeway. The addition of the Project would increase queue lengths on freeway off-ramps near the Project Site.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-TRA-1: Prepare and implement TDM program.

Implementation of TDM-based Mitigation Measure TRA-1 would reduce trip generation sufficiently to reduce the spill back by at least 40 feet, such that queues from the intersection would fit within the available off-ramp storage capacity.

### 3.3.2.8 Utilities and Service Systems

**Significant Effect. [P] Impact UT-1a:** After mitigation, the Project would not result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, with the potential to cause significant environmental effects. A portion of the Project Site located along San Bruno Avenue West between Traeger Avenue and Elm Avenue (within the proposed housing overlay zone) is currently serviced by a 6-inch sewer pipe which may have insufficient capacity to continue serving this area if the Maximum Housing Scenario is implemented.

Implementation of the Project could result in an increase in impervious surfaces from approximately 80 percent (current conditions) to approximately 85 percent with full buildout. Because there are existing storm drain facility deficiencies within and downstream of the Project Site, any increase in impervious surfaces could contribute to an increase in the quantity of stormwater runoff, resulting in a significant impact. While the Project would relocate and upgrade the 72-inch storm drain trunk line located at the eastern edge of the Plan Area, through 1100 Grundy Lane, 950 Elm Avenue, and 999/1001 Bayhill Drive, with either a parallel 72-inch pipeline or an upsized line, as shown in Table 3.11-5, the City's Storm Drain Master Plan notes that adding a second 72-inch pipeline or upsizing the existing 72-inch pipeline within the Project Site would not completely address the storm drain capacity deficiencies that are outside the Project Site.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measures mitigate this impact to a less than significant level.

MM-UT-1: Require Project-specific sewer studies for projects served by the 6-inch sanitary sewer pipe in San Bruno Avenue east of Traeger Avenue.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

Mitigation Measure UT-1 requires that all future development within the area served by the 6-inch pipeline, which is shown in Figure 3.11-2 of the EIR, conduct project-specific sewer studies as part of project design. Future development within this area would also be required to coordinate with the City to ensure that proposed projects would not exceed sewer system capacity, and incorporate strategies to address potential capacity exceedances if identified. Should future improvements be required to increase pipeline capacity within this area, such improvements would be outside the scope of this EIR analysis and subject to further CEQA review.

It would be overly speculative to require studying the need for improvements to the sewer line segment as part of this EIR, because it is not known how much and what kind of development may occur requiring the pipeline, including whether any housing will be built in that area. Thus deferring the MM-UT-1 study is appropriate in this situation.

Mitigation Measure HWQ-2 would require that applicants for future development within the Project Site prepare drainage reports for City review and approval to demonstrate that post-project flows would not exceed pre-project stormwater flows.

**Significant Effect. [Phase I] Impact UT-1b:** After mitigation, the Phase I Development would not result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, with the potential to cause significant environmental effects. The Phase I Development is expected to result in a 1-percent increase in impervious surfaces (from approximately 76 percent impervious surfaces to approximately 77 percent) when compared to current site conditions per the “Hydrology and Water Quality Evaluation for the Bayhill Specific Plan and the YouTube Phase I Office Development” (included in Appendix 3.5-1 of the EIR). Because the City’s storm drain infrastructure is prone to exceedances in the system capacity downstream of the Project Site, inclusive of the Phase I Development, the increased stormwater runoff anticipated from this increase in impervious surfaces would be significant unless mitigated.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

Mitigation Measure HWQ-2 would require applicants for future development within the Project Site, including the Phase I Development, to prepare drainage reports for city review and approval to demonstrate that post-project flows would not exceed pre-project stormwater flows.

**Significant Effect. [P] Impact C-UT-1:** The Project, inclusive of the Phase I Development, in combination with past, present, and reasonably foreseeable future projects, would not result in the

relocation or construction of new or expanded wastewater disposal and stormwater drainage, with the potential to contribute to significant environmental effects. The “Sanitary Sewer Impact Study for Bayhill Specific Plan Area” (included in Appendix 3.11-3 of the EIR) identified that operational Project-related wastewater flows would not result in adverse cumulative impacts in combination with the other cumulative projects in consideration, with the potential exception of the area served by the 6-inch sewer pipeline in San Bruno Avenue east of Traeger Avenue, discussed above in Impact UT-1.

Project implementation would result in an increase in impervious surfaces onsite from approximately 80 percent to approximately 85 percent, which, when paired with potential increases in impervious surfaces at other nearby project sites, has the potential to cause adverse cumulative stormwater impacts downstream. Because the stormwater system serving the Project Site and downstream areas in San Bruno is prone to exceedances in the system capacity, any of the cumulative projects that contribute to the same stormwater facilities as those that serve the Project Site could further stress the already deficient system. If the Project, in combination with these projects, were to contribute to stormwater drainage facility exceedances beyond existing levels, cumulative impacts would be significant.

*Findings:* The City hereby makes finding (a)(1) (described above), as required by Pub. Res. Code Section 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

*Facts in Support of Findings:*

The following measure mitigates this impact to a less than significant level.

MM-UT-1: Require Project-specific sewer studies for projects served by the 6-inch sanitary sewer pipe in San Bruno Avenue east of Traeger Avenue.

MM-HWQ-2: Prepare drainage report and implement stormwater control measures to avoid increases in peak flows.

Implementation of Mitigation Measure UT-1 would ensure that the Project’s contribution to cumulative impacts in this area is less than cumulatively considerable by requiring that all future development within the area served by the 6-inch pipeline, which is shown in Figure 3.11-2 of the EIR, conduct project-specific sewer studies as part of project design. As explained above, it is appropriate to defer this study. Future development within this area would also be required to coordinate with the City to ensure that proposed projects would not exceed sewer system capacity, and incorporate strategies to address potential capacity exceedances if identified.

Through adherence to Mitigation Measure HWQ-2, the Project, including the Phase I Development, would be required to prepare a drainage report and implement stormwater control measures to avoid increases in peak stormwater flows when compared to pre-project conditions. Additionally, while not necessary to avoid a significant impact, to further minimize demands for stormwater facilities, all future development proposed within the Project Site would also be required to comply with multiple Specific Plan policies that would help manage and reduce potential stormwater outputs, thus reducing the potential for project operation to contribute to exceedances in the storm drain system capacity. Applicable Specific Plan Policies include a requirement that all future development in the planning area achieve at least LEED Silver Certification (Specific Plan Policy 6-15) and incorporate Low-Impact Development (LID) techniques to improve water retainment onsite (Specific Plan Policy 5-16). Although Specific Plan Policy 6-15 is not applicable to the Phase I

Development, the Phase I Development design would meet United States Green Building Council's LEED v4 Silver certification standards). These policies will substantially reduce runoff into the City's existing stormwater facilities.

## 3.4 Findings Regarding the Alternatives

As required by CEQA, the Draft EIR and Final EIR analyze possible alternatives to the Proposed Project, including the No-Project Alternative. With adoption of the Project and approval of the Phase I Development, the City makes the following findings to support its rejection of the three Project alternatives examined in the EIR. Other alternatives were considered and screened out of the range of alternatives analyzed in the EIR for the reasons discussed in Section 5.2 of the Draft EIR, which is hereby incorporated by reference. No alternatives to the Phase I Development were examined, because the Phase I Development was not found to result in any significant unavoidable impacts requiring consideration of alternatives under CEQA.

As noted above, Section 15091 (a)(3) of the State CEQA Guidelines describes that one of the findings that a lead agency can make concerning significant project impacts is that specific economic, legal, social, technological, or other considerations, make infeasible the Project alternatives identified in the Final EIR. In these findings, the decision-making body is making a final determination of feasibility. CEQA Guidelines Section 15364 defines "feasible" as: "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

An alternative may have been determined to be potentially technically, logistically, and financially "feasible" in the Final EIR and still ultimately be concluded by the City to meet the definition of "infeasibility" per Section 15091 (a)(3) when all considerations are considered. The final determination of infeasibility "involves a balancing of various 'economic, environmental, social, and technological factors.'" (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417). Where there are competing and conflicting interests to be resolved, the determination of infeasibility "is not a case of straightforward questions of legal or economic feasibility," but rather, based on policy considerations. (*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001-02). "[A]n alternative that is impractical or undesirable from a policy standpoint may be rejected as infeasible." (*Id.* at p. 1002, citing 2 Kostka & Zischke, Practice Under the Cal. Environmental Quality Act, (Cont. Ed. Bar 2010) section 17.29, p. 824).

The underlying purpose of the Project is to implement a Specific Plan that outlines a cohesive, long-term vision for future development on the Project Site, and ensures that development within the Project Site is integrated into an attractive setting that benefits the Project Site's property owners as well as the broader San Bruno community. Other objectives of the Project include the following:

- Accommodate additional development within the Project Site to take advantage of its proximity to existing mass transit/public transportation and strengthen its role as the city's premier employment hub.
- Enhance the quality of the Bayhill Office Park by replacing surface parking areas with architecturally distinctive buildings constructed of high-quality materials that will contribute to the revitalization of the office park.

- Provide a cohesive vision for future development within the Project Site, recognizing Bayhill's essential nature as a business park/employment center while allowing for residential development in appropriate locations, thereby helping to serve the city and region's housing needs.
- Integrate Bayhill with the greater San Bruno community. Ensure that development is an asset to the community and enhances the area's and the city's image and quality of life.
- Ensure that the neighborhood commercial uses at the Bayhill Shopping Center that serve office park employees and the surrounding neighborhoods are retained.
- Improve multimodal connectivity to and through the Project Site so that walking and biking are safe and enjoyable experiences, and connections to the nearby San Bruno Caltrain and BART stations are strengthened.
- Promote a vibrant and mixed-use walkable district. Foster the creation of an enhanced pedestrian environment and attractive greenways along public streets for the use of city residents and office park employees.
- Promote optimal long-term development patterns and accommodate the expansion needs of existing businesses, while being adaptable to changing economic conditions and business needs.
- Provide adequate parking spaces to accommodate employee and business visitor parking demand thereby ensuring that project parking is accommodated on-site with no spill-over to adjacent neighborhoods.
- Enhance the public realm and promote quality design by incorporating amenities and promoting green building principles.
- Ensure a net positive fiscal impact for the city.
- Assure that new development mitigates its impacts and pays its fair share for infrastructure improvements needed to support the development.
- For the Phase I Development, create approximately 440,000 square feet of new office and accessory space, associated parking, and a multimodal transportation facility to meet YouTube's immediate business needs and allow for future growth.
- For the Phase I Development, design buildings to meet modern tenant needs for building floor plans and site configurations.
- For the Phase I Development, provide amenities that are commensurate with the Phase I Development's density.
- For the Phase I Development, ensure the safety and security of employees through secure access to and between the existing and proposed buildings and outdoor spaces.

### **3.4.1 No-Project Alternative**

Required by CEQA, the No Project Alternative assumes that the Specific Plan is not adopted, existing land uses remain unchanged and in their current physical state, and no new construction occurs within the Project Site. No new structures or subterranean parking garages would be built, and no demolition of existing uses would occur. Existing General Plan land use classifications and zoning districts would be maintained on the Project Site. Despite the EIR determining that the No Project Alternative is the environmentally superior alternative, this alternative is rejected.

*Facts in Support of Findings:* The No-Project Alternative would not meet the project objectives and is rejected for that reason.

### 3.4.2 Residential Alternative

This alternative considers a variation of the proposed Specific Plan that would allow for the development of up to 1,499 new residential dwelling units, 926 more dwelling units than the Project. To accommodate the increased residential density, the amount of net new office uses would be reduced to 1,773,636 square feet compared to 2,459,847 square feet under the Project (or 1,942,896 square feet under the Maximum Housing Scenario). The EIR determined that the Residential Alternative is the environmentally superior alternative (besides the No Project Alternative.) This alternative is rejected as infeasible.

*Facts in Support of Findings:* Under CEQA, a lead agency's determination of infeasibility represents a balancing of competing economic, environmental, social, and technological factors (*California Native Plant Society v. City of Santa Cruz* (CNPS) (2009) 177 Cal.App.4th 957, 1001.), and an alternative that is determined undesirable from a policy standpoint, or found to be inconsistent with the project objectives, may be rejected as infeasible. (Ibid.). The Residential Alternative would be undesirable from a policy standpoint and is therefore infeasible. The Residential Alternative would reduce the amount of net new office uses and would require the extension of the housing overlay zone to greater areas of the office park to accommodate the additional residential dwelling units, thus undermining the Bayhill Office Park's intended use as an employment center providing professional offices and corporate headquarters. The San Bruno General Plan includes several policies intended to strengthen the commercial/office uses of this area, including Policy LUD-G, which promotes infill in the Bayhill Office Park with new professional offices and hotel uses; Policy LUD-51, which promotes the construction of professional and administrative offices on existing surface parking lots in the Bayhill Office Park; and Policy LUD-52, which allows for ancillary commercial uses in Bayhill Office Park to serve employee needs. The reduction in office space and the extension of the housing overlay zone would be in opposition to these policies.

While focused residential uses are not incompatible with the Bayhill Office Park, these uses must be subordinated to the commercial area's intended uses, and in conformance with other city plans and policies aimed at fostering healthy, safe, and livable neighborhoods. The location of the overlay zones in the south portion of the Bayhill Office Park, along San Bruno Avenue west of Elm Avenue, provides the best opportunity to conform with existing plans and policies. San Bruno General Plan Policy T-G aims to protect residential areas from congestion and associated noise resulting from BART and Caltrain spillover traffic. The proposed location of the overlay zones under the Project would be in conformance with this policy, placing residential units at a safe remove, while also providing walkable/bikeable access to BART and Caltrain for future residents. Policy HS-40 aims to protect residents from air traffic related noise, which could affect housing if constructed in the northern portion of the Bayhill Office Park. The overlay zones are at a safe remove from CNEL zones, as well as from roadway noise associated with I-380 and I-280. Additionally, the overlay zones along San Bruno Avenue are in close proximity to existing neighborhoods to the south, providing the best opportunity to integrate the proposed residential uses into existing walkable residential areas and provide access to services such as libraries and schools.

### 3.4.3 Increased Height Alternative

The Increased Height Alternative would allow housing, hotel, and office buildings on the Project Site to reach a height limit of 70 feet/five stories. Office buildings would contain the same total volume but could be taller with smaller bases, enabling more of the site area to be in open space. It is estimated that the Increased Height Alternative would provide approximately 6.5 acres of additional open space compared to the Project. This alternative is rejected as infeasible.

*Facts in Support of Findings:* The Increased Height Alternative would require voter approval of an initiative in order to modify Ordinance 1284 which currently limits heights on the Project Site to three stories. Approval of the initiative is uncertain, because it would require majority approval of city voters at an election held for that purpose. For that reason the City cannot find that implementation of the alternative can be successfully accomplished within a reasonable amount of time.

## 4.1 Introduction

CEQA requires decision-makers to balance the economic, legal, social, technological, or other benefits of a project against its unavoidable environmental risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable (State CEQA Guidelines 15093). In this case, the lead agency must state in writing the specific reasons to support its action. This “statement of overriding considerations” shall be supported by substantial evidence in the record, shall be included in the record of the project approval, and should be mentioned in the notice of determination. Pursuant to Section 15093 of the CEQA Guidelines, the following Statement of Overriding Considerations has been prepared for the Project and Phase I Development.

## 4.2 Statements of Fact in Support of Overriding Considerations

The City hereby finds that the following social, legal, environmental and economic benefits of the Project and Phase I Development outweigh the significant unavoidable impacts for the following reasons. These benefits, viewed both individually and collectively, outweigh the significant unavoidable adverse effects of implementing the Project and Phase I Development:

**The Project, including Phase I Development, sets an example of environmental sustainability for future projects.** The Project would incorporate all applicable City- and State-mandated sustainability features, including Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2019 Energy Efficiency Standards requirements, and applicable building requirements set forth in the 2019 California Green Building Standards Code, commonly referred to as CALGreen.

The Specific Plan would also encourage the incorporation of a variety of sustainability features in all future development projects within the Project Site, including the Phase I Development. These include maximizing natural cooling and passive solar heating through building orientation, designing buildings to incorporate natural light and ventilation, using sustainable building and paving materials, and promoting recycling and composting programs.

The intensification of office uses in the Specific Plan area would further enhance the environmental sustainability of future projects as the office park is located in a transit-rich area, with access to regional transportation and transit facilities. The San Bruno BART Station and San Bruno Caltrain Station are both in close proximity, approximately a half-mile northeast and a third-mile east, respectively. As the Specific Plan area is currently occupied by predominately commercial uses, the intensification of these uses would mean less commercial development elsewhere, conserving undeveloped land and intensifying the uses of existing facilities and transportation infrastructure.

**The Project, including Phase I Development, sets an example for future major projects to incorporate traffic demand management (TDM) strategies, thereby reducing vehicle miles travelled within the community.** To ensure that all future tenants implement TDM strategies, the Specific Plan includes policies that require applicants of all new development to implement a TDM program or join a transportation management association (TMA) to reduce single occupancy travel to the Plan Area. All TDM programs are required to include a designated TDM coordinator to facilitate programming and monitoring activities, and program coordinators are required to conduct annual travel surveys to evaluate program effectiveness and report their results to the City.

Reducing VMT is important to meeting greenhouse gas reductions needed to moderate climate change impacts, consistent with California's commitment to fighting climate change. The 2017 Scoping Plan adopted by the California Air Resources Board is California's key document setting out state policies in the fight against climate change. The 2017 Scoping Plan states:

While most of the GHG reductions from the transportation sector in this Scoping Plan will come from technologies and low carbon fuels, a reduction in the growth of VMT is also needed. VMT reductions are necessary to achieve the 2030 target and must be part of any strategy evaluated in this Plan. Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward this goal, but alone will not provide all of the VMT growth reductions that will be needed. There is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals.

**The Project, including Phase I Development, would significantly contribute to community goals through participation in the Community Benefit Program.** The project would allow for approximately 1.9 million additional square feet of net new office development, or an increase of 92 percent over existing and already-allowed development. As this increase in allowable office square footage creates additional value for the developer and landowner, a Community Benefit Program has been developed to enable the city to capture a portion of the value it has created for the purposes of advancing community goals, over and above those required by existing City requirements or policies. Under the Community Benefit Program, a Community Benefit contribution of \$35 per square foot of gross building space above existing allowable amount would be required for office development. A Community Benefit contribution of \$10 per net square footage would be required for market rate residential development. With the approval of the project, the City as a whole would gain from the community benefit contributions which could be used to fund public facilities or further community goals (e.g. affordable housing, community services, open space and recreation amenities). If the project were not approved, the City would not benefit from the Community Benefit Program and the additional sources of funding.

# **MITIGATION MONITORING AND REPORTING PROGRAM FOR THE BAYHILL SPECIFIC PLAN INCLUDING THE PHASE I DEVELOPMENT**

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# Mitigation Monitoring and Reporting Program

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This Draft Mitigation Monitoring and Reporting Program (MMRP) is formulated based upon the findings of the Final Environmental Impact Report (EIR) prepared for the Bayhill Specific Plan Project (Project), comprised of the proposed Bayhill Specific Plan (Specific Plan), including Phase I of YouTube’s 15-year expansion plan (Phase I Development). The MMRP, found in Table 1 below, lists mitigation measures recommended in the EIR prepared for the Project and identifies mitigation monitoring and implementation requirements.

This MMRP has been prepared to comply with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21081.6), which requires Lead Agencies making CEQA findings related to approval of a project for which an EIR was prepared/certified to adopt an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance with the mitigation measures identified in the EIR during implementation of the Project.

The MMRP is organized in a matrix format. The first two columns of Table 1 identify the environmental topics requiring mitigation measures and the corresponding mitigation measures. The third column, entitled “Timeframe for Implementation,” refers to when monitoring will occur to ensure that the mitigating action is completed. The fourth column, entitled “Responsibility for Implementation,” refers to the party responsible for implementing the mitigation measure. The fifth column, entitled, “Oversight of Implementation,” refers to the party responsible for oversight or ensuring that the mitigation measure is implemented. The sixth column, entitled “Applicable to Phase I Development? (Y/N),” refers to whether or not the mitigation measure must be implemented as part of the Phase I Development.

**Table 1: Mitigation Monitoring and Reporting Program**

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
<b>3.2 AIR QUALITY</b>					
	<p><b>Mitigation Measure AQ-1: Require At Least Tier 4 Final Engines on Construction Equipment.</b></p> <p>All applicants proposing development of projects within the Project Site shall require their contractors, as a condition of contract, to further reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on at least an EPA-approved Tier 4 Final or newer engine. The Community &amp; Economic Development Director may consider requests for exemptions for specialized equipment where a contractor documents that Tier 4 engines are not commercially available within 200 miles of the Project Site. The construction contract must identify these pieces of equipment, document their unavailability, and ensure that they operate on no less than an EPA-approved Tier 3 engine.</p>	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	Y
	<p><b>Mitigation Measure AQ-2: Require Use of Diesel Trucks with 2010-Compliant Model Year Engines.</b></p> <p>All applicants proposing development of projects within the Project Site other than the Phase I Development shall require their contractors, as a condition of contract, to use diesel trucks that have 2010 model year or newer engines, but no less than the average fleet mix for the current calendar year as set forth in the CARB's EMFAC database. In the event that 2010 model year or newer diesel trucks cannot be obtained, the contractor must provide documentation to the City showing that a good faith effort to locate such engines was conducted.</p>	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	N
	<p><b>Mitigation Measure AQ-3: Require Construction Fleet to Use Renewable Diesel.</b></p> <p>All applicants proposing development of projects within the Project Site other than the Phase I Development shall require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on renewable diesel (such as high performance renewable diesel).</p>	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	N
	<p><b>Mitigation Measure AQ-4: Require Low-VOC Coatings during Construction.</b></p> <p>All applicants proposing development of projects within the Project Site other than the Phase I Development shall require their contractors, as a condition of contract, to reduce construction-related fugitive ROG emissions by ensuring that low-VOC coatings that have a VOC content of 10 grams/liter (g/L) or less are used during construction. The project applicant will submit evidence of the use of low-VOC coatings to BAAQMD prior to the start of construction.</p>	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	N
	<p><b>Mitigation Measure AQ-5: Require Fugitive Dust Best Management Practices.</b></p> <p>All applicants proposing development of projects within the Project Site shall require their contractors, as a condition of contract, to reduce construction-related fugitive dust by implementing BAAQMD's basic control measures in effect at that time of construction at all construction and staging areas. The following measures are based on BAAQMD's current CEQA guidelines.</p> <ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day.</li> <li>• All haul trucks transporting soil, sand, or other loose material offsite will be covered.</li> <li>• All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>• All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph.</li> <li>• All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>• Post a publicly visible sign with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The phone number of the BAAQMD will also be visible to ensure compliance.</li> </ul>	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	Y

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p><b>Mitigation Measure AQ-6: Purchase of Mitigation Credits for Construction Emissions Exceeding BAAQMD’s Daily Pollutant Thresholds.</b></p> <p>Applicants proposing development of projects within the Project Site other than the Phase I Development shall compare their project size with the BAAQMD screening sizes appropriate to their project for construction criteria pollutants found in Table 3-1 in BAAQMD’s current CEQA guidelines (2017). The screening limit for general office buildings, office park, or government office building is 277,000 square feet. There are different screening limits for residential, retail, hotels, and other developments. If the project is less than the screening limit for its project type, then Applicants shall confirm to the City whether construction-related activities would include any of the following:</p> <ul style="list-style-type: none"> <li>• Demolition;</li> <li>• Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously) or construction would occur simultaneous with other Specific Plan development;</li> <li>• Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development);</li> <li>• Extensive site preparation (i.e., greater than default assumptions used by the CalEEMod model for grading, cut/fill, or earth movement); or</li> <li>• Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.</li> </ul> <p>If the project is less than the screening limit for the project type and construction would involve none of the 5 conditions above, then the project is not required to pay for construction emissions offsets.</p> <p>Project applicants not excluded by the conditions above shall estimate annual average emissions for each year of construction and compare the annual average emissions for each year of construction to the BAAQMD thresholds used in the EIR for criteria pollutants. The emissions estimate shall be provided as part of the project’s initial application to the City for the project. The City will review the estimate and confirm whether offsets are required for construction. Should the City-confirmed estimate indicate that the proposed development estimate would not result in construction emissions exceeding BAAQMD’s daily pollutant thresholds, no further action will be required.</p> <p>For proposed developments that are estimated to result in exceedances of thresholds, the applicants shall coordinate with a third-party or governmental entity to pay for criteria pollutant offsets for every year in which construction emissions are estimated to exceed the BAAQMD thresholds. If the estimate shows exceedances of multiple criteria pollutants above the BAAQMD thresholds, then offsets must be obtained to address each pollutant above the thresholds. Emission reduction projects and fees will be determined in consultation between the applicant and the third-party or governmental entity and will include offset provider administrative costs. Applicants shall identify credits within the San Francisco Bay Area Air Basin, and shall prioritize programs that benefit the Bayhill community, the City, or the Bay Area region, in that order. The agreement that specifies fees and timing of payment shall be provided to the City for review and signed by the applicant and the third-party or governmental entity. The emission reductions shall be secured prior to any year in which construction activity is estimated to result in an exceedance. The payment for the emissions can either be on an annual basis or done once upfront prior to construction.</p>	<p>Estimate provided as part of initial project application to city; the payment for the emissions can be on an annual basis or prior to construction</p>	<p>All applicants proposing development projects within Project Site</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>N</p>
	<p><b>Mitigation Measure AQ-7: Purchase of Mitigation Credits for Operational Emissions Exceeding BAAQMD’s Daily Pollutant Thresholds.</b></p> <p>Applicants proposing development of projects within the Project Site other than the Phase 1 Development shall compare their project size with the BAAQMD screening sizes appropriate to their project for operational criteria pollutants found in Table 3-1 in BAAQMD’s current CEQA guidelines (2017). The screening limit for general office buildings, office park, or government office building is 346,000 square feet, 323,000 square feet, and 61,000 square feet, respectively. There are different screening limits for residential, retail, hotels, and other developments.</p> <p>If the project is less than the screening limit for the project type, then the project is not required to pay for operational emissions offsets.</p> <p>Project applicants not excluded by the condition above shall estimate annual average operational emissions for each operational year over the life of the project (30 years) and compare the annual average emissions for each year of construction to the BAAQMD thresholds used in the EIR for criteria pollutants. The emissions estimate shall be provided as part of the project’s initial application to the City for the project. The City will review the estimate and confirm whether offsets are required for operation. Should the City-</p>	<p>Estimate provided as part initial project application to City; the payment for the emissions can either be on an annual basis or done once upfront prior to construction</p>	<p>All applicants proposing development projects within Project Site</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>N</p>

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p>confirmed estimate indicate that the proposed development estimate would not result in operational emissions exceeding BAAQMD's daily pollutant thresholds, no further action would be required.</p> <p>For proposed developments that are estimated to result in exceedances of thresholds during any year of the project's life, the applicants shall coordinate with a third-party or governmental entity to pay for criteria pollutant offsets for every year in which operational emissions are estimated to exceed the BAAQMD thresholds. If the estimate shows exceedances of multiple criteria pollutants above the BAAQMD thresholds, then offsets must be obtained to address each pollutant above the thresholds.</p> <p>Emission reduction projects and fees will be determined in consultation between the applicant and the third-party or governmental entity and will include offset provider administrative costs. Applicants shall identify credits within the San Francisco Bay Area Air Basin, and shall prioritize programs that benefit the Bayhill community, the City, or the Bay Area region, in that order. The agreement that specifies fees and timing of payment shall be provided to the City for review and signed by the applicant and the third-party or governmental entity. The emission reductions shall be secured prior to any year in which operational activity is estimated to result in an exceedance. The payment for the emissions can either be on an annual basis or done once upfront prior to operation.</p>				
	<p><b>Mitigation Measure AQ-8: Require Future Projects Located within 1,000 Feet of Sensitive Receptors to Perform a Health Risk Assessment.</b></p> <p>All applicants proposing development of projects within 1,000 feet of existing sensitive receptors as defined by the BAAQMD (e.g., residential, daycares), other than the Phase I Development, shall prepare a site-specific construction and operational health risk assessment (HRA). If the HRA demonstrates, to the satisfaction of the City, that the health risk exposures for adjacent receptors will be less than BAAQMD project-level thresholds, then additional mitigation would be unnecessary. However, if the HRA demonstrates that health risks would exceed BAAQMD project-level thresholds, additional feasible on- and off-site mitigation shall be analyzed by the applicant to help reduce risks to the greatest extent practicable.</p>	<p>HRA provided as part initial project application to City</p>	<p>All applicants proposing development projects within 1,000 of sensitive receptors</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>N</p>
<p><b>3.4 GREENHOUSE GASES</b></p>					
	<p><b>Mitigation Measure GHG-1: Require Implementation of BAAQMD-recommended Construction Best Management Practices.</b></p> <p>All applicants within the Planning Area shall require their contractors, as a condition of contracts, to reduce construction-related GHG emissions by implementing BAAQMD's recommended best management practices in effect at the time of construction, including the following measures (based on BAAQMD's (2017) CEQA Guidelines):</p> <ul style="list-style-type: none"> <li>• Ensure alternative fueled (e.g. biodiesel, electric) construction vehicles/equipment make up at least 15 percent of the fleet;</li> <li>• Use local building materials of at least 10 percent (sourced from within 100 miles of the Planning Area); and</li> <li>• Recycle and reuse at least 50 percent of construction waste or demolition materials.</li> </ul>	<p>During all construction activities</p>	<p>Construction contractor</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>Y</p>
	<p><b>Mitigation Measure GHG-2: Implement Operational GHG Reduction Measures or their Equivalent.</b></p> <p>Applicants of future projects other than the Phase I Development, which has incorporated sustainability design features consistent with the 2017 Scoping Plan to meet the state's long term GHG reduction target, shall implement the following operational GHG emissions reduction strategies where feasible, or demonstrate why a measure is not feasible and implement equivalent GHG reductions to the foregone measure, or pay a mitigation fee per Mitigation Measure GHG-3 to compensate for any foregone GHG reductions not implemented. Applicants of future projects other than the Phase I Development that do not propose to implement all of the strategies described below shall prepare a feasibility study outlining why the declined strategies were not implemented (e.g., feasibility, not applicable, etc.), estimating the foregone GHG reductions, and identifying any equivalent GHG reduction measures proposed (or proposal to pay a mitigation fee instead) for the City's review and concurrence prior to the issuance of building permits.</p> <ul style="list-style-type: none"> <li>• LEED Certification. The United States Green Building Council (USGBC) is a private 501(c)3, non-profit organization which promotes sustainability in building design, construction, and operation. The USGBC developed the LEED program which provides a rating system that awards points for new construction based on energy use, materials, water efficiency, and other sustainability criteria. LEED has certification systems for both commercial and residential use. <ul style="list-style-type: none"> <li>○ While LEED allows some flexibility in choice of measures to meet LEED criteria, new construction shall be required to include specific committed measures in use of recycled and sustainable materials in construction, water efficiency, and efficiency of energy use. New development in the Specific Plan Area shall be</li> </ul> </li> </ul>	<p>Provided as part initial project application to City</p>	<p>All applicants proposing development projects within Project Site</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>N</p>

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p>required to achieve LEED Silver certification or equivalent, or a higher certification, or provide equivalent GHG reductions through proposed new measures or payment of a fee per Mitigation Measure GHG-3.</p> <ul style="list-style-type: none"> <li>• Electric Space and Water Heating for Buildings. Electric space and water heating avoids the use of natural gas for heating. This facilitates the usage of renewable energy because electric utilities are required by law to continually increase their portfolios of renewable energy sources until they reach 100 percent renewable in 2045.                             <ul style="list-style-type: none"> <li>○ New construction in the Specific Plan Area shall be required to either employ electric space and water heating or provide equivalent GHG reductions through proposed new measures or payment of a fee per Mitigation Measure GHG-3. The inclusion of electric heating may be part of meeting LEED Silver or equivalent requirements.</li> </ul> </li> <li>• Solar Roofs. Mounted rooftop electricity-generating solar panels convert solar energy to electricity for use in commercial and residential buildings.                             <ul style="list-style-type: none"> <li>○ New construction in the Specific Plan Area shall be required to either employ solar roofs on at least 30 percent of roof square footage or provide equivalent GHG reductions through proposed new measures or pay a mitigation fee per Mitigation Measure GHG-3. The inclusion of solar roofs may be part of meeting LEED Silver or equivalent requirements.</li> </ul> </li> <li>• Waste Minimization Programs. For waste that is generated by non-residential uses, recycling, composting of food waste and other organics, and the use of reusable products instead of disposal products diverts solid waste from the landfill stream.                             <ul style="list-style-type: none"> <li>○ New non-residential uses in the Specific Plan Area shall be required to implement recycling (including organics recycling) and reusable product use programs or provide equivalent GHG reductions through proposed new measures or pay a mitigation fee per Mitigation Measure GHG-3. The inclusion of these measures may be part of meeting LEED Silver or equivalent requirements.</li> </ul> </li> </ul>				
	<p><b>Mitigation Measure GHG-3: Purchase of GHG Mitigation Credits.</b></p> <p>This mitigation measure applies to applicants of future projects other than the Phase I Development, which has incorporated sustainability design features consistent with the 2017 Scoping Plan to meet the state’s long term GHG reduction target. Where a future project does not propose to implement all of the GHG reduction measures in Mitigation Measure GHG-2 and/or does not meet the VMT threshold of 21.7 VMT/Service Population and does not propose equivalent reduction measures to compensate for the measures not</p>	<p>Emissions estimate provided as part final design submission to City; Credits may be purchased up front or in advance; Documentation of sufficient credit purchases required prior to January 1 of each calendar year for 30 years.</p>	<p>All applicants proposing development projects within Project Site</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>N</p>

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p>implemented or the VMT threshold not met, the project applicant shall be required to pay on a pro rata basis for net operational GHG emissions to compensate for emissions foregone from not implementing all measure in Mitigation Measure GHG-2 or meeting the VMT threshold or providing equivalent reductions.</p> <p>Applicants may purchase GHG credits from a voluntary GHG credit provider that has an established protocol that requires projects generating GHG credits to demonstrate that the reduction of GHG emissions are real, permanent, quantifiable, verifiable, enforceable, and additional (per the definition in California Health and Safety Code Sections 38562(d)(1) and (2)). Definitions for these terms are as follows.</p> <ul style="list-style-type: none"> <li>• Real: Estimated GHG reductions should not be an artifact of incomplete or inaccurate emissions accounting. Methods for quantifying emission reductions should be conservative to avoid overstating a project’s effects. The effects of a project on GHG emissions must be comprehensively accounted for, including unintended effects (often referred to as “leakage”). To ensure that GHG reductions are real, the reduction must be a direct reduction within a confined project boundary.</li> <li>• Additional: GHG reductions must be additional to any that would have occurred in the absence of the Climate Action Reserve, or of a market for GHG reductions generally. “Business as usual” reductions (i.e., those that would occur in the absence of a GHG reduction market) should not be eligible for registration.</li> <li>• Permanent: To function as offsets to GHG emissions, GHG reductions must effectively be “permanent.” This means, in general, that any net reversal in GHG reductions used to offset emissions must be fully accounted for and compensated through the achievement of additional reductions.</li> <li>• Quantifiable: The ability to accurately measure and calculate GHG reductions or GHG removal enhancements relative to a project baseline in a reliable and replicable manner for all GHG emission sources, GHG sinks, or GHG reservoirs included within the offset project boundary, while accounting for uncertainty and activity-shifting leakage and market-shifting leakage.</li> <li>• Verified: GHG reductions must result from activities that have been verified. Verification requires third-party review of monitoring data for a project to ensure the data are complete and accurate.</li> <li>• Enforceable: The emission reductions from offset must be backed by a legal instrument or contract that defines exclusive ownership and the legal instrument can be enforced within the legal system in the country in which the offset project occurs or through other compulsory means. Please note that per this mitigation measure, only credits originating within the United States are allowed.</li> </ul> <p>GHG credits must also meet the following requirements:</p> <ul style="list-style-type: none"> <li>• GHG credits may be in the form of GHG offsets for prior reductions of GHG emissions verified through protocols or forecasted mitigation units for future committed GHG emissions meeting protocols.</li> <li>• All credits shall be documented per protocols functionally equivalent in terms of stringency to CARB’s protocol for offsets in the cap and trade program. The applicant must provide the protocols from the credit provider and must document why the protocols are functionally equivalent.</li> <li>• Applicants shall identify GHG credits in geographies closest to San Mateo County first and only go to larger geographies (i.e., California, United States, global) if adequate credits cannot be found in closer geographies, or the procurement of such credits would create an undue financial burden. Applicants shall provide the following justification for not using credits in closer geographies in terms of either availability or cost prohibition: <ul style="list-style-type: none"> <li>○ Lack of enough credits available in closer geographies</li> <li>○ Prohibitively costly credits in closer geographies defined as credits costing more than 300 percent the amount of the current costs of credits in the regulated CARB offset market.</li> <li>○ Documentation submitted supporting GHG credit proposals shall be prepared by individuals qualified in GHG credit development and verification and such individuals shall certify the following: (1) Proposed credits meet the definitions for the criteria provided in this measure; and (2) the protocols used for the credits meet or exceed the standards for stringency used in CARB protocols for offsets under the California cap-and-trade system.</li> </ul> </li> </ul> <p>This mitigation includes the following specific requirements for applicants of future projects (other than the Phase I Development):</p> <ul style="list-style-type: none"> <li>• Applicants shall provide the City with a 30-year operational GHG emissions estimate for the final design that includes two scenarios: 1) project operations including all Mitigation Measure GHG-2 reduction measures and the emissions associated with meeting the VMT threshold of 21.7 VMT/Service population; and 2) project operations only including those Mitigation Measure GHG-2 reduction measures the applicant proposes to implement and any alternative GHG reduction measures proposed by the applicant and the emissions associated with the likely achievable VMT/Service Population estimated for the project with implementation of Mitigation Measure TRA-1. The emissions estimate can be focused exclusively on the sectors where Mitigation Measure GHG-2 measures will not be fully implemented and/or a shortfall in meeting the VMT threshold is expected. The difference between the Scenario 1 and Scenario 2 operational emissions will define the amount of needed annual GHG reductions to be addressed through purchase of GHG mitigation credits. The City shall review the emission estimates to ensure they are representative and determine the total amount of annual GHG emissions required to be addressed through purchase of mitigation credits.</li> <li>• Applicants shall purchase GHG mitigation credits meeting the above requirements and provide documentation to the City of how the credits meet the above requirements. Applicants shall provide the City with documentation of the retirement of sufficient GHG credits to meet the annual GHG reduction amount prior to January 1 of each calendar year for the following year. This requirement shall apply to operations for up to 30 years. Applicants may purchase credits up front or in advance as they choose.</li> </ul>				

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
<b>3.5 HYDROLOGY AND WATER QUALITY</b>					
	<p><b>Mitigation Measure HWQ-1: Require Groundwater Monitoring Well Installation and Sampling Prior to Dewatering Activity</b></p> <p>For any development proposing excavation and dewatering, the installation of monitoring wells shall be required to measure water levels and water quality, prior to and during dewatering activities, with a focus on potential constituents of concern based on permitting requirements and known or suspected water quality impacts within or near the development site. Project proponents shall install groundwater monitoring wells in the public right-of-way or easement and collect and test samples prior to dewatering activity. Wells are to be drilled as deep as the garage depth being proposed. Other requirements include the following:</p> <ul style="list-style-type: none"> <li>• The project proponent shall apply for a groundwater well permit with San Mateo County and an encroachment permit with the City of San Bruno.</li> <li>• The project proponent or City (reimbursed by the project proponent) shall develop a monitoring, testing, and treatment plan for the City's review.</li> <li>• The City may require the project proponent to decommission well following construction activity.</li> </ul> <p>If contamination is detected, remedial measures to limit and/or contain the spread of contaminated water shall be implemented. Several options can be employed such as conducting on-site treatment/remediation, disposal in sewer system (with any appropriate pre-treatment) or at hazardous facility depending on type and levels of contamination, tanking, or stopping or phasing underground construction.</p>	Prior to and during dewatering activities	All applicants proposing development projects within Project Site	San Mateo County; City of San Bruno	N
	<p><b>Mitigation Measure HWQ-2: Prepare Drainage Report and Implement Stormwater Control Measures to Avoid Increases in Peak Flows.</b></p> <p>Applicants proposing new development shall prepare Drainage Report(s) for City review and approval prior to issuance of a grading, building, site development or any construction permits. All development, including interim conditions during construction and interim conditions with temporary improvements, within the Project Site is required to address stormwater management and implement stormwater control measures, including but not limited to on-site detention facilities, capture and re-use measures, green roofs, and/or other measures approved by the City, designed to maintain or reduce current, pre-development, surface runoff and stormwater discharge to the public storm drain system. These Drainage Report(s) shall contain the following:</p> <ul style="list-style-type: none"> <li>• Verification of existing pipe network including pipe size, elevation, material, capacity and condition, including the existing stormwater collection system in Bayhill Drive and Cherry Avenue.</li> <li>• Hydrologic analysis of construction period conditions and implementation of all temporary facilities necessary during construction to avoid increases in peak flows.</li> <li>• Hydrologic analysis of existing and proposed operational peak flows that accounts for all areas that will be disturbed by new development.</li> <li>• Hydraulic analysis for evaluating pipe capacity and sizing of new pipes. The capacity of existing pipes that are proposed for re-use and new pipes shall be sized in accordance with the City's methodology, as noted in the San Bruno Municipal Code or otherwise approved by the City Engineer. New pipes in the public right of way, if required, shall be reinforced concrete pipes and have a minimum size of 15 inches.</li> </ul>	Prior to issuance of a grading, building, site development, or any construction permit	All applicants proposing development projects within Project Site	City of San Bruno Department of Public Works	Y
<b>3.7 NOISE</b>					
	<p><b>Mitigation Measure NOI-1: Construction Noise Control Plan for Nighttime Construction.</b></p> <p>Should construction be planned for the nighttime hours of 10:00 p.m. to 7:00 a.m. for any development under the Specific Plan within 500 feet of a residential land use (including the Phase I Development), the contractor(s) for each construction phase shall develop a construction noise control plan that demonstrates that noise from nighttime construction activities will comply with the City noise limit of 60 dBA at a distance of 100 feet, unless a permit is issued and approval is granted by the director of the City Public Works</p>	Prior to issuance of a grading, building, site development, or any construction permit	Construction contractor	City of San Bruno Department of Public Works; City of San Bruno Community and Economic Development Department	Y

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p>Department or his/her designee. Measures to help reduce noise from construction activity during nighttime hours to this level (or to the extent feasible) shall be incorporated into this plan and may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>Require stationary noise sources associated with construction (e.g., generators and compressors) in proximity to noise-sensitive land uses to be muffled and/or enclosed within temporary enclosures and shielded by barriers, which can reduce construction noise by as much as 5 dB.</li> <li>Require all construction equipment powered by gasoline or diesel engines and used during nighttime hours to have sound control devices that are at least as effective as those originally provided by the manufacturer and operated and maintained to minimize noise generation.</li> <li>Prohibit idling of inactive construction equipment for prolonged periods during nighttime hours (i.e., more than 2 minutes).</li> <li>Locate construction equipment as far as feasible from adjacent or nearby noise-sensitive receptors.</li> <li>Use noise-reducing enclosures around noise-generating equipment during nighttime hours. Prohibit the use of impact tools (e.g., jack hammers) during nighttime hours.</li> <li>Use electric motors rather than gasoline- or diesel-powered engines to avoid noise associated with compressed air exhaust from pneumatically powered tools during nighttime hours. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust could be used; this muffler can lower noise levels from the exhaust by about 10 dB. External jackets on the tools themselves could be used, which could achieve a reduction of 5 dB.</li> <li>Ensure that equipment and trucks used for Project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds).</li> <li>For construction work that occurs at night, an alternative to high pitched, single-tone back up alarms shall be used. This could include a visual observer to provide warnings to the driver in the event that workers are present behind the vehicle or the use of a white noise alarm sound source. Any alternative approach must comply with all applicable safety regulations.</li> <li>The City of San Bruno shall require a third-party inspector to be onsite during all nighttime construction work. The director of the City Public Works Department or his/her designee, based on the degree of construction, proximity to sensitive uses, or a noise complaint, may require the Project sponsor to monitor noise levels during nighttime construction activities. If this is required, a plan for noise monitoring and reporting must be provided to the Director of the City Public Works Department or his/her designee for review.</li> <li>Should a reduction in construction noise to below the allowable 60 dBA level be deemed infeasible, the contractor shall coordinate with the Community and Economic Development Department to obtain a permit that allows the generation of nighttime construction noise in excess of 60 dBA. The permit shall include stipulations and restrictions with which the contractor(s) would be required to comply. The contractor(s) shall comply with all stipulations of the permit. One of the conditions of the permit shall be that interior noise levels at the nearest noise-sensitive uses resulting from nighttime construction shall not exceed 45 dBA, a commonly accepted threshold for sleep disturbance.</li> </ul>				
	<p><b>Mitigation Measure NOI-2: Siting of Noise-Generating Uses.</b></p> <p>A noise analysis shall be required for new development under the Specific Plan (except for Phase I) that includes onsite noise-generating activities (besides amplified music, addressed in Mitigation Measure NOI-3) and equipment (e.g., HVAC equipment, emergency generators, loading docks, and mechanical equipment) with the potential to generate noise levels in excess of ambient noise levels or applicable standards. This analysis shall be conducted prior to the first Project-approval action other than the Phase I Development.</p> <p>The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and demonstrate with reasonable certainty that the operational noise sources associated with the proposed use would not adversely affect nearby noise-sensitive uses and would not result in a noise level that would be in excess of applicable standards. All recommendations from the acoustical analysis necessary for ensuring that noise sources would meet applicable requirements of the noise ordinance and would not result in 10 dB or more increases in ambient noise levels shall be incorporated into the building design and building operations. Should the analysis demonstrate that predicted noise levels may not meet applicable requirements, the City shall require completion of a detailed noise control plan (by a person qualified in acoustical analysis and/or engineering) that includes the incorporation of noise reduction measures (e.g., using quieter equipment, installing construction barriers or enclosures) prior to the first Project-approval action.</p>	<p>Prior to the first Project-approval action</p>	<p>All applicants proposing development projects within Project Site</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>N</p>

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p><b>Mitigation Measure NOI-3: Operation of Sound Amplifying Equipment.</b></p> <p>For special events involving the use of amplified music, per the City Municipal Code, the sound level emanating from sound-amplifying equipment shall be limited such that it is not more than 15 dB above the ambient base noise level, as measured at a distance of 100 feet from the sound source. In the absence of measured ambient sound levels, the zone ambient noise level for residential land uses, as defined by the City Municipal Code, Section 6.16.030, ambient noise level limits may be used. The zone ambient noise level for residential uses is 60 dB during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dB during nighttime hours (10:00 p.m. to 7:00 a.m.). Therefore, when using the zone ambient noise level, the daytime sound level limit is 75 dBA and the nighttime limit is 60 dBA.</p> <p>Per the City Municipal Code, the user of sound-amplifying equipment shall file a registration statement with the City Manager 10 or more days prior to the date on which the equipment is intended to be used. Registration must include information such as “the maximum sound-producing power of the sound-amplifying equipment, including the wattage to be used; the volume in decibels of the sound that will be produced; and the approximate distance from which sound will be audible.”</p> <p>Should the City have reason to believe that noise from amplified music or speech at a given event may exceed 15 dB over the ambient noise level at a distance of 100 feet from the source, the City shall either require a noise analysis demonstrating expected compliance with the applicable noise restrictions or require noise monitoring during the event to measure actual sound levels and enable real-time reductions in amplified noise, if necessary. Should an analysis be conducted, the analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and demonstrate with reasonable certainty that the proposed use would not adversely affect nearby noise-sensitive uses. As a result of this analysis, modifications to the location, design, and/or proposed equipment associated with the event may be required so that noise would not result in exceedances of the allowable level. Should monitoring be conducted, persons qualified in acoustical analysis and/or engineering shall conduct both ambient and event noise measurements, and real-time reductions in noise as a result of monitoring results must be possible (e.g., turning the volume down).</p>	10 or more days prior to the date on which sound-amplifying equipment would be used	Event organizer	City of San Bruno Community and Economic Development Department	Y
	<p><b>Mitigation Measure NOI-4: Coordination of Phase I Development Haul Truck Routes with 901 Cherry Avenue (only required for Phase I Development).</b></p> <p>Prior to the issuance of a grading permit, the City shall determine whether hauling activities associated with the Phase I Development could occur simultaneously with hauling activities associated with the 901 Cherry Avenue development. If it is determined that hauling activities for both projects could occur simultaneously, the applicant shall consult with the City to coordinate the appropriate haul route(s) so that both projects are not conducting hauling activities at the same time and along the same route. The final haul route shall be subject to City approval.</p>	Prior to the issuance of a grading permit	Phase I Development Project Applicant	City of San Bruno	Y
<b>3.10 TRANSPORTATION</b>					
	<p><b>Mitigation Measure TRA-1 (Project not including Phase I Development): Prepare and Implement TDM Program.</b></p> <p>Property owners of new development within the Specific Plan, not including the Phase I Development, will prepare and implement a TDM program, as denoted in Specific Plan Policies TDM 4-9 through TDM 4-11. The TDM program will require a TDM coordinator who will facilitate programming and monitoring activities.</p> <p>New land use applicants must submit a TDM program in conjunction with the development application that will, over time, achieve the Plan’s VMT per Capita threshold. The VMT threshold equates to no more than 43 percent of trips occurring by single-occupancy vehicles and SOV mode share can be used as an alternative monitoring metric. TDM Program approvals will strive for the VMT per Capita threshold but acknowledge reasonable limitations on TDM program success due to surrounding transportation and land use context in the near-term.</p> <p>A Bayhill VMT Monitoring and Mitigation Plan will be prepared and periodically updated to explain the details of the monitoring and mitigation requirements. If thresholds are not met, the City will collect mitigation payments, which will be used to fund City-initiated projects and programs that reduce the SOV mode share trip rate such as bike and pedestrian network improvements, first-/last-mile shuttle services to regional transit stations, and marketing campaigns.</p>	Submitted with the development application	Property owners of new development within the Specific Plan	City of San Bruno Community and Economic Development Director	N
	<p><b>Mitigation Measure TRA-2 (Phase I Development only): Monitor and Evaluate Existing TDM Program.</b></p> <p>The Phase I Development applicant will be required to complete and submit to the City of San Bruno an annual monitoring study that demonstrates a 21.7 vehicle miles traveled (VMT) per Capita threshold or a single occupancy vehicle (SOV) mode share of no more than 43 percent for the new Phase I Development buildings. A Bayhill VMT Monitoring and Mitigation Plan will be prepared and periodically updated to explain the details of the monitoring and mitigation requirements. If thresholds are not met, the City will collect mitigation payments, which will be used to fund City-initiated projects and programs that reduce the SOV mode share trip rate such as bike and pedestrian network improvements, first-/last-mile shuttle services to regional transit stations, and marketing campaigns.</p>	To be submitted annually starting 3 years after Phase I Development commences operation	Phase I Development Project Applicant	City of San Bruno Community and Economic Development Director	Y

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
<b>3.11 UTILITIES AND SERVICE SYSTEMS</b>					
	<p><b>Mitigation Measure UT-1: Require Project-Specific Sewer Studies for Projects Served by the 6-Inch Sanitary Sewer Pipe in San Bruno Avenue east of Traeger Avenue.</b></p> <p>Future projects within the area served by the 6-inch sanitary sewer pipe located within San Bruno Avenue east of Traeger Avenue that flows to the 10-inch sanitary sewer pipe in Kains Avenue at El Camino Real (Subcatchment 168C) proposing to discharge into the aforementioned system shall conduct a project-specific Sewer Impact Study prior to the issuance of a building permit. The Sewer Impact Study shall be subject to review and approval by the City of San Bruno Public Works Department. The Sewer Impact Report shall evaluate current sewer capacity and conditions, as well as a maximum anticipated sewer output for the new proposed development, taking land use and space occupancy into consideration. Projects that are found to cause likely strain on existing sewer capacity shall confer with the City of San Bruno Public Works Department to identify strategies that would minimize such impacts, which may include conveyance capacity increases such as sewer pipe replacements. Future improvements not included in this EIR may be subject to subsequent CEQA review.</p>	Prior to issuance of building permit	Project Applicants within area served by sanitary sewer pipe within San Bruno Avenue east of Traeger Avenue	City of San Bruno Department of Public Works	N

# Attachment 3 – Exhibit C: ERRATA TO THE FINAL EIR

The printed and electronic copies<sup>1</sup> of the Final Environmental Impact Report (Final EIR) for the Bayhill Specific Plan Including the Phase I Development have been updated to include new or corrected text described below. This errata sheet serves to revise and correct minor details in the Final EIR. Information provided in this errata sheet clarifies and amplifies the analysis presented in the Draft EIR. No significant new information, as defined by CEQA Guidelines Section 15088.5, was added that would trigger recirculation of the Draft EIR. Specifically, there are no new significant environmental impacts, or a substantial increase in the severity of any significant impact, identified in the comments or responses that were not already identified in the Draft EIR.

## Chapter 4, Revisions to the Draft EIR

The following correction has been made in Final EIR Chapter 4, *Revisions to the Draft EIR*, page 4-15. Specifically, footnote b in revised Table 3.2-9 has been underlined to indicate that the text was added in the Final EIR:

"<sup>b</sup> This analysis is based on a buildout year of 2022, which was the anticipated buildout year for the Phase I Development at the time the Draft EIR analysis was prepared. The anticipated buildout year for the Phase I Development was later updated to 2025. Equipment and vehicle emission factors decline as a function of time due to increasingly stringent air emission standards. Therefore, this analysis is conservative, as actual emissions would be expected to be lower in 2025."

The following correction has been made in Final EIR Chapter 4, *Revisions to the Draft EIR*, page 4-21. Specifically, the numbers 17,657, 37, 1, and 18,942 at the end of revised Table 3.4-3 have been struck out to indicate that they were deleted in the Final EIR:

Net Increase with Specific Plan					
2040 With Specific Plan v. Existing	<del>17,657</del>	<del>37</del>	<del>1</del>	<del>18,942</del>	
Without Specific Plan	<u>25,989</u>	<u>39</u>	<u>2</u>	<u>27,498</u>	-

The following correction has been made in Final EIR Chapter 4, *Revisions to the Draft EIR*, page 4-24. Specifically, the numbers 6,184, 5, and 6,470 at the end of revised Table 3.4-5 have been struck out to indicate that they were deleted in the Final EIR:

Net Increase With Phase I Development					
2022 With Phase I Development v. Existing	<del>6,184</del>	<del>5</del>	<del>1</del>	<del>6,470</del>	
2022 Without Phase I Development <sup>a, b</sup>	<u>8,067</u>	<u>6</u>		<u>8,461</u>	-

The following text has been revised in Final EIR Chapter 4, *Revisions to the Draft EIR*, page 4-26, to replace “would” with “is designed to,” as follows:

<sup>1</sup> Available at <http://www.sanbruno.ca.gov/bayhillsspecificplan>.

“As discussed in Section 3.10, *Transportation*, the Phase I Development ~~would~~ is designed to achieve the 14.3 percent VMT per service population reduction target with implementation of Mitigation Measure TRA-2, which would reduce mobile emissions from 19,882 metric ton of CO<sub>2</sub>e to 16,582 metric tons of CO<sub>2</sub>e per year ~~in 2022~~.”

The following correction has been made in Final EIR Chapter 4, *Revisions to the Draft EIR*, replacement page 3.11-4. Specifically, the following text, which was added in the Final EIR, has been revised as follows:

*Prior text: “As of August 1, 2018, the WSIP was over 96 complete; the current forecasted date to complete the overall WSIP is December 2021 (SFPUC 2021).”*

*Corrected text: “As of August 2021, the WSIP was approximately 99 percent complete; the current forecasted date to complete the overall WSIP is May 2023 (SFPUC 2021).”*

The following correction has been made in Final EIR Chapter 4, *Revisions to the Draft EIR*, page 4-40. Specifically, the following text, which was added in the Final EIR, has been revised to correct a website URL as follows:

*Prior text: “SFPUC. 2021. WSIP Overview. Available at <https://sfwater.org/index.aspx?page=115>. Accessed July 17, 2021.”*

*Corrected text: “SFPUC. 2021. WSIP Overview. Available at <https://www.sfpuc.org/construction-contracts/water-infrastructure-improvements>. Accessed August 18, 2021.”*

RESOLUTION NO. 2021-\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO AMENDING THE SAN BRUNO GENERAL PLAN TO ENSURE CONSISTENCY WITH THE BAYHILL SPECIFIC PLAN**

**(GPA21-002)**

(**APNS:** 020-011-430, 020-011-420, 020-011-330, 020-011-370, 020-015-020, 020-015-030, 020-015-040, 020-011-360, 020-019-070, 020-018-010, 020-017-020, 020-017-010, 020-12-120, 020-012-190, 020-012-160, 020-012-170)

**WHEREAS**, Google, Inc. (now Google LLC) (“**Developer**”) approached the City in 2017 regarding its desire to develop additional office buildings on eight of the ten parcels it owns (APNs 020-011-430, 020-015-020, 020-015-030, 020-018-010, 020-011-330, 020-015-040, 020-019-070, and 020-011-370, collectively the “**Google Property**”) in Bayhill Office Park (the “**Google Project**”). Developer’s existing buildings in Bayhill Office Park are occupied by YouTube, a Google subsidiary company, and Developer envisions that YouTube will occupy new buildings on the Google Property.

**WHEREAS**, the City determined that Developer’s proposal warranted preparation of a comprehensive plan integrating development and use of the Google Property with Developer’s existing buildings and other properties in the area. In Summer 2017, the City of San Bruno initiated the process of developing a specific plan (the “**Bayhill Specific Plan**”) encompassing the Google Property, the remainder of Bayhill Office Park, and Bayhill Shopping Center (together, the “**Bayhill Specific Plan Area**”).

**WHEREAS**, the City prepared a Draft Bayhill Specific Plan. Among other things, the Bayhill Specific Plan creates two principal land use designations and two overlay designations for properties in the Bayhill Specific Plan Area (the “**Specific Plan Land Use Designations**”).

**WHEREAS**, the City determined that certain amendments to the City of San Bruno General Plan text and Land Use Diagram (General Plan Figure 2.1) are required to reflect the City’s intentions for the Bayhill Specific Plan Area as shown in the proposed Bayhill Specific Plan and achieve consistency between the General Plan and the Bayhill Specific Plan, and City prepared such amendments (GPA21-002) in the form of (a) amendments to the General Plan text as described in **Exhibit A** attached hereto and incorporated by reference (the “**Bayhill General Plan Text Amendments**”), and (b) amendments to the General Plan Land Use Diagram, Figure 2.1 as described in **Exhibit B** attached hereto and incorporated by reference (“**Changes to General Plan Land Use Classifications**”, and together with the Bayhill General Plan Text Amendments, the “**Bayhill General Plan Amendments**”).

**WHEREAS**, the City determined that certain amendments to the City of San Bruno Zoning Ordinance (the “**Bayhill Zoning Text Amendments**”) and Zoning Map (the “**Bayhill Zoning Map Amendments**”) are required to implement the Bayhill Specific Plan, and City prepared such amendments (ZA21-001) (together, the “**Bayhill Zoning Amendments**”).

**Attachment 4**

**WHEREAS**, on January 14, 2021, the Draft Bayhill Specific Plan, Bayhill General Plan Amendments and Bayhill Zoning Amendments were made available for public review and comment.

**WHEREAS**, Pursuant to the California Environmental Quality Act (“**CEQA**”), the City has conducted environmental review of the Bayhill Specific Plan at a programmatic level and project-level environmental review of Phase 1 of the Google Project, and has prepared and duly processed an Environmental Impact Report (“**Specific Plan EIR**”) consisting of a Draft EIR dated January 2021, a Final EIR response to comments document dated August 2021, and a Final EIR Errata dated September 2021, and the City prepared a Mitigation Monitoring and Reporting Program for implementation of mitigation measures specified in the Specific Plan EIR (“**Specific Plan MMRP**”). As part of the environmental review process, the City prepared a Water Supply Assessment pursuant to state law, which was included in the Specific Plan EIR.

**WHEREAS**, on August 17, 2021, the Planning Commission held a duly noticed public hearing pursuant to Section 65353 of the California Government Code to consider the Bayhill Specific Plan and the Google Project, after which among other actions the Planning Commission adopted its Resolution No. 2021-04 recommending that the City Council adopt the Bayhill General Plan Amendments to ensure consistency with and reflect the intentions of the Bayhill Specific Plan.

**WHEREAS**, a Notice of Public Hearing was mailed to properties within a 600-foot radius of the Bayhill Specific Plan Area and to other parties on September 17, 2021, and duly published in the San Mateo Daily Journal on September 18, 2021, providing notice of the City Council’s September 28, 2021 public hearing regarding the Bayhill Specific Plan and the Google Project, including City Council consideration of the Bayhill General Plan Amendments.

**WHEREAS**, on September 28, 2021, the City Council conducted a duly noticed public hearing on the Bayhill Specific Plan and the Google Project and related approvals, including the Bayhill General Plan Amendments, where the public were able to participate and comment remotely via Zoom, and on said date the public hearing was opened, held and closed.

**WHEREAS**, by Resolution adopted on September 28, 2021, prior to adoption of this Resolution, the City Council approved the Water Supply Assessment and found that the City will have sufficient water supply to serve development authorized by the Bayhill Specific Plan.

**WHEREAS**, by Resolution adopted on September 28, 2021, prior to adoption of this Resolution, the City Council adopted certain CEQA Findings regarding the Specific Plan EIR and its evaluation of the Bayhill Specific Plan and Phase 1 of the Google Project, certified the Specific Plan EIR as adequate in accordance with CEQA, recognized certain environmental impacts of the Bayhill Specific Plan as significant and unavoidable despite feasible mitigation measures, adopted a Statement of Overriding Considerations concluding that approval of the

Bayhill Specific Plan is appropriate despite such impacts, and adopted the Specific Plan MMRP.

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

1. The Bayhill General Plan Amendments appropriately amend the San Bruno General Plan text and the General Plan Land Use Diagram to reflect the intentions of the Bayhill Specific Plan and ensure consistency between the General Plan and the proposed Bayhill Specific Plan, including consistency between the General Plan Land Use Diagram and the Specific Plan Land Use Designations. Nothing in the Bayhill General Plan Amendments creates an inconsistency with any other part of the General Plan or otherwise prevents adoption of the Bayhill General Plan Amendments.
2. The Specific Plan EIR adequately addresses any potential environmental impacts of the Bayhill General Plan Amendments.
3. The City Council hereby adopts the Bayhill General Plan Amendments in the form described in **Exhibit A**, and the Changes to General Plan Land Use Classification as described in **Exhibit B**.

**Exhibit A:** Bayhill General Plan Amendments

**Exhibit B:** Changes to General Plan Land Use Classification

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I, Melissa Thurman, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno this 28th day of September 2021, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

RECUSED: Councilmembers:

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

ATTEST:

\_\_\_\_\_  
Melissa Thurman, MMC  
City Clerk

**ATTACHMENT 4 - EXHIBIT A  
GENERAL PLAN AMENDMENT  
TO ENSURE CONSISTENCY WITH THE BAYHILL SPECIFIC PLAN**

The following is a list of amendments to the General Plan:

<b>GENERAL PLAN AMENDMENT</b>	
<b>1.0 INTRODUCTION AND OVERVIEW</b>	
<b>1.</b>	<p><b>1-7. RELATIONSHIP WITH OTHER PLANS AND AGENCIES. Page 1-15.</b> Add the following paragraph describing the Bayhill Specific Plan:</p> <p>The 92.2-acre Bayhill Specific Plan area includes the Bayhill Office Park and Bayhill Shopping Center, and abuts the City’s adopted Transit Corridors Specific Plan area located to the east. The Bayhill Office Park is San Bruno’s largest employment center, providing space for tenants including YouTube, Walmart.com, the Kaiser Foundation, The Police Credit Union, and others. YouTube is the primary property owner within the Specific Plan area. To accommodate YouTube’s expansion needs in a high quality setting that benefits Bayhill’s other property owners, as well as the broader San Bruno community, the City prepared the Bayhill Specific Plan. The Specific Plan is a regulatory mechanism that identifies and establishes allowable development intensities, densities, and design standards, along with a full range of infrastructure and circulation improvements in order to guide new development within the Specific Plan area. Full build-out of the Bayhill Specific Plan is anticipated to occur by 2040.</p>
<b>2.0 LAND USE ELEMENT:</b>	
<b>2.</b>	<p><b>Table 2-1. Density and Intensity Standards. Page 2-6.</b></p> <p>Add the Bayhill Regional Office General Plan Land Use Designation to Table 2-1 and include the following data:</p> <ul style="list-style-type: none"> <li>• Residential Density (hu/acre) column: add “Up to 205 housing units are allowed within the 6.06 acre housing overlay at 801-851 Traeger. Up to 158 housing units are allowed within the 3.95 acre housing overlay at 1111 Bayhill Drive.</li> <li>• Floor Area Ratio (FAR; combined for all uses, including residential) column: add “2.0”</li> <li>• Discretionary Off-Site Improvement and Design Amenities FAR/Density Bonus* column: add “-”</li> </ul> <p>Add the Bayhill Neighborhood Commercial General Plan Land Use Designation to Table 2-1 and include the following data:</p> <ul style="list-style-type: none"> <li>• Residential Density (hu/acre) column: add “Up to 210 housing units are allowed within the 10.53 acre mixed use overlay at 851/899 Cherry Avenue.”</li> <li>• Floor Area Ratio (FAR; combined for all uses, including residential) column: add “-”</li> <li>• Discretionary Off-Site Improvement and Design Amenities <i>FAR/Density Bonus* column: add “-</i></li> </ul>
<b>3.</b>	<p><b>Figure 2.1. Land Use Diagram. Page 2-7.</b> Revise Figure 2-1, General Plan Land Use Diagram by changing the following land use classifications, as referenced in Exhibit B:</p> <ul style="list-style-type: none"> <li>• Change 14 parcels from “Regional Office” to “Bayhill Regional Office”</li> <li>• Change 2 parcels from “Neighborhood Commercial” to “Bayhill Neighborhood Commercial”</li> </ul>
<b>4.</b>	<p><b>Land Use Classifications. Page 2-9.</b> Bayhill Neighborhood Commercial and Bayhill Regional Office: Add the following “Bayhill Neighborhood Commercial” &amp; “Bayhill Regional Office” General Plan Land Use Descriptions:</p> <p><b>Bayhill Neighborhood Commercial</b></p> <p>Permits convenience and retail commercial uses, including but not limited to: retail sales and services, restaurants, personal services, business services, health and exercise clubs, and offices. Horizontal or vertical mixed-use residential and commercial development is permitted by a mixed-use overlay, so housing may be provided at the ground floor level or on top of commercial uses;</p>

**ATTACHMENT 4 - EXHIBIT A  
GENERAL PLAN AMENDMENT  
TO ENSURE CONSISTENCY WITH THE BAYHILL SPECIFIC PLAN**

	<p>however, the current square footage of neighborhood commercial uses shall be maintained as a condition of any residential/mixed use development. A maximum of 210 housing units are permitted.</p> <p><b>Bayhill Regional Office</b></p> <p>Allows a 2.0 maximum FAR. Permits regional office development located in a campus-style setting (Bayhill Office Park) and hotels. Retail sales and services, health and exercise clubs, personal services, business services, and restaurants would be permitted as ancillary uses. A residential overlay provides for residential development on two properties along San Bruno Avenue (801-851 Traeger Avenue and a portion of 1111 Bayhill Drive). Up to 205 residential units are allowed at 801-851 Traeger Avenue and up to 158 residential units are allowed at 1111 Bayhill Drive.</p>
5.	<p><b>Land Use Classifications: Page 2-9.</b> Eliminate the reference to the “Bayhill Office Park” in the “Regional Office” General Plan Land Use description and add the following text and the end of the Regional Office description:</p> <p>“This does not apply to the Bayhill Office Park, which is subject to the separate Bayhill Regional Office designation.”</p>
6.	<p><b>Table 2-2, Potential General Plan Buildout (2025). Pages 2-10.</b> Include the following note at the bottom of Table 2-2:</p> <p>“The development statistics by Land Use Classification identified above are based on projections from 2009 when the General Plan was adopted. The numbers identified above are projections and are not setting a maximum cap on development. The Bayhill Specific Plan contains statistics for anticipated development throughout the Specific Plan Area. Any development anticipated under the Bayhill Specific Plan through 2025 would fall under the projections in Table 2-2.”</p>
7.	<p><b>2-4 General Plan Buildout. Page 2-11.</b> Include the following note at the bottom of Table 2-3: Additional Development by Land Use Classification:</p> <p>“The development statistics by Land Use Classification identified above are based on projections from 2009 when the General Plan was adopted. The numbers identified above are projections and are not setting a maximum cap on development. The Bayhill Specific Plan contains statistics for anticipated development throughout the Specific Plan Area. Any development anticipated under the Bayhill Specific Plan through 2025 would fall under the projections in Table 2-2.”</p>
8.	<p><b>2-5 Urban Design. Page 2-12.</b> Add the Bayhill Office Park to the list of areas with potential for intensification.</p>
9.	<p><b>Land Use and Urban Design Policies. Page 2-19.</b> Replace Guiding Policy LUD-G with the following text:</p> <p>“Infill in the Bayhill Office Park with new regional offices, residential and hotel uses in accordance with the Bayhill Specific Plan.”</p>
10.	<p><b>Land Use and Urban Design Policies. Page 2-28.</b> Replace the first sentence of LUD-51 with the following text:</p> <p>“Promote construction of regional professional and administrative offices, residential and hotel uses on existing surface parking lots in the Bayhill Office Park in accordance with the Bayhill Specific Plan.</p>
	<p><b>4.0 TRANSPORTATION ELEMENT</b></p>
12.	<p><b>4.2 CIRCULATION AND TRAFFIC ANALYSIS, Page 4-5.</b> At the end of the second paragraph, add the following text:</p>

**ATTACHMENT 4 - EXHIBIT A  
GENERAL PLAN AMENDMENT  
TO ENSURE CONSISTENCY WITH THE BAYHILL SPECIFIC PLAN**

	<p>“Information related to future (2040) LOS traffic impacts can be found in the Bayhill Specific Plan. The Bayhill Specific Plan does not change the conclusions outlined in this General Plan.”</p>
13.	<p><b>Table 4-4. Page, Intersection Future Conditions LOS Summary. Page 4-7.</b> Include the following at the bottom of Table 4-4:</p> <p>“Information related to future (2040) LOS conditions can be found in the Bayhill Specific Plan. The Bayhill Specific Plan does not change the conclusions outlined in this General Plan.”</p>
14.	<p><b>Shuttle Services. Page 4-13.</b> Replace the first sentence with the following text:</p> <p>“Walmart, in partnership with Commute.org, BART, and Caltrain, operates a publicly accessible shuttle service between the Bayhill Specific Plan Area and the San Bruno BART and Caltrain stations during weekday mornings and early evenings.”</p>
15.	<p><b>Implementing Policies, Street Network. Page 4-20.</b> Add the following sentence to Implementing Policy T-6:</p> <p>“Within the Bayhill Specific Plan area, the City will monitor actual traffic conditions over time and adjust the exact project parameters of specific intersection improvements and timing as applications for future phases of development are submitted.”</p>
16.	<p><b>Table 4-8 Intersection Improvements. Page 4-22.</b> Add the following text at the bottom on Table 4-8:</p> <p>“See the Bayhill Specific Plan for recommended intersection improvements related to future development in the Specific Plan area.”</p>

**Attachment 4 - Exhibit B**  
**General Plan Amendment - Land Use Classification Changes**  
**Bayhill Specific Plan**

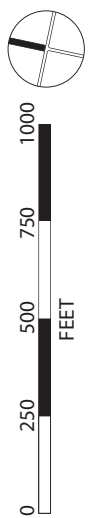
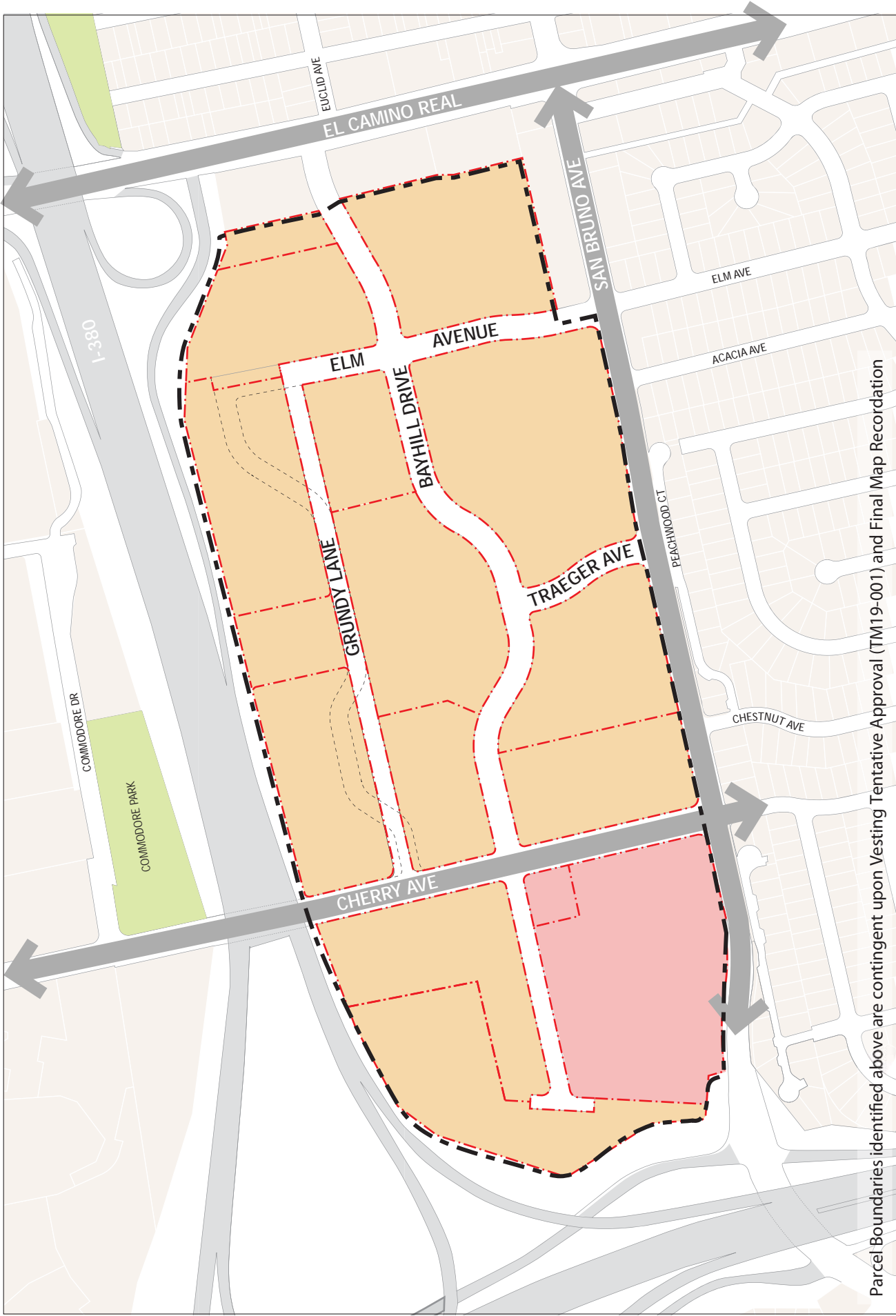
**Change from "Regional Office" to "Bayhill Regional Office" (14 APN's)**

020-017-010	020-017-020	020-012-160	020-012-170	020-011-430	020-011-420
020-011-330	020-015-020	020-015-030	020-015-040	020-018-010	020-019-070
020-011-370	020-011-360				

**Change from "Neighborhood Commercial" to "Bayhill Neighborhood Commercial" (2 APN's)**

020-012-190	020-012-120
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# Exhibit B: Changes to General Plan Land Use Classification



RESOLUTION NO. 2021-\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO ADOPTING THE BAYHILL SPECIFIC PLAN FOR THE BAYHILL AREA OF THE CITY**

(**APNS:** 020-011-430, 020-011-420, 020-011-330, 020-011-370, 020-015-020, 020-015-030, 020-015-040, 020-011-360, 020-019-070, 020-018-010, 020-017-020, 020-017-010, 020-12-120, 020-012-190, 020-012-160, 020-012-170)

**WHEREAS**, Google, Inc. (now Google LLC) ("**Developer**") approached the City in 2017 regarding its desire to develop additional office buildings on eight of the ten parcels it owns (APNs 020-011-430, 020-015-020, 020-015-030, 020-018-010, 020-011-330, 020-015-040, 020-019-070, and 020-011-370, collectively the "**Google Property**") in Bayhill Office Park (the "**Google Project**"). Developer's existing buildings in Bayhill Office Park are occupied by YouTube, a Google subsidiary company, and Developer envisions that YouTube will occupy new buildings on the Google Property.

**WHEREAS**, the City determined that Developer's proposal warranted preparation of a comprehensive plan integrating development and use of the Google Property with Developer's existing buildings and other properties in the area. In Summer 2017, the City of San Bruno initiated the process of developing a specific plan (the "**Bayhill Specific Plan**") encompassing the Google Property, the remainder of Bayhill Office Park, and Bayhill Shopping Center (together, the "**Bayhill Specific Plan Area**").

**WHEREAS**, the specific plan process involved community visioning and outreach efforts, including community workshops, property owner forums, stakeholder interviews and joint studys session of the City Council and Planning Commission. Over time the City developed a set of Key Guiding Principles, followed by an Existing Conditions Report and an Alternatives Report. In December 2018 the City Council selected a Preferred Alternative which served as the basis for preparation of a draft Bayhill Specific Plan to be subject to environmental review.

**WHEREAS**, the City prepared a Draft Bayhill Specific Plan. Among other things, the Bayhill Specific Plan creates two principal land use designations and two overlay designations for properties in the Bayhill Specific Plan Area (the "**Specific Plan Land Use Designations**").

**WHEREAS**, while the City prepared the Draft Bayhill Specific Plan, Google submitted applications to begin development of the Google Property, consisting of (a) architectural review for construction of office buildings on two lots (APNs 020-011-430, 020-015-020), referred to as "**Phase 1**" (AR19-004) (the "**Phase 1 Architectural Review Permit**"), which plans include curb marking changes requiring separate approval by the City Council (the "**Phase 1 Curb Markings**"), (b) a phased vesting tentative map to merge and resubdivide the Google Property and realign and vacate certain public streets and easements (TM19-001) (the "**Vesting Tentative Map**"), and (c) a request that the City negotiate a statutory development agreement granting Developer certain rights regarding development of its properties in return for certain

**ADOPTION OF BAYHILL SPECIFIC PLAN**

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benefits for the City (DA21-002) (the “**Development Agreement**”) (the Phase 1 Architectural Review Permit, Phase 1 Curb Markings, Vesting Tentative Map and Development Agreement collectively, the “**Google Development Approvals**”).

**WHEREAS**, the City determined that certain amendments to the City of San Bruno General Plan text and Land Use Diagram (General Plan Figure 2.1) are required to reflect the City’s intentions for the Bayhill Specific Plan Area as shown in the proposed Bayhill Specific Plan and achieve consistency between the General Plan and the Bayhill Specific Plan, and City prepared such amendments (GPA21-002) (the “**Bayhill General Plan Amendments**”).

**WHEREAS**, the City determined that certain amendments to the City of San Bruno Zoning Ordinance (the “**Bayhill Zoning Text Amendments**”) and Zoning Map (the “**Bayhill Zoning Map Amendments**”) are required to implement the Bayhill Specific Plan, and City prepared such amendments (ZA21-001) (together, the “**Bayhill Zoning Amendments**”).

**WHEREAS**, on January 14, 2021, the Draft Bayhill Specific Plan, Bayhill General Plan Amendments and Bayhill Zoning Amendments were made available for public review and comment.

**WHEREAS**, on March 11, 2021, the Draft Bayhill Specific Plan was presented to the San Mateo County Airport Land Use Commission (“**ALUC**”), as required by state law for any plan or project proposed within certain zones near an airport, and the ALUC provided comments.

**WHEREAS**, as a result of comments on the Draft Bayhill Specific Plan from the ALUC, the Bay Area Air Quality Management District, Google, and members of the public, and corrections and refinements identified by the City, City staff recommended certain modifications to the Bayhill Specific Plan, as set forth in Exhibit A (the “**Specific Plan Revisions and Corrections**”) and to the draft Bayhill Zoning Text Amendments (which have been incorporated in the proposed Bayhill Zoning Text Amendments currently before the City Council).

**WHEREAS**, Pursuant to the California Environmental Quality Act (“**CEQA**”), the City has conducted environmental review of the Bayhill Specific Plan at a programmatic level and project-level environmental review of Phase 1 of the Google Project, and has prepared and duly processed an Environmental Impact Report (“**Specific Plan EIR**”) consisting of a Draft EIR dated January 2021, a Final EIR response to comments document dated August 2021, and a Final EIR Errata dated September 2021, and the City prepared a Mitigation Monitoring and Reporting Program for implementation of mitigation measures specified in the Specific Plan EIR (“**Specific Plan MMRP**”). As part of the environmental review process, the City prepared a Water Supply Assessment pursuant to state law, which was included in the Specific Plan EIR.

**WHEREAS**, on August 17, 2021, the Planning Commission held a duly noticed public hearing, after which among other actions related to the Bayhill Specific Plan and the Google Project, the Commission adopted its Resolution No. 2021-04 recommending that the City

## ADOPTION OF BAYHILL SPECIFIC PLAN

Page 3 of 4

Council adopt the Bayhill Specific Plan as modified by the Specific Plan Revisions and Corrections

**WHEREAS**, a Notice of Public Hearing was mailed to properties within a 600-foot radius of the Bayhill Specific Plan Area and to other parties on September 17, 2021, and duly published in the San Mateo Daily Journal on September 18, 2021, providing notice of the City Council's September 28, 2021 public hearing regarding the Bayhill Specific Plan and the Google Project, including City Council consideration of the Bayhill Specific Plan (with recommended Specific Plan Revisions and Corrections).

**WHEREAS**, the City Council received two staff reports for the hearing dated September 28, 2021: the Specific Plan staff report for Agenda Item 6.a, and the Phase 1 staff report for Agenda Item 6.b. The two staff reports included documents relevant to these approvals, either as attachments or links. This Resolution incorporates by reference all the documents attached to or linked by the staff reports.

**WHEREAS**, on September 28, 2021, the City Council conducted a duly noticed public hearing on the Bayhill Specific Plan and the Google Project, where the public were able to participate and comment remotely via Zoom, and on said date the public hearing was opened, held and closed.

**WHEREAS**, by Resolution adopted on September 28, 2021 prior to adoption of this Resolution, the City Council approved the Water Supply Assessment and found that the City will have sufficient water supply to serve development authorized by the Bayhill Specific Plan, including Phase 1 of the Google Project.

**WHEREAS**, by Resolution adopted on September 28, 2021 prior to adoption of this Resolution, the City Council adopted certain CEQA Findings regarding the Specific Plan EIR and its evaluation of the Bayhill Specific Plan and Phase 1 of the Google Project, certified the Specific Plan EIR as adequate in accordance with CEQA, recognized certain environmental impacts of the Bayhill Specific Plan as significant and unavoidable despite feasible mitigation measures, adopted a Statement of Overriding Considerations concluding that approval of the Bayhill Specific Plan is appropriate despite such impacts, and adopted the Specific Plan MMRP.

**WHEREAS**, by Resolution adopted on September 28, 2021 prior to adoption of this Resolution, the City Council adopted the Bayhill General Plan Amendments.

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

1. The objectives of the Bayhill Specific Plan, its concepts, policies and design guidelines are consistent with the San Bruno General Plan as amended by the Bayhill General

**Attachment 5**

**ADOPTION OF BAYHILL SPECIFIC PLAN**

Page 4 of 4

Plan Amendments, and as demonstrated in detail in **Exhibit B** attached hereto and incorporated by reference.

- 2. The City Council hereby adopts the Bayhill Specific Plan, as revised by the Bayhill Specific Plan Revisions and Corrections as shown in **Exhibit A**.

**Exhibit A:** Bayhill Specific Plan Revisions and Corrections

**Exhibit B:** General Plan Consistency Findings

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I, Melissa Thurman, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno this \_\_\_\_ day of September 2021, by the following vote:

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

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

RECUSED: Councilmembers: \_\_\_\_\_

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

ATTEST:

\_\_\_\_\_  
 Melissa Thurman, MMC  
 City Clerk



Attachment 5 – Exhibit A

Bayhill Specific Plan and Zoning Ordinance Staff Supported Revisions and Corrections  
to the January 2021 Draft Bayhill Specific Plan and Zoning Ordinance Amendments

(All Additional Staff Supported Revisions and Corrections between the August 17, 2021 Planning Commission and the September 28, 2021 City Council Meeting are Included in a Separate Matrix that Begins on Page 13 of the Document)

September 28, 2021

Page/Figure #	Staff-Supported Change	Explanation if Policy Change
<b>Chapter 1 - Introduction</b>		
Page 10	Third column, first paragraph: "Specific Plan and Draft EIR were released for public review in the Fall of 2020 January 2021"	
<b>Chapter 2 – Land Use</b>		
Page 17	Second column, second paragraph: " A Development Agreement with the City for this vacant parcel, which is described below, expires in August 2021 February 2021, unless extended.	
Page 18/Figure 2-2	Revise to show parcel numbers and eliminate land use designations.	
Page 19	<del>2019 Existing Zoning</del>	
Page 19	Second column, second paragraph: ". . . terms of the Development Agreement before February August 2021, unless extended."	
Page 24	Third column, third paragraph: "Housing may be provided combined with office uses permitted under the base BRO designation or as a standalone use, replacing office buildings existing as of 2019."	
Page 27	The property owner has the right to develop the project as approved under this Development Agreement until it expires in February August 2021, unless an extension is approved.	
Page 29	Footnotes": "***** . . . Real Actual square footage may be less than this number due to equivalency ratios"	
Page 32	Add new footnote to Policy 2-10: " <u>Hotel/motel development within the 65 db CNEL contour is subject to the applicable Policies within the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport which require sound insulation to reduce interior noise levels from exterior sources to CNEL 45 db or lower, and the granting of an avigation easement to the City and County of San Francisco as operator of SFO. For more information on this requirement, see Resolution 21-12 of the San Mateo County Airport Land Use Commission.</u> "	San Mateo County Airport Land Use Commission requested this policy clarification related to their requirements for hotel/ motel development within

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
			the 65 db CNEL contour.
	Page 32	Policy 2-11, "The unallocated 180,6718 square feet of regional office development . . . "	Typo.
	Page 33	<p>Add new policy: "<a href="#">2-20: Ensure Compliance with Comprehensive Airport Land Use Compatibility Plan Policies Related to Building Permits for the Environs of San Francisco International Airport</a>. Prior to building permit issuance, applicants of development projects within the Specific Plan Area that would exceed the FAA notification height, thirty feet in 2021, must either file the applicable Forms with the FAA and provide to the City of San Bruno an FAA determination of no hazard or air navigation finding, or provide evidence that the project is exempt from this requirement. Additionally, all properties that are offered for sale or lease shall comply with all real estate disclosure requirements required by applicable Comprehensive Airport Land Use Compatibility Plan Policy. (add a footnote number)</p> <p>New footnote to Policy 2-20: "For more information on this requirement, see Resolution 21-12 of the San Mateo County Airport Land Use Commission, Determining That Proposed Bayhill Specific Plan and Related General Plan And Zoning Amendments in San Bruno Are Conditionally Consistent with the Comprehensive Airport Land Use Compatibility Plan For The Environs Of San Francisco International Airport."</p>	The San Mateo County Airport Land Use Commission required this policy clarification related to their requirements for building permits, sales and leases.
<b>Chapter 3 – Urban Design &amp; Public Realm</b>			
	Page 43	First column, second paragraph, sentence "Front setbacks requirements are based shall be measured as specified in the Bayhill Zoning Ordinance and allow for . . . ."	
	Page 45/Figure 3-4a	Note number 1): "Buildings generally parallel right-of-way ..."	
	Page 45/Figure 3-4a	Note number 6) "mechanical."	
	Page 47/Figure 3-4c	Bike lane bollards in illustration: fatter bollards removed and replace with all thinner soft-post model depicted to fit within buffer area.	
	Page 48/Figure 3-5	Proposed tunnel locations added per tentative map. Title: "Proposed Pedestrian Bridge and Parking Tunnel Locations."	
	Page 49	First paragraph, last sentence, "Together, the policies and guidelines serve as criteria for design review by City staff, the Architectural Review Committee, Planning Commission, and City Council."	
	Page 50	Column 2, Policy 3-2f, Stormwater Management, ". . . stormwater management elements shall be incorporated . . . to capture and filter stormwater runoff where appropriate."	Flexibility in design requested.
	Page 51	Policy 3-4b, Delete <del>expanded from 30 feet to 60 feet in width and 60 feet in length</del> and replace with " <u>shall have a minimum depth of 60 feet and a total area of at least 3,600 square feet.</u> "	Clarification of dimensions and area requested.
	Page 51	Policy 3-4, add new policy, 3-4.f: Exceptions to Greenway Width - Exceptions can be granted to allow greenways to be narrower than 30 feet minimum when the design of a proposed greenway ensures that the narrower space will be publicly accessible, inviting to the public and of sufficient dimension to incorporate amenities for the public's use.	Flexibility in minimum width of greenways requested
	Page 51	Policy 3-5c,: "The minimum area of the plaza, <u>including hard and softscape area</u> , shall be ..."	Clarification of Plaza elements included in area

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
			requirement requested.
	Page 53	Policy 3-18, second sentence: “Buildings shall be sited <u>generally</u> parallel to streets ...”	Flexibility in design requested.
	Page 54	Policy 3-25: Promote Environmental Sustainability in Building Design. Environmental sustainability shall be supported by energy efficiency in operations, recycled materials, and flexible building floor plans and other approaches that accommodate changes in occupancy over time to maximize long-term building re-use and minimize greenhouse gas emissions. See Chapter 6 7, Environmental Quality, Policy 6-15 7-16, regarding other related requirements...	Typo.
	Page 55	Policy 3-26, last sentence: “Anti-reflective glass, <u>or its equivalent</u> , is required ...”	Flexibility in design requested.
	Page 55	Policy 3-27: “a. <u>Site Design – Less noise sensitive building types shall be encouraged to shield more noise sensitive types. Noise diffusing evergreen tree plantings shall be encouraged along freeway frontages.</u> ”	Typo – moved text from following page.
	Page 56	<del>“a. Site Design – Less noise sensitive building types shall be encouraged to shield more noise sensitive types. Noise diffusing evergreen tree plantings shall be encouraged along freeway frontages.”</del> In addition to . . .	Typo: text belonged on previous page under Policy 3-27.
	Page 57	Policy DG-5a, Materials Recommended list, “Wood ( <del>residential only, shingles and/or clapboard</del> )”	Flexibility in design requested.
	Page 57	Policy DG-5c, Roofs - “ <b>Materials:</b> - Roofs materials should be <del>non-reflective and</del> light in color ...”	Flexibility in design requested.
	Page 58	Policy DG-9a, last sentence, “Species should not have <u>dominant</u> surface roots ...”	Clarification in description of plant material requested.
	Page 58	Policy DG-9f, <b>Non-Invasive Species</b> – should be used in all landscaping. <u>No species listed in the California Invasive Plants Council inventory as limited, moderate or high ratings for invasiveness shall be selected.</u>	Clarification in description of plant material requested.
<b>Chapter 4 – Access &amp; Connectivity</b>			
	73	Transit Network Improvements – A third shuttle stop on the east side of Elm ... <u>already approved by the City would be redundant with the planned Multi-Modal Transit Hub and will not be developed.</u> (delete remaining text in paragraph)	
	77	North of <del>Bayhill Drive</del> Grundy Lane	
126	77	Plan Policy 4-1.a <b>Between Bayhill and Grundy</b> - <u>Existing transit stop to be relocated from the north end to the south end of the block.</u>	Revision made to clarify the location of the transit stop shown in A-10. The transit stop is relocated to the south end of the 900 block to provide an optimal far-side intersection location closer to the Bayhill Shopping Center.

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
	77	Plan Policy 4-1.a, <b>Between Bayhill and Grundy Lane</b> - East side curb for existing transit bus stop and up to 150 feet of loading zone, of which up to <del>60</del> <u>80</u> feet may be yellow loading zone...	Revision made to allow the existing 80-foot yellow loading zone to remain.
	79	Policy 4-4: <u>Provide appropriate parking supply</u> . Proposed off-street vehicle and bicycle parking and loading supply shall comply with San Bruno Municipal Code Chapter 12.100 (Off-Street Parking and Loading) and Parking Design Standards Resolution. Public parking and curbside loading surveys shall be prepared periodically and prior to each phase of development and the results used to re-evaluate parking supply and configuration. <u>Projects are encouraged to provide bicycle parking in excess of the standards shown in Table 12.100-3 Required Bicycle Parking Spaces, of the San Bruno Municipal Code.</u>	Revision made in response to BAAQMD Draft EIR comment letter.
	79	Policy 4-5: <u>Encourage first-last mile shuttle service</u> . Prepare a first/last mile study for travel between the Planning Area and BART and Caltrain Stations <u>that includes a study of bicycle connections</u> . Encourage TDM programs to support high-frequency, reliable, all-day shuttle to BART and Caltrain stations and Downtown San Bruno; consider consolidating the two existing shuttle services, providing bi-directional service, and reducing headways.	Revision made in response to BAAQMD Draft EIR comment letter.
	79	Plan Policy 4-9: Require new land use applicants to develop a TDM program that will achieve the Plan’s goal of 21.7 VMT per capita. The VMT Cap equates to no more than 43 percent of trips occurring by single-occupancy vehicles (SOV). <u>A Bayhill VMT Monitoring and Mitigation Plan will be prepared and periodically updated.</u> <del>TDM reduction goals will be applicant specific and agreed upon as part of the conditions of approval. Plan Area approvals will strive for VMT per capita of 21.7, or alternatively, the single occupant goal of no more than 43%, but acknowledge reasonable limitations on TDM program success due to surrounding transportation and land use context in the near term. Goals may be less stringent for an initial occupancy period and become more stringent over time, ultimately arriving at the Plan VMT Cap or SOV goal. A report, documenting the TDM activities undertaken and their results, shall be submitted to the Community and Economic Development Director. Program success will be measured through a combination of VMT measurements and vehicle occupancy surveys, both of which will capture vehicle trips associated solely with net new development. Alternatively, property managers or employers have the option to monitor mode split for their site and report the results in relation to the 43 percent SOV. Either option should account for all vehicle trips (employee, visitor, services, etc.) associated with the site. Monitoring will be required after a three-year grace period and on an annual basis thereafter. Monitoring will continue until the property manager or employer can demonstrate five consecutive years (or some other monitoring horizon agreed upon in the conditions of approval) of VMT threshold compliance for the newly occupied site. Tenants must contribute their fair share to the cost of the monitoring and reporting activity. If a property manager or employer do not achieve the selected threshold (the 21.7 VMT per capita threshold or the 43 percent drive-alone goal) in any given year, the property manager or employer must adjust their TDM program and pay a fine assessed on either a per trip basis or based on the amount by which they fail to achieve either the VMT per Capita or drive-alone threshold. The Community and Economic Development Director or designee shall evaluate the overall effectiveness of all of the TDM activities and may suggest new or modified activities or substitute activities to meet the program’s objectives. The Community and Economic Development Director or designee may impose reasonable changes to assure the program’s objectives are met.</del>	Revision made to allow for greater flexibility in the description and application of the requirement to achieve the required VMT reduction over time.
	80	Title of Plan Policy 4-10: Use any <u>mitigation payment</u> <del>penalty fines</del> to reduce VMT(*).	Revision made to reflect that VMT reduction is a mitigation of an

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
			environmental impact, and that failure to meet that level of reduction is therefore a mitigation payment, not a penalty.
	80	New Policy 4-14: <a href="#">Permit below ground tunnels between parking garages</a> . Up to seven private below ground tunnels providing vehicle and pedestrian access between parking garages are permitted. The proposed locations are shown on Figure 3-5.	Policy added to clarify that up to seven below ground tunnels are permitted.
<b>Chapter 5 – Infrastructure, Public Facilities &amp; Services</b>			
115-116	84	Figure 5-1: Existing Water System. Diagram corrected to address error.	
	95	Column 2, second paragraph “. . . reduce the <del>Fire Department’s</del> Fire Department’s service ratio . . .	
<b>Chapter 6 – Environmental Quality</b>			
	Page 120	Policy 6-9: Reduce construction-related emissions.*  <u>f. Use portable electrical equipment where commercially available and practicable to complete construction. Construction contractors shall utilize electrical grid power instead of diesel generators when (1) grid power is available at the construction site; (2) when construction of temporary power lines are not necessary in order to provide power to portions of the site distant from existing utility lines; (3) when use of portable extension lines is practicable given construction safety and operational limitations; and (4) when use of electrical grid power does not compromise construction schedules.</u>	Revision made in response to BAAQMD Draft EIR comment letter.
	120	Policy 6-12, first paragraph: “The screening limit for general office buildings, office parks, or government office building is 346,000 square feet, 323,000 square feet, and 61,000 square feet respectively <del>The screening limit for general office buildings, office parks, or government office building is 346,000 square feet, 323,000 square feet, and 61,000 square feet respectively,</del> with different limits for residential, retail, hotels, and other developments,.	Errata
	121	Policy 6-15, <a href="#">Implement GHG reduction measures or their equivalent</a> .  (c) New construction in the Plan Area shall be required to employ solar panels on at least 30 percent oof roof square footage <u>or that equivalent GHG reductions be provided through other measures.</u>	Revision made to allow for increased flexibility in meeting GHG reduction standards.
	122	Policy 6.16 <a href="#">Purchase GHG mitigation credits.(*)</a> For applicants of projects that do not propose to implement all of the GHG reduction measures in Policy <del>6-17</del> <a href="#">15</a> and do not propose equivalent reduction measures to compensate for the measures not implemented . . .	Errata
	123	Policy 6-26: <a href="#">Conduct construction activities, including those taking place on parking lots, outside of the bird-nesting season (February 1 to August 31) to the extent feasible.</a>  <u>c. Any birds that begin nesting within the project area and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels, so exclusion zones around nests may be reduced or eliminated in these cases as</u>	Revision made to reflect latest standard practice and to ensure construction

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change																																							
		determined by the qualified biologist in coordination with the Planning Department. Work may proceed around these active nests as long as the nests and their occupants are not directly impacted.	activities are not overly limited.																																							
<b>Chapter 7 - Implementation</b>																																										
	Page 130	First Column: <ul style="list-style-type: none"> <li>• “Bayhill Specific Plan Development Permit subject to review by the Planning Commission and, upon appeal, to the City Council.”</li> <li>• “ Architectural Review Permit review by the Architectural Review Committee, and approval by the Planning Commission.”</li> </ul>																																								
	Page 132-133	<p>Replace Table 7.1 Project Wide Public Facility Cost Estimates with Table 7-1: Bayhill Specific Plan Infrastructure Requirements</p> <table border="1" data-bbox="352 464 1818 1448"> <thead> <tr> <th data-bbox="352 493 842 586">Cost Item<sup>1</sup></th> <th data-bbox="842 493 1083 586">Estimated Project Cost</th> <th colspan="2" data-bbox="1083 493 1577 586">Bayhill Specific Plan Share</th> <th data-bbox="1577 493 1818 586">Timeframe / Phasing</th> </tr> <tr> <td></td> <td></td> <th data-bbox="1083 545 1318 586">Amount</th> <th data-bbox="1318 545 1577 586">%</th> <td></td> </tr> </thead> <tbody> <tr> <td colspan="5" data-bbox="352 597 1818 634"><b>Access and Connectivity Project<sup>2</sup></b></td> </tr> <tr> <td data-bbox="352 634 457 846">1</td> <td data-bbox="457 634 842 846">Signalize Traeger &amp; San Bruno Ave. and install sidewalk on the south side of San Bruno Ave.<sup>3, C</sup></td> <td data-bbox="842 634 1083 846">\$1,800,000</td> <td data-bbox="1083 634 1318 846">\$1,454,000</td> <td data-bbox="1318 634 1577 846">81%</td> <td data-bbox="1577 634 1818 846">1-5 Years</td> </tr> <tr> <td data-bbox="352 846 457 1089">2</td> <td data-bbox="457 846 842 1089">Implement bike/ped crossing improvements at El Camino Real &amp; Bayhill Drive/Euclid Ave.<sup>4, B</sup></td> <td data-bbox="842 846 1083 1089">\$1,500,000</td> <td data-bbox="1083 846 1318 1089">\$374,000</td> <td data-bbox="1318 846 1577 1089">25%</td> <td data-bbox="1577 846 1818 1089">1-5 Years</td> </tr> <tr> <td data-bbox="352 1089 457 1235">3</td> <td data-bbox="457 1089 842 1235">Gateway and Wayfinding Signs for the Bayhill Office Park<sup>5</sup></td> <td data-bbox="842 1089 1083 1235">\$500,000</td> <td data-bbox="1083 1089 1318 1235">\$500,000</td> <td data-bbox="1318 1089 1577 1235">100%</td> <td data-bbox="1577 1089 1818 1235">1-5 Years</td> </tr> <tr> <td data-bbox="352 1235 457 1448">4</td> <td data-bbox="457 1235 842 1448">Conduct First/Last-mile bicycle and pedestrian improvements along Euclid and</td> <td data-bbox="842 1235 1083 1448">\$3,510,000</td> <td data-bbox="1083 1235 1318 1448">\$1,544,400</td> <td data-bbox="1318 1235 1577 1448">44%</td> <td data-bbox="1577 1235 1818 1448">5-10 Years</td> </tr> </tbody> </table>	Cost Item <sup>1</sup>	Estimated Project Cost	Bayhill Specific Plan Share		Timeframe / Phasing			Amount	%		<b>Access and Connectivity Project<sup>2</sup></b>					1	Signalize Traeger & San Bruno Ave. and install sidewalk on the south side of San Bruno Ave. <sup>3, C</sup>	\$1,800,000	\$1,454,000	81%	1-5 Years	2	Implement bike/ped crossing improvements at El Camino Real & Bayhill Drive/Euclid Ave. <sup>4, B</sup>	\$1,500,000	\$374,000	25%	1-5 Years	3	Gateway and Wayfinding Signs for the Bayhill Office Park <sup>5</sup>	\$500,000	\$500,000	100%	1-5 Years	4	Conduct First/Last-mile bicycle and pedestrian improvements along Euclid and	\$3,510,000	\$1,544,400	44%	5-10 Years	
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	Page/Figure #	Staff-Supported Change					Explanation if Policy Change
		5	San Bruno Aves. <sup>2, 6</sup>  Install Signal Interconnect in and around Bayhill Office Park <sup>2</sup> and optimize signal cycle length timing for all signalized intersections internal to and within a 1/4 mile of the Planning Area <sup>5</sup>	\$770,000	\$490,000	64%	5-10 Years for infrastructure; upon completion of each development phase for operation
		6	Implement lane reconfiguration, including striping, signage, and signal timing improvements at San Bruno Ave. off-ramp I-280 northbound <sup>A, C</sup>	\$600,000	\$264,000	44%	5-10 Years
		7	Install Stop Control at Cherry Ave. & Bayhill Shopping Cntr. Driveway <sup>7</sup>	\$700,000	\$308,000	44%	5-10 Years
		8	Implement street network improvements on San Bruno Ave. between Cherry	\$1,100,000	\$483,000	44%	5-20 Years

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
		<p data-bbox="604 175 827 488">Ave. and I-280 on-ramp (either modify medians and install bicycle lanes OR add 3<sup>rd</sup> westbound lane on San Bruno Ave. approaching I-280 on-ramps)<sup>C</sup></p> <p data-bbox="464 496 485 521">9</p> <p data-bbox="604 496 827 773">Modify northbound approach at I-280 SB &amp; Sneath Lane to include left-turn pocket, through lane, and free right turn<sup>C</sup></p> <p data-bbox="894 618 1031 643">\$3,000,000</p> <p data-bbox="1178 618 1314 643">\$1,319,000</p> <p data-bbox="1419 618 1472 643">44%</p> <p data-bbox="1629 618 1755 643">5-20 Years</p>	
		<p data-bbox="464 781 485 805">10</p> <p data-bbox="604 781 827 1130">Implement a bicycle and pedestrian wayfinding system with directions and travel time estimates to BART, Caltrain, and Downtown<sup>5</sup></p> <p data-bbox="905 943 1020 967">\$200,000</p> <p data-bbox="1199 943 1314 967">\$200,000</p> <p data-bbox="1419 943 1482 967">100%</p> <p data-bbox="1587 902 1787 1000">Concurrent with adjacent development</p>	
		<p data-bbox="464 1138 485 1162">11</p> <p data-bbox="604 1138 827 1341">Implement pedestrian crossing improvements at El Camino Real &amp; San Bruno Ave.<sup>4, B</sup></p> <p data-bbox="894 1227 1031 1252">\$1,100,000</p> <p data-bbox="1199 1227 1314 1252">\$274,000</p> <p data-bbox="1419 1227 1472 1252">25%</p> <p data-bbox="1587 1187 1787 1284">Concurrent with San Bruno Ave. improvements</p>	
		<p data-bbox="464 1349 485 1373">12</p> <p data-bbox="604 1349 827 1406">Install westbound right-turn pocket</p> <p data-bbox="894 1373 1031 1398">\$1,500,000</p> <p data-bbox="1199 1373 1314 1398">\$659,000</p> <p data-bbox="1419 1373 1472 1398">44%</p> <p data-bbox="1587 1349 1787 1406">Evaluate prior to each Phase</p>	

	Page/Figure #	Staff-Supported Change					Explanation if Policy Change
	13	@ San Bruno and Cherry Ave. <sup>8, c</sup>					
		Conduct public parking and curbside loading survey and use results to re-evaluate parking supply and configuration. <sup>5</sup>	\$280,000	\$280,000	100%	Every 3 years upon completion of Phase I	
	14	Install marked pedestrian crossing with flashing pedestrian beacon at San Bruno Ave. and Acacia Ave.	<u>\$500,000</u>	<u>\$220,000</u>	44%	Contingent on construction of Civic Use	
		<b>Subtotal</b>	<b>\$17,060,000</b>	<b>\$8,369,400</b>	49%		
		<b>Water Supply</b>					
	15	Buried water tank at Commodore Park <sup>9</sup>	\$20,000,000	\$4,420,000	22%	1-5 Years	
		<b>Stormwater</b>					
	16	Parallel 72-inch storm drain pipeline within 30-ft wide easement <sup>10</sup>	<u>\$5,400,000</u>	<u>\$0</u>	0%	Concurrent with development	
		<b>Grand Total (rounded to nearest 10,000s)</b>	<b>\$42,460,000</b>	<b>\$12,790,000</b>	<b>30%</b>		
<small><sup>A</sup>EIR Mitigation Measure; <sup>B</sup>Improvements Assumed to be implemented by the EIR, <sup>C</sup>Project would address a near-term or long-term LOS inconsistency with the General Plan.</small>							

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
		<p>[1] Excludes improvements, including within the public right-of-way, paid for by the developer as part of their project, conditions of approval, or required on-site facilities.</p> <p>[2] Transportation project cost allocations are based on trip generation numbers. Unless footnoted otherwise, the transportation project is necessitated as a result of the growth from the Specific Plan adoption and/or serves and benefits the Specific Plan area. The Bayhill Specific Plan Share is its share relative to the projected Citywide new development growth (44% of Estimated Project Cost).</p> <p>[3] Cost allocation based on growth in vehicle trips at intersection divided by total intersection trips at build-out.</p> <p>[4] The transportation project is listed in the City's Walk 'n Bike Plan (2016). The Bayhill Specific Plan Share is its share relative to the projected Citywide new development growth and existing City users, with greater benefit being provided to the Bayhill Office Park due to the proximity of the improvements (25% of Estimated Project Cost).</p> <p>[5] The full costs are allocated to Planning Area growth because it is the primary beneficiary of the project.</p> <p>[6] Create a bicycle boulevard on repaved Euclid Avenue with bicycle ramps and crossing to future Huntington cycle track; high-visibility crosswalks and bulbouts along San Bruno Avenue at all intersections currently missing these treatments.</p> <p>[7] Represents mid-point cost estimate of two solutions (1) a traffic signal and (2) pedestrian hybrid beacon (PHB) signal.</p> <p>[8] Cost for acquisition of a portion of private property is based on a May 2019 appraisal of a parcel near Caltrain.</p> <p>[9] The Bayhill Specific Plan Share is its share relative to the projected Citywide new development growth and existing City users (25.5% of the Estimated Project Cost). The Bayhill Plan contribution to the larger water tank has been adjusted down (22.1%) to account for the fair share payment of the smaller water tank in the Citywide Development Impact Fee.</p> <p>[10] The developers are not required to contribute to the stormwater project because the improvement addresses an existing deficiency in the storm drainage system. A 30 feet wide easement shall be provided along the alignment of the storm drain pipeline if the existing or realigned storm drain pipe remains at 72-inches. The easement width may be reduced to 20 feet along the alignment if the developer constructs a single larger conveyance pipe at the City determined required capacity.</p>	
Page 143, Policy 7.1 d		Accordingly, the City may require <del>land right-of-way by fee dedication or easement, improvements for public roads, and certain utility connections required to support development for each phase.</del> <u>developers and/or property owners to provide easements or dedicate land for public right-of-way and make improvements as necessary for public infrastructure and facilities needed to support development (e.g., roads, open space, utility connections)</u>	Clarity
Page 143, Policy 7.1 g		<u>Add Policy 7.1 g. Pay all applicable city fees</u> New development shall pay all applicable city fees to ensure that all new development is paying the full costs of improvements and services needed to accommodate this development.	Ensure that city fees must be paid by all new development
Page 143, last sentence of Policy 7.2 a		<u>Add "The requirement for a Development Phasing and Financing Plan may be satisfied by the terms specified in an approved Development Agreement."</u>	Responds to a YT request
<b>Appendix</b>			

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
	Page 151/Figure A-4	South (left) frontage of Cherry Avenue to depict high-low street light rather than post-top fixture.	
	Page 151/Figure A-4	Label for "Curbside Planter" dimensions to be added	
	Page 152/Figure A-5	Figure Title: Cherry Avenue/ <del>Grundy Lane</del> <u>San Bruno Avenue</u>	
	Page 161/Figure A-14	Shuttle duck-in on east side frontage of Elm Avenue to be deleted.	
	Page 161/Figure A-14	Sidewalk and planting strip configurations (existing) on Bayhill Drive east of Elm to match configuration west of Elm.	
	Page 165/Figure A-18	Depiction of Traeger street improvements to be shifted to center of ROW and dimensions adjusted accordingly.	
	Page 165/Figure A-18	Footnote * added to clarify that stormwater planters to be provided if applicable.	
	Page 167/Figure A-20	Legend to be shifted right to include cut off numbering under Traeger Avenue.	
	Page 167/Figure A-20	Legend notes: <del>8' sidewalk;</del> Traeger	
	Page 169/Figure A-22	Elm Street improvements to be centered in ROW; dimensions to be adjusted accordingly.	
	Page 169/Figure A-22	Footnote * added to clarify that stormwater planters to be provided if applicable.	
	Page 169/Figure A-22	Footnote ** added to illustrate overlap between SFPUC easement and Elm Avenue ROW and add reference to Policy 2-19.	
	Page 171/Figure A-24	Setback dimensions on northside of San Bruno Avenue: <u>10 feet minimum/30 feet average; 20 feet minimum for Residential.</u>	
	Page 171/Figure A-24	Soft-post bollards to be added to in bike lane buffer area.	
	All 3D Illustrations	Labels for "Stormwater Planter" to be changed to " <u>Curbside Planter, Stormwater Planter if Applicable.</u> "	

Page/Figure #	Staff-Supported Change	Explanation if Policy Change
<b>Zoning (Changes Have Already Been Incorporated &amp; Are Included in the 9/28/21 City Council Staff Report)</b>		
Chapter 12.290.020(A)	The last sentence will be modified as follows: “Other uses such as daycare is allowed as a <del>conditional use</del> and retail sales and services, personal services, business services, and restaurants, are permitted only as ancillary uses.”	
Chapter 12.290.030(D)	Add the following definition: “ <u>Pedestrian Oriented Lighting: Pedestrian-oriented lighting has as its primary function the illumination of pedestrian ways and spaces. Pedestrian-oriented lighting is designed with a light source that is above and/or directed toward a pedestrian way or space, and a quality of light that is attractive for pedestrians and encourages pedestrian activity.</u> ”	
Table 12.290-1	“Community Facilities, Private” and “Community Facilities, Public” will be incorporated into Table 12.290-1 as a specified land use. Community Facilities, Private & Public will be considered a Conditional Use in the Bayhill Residential Overlay District, and will be prohibited in all other zoning districts.	
Table 12.290-1	“Day Care Centers” will be considered a permitted land use within all four zoning districts (Bayhill Regional Office, Bayhill Neighborhood Commercial, Bayhill Residential Overlay, Bayhill Mixed Use Overlay)	
Table 12.290-1	“Banks and Other Financials” will be incorporated into Table 12.290-1 as a specified land use. Banks and Other Financials will be permitted in the Bayhill Neighborhood Commercial and Bayhill Mixed Use Overlay districts, and will be permitted as an ancillary use in the Bayhill Regional Office and Bayhill Residential Overlay districts.	
Table 12.290-1	The “Regional Office” and “Neighborhood Service Office” land uses will be replaced with one “Office” land use classification. Offices will be permitted in the Bayhill Regional Office and Bayhill Residential Overlay districts. Offices will also be permitted in the Bayhill Neighborhood Commercial and Bayhill Mixed Use Overlay District; however, the total combined area for all office uses shall be limited to no more than 30,000 gross square feet.	
Table 12.290-1	“Research and Development Facilities” – The term “Facilities” will be removed.	
Chapter 12.290.050(A)	The text will be modified as follows: “Development in the Bayhill Specific Plan is allocated on a parcel-by-parcel basis, <u>as depicted within Table 2-2 in the Bayhill Specific Plan, per Table 12.290-2. As indicated in Bayhill Specific Plan Table 2-2, Table 12.290-2, 180,718 square feet is unallocated to specific parcels and may be allocated among hotel, retail, and/or office uses for expansion in the future.</u> ”	
Table 12.290-2	Table 12.290-2: Potential Development Allocation, will be eliminated. Rather, the Bayhill Zoning Ordinance will refer to Table 2-2 in the Specific Plan.	
Table 12.290-4	Maximum Building Length for Office will be changed from “450 ft.” to “600 ft.”	
Table 12.290-4	“Building Placement (Setbacks)” will be modified to incorporate the following text, “ <u>Street side building setbacks are measured from the property line, ROW or sidewalk easement line, whichever encompasses the entire width of the planned sidewalk. Other setbacks, such as side yard setbacks, are measured from the property line. All required setback shall be unobstructed from ground level to the sky, except as otherwise provided in this title.</u> ”	
Table 12.290-4	“Greenway Frontage (feet)” will be modified to incorporate the following text, “30 feet minimum in <del>width</del> <del>depth</del> to 60 feet minimum in <del>width</del> <del>depth</del> to incorporate public use areas. Refer to Bayhill Specific Plan Figure 3-1 (Public Realm Concept Map) for the location of the greenways. Greenway width is <del>setback</del> are measured from the back edge of the sidewalk as depicted in Bayhill Specific Plan Figure 3-2B (Bayhill Drive Greenway). <u>Exceptions can be granted to allow greenways to be narrower than 30 feet minimum when the design of a proposed greenway ensures that the narrower space will be publicly accessible, inviting to the public and of a sufficient width dimension to incorporate amenities for the public’s use, and the narrower greenway meets the following width and area parameters:</u> <ol style="list-style-type: none"> <li>1) Greenway width averages 40 feet minimum, and;</li> <li>2) Maximum square footage of building footprint extending into the required base 30-foot Greenway area is no more than 2% of total building footprint, and;</li> <li>3) Minimum width of Greenway is no less than 12.5 feet.”</li> </ol>	
Table 12.290-4 – Additional Regulation #1	The maximum lot coverage for a single office building shall not exceed 110,000 square feet.	
Table 12.290-4-Additional Regulation #4	Additional Regulation #4 will be replaced with the following text, “ADA ramps, stairs, landscaping features, pedestrian bridges extending over public streets, and other similar features are allowed to encroach into the required setbacks.”	

Page/Figure #	Staff-Supported Change	Explanation if Policy Change
12.290.070(A)	The following will be captured as a separate sentence – there are no changes to the actual text, “Maximum length allowed for a continuous/unbroken building mass parallel to greenways or the street shall be:”	
12.290.070(B)	The first sentence will be modified as such, “ <del>The</del> At least 80% of a buildings first-floor building elevation located at the primary entrance shall be within a maximum of 6 feet <del>of above</del> the grade of the adjacent sidewalk.”	
12.290.070(F)	The text will be modified as such, “ <del>The design of</del> pedestrian bridges over public streets <del>may be permitted shall be reviewed</del> on a case by case basis subject to review and approval at the discretion of the approval body in conjunction with the planning application for the project to which the bridge will connect. Pedestrian bridges shall maintain a minimum 18-foot clearance from all portions of the roadway surface below, and shall be a maximum 20 feet in width, as measured from the exterior edges of the pedestrian bridge.”	
12.290.070(K)	The text will be modified as such, “Anti-reflective glass with a reflectivity rating of 10% - 20%, <u>or its equivalent</u> is required for office, commercial, and other building types when more than 50% of an exterior elevation/wall contains glazing.	

**Staff Supported Revisions and Corrections between the August 17, 2021 Planning Commission and the September 28, 2021 City Council Meeting are Included Below**

Page/Figure #	Staff-Supported Change	Explanation if Policy Change
<b>Chapter 2 Land Use</b>		
Page 18/Figure 2-2:	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, “Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation”	
Page 25/Figure 2-6	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, “Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation”	
<b>Chapter 3 – Urban Design &amp; Public Realm</b>		
Page 39/Figure 3-1	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, “Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation”	
Page 48/Figure 3-5	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, “Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation”	
<b>Chapter 4 – Access &amp; Connectivity</b>		
Page 72/Figure 4-6	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, “Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation”	
<b>Chapter 5 – Infrastructure, Public Facilities &amp; Services</b>		

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
	Page 83	Third Column, "Water distribution improvements include the replacement of an existing 8-inch pipeline in Elm Avenue, the replacement.... Ten nNew fire hydrants are to be installed. The Bayhill Specific Plan requires the installation of a new 10-inch pipeline in Grundy Lane and Elm Avenue to connect to Bayhill Drive prior to Plan Buildout <u>however proposed modifications or relocation of water distribution pipes can be considered pursuant to Plan Policy 5-8."</u>	
	Page 85/Figure 5-2	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, "Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation"	
	Page 89/Figure 5-4	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, "Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation"	
	Page 92/Figure 5-6	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, "Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation"	
<b>Chapter 6 – Environmental Quality</b>			
	Page 106/Figure 6-1	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, "Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation"	
	Page 109/Figure 6-2	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, "Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation"	
<b>Zoning (Changes Have Already Been Incorporated &amp; Are Included in the 9/28/21 City Council Staff Report)</b>			
	Chapter 12.290.030(E)	Add the following definition: " <u>Landscaping: 'Landscaping' means living vegetation, planted in the ground at ground level, in pots or planters. Landscaping does not include footprints of building structures, sidewalks, driveways, parking lots, decks, patios, gravel/stone walks, or other pervious or non-pervious hardscapes.</u> "	
	Chapter 12.290.050(B)	Table 12.290-3: Regional Office Development Equivalents for Non-Residential Land Uses shall be renamed as follows: "Table 12.290-2: Regional Office Development Equivalents for Non-Residential Land Uses"	
	Chapter 12.290.060	Table 12.290-4 Development and Design Standards – Bayhill Zoning Districts shall be renamed as follows: "Table 12.290-3: Development and Design Standards – Bayhill Zoning Districts"	
	Proposed Zoning Districts Map	The Map will be updated by shifting the property boundary for the Parcel 16 in the westerly direction so that it includes half of the vacated portion of Elm Avenue located north of the realigned Grundy Lane. Additionally, the following note will be added, "Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation"	

## **Exhibit B**

### **General Plan Consistency Findings**

The Bayhill Specific Plan is consistent with and will help to implement the general vision, and the guiding and implementing policies of the San Bruno 2025 General Plan. The Bayhill Specific Plan will help to facilitate the broad vision of the General Plan to promote balanced development within the Bayhill Office Park. The Bayhill Specific Plan envisions the integration of new and infill development into a sustainable, successful and accessible area that features an enhanced public realm. It establishes land use and development policies for the Planning Area, sets design standards and guidelines that will shape the public realm, and establishes transportation and infrastructure improvements that will improve ease of use and functionality. Implementation of the Bayhill Specific Plan will strengthen this key area of the San Bruno and the City as a whole.

A Draft Vision Statement and Guiding Principles Document was prepared based on the feedback received during initial community visioning and outreach conducted in the Summer and Fall of 2017. The Draft Vision Statement and Guiding Principles describe how the Planning Area should look, feel, and function in the future. Together with feedback from the City Council and Planning Commission, this document was used to help develop the Specific Plan. A summary of the Key Guiding Principles is provided below:

1. Promote a Vibrant and Mixed-Use Walkable District.
2. Enhance the Public Realm & Promote Quality Design.
3. Improve Multimodal Mobility.
4. Foster Housing Development.
5. Integrate Bayhill with the Greater San Bruno Community.
6. Incorporate Amenities.
7. Ensure Net Positive Fiscal Impact.
8. Promote Optimal Long-Term Development Patterns.

While the proposed Bayhill Specific Plan is generally consistent with the General Plan, staff is recommending amendments to the General Plan to establish the new land use designations set forth in the Specific Plan, and to address minor inconsistencies. The full list of proposed amendments is found in Attachment 4 – Exhibit A and summarized below:

- Reference to and a general description of the Specific Plan is added to the General Plan, including modification to the Introduction, the Transportation and Land Use Elements to address no longer applicable sections and clarify the relationship of the Specific Plan to the General Plan.
- Two new land use designations described in the Specific Plan are added to the Land Use Element, including the density standards and permitted land uses associated with each of the designations: Bayhill Regional Office and Bayhill Neighborhood Commercial. The key difference between the existing designations and proposed designations is the allowance for housing in certain locations under the Bayhill Regional Office designation, and that housing would be allowed as a horizontal or vertical mix of uses (except along Cherry Avenue) under the Bayhill Neighborhood Commercial designation.

Concurrently with adoption of the Bayhill Specific Plan, the City is amending the Zoning Ordinance by adopting new Municipal Code Chapter 12.290 (“Bayhill Specific Plan Districts”) and amending the Zoning Map. The purpose of the Zoning Ordinance amendments is to implement the Specific Plan by establishing development standards and regulations consistent with Specific Plan policies, and creating new zoning districts paralleling the land use designations established by the Specific Plan. The Zoning Map amendments apply the new zoning districts to property in the Specific Plan Area, consistent with designations by the Specific Plan.

The following lists describe applicable General Plan policies applicable to the Bayhill Specific Plan Area and demonstrate that the Specific Plan and the Zoning text and map amendments are consistent with the General Plan as it is being amended. While the discussions reference the Bayhill Specific Plan, each conclusion applies equally to the Bayhill Zoning amendments.

### **Land Use and Urban Design Element**

The Bayhill Specific Plan will guide land use and development within the Plan Area over the next 20-years. Existing General Plan Land Use Designations within the Bayhill Specific Plan include Regional Office and Neighborhood Commercial. As noted above, two new land use designations are to be added to the Land use Element: Bayhill Regional Office and Bayhill Neighborhood Commercial. The two new Land Use Designations allow for housing in certain locations under the Bayhill Regional Office Designation, and mixed-use housing opportunities in the Bayhill Neighborhood Commercial Designation.

The Bayhill Specific Plan is consistent with the following General Plan Land Use Element guiding and implementing policies:

- **Guiding Policies:**
  - **LUD-G:** Infill in the Bayhill Office Park with new professional offices, and hotels uses.
  - **LUD-I:** Engage in a new streetscaping and banner program at the city’s major gateways to help foster San Bruno’s sense of place.
- **Implementing Policies:**
  - **LUD-10:** Revise the Zoning Ordinance to allow child care services in all residential and commercial zones, so that they are distributed throughout San Bruno to reduce commute times and costs for working parents.
  - **LUD-30:** Develop a shuttle route to connect the BART and Caltrain stations, regional shopping centers, Downtown, Civic Center, Bayhill Office Park, The Crossing, and high-density residential clusters.
  - **LUD-51:** Promote construction of professional and administrative offices on existing surface parking lots in Bayhill Office Park. Consider construction of a parking structure to accommodate commuter parking, in accordance with Ordinance 1284.
  - **LUD-52:** Allow ancillary commercial uses – such as cafes, health clubs, dry cleaners, sundries, et. – in Bayhill Office Park, to serve employee needs.
  - **LUD-53:** Require new office development in Bayhill Office Park to provide alternative transportation, such as shuttles to the BART and Caltrain stations, preferential carpool parking, bicycle storage facilities, and bus shelters.
  - **LUD-73:** Require buildings with a continuous façade of 100 feet or longer to use non-reflective materials to minimize adverse impact of glare.

- **LUD-76:** Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.

**Economic Development Element**

The Bayhill Specific Plan Area is San Bruno’s premier office district. The Bayhill Specific Plan seeks to achieve the integration of new and infill development into a sustainable, successful and accessible area. The Plan is intended to accommodate and regulate the intensification of office uses while permitting residential development in locations that are compatible with Bayhill’s role as a major employment center.

The Bayhill Specific Plan is consistent with the following General Plan Economic Development Element guiding and implementing policies:

- **Guiding Policies:**
  - **ED-D:** Focus economic development within San Bruno on low-impact business uses, including offices, research and development, light manufacturing, etc.
- **Implementing Policies:**
  - **ED-3:** Seek establishment of high-quality hotels that serve travelers to and from the San Francisco International Airport. Cooperate with property-owners and developers to make available large sites at The Crossing, Bayhill Office Park, The Shops at Tanforan, and Towne Center. Focus on connections to BART and Caltrain, to provide convenient transit for visitors.

**Transportation Element**

The Bayhill Specific Plan’s intensified land uses and expected increase in trips internal to the Planning Area are supported by a circulation system that integrates pedestrian, bicycle, transit, and vehicular modes of travel. The Specific Plan seeks to create an inviting pedestrian environment within the Planning Area as well as improved connectivity to the surrounding neighborhoods, downtown, and regional transit stations. Pedestrian connectivity is paired with a bicycle network that is attractive to riders of all ages and abilities, and convenient transit services connecting the Planning Area to local and regional destination including Caltrain and BART stations. By combining multi-modal design principles with aggressive TDM programs, the Specific Plan strives to reduce vehicle miles traveled (VMT) associated with new project trips. VMT measures the total number of new vehicle trips and the distance of each of those trips. The primary strategy to reduce VMT is to shift drive-alone vehicle trips to other modes of travel, including carpool, shuttle, transit, bicycling, and walking.

The Bayhill Specific Plan is consistent with the following General Plan Transportation Element guiding and implementing policies:

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

- **T-E:** Focus San Bruno's efforts on improvements to the non-motorized transportation system (i.e., bicycles, pedestrians, stroller, etc) adjacent to transit corridors and stations, and their connections to those systems.
- **T-F:** Provide efficient local transit – such as a shuttle system – to the BART and Caltrain stations to avoid dependence on individual motor vehicles.
- **T-I:** Develop and maintain a comprehensive bicycle network within San Bruno, providing connections to BART and Caltrain, surrounding cities, employment and shopping area, and natural areas.
- **T-J:** Develop a safe, convenient, and continuous network of sidewalks and pedestrian paths within the City.
- **Implementing Policies:**
  - **T-1:** Develop incentives for San Bruno government and private employers to institute staggered working hours, compressed work week, home-based telecommuting, car pooling, use of transit, alternative fuel vehicles, and bicycling to employment centers to reduce vehicle miles traveled and the associated traffic congestion and air pollution.
  - **T-2:** Ensure that all transportation improvements – roadway, transit, bicycle, and pedestrian – are designed and constructed according to Americans with Disabilities Act standards. Improve existing facilities so they are compliant with American Disability Act standards.
  - **T-3:** Encourage provision of bicycle facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the work site, secure short-term parking for bicycles, etc.
  - **T-4:** Encourage major employers of the city to provide shuttle service for employees from work site to food service establishments, commercial areas, and transit stations, to reduce the number of automobile trips.
  - **T-6:** Maintain LOS standards for intersections for AM and PM peak periods as shown in Figure 4-2. The City will review the LOS policy for intersections within the Transit Corridors Area based on the results of a countywide analysis of traffic impacts within transit areas.
  - **T-42:** Do not allow parking lots to dominate the frontage of mixed-use streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.
  - **T-50:** Consider developing a shuttle service to provide reliable, consistent, and convenient access between the BART and Caltrain stations and other destinations within the city, including Bayhill Office Park, Skyline College, Downtown, schools and neighborhoods in the western and southern portions of the city.
  - **T-67:** Encourage installation of bus shelters, appropriate for year-round weather, to provide comfortable, safe waiting areas for SamTrans riders.
  - **T-69:** Continue to work toward dedication and/or installation of bicycle lanes throughout the city in accordance with Figure 4-4, to enhance recreational opportunities and make bicycling a more viable transportation alternative. Implement bicycle route improvements including signing, striping, paving, and provision of bicycle facilities at employment sites, shopping centers, schools, and public facilities.

- **T-76:** Require construction of sidewalks at least five (5) feet wide along newly built streets within San Bruno, and four (4) feet wide on older streets to preserve street character in older neighborhoods.

**Open Space and Recreation Element**

The Bayhill Specific Plan promotes a variety of open space types. Some are publicly-accessible, such as the greenways— linear open spaces accessible to the public along portions of Bayhill Drive, Traeger Avenue, and Elm Avenue, which are important gateway streets to and through the Plan Area from the surrounding community, while others such as internal building courtyards and/or terraces, are private. Greenways will be attractive, landscaped walking areas for San Bruno residents and visitors, as well as Plan Area workers. They will be designed to be publicly accessible and inviting, wider than typical front building setback area, and distinct from adjacent private development. Additionally, the greenways will incorporate expansive landscaping as well as expanded public realm walkways, benches, lighting and/or other amenities.

The Bayhill Specific Plan also requires that a publicly accessible Cherry Avenue Plaza be established at the northeast corner of Cherry Avenue and Grundy Lane. It is envisioned as a local gathering spot, part of a chain of destinations along Cherry Avenue that include the Bayhill Shopping Center and Commodore Park, linking existing neighborhood areas to the north and south of the Plan area. Cherry Avenue Plaza will be a privately-owned publicly-accessible open space (POPO).

The Bayhill Specific Plan is consistent with the following General Plan Open Space and Recreation Element guiding and implementing policies:

- **Guiding Policies:**
  - **OSR-C:** Provide sufficient public open spaces and landscaped areas within Downtown, Bayhill Office Park, Tanforan District, El Camino Real, and Montgomery Street, as well as residential neighborhoods.
  - **OSR-G:** Recognize that open space fulfills basic human needs – psychological, physical, social, educational, and safety – and establish a firm commitment to fulfill those needs for this and future generations.
- **Implementing Policies:**
  - **OSR-44:** Attempt to make San Bruno’s overall street and trail system more park-like through streetscaping improvements along pedestrian and bicycle routes.

**Environmental Resources and Conservation Element**

The Bayhill Specific Plan seeks to achieve a high level of environmental quality. The Bayhill Specific Plan is consistent with the following General Plan Environmental Resources and Conservation Element guiding and implementing policies:

- **Guiding Policies:**
  - **ERC-B:** Protect the natural environment, including wildlife, from destruction during new construction or redevelopment within San Bruno.
  - **ERC-D:** Reduce pollution levels within the surface water that San Bruno discharges into the San Mateo County Flood Control District, then into San Francisco Bay.
- **Implementing Policies:**

- **ERC-4:** Encourage the use of Best Management Practices in conserving the city's valuable water supply sources.
- **ERC-10:** Require incorporation of native plants into landscape plans for new development as feasible – especially in areas adjacent to natural areas, such as canyons or scenic roadways (figure 6-1). Require preservation of mature trees, as feasible, during design and construction.
- **ERC-17:** If construction activities, including tree removal activities, are required adjacent to or within natural area (Figure 6-1), then avoid activities during March through June unless a bird survey is conducted to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503, 3503.5, and 3511.
- **ERC-19:** Regulate new development – specifically industrial uses – as well as construction and demolition practices to minimize pollutant and sediment concentrations in receiving waters and ensure waterbodies within San Bruno and surface water discharged into San Francisco Bay meets or exceeds relevant regulatory water quality standards.
- **ERC-23:** Regulate new development to minimize stormwater runoff rates and volumes generated by impervious surfaces, and maximize recharge of local groundwater aquifers when feasible. Utilize the recommendations provided in the Bay Area Stormwater Management Agency's Start at the Source Design Guidance Manual for Stormwater Quality Protection.
- **ERC-24:** Require that new development incorporate features into site drainage plans that reduce impermeable surface area and surface runoff volumes. Such features may include:
  - Additional landscaped areas including canopy trees and shrubs;
  - Reducing building footprint;
  - Removing curbs and gutters from streets and parking areas where appropriate to allow stormwater sheet flow into vegetated areas;
  - Permeable paving and parking area design;
  - Stormwater detention basins to facilitate infiltrations; and
  - Building integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.
- **ERC-25:** Maintain and improve air quality by requiring project mitigation, such as Transportation Demand Management (TDM) techniques, where air quality impacts are unavoidable.
- **ERC-26:** Require dust abatement actions for all new construction and redevelopment projects.
- **ERC-33:** Require all large construction projects to mitigate diesel exhaust emissions through use of alternate fuels and control devices.
- **ERC-39:** Continue to protect archaeological sites and resources from damage. Require that areas found to contain significant indigenous artifacts be examined by a qualified archaeologist for recommendations concerning protection and preservation.
- **ERC-45:** If, prior to grading or construction activity, an area is determined to be sensitive for paleontological resources, retain a qualified paleontologist to recommend

appropriate actions. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.

### **Health and Safety Element**

The Bayhill Specific Plan seeks to achieve a high level of environmental quality, which is integral to maintaining and improving the health and safety of all residents, employees, and visitors to Bayhill. The Specific Plan establishes policies, which in combination with General Plan goals and policies seek to enhance Bayhill's environmental quality and mitigate the potential negative effects of development and natural and man-made environmental hazards that threaten public health and safety. The Plan addresses noise, hazards, air quality, greenhouse gases emissions, groundwater quality, biological resources, archaeological resources, and geology and soils.

The Bayhill Specific Plan is consistent with the following General Plan Health and Safety Element guiding and implementing policies:

- **Guiding Policies**
  - **HS-E:** Protect the health and comfort of residents by reducing the impact of noise from automotive vehicles, San Francisco International Airport, railroad line, and stationary sources.
  - **HS-G:** Ensure that all development heeds safety precautions from the San Francisco International Airport.
- **Implementing Policies**
  - **HS-3:** Require geotechnical investigation of all sites, except single-family dwellings, proposed for development in areas where geologic conditions or soil types are subject to landslide risk, slippage, erosion, liquefaction, or expansive soils. (Require submission of geotechnical investigation and demonstration that the project conforms to all recommended mitigation measures prior to City approval.
  - **HS-5:** Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on site greater than 10,000 sq.ft. in size.
  - **HS-35:** Require developers to comply with relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A).
  - **HS-42:** Require new residential development within the 65 dBA CNEL SFO noise contour to submit an aviation easement to the airport. Specific aviation easement requirements shall be consistent with the County of San Mateo Comprehensive Airport-Land Use Compatibility Plan for SFO.
  - **HS-51:** Require all new development to comply with FAA Part 77 height restriction standards, in accordance with Airport Land Use Commission guidelines.

### **Public Facilities and Services Element**

The Bayhill Specific Plan describes, analyzes, and establishes policies pertaining to the infrastructure network that supports the Planning Area, including its water supply and distribution system, wastewater system and stormwater system, cable and fiber network, and other utilities. The Plan also discusses and

defines policies for public facilities and services such as fire and police protection services, and library services.

The Bayhill Specific Plan is consistent with the following General Plan Public Facilities and Services Element guiding and implementing policies:

- **Guiding Policies**
  - **PFS-C:** Ensure that the City's water supply systems are adequate to serve the city's present and anticipated needs, and that water conservation is implemented in all residences and businesses.
  - **PFS-F:** Provide adequate public safety services for all San Bruno properties – including police protection, fire suppression, emergency medical care, and emergency management.
  
- **Implementing Policies**
  - **PFS-1:** Prepare and adopt an Infrastructure In-Lieu Fee Schedule to ensure that adequate improvements are made to the City's public facilities to accommodate new development.
  - **PFS-3:** Require, as part of plan review, identification of needed public service improvement and maintenance costs for those projects that may have a significant impact on existing services.
  - **PFS-8:** Require expansion of the City's water distribution system proportionate with new development's fair share of demand.
  - **PFS-9:** Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.
  - **PFS-13:** Establish water conservation Best Management Practices (BMPs) and require them for new development and for municipal buildings and facilities.
  - **PFS-20:** Require expansion of the City's sewer collection system proportionate with new development's fair share of demand.
  - **PFS-21:** Upgrade or replace sewer lines to accommodate anticipated flows and to prevent overflows. Upgrade sewer lift stations as needed.
  - **PFS-65:** Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following:
    - Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during summer months;
    - Designing building opening to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and
    - Reducing heat-island effect of large concrete roof and parking surfaces.
  - **PFS-66:** Enforce landscape requirements that facilitate efficient energy use or conservation, such as drought-resistant landscaping and/or deciduous trees along southern exposures.

- **PFS-67:** Require developers and builders to distribute information regarding energy efficiency (such as the Home Energy Guide available from the California Energy Commission) to all new homeowners.
- **PFS-74:** Work with telecommunication providers to ensure that telecommunications service is available for existing and future development.

**San Bruno Housing Element Policies**

The Bayhill Specific Plan includes two housing overlay designations: The Bayhill Mixed Use Overlay (BMU) and the Bayhill Residential Overlay (BR) along San Bruno Avenue. These overlays are located on parcels where future residential uses would be close to existing residential neighborhoods and where residential use is compatible with Bayhill’s role as a major employment center. These overlays are located along San Bruno Avenue between Traeger Avenue and Elm Avenue; on the 801-851 Traeger Avenue site; and the Bayhill Shopping Center. Up to 573 dwelling units are allowed.

The Bayhill Specific Plan is consistent with the following San Bruno Housing Element policies:

- **Program 1-A: Support infrastructure upgrades.** Continue to seek funding to upgrade and maintain infrastructure needed by San Bruno’s housing supply.
  - **Actions:**
    - Identify funding sources necessary for infrastructure improvements on a project-by-project basis. Funding sources may include gas tax, CDBG, RDA tax increment financing, etc.
    - Continue to incorporate infrastructure requirements in the fee structure for development proposals.
    - Implement upgrades and maintenance through the City’s Capital Improvement Program.
- **Program 4-E: Encourage drought-resistant landscaping.** Implement water conservation and drought-resistant landscaping guidelines and standards.
  - **Actions:**
    - Adopt standards for water conservation and drought-resistant landscaping as part of the zoning code update.
    - Continue to review residential landscape plans for consistency with the City’s Water Efficiency, Landscape and Irrigation Guidelines and Municipal Code Section 10.16, Water Conservations.
    - Provide information brochures about drought-resistant and low-water landscaping options in the same location where residential building standards guidelines can be found.

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO ADDING CHAPTER 12.290, BAYHILL SPECIFIC PLAN DISTRICTS, TO THE CITY OF SAN BRUNO MUNICIPAL CODE ESTABLISHING REGULATIONS FOR PARCELS WITHIN THE BAYHILL SPECIFIC PLAN**

**(ZA21-001)**

(**APNS:** 020-011-430, 020-011-420, 020-011-330, 020-011-370, 020-015-020, 020-015-030, 020-015-040, 020-011-360, 020-019-070, 020-018-010, 020-017-020, 020-017-010, 020-12-120, 020-012-190, 020-012-160, 020-012-170)

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

**SECTION 1.** Chapter 12.290 (Bayhill Specific Plan Districts) is hereby added to Title 12 (Land Use) Article III (Zoning) of the San Bruno Municipal Code

**SECTION 2. FINDINGS.**

**WHEREAS**, Google, Inc. (now Google LLC) ("**Developer**") approached the City in 2017 regarding its desire to develop additional office buildings on eight of the ten parcels it owns (APNs 020-011-430, 020-015-020, 020-015-030, 020-018-010, 020-011-330, 020-015-040, 020-019-070, and 020-011-370, collectively the "**Google Property**") in Bayhill Office Park (the "**Google Project**"). Developer's existing buildings in Bayhill Office Park are occupied by YouTube, a Google subsidiary company, and Developer envisions that YouTube will occupy new buildings on the Google Property. Google has submitted applications for its first phase of developing the Google Project ("**Phase 1**").

**WHEREAS**, the City determined that Developer's proposal warranted preparation of a comprehensive plan integrating development and use of the Google Property with Developer's existing buildings and other properties in the area. In Summer 2017, the City of San Bruno initiated the process of developing a specific plan (the "**Bayhill Specific Plan**") encompassing the Google Property, the remainder of Bayhill Office Park, and Bayhill Shopping Center (together, the "**Bayhill Specific Plan Area**").

**WHEREAS**, the City prepared a Draft Bayhill Specific Plan. Among other things, the Bayhill Specific Plan creates two principal land use designations and two overlay designations for properties in the Bayhill Specific Plan Area (the "**Specific Plan Land Use Designations**").

**WHEREAS**, the City determined that certain amendments to the City of San Bruno General Plan text and Land Use Diagram (General Plan Figure 2.1) are required to reflect the City's intentions for the Bayhill Specific Plan Area as shown in the proposed Bayhill Specific Plan and achieve consistency between the General Plan and the Bayhill Specific Plan, and City prepared such amendments (GPA21-002) (the "**Bayhill General Plan Amendments**").

## ADDITION OF CHAPTER 12.290: BAYHILL SPECIFIC PLAN ZONING DISTRICTS

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**WHEREAS**, the City determined that new zoning districts and regulations are desired to implement the Bayhill Specific Plan, requiring certain additions to the City of San Bruno Zoning Ordinance (the “**Bayhill Zoning Text Amendments**”) and certain changes to the Zoning Map (the “**Bayhill Zoning Map Amendments**”), and the City has prepared such amendments (ZA21-001) (together, the “**Bayhill Zoning Amendments**”).

**WHEREAS**, on January 14, 2021, the Draft Bayhill Specific Plan, Bayhill General Plan Amendments and Bayhill Zoning Amendments were made available for public review and comment.

**WHEREAS**, on March 11, 2021, the Draft Bayhill Specific Plan was presented to the San Mateo County Airport Land Use Commission (“**ALUC**”), as required by state law for any plan or project proposed within certain zones near an airport, and the ALUC provided comments.

**WHEREAS**, as a result of comments on the Draft Bayhill Specific Plan from the ALUC, the Bay Area Air Quality Management District, Google, and members of the public, and corrections and refinements identified by the City, City staff recommended certain modifications to the draft Bayhill Specific Plan (the “**Specific Plan Revisions and Corrections**”) (which have not yet been made), and to the Bayhill Zoning Text Amendments (which have been incorporated in the updated Bayhill Zoning Text Amendments currently before the City Council for consideration as shown in **Exhibit A** attached hereto and incorporated by this reference) and to the Bayhill Zoning Map Amendments (which have been incorporated in the updated Bayhill Zoning Map Amendments concurrently before the City Council for consideration).

**WHEREAS**, Pursuant to the California Environmental Quality Act (“**CEQA**”), the City conducted environmental review of the Bayhill Specific Plan at a programmatic level and project-level environmental review of Phase 1 of the Google Project, and prepared and duly processed an Environmental Impact Report (“**Specific Plan EIR**”) consisting of a Draft EIR dated January 2021, a Final EIR response to comments document dated August 2021, and a Final EIR Errata dated September 2021, and the City prepared a Mitigation Monitoring and Reporting Program for implementation of mitigation measures specified in the EIR (“**Specific Plan MMRP**”). As part of the environmental review process, the City prepared a Water Supply Assessment pursuant to state law, which was included in the Specific Plan EIR.

**WHEREAS**, on August 17, 2021, the Planning Commission held a duly noticed public hearing to consider the Bayhill Specific Plan and the Bayhill Zoning Amendments among other actions related to the Bayhill Specific Plan and the Google Project, after which the Planning Commission adopted its Resolution No. 2021-04 recommending that the City Council adopt the Bayhill Zoning Amendments to ensure consistency with and reflect the intentions of the Bayhill Specific Plan.

**WHEREAS**, a Notice of Public Hearing was mailed to properties within a 600-foot radius of the Bayhill Specific Plan Area and to other parties on September 17, 2021, and duly published in the San Mateo Daily Journal on September 18, 2021, providing notice of the City Council’s September 28, 2021 public hearing regarding the Bayhill Specific Plan and the

**Attachment 6**

## **ADDITION OF CHAPTER 12.290: BAYHILL SPECIFIC PLAN ZONING DISTRICTS**

**Page 3 of 5**

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Google Project, including City Council consideration of the Bayhill Zoning Text Amendments and Bayhill Zoning Map Amendments.

**WHEREAS**, on September 28, 2021, the City Council conducted a duly noticed public hearing on the Bayhill Specific Plan and related approvals, where the public were able to participate and comment remotely via Zoom, and on said date the City Council waived the first reading of the Bayhill Zoning Text Amendments and introduced this Ordinance, and the public hearing was opened, held and closed.

**WHEREAS**, by Resolution adopted on September 28, 2021, the City Council approved the Water Supply Assessment and found that the City will have sufficient water supply to serve development authorized by the Bayhill Specific Plan Including Phase 1 of the Google Project.

**WHEREAS**, by Resolution adopted on September 28, 2021, the City Council adopted certain CEQA Findings regarding the Specific Plan EIR and its evaluation of the Bayhill Specific Plan and Phase 1 of the Google Project, certified the Specific Plan EIR as adequate in accordance with CEQA, recognized certain environmental impacts of the Bayhill Specific Plan as significant and unavoidable despite feasible mitigation measures, adopted a Statement of Overriding Considerations concluding that approval of the Bayhill Specific Plan is appropriate despite such impacts, and adopted the Specific Plan MMRP.

**WHEREAS**, by Resolution adopted on September 28, 2021, the City Council adopted the Bayhill General Plan Amendments.

**WHEREAS**, by Resolution adopted on September 28, 2021, the City Council adopted the Bayhill Specific Plan.

**WHEREAS**, the proposed Bayhill Zoning Text Amendments will be in general conformance with the General Plan of the City as amended by the Bayhill General Plan Amendments.

**WHEREAS**, the proposed Bayhill Zoning Text Amendments will be consistent with the Bayhill Specific Plan.

**WHEREAS**, the Specific Plan EIR adequately addresses any potential environmental impacts of the Bayhill Zoning Text Amendments.

**WHEREAS**, the public necessity, convenience and general welfare support adoption of the Bayhill Zoning Text Amendments.

**SECTION 3. REGULATION.** The Bayhill Zoning Text Amendments contained in **Exhibit A** are added to San Bruno Municipal Code Title 12 (Zoning), Article III (Land Use) .

**SECTION 4. NO MANDATORY DUTY OF CARE.** This Ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City, or any officer or employee thereof, a mandatory duty of care towards persons or parties within the city

**Attachment 6**

**ADDITION OF CHAPTER 12.290: BAYHILL SPECIFIC PLAN ZONING DISTRICTS**

or outside of the city, so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

**SECTION 5. CONSTITUTIONALITY; SEVERABILITY.** If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional, invalid or ineffective by a court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance, and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional, invalid or ineffective.

**SECTION 6. EFFECTIVE DATE.** This Ordinance shall take effect thirty (30) days from and after the date of its final passage and adoption.

**SECTION 7. PUBLICATION.** The City Clerk is directed to cause publication of this Ordinance as required by law.

**Exhibit A:** Bayhill Zoning Text Amendments

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

\_\_\_\_\_  
Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Clerk  
Melissa Thurman

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

---oOo---

I, Melissa Thurman, City Clerk, do hereby certify that the foregoing **Ordinance** No. \_\_\_\_\_ was introduced at a regular meeting of the San Bruno City Council on September 28, 2021 and adopted by the San Bruno City Council at a regular meeting on October 12, 2021, by the following vote:

AYES: Councilmembers:

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

RECUSED: Councilmembers: \_\_\_\_\_

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

\_\_\_\_\_  
Melissa Thurman, MMC  
City Clerk

## Chapter 12.290 - Bayhill Specific Plan Districts

### Sections:

12.290.010	Purpose and Intent of Bayhill Specific Plan Districts
12.290.020	Establishment of Districts
12.290.030	Terms and Definitions
12.290.040	Land Use Regulations
12.290.050	Allocation of New Development and Transfer of Development
12.290.060	Development and Design Standards
12.290.070	Additional Development Regulations
12.290.080	Architectural Review Permit
12.290.090	Vehicle Access and Parking
12.290.100	Signage

### 12.290.010 Purpose and Intent of Bayhill Specific Plan Districts

The Bayhill Specific Plan Zoning Code Chapter and associated Zoning Districts are established to assure that the Bayhill Specific Plan Area is developed in a comprehensively planned manner, compatible with adjacent uses and consistent with the Bayhill Specific Plan policies that support infill development of new professional offices, hotels and ancillary commercial uses to serve employee needs, the creation of new housing along San Bruno Avenue and mixed use development of the Bayhill Shopping Center, while preserving retail and service uses in the Bayhill Shopping Center.

### 12.290.020 Establishment of Districts

The Specific Plan establishes four land use designations including two overlay designations. The zoning districts established in this Zoning Ordinance implement the Specific Plan by establishing the following zoning districts consistent with the land use designations of the Specific Plan (Refer to Specific Plan Figure 2-6.)

- A. **Bayhill Regional Office (BRO) Zoning District.** The BRO district facilitates regional office and hotel development to be located in a campus-style setting (Bayhill Office Park). Such development should be designed to encourage cohesive environments for safe and pleasant pedestrian movement, connectivity, greenways and plazas, and cohesive streetscapes and landscaping, as described in policies and standards in the Bayhill Specific Plan. Other uses such as daycare is allowed and retail sales and services, personal services, business services, and restaurants, are permitted only as ancillary uses.
- B. **Bayhill Neighborhood Commercial (BNC) Zoning District.** The BNC district allows for a mixture of convenience and retail commercial uses including retail sales and services, restaurants, personal services, business services, health and exercise clubs, and offices.
- C. **Bayhill Residential (BR) Overlay Zoning District.** The BR Overlay Zoning District allows for residential development on certain properties along San Bruno Avenue that are located

within the Bayhill Regional Office (BRO) Zoning District. Residential development can be allowed with uses that are otherwise permitted in the BRO Zoning District. Residential development can also be allowed as a stand-alone use.

- D. **Bayhill Mixed-Use (BMU) Overlay Zoning District.** The BMU Overlay Zoning District allows for mixed-use (residential and commercial) development within the Bayhill Neighborhood Commercial Zoning District, either side-by-side (horizontal) or with housing above commercial (vertical). However, vertical mixed-use development with ground-floor commercial uses shall be provided for properties that front on Cherry Avenue. The current square footage of commercial space may not be reduced as a result of housing development.

### Chapter 12.290.030 Terms and Definitions

The following shall be defined when used in this Chapter:

- A. **Greenway:** A linear green space extending along the frontage of multiple parcels, incorporating a sidewalk/walkway, expansive curbside planting area(s), expansive landscaped area(s), seating, lighting, sculpture and/or other amenities for community use and enjoyment.
- B. **Unallocated Development:** Square footage that is allowed by the Bayhill Specific Plan and as stipulated in Table 12.290-2 in this zoning ordinance that has not been allocated to any particular parcel and is available for expansion of hotel and retail commercial development and regional office on a first-come, first-served basis, with a priority for hotel and retail commercial development that is consistent with the Bayhill Specific Plan Policies.
- C. **Average Front Setback:** The dimension that results from dividing the area between the front façade of a building and the back edge of the sidewalk by the length of the property frontage.
- D. **Pedestrian Oriented Lighting:** Pedestrian-oriented lighting has as its primary function the illumination of pedestrian ways and spaces. Pedestrian-oriented lighting is designed with a light source that is above and/or directed toward a pedestrian way or space, and a quality of light that is attractive for pedestrians and encourages pedestrian activity.
- E. **Landscaping:** “Landscaping” means living vegetation, planted in the ground at ground level, in pots or planters. Landscaping does not include footprints of building structures, sidewalks, driveways, parking lots, decks, patios, gravel/stone walks, or other pervious or non-pervious hardscapes.

## 12.290.040 Land Use Regulations

Table 12.290-1 prescribes the land use regulations for the four Bayhill zoning districts. The regulations for each district are established by letter designations as shown in the table.

- A. The use types are defined in Chapter 12.80, Definitions of the San Bruno Zoning Ordinance. If a specific land use or activity is not defined, the Community and Economic Development Director shall assign the land use or activity to a use type that is substantially similar in character. Use types not listed in the table or not substantially similar to the uses below are prohibited unless the Community and Economic Development Director make a written determination that an unlisted proposed use is equivalent to a permitted or conditionally listed use and is either permitted or conditionally permitted if all of the following findings can be made.
  - 1. The use is no greater in density or intensity than other uses in the applicable zoning district;
  - 2. The use is compatible with permitted or conditionally permitted uses in the applicable zoning district;
  - 3. The use is consistent with the purpose and intent of the applicable zoning district and Bayhill Specific Plan;
  - 4. The use is consistent with applicable goals and policies of the General Plan and Bayhill Specific Plan;
  - 5. The use will not be detrimental to the public health, safety, or welfare.
- B. When the Community and Economic Development Director determines that a proposed use is equivalent to a permitted or conditionally permitted listed use, the proposed use shall be treated in the same manner as the listed use with respect to development standards, permits required (including the need for a Conditional Use Permit or any other Planning entitlement), and all applicable requirements of the Zoning Ordinance.
- C. Conditional Land Uses
  - 1. Those land uses specified as conditionally permitted uses in the Bayhill Specific Plan may be permitted subject to approval of a use permit in accordance with Chapter 12.112.
  - 2. Where a use is classified as a “Conditional Use” under the Bayhill Specific Plan and exists as a permitted use at the effective date of this chapter, it shall be considered a legal and conforming use, without further approval.

<b>TABLE 12.290-1: PERMITTED LAND USES—BAYHILL ZONING DISTRICTS</b>				
<b>P DESIGNATES PERMITTED LAND USES</b>				
<b>C DESIGNATES CONDITIONAL LAND USES</b>				
<b>- DESIGNATES LAND USES THAT ARE NOT ALLOWED</b>				
<b>AN ARCHITECTURAL REVIEW PERMIT SHALL BE REQUIRED FOR ANY NEW BUILDINGS OR FOR MAJOR FACADE MODIFICATIONS TO ANY EXISTING BUILDINGS, AS REQUIRED IN CHAPTER 12.108.</b>				
	<i>Districts</i>			
<i>Land Uses</i>	<i>Bayhill Regional Office</i>	<i>Bayhill Neighborhood Commercial</i>	<i>Bayhill Residential Overlay</i>	<i>Bayhill Mixed Use Overlay</i>
<b>Residential</b>				
Duplex Homes, Mobile Home Parks, Single-Family Homes	-	-	-	-
Boarding House	-	-	C	C
Live/Work	-	-	P	P
Multi-Family Homes	-	-	P	P
Residential Care Facilities, Large	-	-	C	C
Residential Care Facilities, Small	-	-	P	P
Accessory Dwelling Units	-	-	P	P
<b>Public/Quasi-Public</b>				
Cemeteries	-	-	-	-
Colleges and Universities; Schools; Trade and Vocational Schools	C	C	C	C
Community Facilities, Private	-	-	C	-
Community Facilities, Public	-	-	C	-
Day Care Center	P	P	P	P
Emergency Shelters	-	-	-	-
Home Day Care, Small and Large	-	-	P	P
Hospitals	-	-	-	-
Nursing and Convalescent Homes	-	-	-	-

<b>TABLE 12.290-1: PERMITTED LAND USES—BAYHILL ZONING DISTRICTS</b>				
<b>P DESIGNATES PERMITTED LAND USES</b>				
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	<i>Districts</i>			
<i>Land Uses</i>	<i>Bayhill Regional Office</i>	<i>Bayhill Neighborhood Commercial</i>	<i>Bayhill Residential Overlay</i>	<i>Bayhill Mixed Use Overlay</i>
Parks and Recreational Facilities	P	P	P	P
Places of Worship	-	C	-	C
Public Safety Facilities	P	-	P	-
Pubic Maintenance Facilities	-	-	-	-
Social Services and Charitable Institutions	-	C	-	C
<b>Commercial</b>				
Adult Businesses	-	-	-	-
Banks and Other Financials	P [1]	P	P [1]	P
Bars, Nightclubs and Lounges	-	C	-	C
Business Services	P [1]	P	P [1]	P
Check Cashing Establishments	-	-	-	-
Commercial Recreation and Entertainment	-	C	-	C
Drive-Through Facilities	-	-	-	-
Firearm Dealers	-	-	-	-
Health and Exercise Clubs	P [1]	P/C [2]	P [1]	P/C [2]
Hotels and Motels	C	-	C	-
Office	P	P [4]	P	P [4]
Personal Services	P [1]	P	P [1]	P
Personal Storage	-	-	-	-
Pet Boarding Overnight	-	C	-	C
Pet Day Care Facility	C [1]	C	C [1]	C

<b>TABLE 12.290-1: PERMITTED LAND USES—BAYHILL ZONING DISTRICTS</b>				
<b>P DESIGNATES PERMITTED LAND USES</b>				
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<b>AN ARCHITECTURAL REVIEW PERMIT SHALL BE REQUIRED FOR ANY NEW BUILDINGS OR FOR MAJOR FACADE MODIFICATIONS TO ANY EXISTING BUILDINGS, AS REQUIRED IN CHAPTER 12.108.</b>				
	<i>Districts</i>			
<i>Land Uses</i>	<i>Bayhill Regional Office</i>	<i>Bayhill Neighborhood Commercial</i>	<i>Bayhill Residential Overlay</i>	<i>Bayhill Mixed Use Overlay</i>
Research and Development	P	-	P	-
Restaurants	P [1]	P [3]	P [1]	P [3]
Outdoor Dining	P [1]	P	P [1]	P
Retail Sales and Services	P [1]	P	P [1]	P
Vehicle Sales and Rental	--	-	-	-
Vehicle Service Stations	-	-	-	-
Vehicle Repair and Maintenance	-	-	-	-
<b>Industrial Uses</b>				
<i>(Construction, Maintenance and Repair services; Heavy Equipment Sales and Rental; Lumberyards; Manufacturing and Processing (Light and General); Warehousing, Wholesaling, and Distribution)</i>	-	-	-	-
<b>Transportation, Communication, and Utilities</b>				
Alternative Energy Structures	C	C	C	C
Ground Transportation Provider	-	-	-	-
Parking Lots, Commercial	-	-	-	-
Parking Structures, Commercial	-	-	-	-

<b>TABLE 12.290-1: PERMITTED LAND USES—BAYHILL ZONING DISTRICTS</b>				
<b>P DESIGNATES PERMITTED LAND USES</b>				
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<b>AN ARCHITECTURAL REVIEW PERMIT SHALL BE REQUIRED FOR ANY NEW BUILDINGS OR FOR MAJOR FACADE MODIFICATIONS TO ANY EXISTING BUILDINGS, AS REQUIRED IN CHAPTER 12.108.</b>				
	<i>Districts</i>			
<i>Land Uses</i>	<i>Bayhill Regional Office</i>	<i>Bayhill Neighborhood Commercial</i>	<i>Bayhill Residential Overlay</i>	<i>Bayhill Mixed Use Overlay</i>
Recycling Collection Facilities	-	C	-	C
Recycling Processing Facilities	-	-	-	-
Transportation Terminals	P	P	P	P
Utilities, Major	C	C	C	C
Utilities, Minor	P	P	P	P

Notes:

[1] Permitted only as an ancillary use to the main office use.

[2] Health and Exercise Clubs less than or equal to 15,000 square feet in total area are permitted. Health and Exercise Clubs greater than 15,000 square feet in total area require a Conditional Use Permit.

[3] Restaurant uses are allowed by right in the Bayhill Shopping Center. The total combined area for all Restaurant uses shall be limited to no more than 30,000 gross square feet.

[4] Neighborhood Serving Office uses are allowed by right in the Bayhill Shopping Center. The total combined area for all neighborhood serving office uses shall be limited to no more than 30,000 gross square feet.

### **12.290.050 Allocation of New Development and Transfer of Development**

A Development in the Bayhill Specific Plan is allocated on a parcel-by-parcel basis, as depicted within Table 2-2 in the Bayhill Specific Plan. As indicated in Bayhill Specific Plan Table 2-2, 180,718 square feet is unallocated to specific parcels and may be allocated among hotel, retail, and/or office uses for expansion in the future. Hotel and retail are priority uses, and allocation would be assigned on a first-come, first-serve basis. The amount of development permitted for hotel and retail would be in the form of regional office equivalents.

**B. Regional Office Equivalents:** Regional Office Equivalents listed in Table 12.290-3 shall be used to convert the amount of unallocated square feet of regional office development to hotel and retail square footage. Regional office land uses shall also be permitted to use this unallocated square footage, but with a lower priority than hotel and retail uses.

<b>Table 12.290-2: Regional Office Development Equivalents for Non-Residential Land Uses</b>		
Land Use	Conversion Factor per Sq. Ft. of Regional Office <sup>1</sup>	Equivalent per 1,000 Sq.Ft. Regional Office
Professional Services Office	1.00	1,000 sq. ft.
Retail Commercial	0.19	190 sq. ft.
Hotel	0.64	640 sq. ft. <sup>2</sup>
Civic Use	1.00	1,000 sq. ft.
Notes		
[1] Equivalent factors maintain development within the EIR analysis envelope based on quantitative analysis of: 1) Operational traffic, 2) Operational water, wastewater, and solid waste, 3) Operational criteria air/GHG pollutants, and 4) Operational roadway noise.		
[2] Each hotel room is assumed an average size of 595 sq. ft. Therefore, each 1,000 sq. ft. of office development is equivalent to 1.08 hotel rooms (640 sq. ft. /595 sq. ft. = 1.08).		

**C. Assignment of Unallocated Square Footage.** Assignment of the 180,718 square feet of unallocated square footage shall be made on a first-come first serve basis and shall be approved by the Planning Commission at a noticed public hearing, based on the following findings:

1. The total amount of assigned unallocated square footage is consistent with the Regional Office Development Equivalents for Non-Residential Land Uses as referenced in Table 12.290-3;
2. The total square footage on the receiving parcels does not exceed 2.0 FAR;
3. The site(s) considered for assignment of unallocated square footage are adequate in size and shape to accommodate proposed land uses;
4. The assignment of unallocated square footage will not be detrimental to the public health, safety, or welfare;
5. The assignment of unallocated square footage will not have a substantial adverse effect on surrounding property and will be compatible with the existing and planned land use character of the surrounding area.

- D. **Assignment of Unallocated Square Footage Appeals.** Appeals are subject to procedures set for in Section 12.78.060 (Appeals). (Section 12.78 Zoning Administration is a proposed/new section in the San Bruno Municipal Code and is attached for reference.)
- E. **Residential and Office Development Conversion in the BR Overlay Zoning District.** The Bayhill Residential (BR) Overlay Zoning District allows residential uses along San Bruno Avenue at 801-851 Traeger Avenue and 1111 Bayhill Drive, shown as Parcels 4 and 13 in Table 12.290-2. The total allowed residential units in the BR Overlay Zoning District is 363 dwelling units; with a maximum of 205 units allowed for the 6.06 acres at 801-851 Traeger and a maximum of 158 units allowed for the 3.95 acres at 1111 Bayhill. When residential square footage is developed on these parcels, the Office Development square footage permitted on these parcels shall be reduced using the conversion factors listed below:
1. **801-851 Traeger:** The amount of office development square footage shall be reduced by 1,267 square feet for each dwelling unit proposed.
  2. **1111 Bayhill:** The amount of office development square footage shall be reduced by 1,454 square feet for each dwelling unit proposed.
- F. **Residential Development in the BMU Overlay Zoning District.** The Bayhill Mixed Use (BMU) Overlay Zoning District allows for future transformation of the Bayhill Shopping Center site into a mixed-use development by permitting residential uses onto neighborhood-serving retail and service uses. The Bayhill Mixed-Use Overlay Zoning District allows up to a maximum of 210 dwelling units, as shown in Table 12.290-2. Residential uses are allowed as a standalone use or with a mixed-use development; however, along Cherry Avenue, ground-floor commercial use with residential uses above shall be required. The current square footage of neighborhood commercial uses may not be reduced as required by Bayhill Specific Plan Policy 2-6.
- G. **Transfer of Development – Properties with Common Ownership.** When the transferring and receiving properties are under the common ownership, up to 20 percent of the maximum permitted square footage of a designated Bayhill Regional Office parcel as listed in the Bayhill Development Allocation Table (Table 12.290-2) may be approved by the Community and Economic Development Director for transfer to another designated Bayhill Regional Office parcel based on all of the following findings:
1. The total amount of development resulting on the receiving parcel does not exceed 2.0 FAR;
  2. The transfer produces a public benefit, such as increasing the amount of publicly accessible open space or making the construction of housing more feasible on the donating parcel;
  3. The additional development on the receiving parcel is consistent with all applicable Bayhill Specific Plan standards and policies; and
  4. The owner of both the transferring and the receiving properties are the same.

H. **Transfer of Development – Properties with Different Ownership.** When transferring properties that are under different ownerships, up to 20 percent of the maximum permitted square footage of the designated Bayhill Regional Office parcel as listed in the Bayhill Development Allocation Table (Table 12.290-2) may be approved by the City Council for transfer to another designated Bayhill Regional Office parcel based on all of the following findings:

1. The total amount of development resulting on the receiving parcel does not exceed 2.0 FAR;
2. The transfer produces a public benefit that is unlikely to be achieved without this transfer, such as increasing the amount of publicly accessible open space or making the construction of housing more feasible;
3. The additional development on the receiving parcel is consistent with all applicable Bayhill Specific Plan standards and policies.

#### **12.290.060 Development and Design Standards**

Table 12.290-4 establishes standards and regulations to implement the Specific Plan's policies for shaping the form and design of development in the Bayhill zoning districts. In addition to the standards in this Chapter, all development is subject to all applicable requirements of the San Bruno General Plan, Zoning Ordinance, City of San Bruno Standard Engineering Specifications and Details, and all other applicable requirements for managing stormwater flows and discharge, as well as the Specific Plan Policies.

<b>TABLE 12.290-3 DEVELOPMENT AND DESIGN STANDARDS—BAYHILL ZONING DISTRICTS</b>				
<i>District</i>	<i>Bayhill Regional Office - BRO</i>	<i>Bayhill Neighborhood Commercial - BNC</i>	<i>Bayhill Residential Overlay - BR</i>	<i>Bayhill Mixed Use Overlay - BMU</i>
<b>Development Intensity</b>				
Minimum Lot Size (square feet)	35,000 square feet	25,000 square feet	1 acre	25,000 square feet
Maximum Lot Coverage	Commercial or retail 80 % Office 70 % <sup>1</sup> Residential or hotel 80 %			
<b>Building Mass</b>				
Maximum Building Length	Office – 600 ft. Commercial – 400 ft. Residential – 300 ft.			
<b>Building Placement (Setbacks) - Street side building setbacks are measured from the property line, ROW or sidewalk easement line, whichever encompasses the entire width of the planned sidewalk. Other setbacks, such as side yard setbacks, are measured from the property line. All required setback shall be unobstructed from ground level to the sky, except as otherwise provided in this title.”</b>				
Setbacks (ft.) Along Street Frontages	Bayhill Drive-- 10 feet minimum/30 feet average <sup>2, 4</sup> Grundy Lane – 10 feet minimum/30 feet average <sup>4</sup> Cherry Avenue – 10 feet minimum/30 feet average <sup>2</sup> Elm and Trager Avenues – 10 feet minimum/30 feet average <sup>4</sup> San Bruno Avenue –10 feet minimum/30 feet average, 20 feet minimum for Residential <sup>3</sup>			
Side, Interior	10 feet minimum			
Side, Street	10 feet minimum/30 feet average			
Rear	10 feet minimum; 20 feet for residential			
Greenway Frontage (feet)	30 feet minimum in width to 60 feet minimum in width to incorporate public use areas. Refer to Bayhill Specific Plan Figure 3-1 (Public Realm Concept Map) for the location of the greenways. Greenway width is measured from the back edge of the sidewalk as depicted in Bayhill Specific Plan Figure 3-2b (Bayhill Drive Greenway). Exceptions can be granted to allow greenways to be narrower than 30 feet minimum when the design of a proposed greenway ensures that the narrower space will be publicly accessible, inviting to the public and of a sufficient width dimension to incorporate amenities for the public’s use, and the narrower greenway meets the following width and area parameters: 1) Greenway width averages 40 feet minimum, and; 2) Maximum square footage of building footprint extending into the required base 30-foot Greenway area is not more than 2% of total building footprint, and; 3) Minimum width of Greenway is no less than 12.5 feet.			

<b>TABLE 12.290-3 DEVELOPMENT AND DESIGN STANDARDS—BAYHILL ZONING DISTRICTS</b>				
<i>District</i>	<i>Bayhill Regional Office - BRO</i>	<i>Bayhill Neighborhood Commercial - BNC</i>	<i>Bayhill Residential Overlay - BR</i>	<i>Bayhill Mixed Use Overlay - BMU</i>
Separation (feet)	Office – 15 feet minimum Residential – 15 feet minimum Between Office and Residential or Office and Commercial Lodging – 30 feet minimum Between Commercial/Retail – None required			
<b>Building Height</b>				
Maximum shall be 50 ft. or three stories, whichever is most restrictive, per City of San Bruno Ordinance 1284.				
<b>Ground Floor</b>				
Windows	At least 50 percent of ground floor retail commercial frontage shall include windows, located between 2 ½ and 7 feet above the sidewalk.			
Ceiling Height (ft.)	At least 15 feet for ground floor retail spaces.			
ADDITIONAL REGULATIONS				
<ol style="list-style-type: none"> <li>1. The maximum lot coverage for a single office building shall not exceed 110,000 square feet.</li> <li>2. As measured from the face of curb, improvements shall include curbside planting area of 6 feet and a sidewalk of 14 feet at Bayhill Shopping Center frontages. Minimum setback from new back-of-walk is 0 feet at Bayhill Shopping Center frontages.</li> <li>3. Residential ground-floor entry stoops may project into the setback area but must be set back at least 2 feet from the back of sidewalk. Window bays, balconies, and other architectural features may extend up to 4 feet.</li> <li>4. ADA Ramps, stairs, landscaping features, pedestrian bridges extending over public streets, and other similar features are allowed to encroach into the required setbacks.</li> </ol>				

**12.290.070 Additional Development Regulations**

- A. **Building Mass.** Building mass shall be recessed, projected, notched, or otherwise modified to maintain an attractive pedestrian scale of development along street and Greenway frontages consistent with Urban Design Guidelines in the Bayhill Specific Plan. The offset at the required break in each building mass shall be a minimum of two feet. Maximum length allowed for a continuous/unbroken building mass parallel to greenways or the street shall be:
1. Office and Commercial Development – 100feet
  2. Residential Development – 50 feet
- B. **Height of the First Floor above Adjacent Sidewalk.** The first-floor building elevation located at the primary entrance shall be within 6 feet of the grade of the adjacent sidewalk. Grading and first floor building elevations shall be designed and clearly delineated in the development phasing plans(s). Underground and basement parking garage walls that extend above grade shall be screened by landscape materials and/or earthwork .

- C. **Lighting.** Site lighting shall provide a sense of safety for pedestrians without producing glare or light pollution on adjacent properties.
1. All lighting fixtures shall be Dark Sky compliant
  2. Light Level. (As measured on the surface) min. 0.8 foot-candles along pedestrian paths with Maximum Uniformity Ratio (E average/E Minimum) = 6.0, 1.0 foot-candles at pedestrian path nodes and vehicle surfaces with Maximum Uniformity Ratio of 4.0, documented by photometric plan.
  3. Luminaire Height - 18 ft. max.
  4. Source Type and Temperature - LED, 3200 K max.
  5. Pedestrian-oriented lights are required along all street frontages. Maximum average spacing shall be 100 feet on center.
  6. Pedestrian-oriented lights are required along all pedestrian paths located on private property. Maximum average spacing shall be 75 feet on center.
- D. **Roof Overhangs.** Roof features including overhang, cornices, fascia panels, and cantilevered slabs may encroach up to 4 feet into required setback areas.
- E. **Rooftop Mechanical Equipment.** Rooftop mechanical equipment shall be screened from views of any nearby public right-of-way. Such screening may include additional parapet, other segment of pitched roof, or equipment enclosure that are consistent and are complementary to the overall architectural elevation style and materials of the principal building. The total height of such screening, including the roof, shall not exceed the maximum height of 50-feet. Minimum height of such screening shall be the same height as the equipment to be screened.
- F. **Pedestrian Bridges over Public Streets.** The design of pedestrian bridges over public streets shall be reviewed on a case-by-case basis at the discretion of the approval body in conjunction with the planning application for the project to which the bridge will connect.
- Pedestrian bridges shall maintain a minimum 18-foot clearance from all portions of the roadway surface below, and shall be a maximum 20 feet in width, as measured from the exterior edges of the pedestrian bridge.
- G. **Landscaping.** A minimum of 15 percent of the total building site (land area) shall be landscaped, where only ground floor level landscaping would count towards the 15% minimum requirement. Any landscaping either above or below ground level does not count toward the 15% minimum requirement. An individual building site or lot can provide less than 15 percent landscaping, if the building site/lot incorporates a public amenity that is approved, such as a publicly accessible plaza. However, in no case shall an individual building site or lot provide less than 12.5% of landscaping.
1. **Street trees.** Street trees shall be planted in accordance with the Urban Design policies and guidelines per the Bayhill Specific Plan and the City of San Bruno Street Trees and Plantings Ordinance (Chapter 8.24.) Canopy trees shall be the

dominant landscape material used in order to complement the Bayhill hillside setting, and to reduce heat gain of roadways and buildings. Additional plantings shall be selected in accordance with the Bay-Friendly Landscape Guidelines.

2. **Landscaping above underground and basement parking garages.** Landscaping around garages shall be designed to merge with surrounding environment to minimize the appearance of a parking garage below.
  3. **Landscaping adjacent to sidewalks.** Landscaping and other amenities designed for any new development adjacent to sidewalks shall complement curbside planting areas, street trees and lighting. Such landscaping design shall frame sidewalks as attractive and continuous public space. Complementary landscaping may include installation of the same or similar plant species that are used along the roadway. Amenities may include benches and trash receptacles at regular intervals, supplementary sidewalk lighting, and other elements.
- H. **Greenway.** A wide linear green space shall be established in portions of properties with frontage on Bayhill Drive, Traeger Avenue, and Elm Avenue as indicated by the Specific Plan. The Greenway shall be developed in accordance with the provisions identified in Bayhill Specific Plan Policy 3-4. See Figure 3-1(Public Realm Concept Map), in the Bayhill Specific Plan for a visual representation of the Greenway locations.
- I. **Cherry Avenue Plaza.** A privately-owned publicly accessible open space (POPO) shall be provided at the northeast corner of Cherry Avenue and Grundy Lane. The Plaza shall be developed in accordance with the provisions identified in Bayhill Specific Plan Policy 3-5.
- J. **Residential Outdoor Space within BR and BMU Overlay Zoning Districts.** A minimum of 40 sq. ft. of private outdoor space in the form of a porch, balcony, deck, patio, or fenced yards shall be provided for each residential unit, or 60 sq. ft. per unit shall be provided as part of common usable outdoor space for all residential development. Private outdoor space shall not be less than six (6) feet in any dimension. Common outdoor space shall be located behind or within buildings as courtyards, and/or screened from street view by plant materials, elevation changes, and/or other techniques as appropriate.
- K. **Anti-Reflective Glass.** Anti-reflective glass with a reflectivity rating of 10% – 20%, or its equivalent is required for office, commercial, and other building types when more than 50% of an exterior elevation/wall contains glazing.
- L. **Private Multi-Modal Transportation Hub.** A centrally-located multi-modal transportation hub shall be provided on private property for new office development exceeding a cumulative total of 200,000 square feet in the Specific Plan Area. The multi-modal transportation hub shall be off-street, designed to accommodate private shuttles, buses, and boarding-related activity without vehicle queuing on public streets, and shall be expanded or additional hubs added as needed to accommodate each phase of development through to buildout. The facility shall include supplemental alternative transportation modes such bike and scooter share facilities (subject to City authorization

to operate in the City) and may include transportation network company (TNC) pickup and drop-off, subject to City review and approval.

**12.290.080 Architectural Review Permit**

An Architectural Review Permit shall be required for any new buildings or for major façade modifications to any existing buildings, as required in chapter 12.108.

**12.290.090 Vehicle Access, Parking and Off-Street Loading**

All development proposed in the Bayhill Specific Plan Area shall comply with requirements set forth in Chapter 12.100 of the Zoning Ordinance.

**12.290.100 Signage**

All signages including advertisement and building identification signs proposed in the Bayhill Specific Plan Area shall comply with requirements set forth in Section 12.104 of the Zoning Ordinance.

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO AMENDING THE CITY OF SAN BRUNO ZONING MAP**

**(ZA21-001)**

(**APNS:** 020-011-430, 020-011-420, 020-011-330, 020-011-370, 020-015-020, 020-015-030, 020-015-040, 020-011-360, 020-019-070, 020-018-010, 020-017-020, 020-017-010, 020-12-120, 020-012-190, 020-012-160, 020-012-170)

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

**SECTION 1.** The City of San Bruno Zoning Map is hereby amended to correspond to new Chapter 12.290 (Bayhill Specific Plan Districts) of the San Bruno Municipal Code which implements the Bayhill Specific Plan.

**SECTION 2. FINDINGS.**

**WHEREAS**, Google, Inc. (now Google LLC) ("**Developer**") approached the City in 2017 regarding its desire to develop additional office buildings on eight of the ten parcels it owns (APNs 020-011-430, 020-015-020, 020-015-030, 020-018-010, 020-011-330, 020-015-040, 020-019-070, and 020-011-370, collectively the "**Google Property**") in Bayhill Office Park (the "**Google Project**"). Developer's existing buildings in Bayhill Office Park are occupied by YouTube, a Google subsidiary company, and Developer envisions that YouTube will occupy new buildings on the Google Property. Google has submitted applications for its first phase of developing the Google Project ("**Phase 1**").

**WHEREAS**, the City determined that Developer's proposal warranted preparation of a comprehensive plan integrating development and use of the Google Property with Developer's existing buildings and other properties in the area. In Summer 2017, the City of San Bruno initiated the process of developing a specific plan (the "**Bayhill Specific Plan**") encompassing the Google Property, the remainder of Bayhill Office Park, and Bayhill Shopping Center (together, the "**Bayhill Specific Plan Area**").

**WHEREAS**, the City prepared a Draft Bayhill Specific Plan. Among other things, the Bayhill Specific Plan creates two principal land use designations and two overlay designations for properties in the Bayhill Specific Plan Area (the "**Specific Plan Land Use Designations**").

**WHEREAS**, the City determined that certain amendments to the City of San Bruno General Plan text and Land Use Diagram (General Plan Figure 2.1) are required to reflect the City's intentions for the Bayhill Specific Plan Area as shown in the proposed Bayhill Specific Plan and achieve consistency between the General Plan and the Bayhill Specific Plan, and City prepared such amendments (GPA21-002) (the "**Bayhill General Plan Amendments**").

**WHEREAS**, the City determined that certain amendments to the City of San Bruno Zoning Ordinance (the "**Bayhill Zoning Text Amendments**") and Zoning Map (the "**Bayhill**

## AMENDMENTS TO CITY OF SAN BRUNO ZONING MAP

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**Zoning Map Amendments**") are required to implement the Bayhill Specific Plan, and City prepared such amendments (ZA21-001) (together, the "**Bayhill Zoning Amendments**").

**WHEREAS**, on January 14, 2021, the Draft Bayhill Specific Plan, Bayhill General Plan Amendments and Bayhill Zoning Amendments were made available for public review and comment.

**WHEREAS**, on March 11, 2021, the Draft Bayhill Specific Plan was presented to the San Mateo County Airport Land Use Commission ("**ALUC**"), as required by state law for any plan or project proposed within certain zones near an airport, and the ALUC provided comments.

**WHEREAS**, as a result of comments on the Draft Bayhill Specific Plan from the ALUC, the Bay Area Air Quality Management District, Google, and members of the public, and corrections and refinements identified by the City, City staff recommended certain modifications to the draft Bayhill Specific Plan (the "**Specific Plan Revisions and Corrections**") (which have not yet been made), and to the Bayhill Zoning Text Amendments and the Bayhill Zoning Map Amendments (which have been incorporated in the updated Bayhill Zoning Text Amendments and updated Bayhill Zoning Map Amendments currently before the City Council for consideration).

**WHEREAS**, Pursuant to the California Environmental Quality Act ("**CEQA**"), the City conducted environmental review of the Bayhill Specific Plan at a programmatic level and project-level environmental review of Phase 1 of the Google Project, and prepared and duly processed an Environmental Impact Report ("**Specific Plan EIR**") consisting of a Draft EIR dated January 2021, a Final EIR response to comments document dated August 2021, and a Final EIR Errata dated September 2021, and the City prepared a Mitigation Monitoring and Reporting Program for implementation of mitigation measures specified in the EIR ("**Specific Plan MMRP**"). As part of the environmental review process, the City prepared a Water Supply Assessment pursuant to state law, which was included in the Specific Plan EIR.

**WHEREAS**, on August 17, 2021, the Planning Commission held a duly noticed public hearing to consider the Bayhill Specific Plan and the Bayhill Zoning Amendments among other actions related to the Bayhill Specific Plan and the Google Project, after which the Planning Commission adopted its Resolution No. 2021-04 recommending that the City Council adopt the Bayhill Zoning Amendments to ensure consistency with and reflect the intentions of the Bayhill Specific Plan.

**WHEREAS**, a Notice of Public Hearing was mailed to properties within a 600-foot radius of the Bayhill Specific Plan Area and to other parties on September 17, 2021, and duly published in the San Mateo Daily Journal on September 18, 2021, providing notice of the City Council's September 28, 2021 public hearing regarding the Bayhill Specific Plan and the Google Project, including City Council consideration of the Bayhill Zoning Text Amendments and the Bayhill Zoning Map Amendments.

**WHEREAS**, on September 28, 2021, the City Council conducted a duly noticed public hearing on the Bayhill Specific Plan and Google Project and related approvals, where the

**Attachment 7**

## AMENDMENTS TO CITY OF SAN BRUNO ZONING MAP

Page 3 of 5

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public were able to participate and comment remotely via Zoom, and on said date the City Council waived the first reading of the Bayhill Zoning Map Amendments and introduced this Ordinance, and the public hearing was opened, held and closed.

**WHEREAS**, by Resolution adopted on September 28, 2021, the City Council approved the Water Supply Assessment and found that the City will have sufficient water supply to serve development authorized by the Bayhill Specific Plan, including Phase 1 of the Google Project.

**WHEREAS**, by Resolution adopted on September 28, 2021, the City Council adopted certain CEQA Findings regarding the Specific Plan EIR and its evaluation of the Bayhill Specific Plan and Phase 1 of the Google Project, certified the Specific Plan EIR as adequate in accordance with CEQA, recognized certain environmental impacts of the Bayhill Specific Plan as significant and unavoidable despite feasible mitigation measures, adopted a Statement of Overriding Considerations concluding that approval of the Bayhill Specific Plan is appropriate despite such impacts, and adopted the Specific Plan MMRP.

**WHEREAS**, by Resolution adopted on September 28, 2021, the City Council adopted the Bayhill General Plan Amendments.

**WHEREAS**, by Resolution adopted on September 28, 2021, the City Council adopted the Bayhill Specific Plan.

**WHEREAS**, on September 28, 2021, prior to introduction of this Ordinance, the City Council introduced its Ordinance to adopt the Bayhill Zoning Text Amendments.

**WHEREAS**, the proposed Bayhill Zoning Map Amendments will be in general conformance with the General Plan of the City as amended by the Bayhill General Plan Amendments.

**WHEREAS**, the proposed Bayhill Zoning Map Amendments will be consistent with the Bayhill Specific Plan.

**WHEREAS**, the proposed Bayhill Zoning Map Amendments are intended to be consistent with and will implement the Bayhill Zoning Text Amendments.

**WHEREAS**, the Specific Plan EIR adequately addresses any potential environmental impacts of the Bayhill Zoning Map Amendments.

**WHEREAS**, the public necessity, convenience and general welfare require adoption of the Bayhill Zoning Map Amendments.

**SECTION 3. REGULATION.** The Zoning Map for the City of San Bruno is hereby amended as described within **Exhibit A** and shown within **Exhibit B**.

**SECTION 4. NO MANDATORY DUTY OF CARE.** This Ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City, or any

**Attachment 7**

**AMENDMENTS TO CITY OF SAN BRUNO ZONING MAP**

officer or employee thereof, a mandatory duty of care towards persons or parties within the city or outside of the city, so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

**SECTION 5. CONSTITUTIONALITY; SEVERABILITY.** If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional, invalid or ineffective by a court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance, and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional, invalid or ineffective.

**SECTION 6. EFFECTIVE DATE.** This Ordinance shall take effect thirty (30) days from and after the date of its final passage and adoption.

**SECTION 7. PUBLICATION.** The City Clerk is directed to cause publication of this Ordinance as required by law.

**Exhibit A:** Parcels Affected by Zone Change

**Exhibit B:** Proposed Zoning Map

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

\_\_\_\_\_  
Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Clerk  
Melissa Thurman

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

---oOo---

I, Melissa Thurman, City Clerk, do hereby certify that the foregoing **Ordinance** No. \_\_\_\_\_ was introduced at a regular meeting of the San Bruno City Council on September 28, 2021 and adopted by the San Bruno City Council at a regular meeting on October 12, 2021, by the following vote:

AYES:            Councilmembers:

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

**AMENDMENTS TO CITY OF SAN BRUNO ZONING MAP**

**Page 5 of 5**

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RECUSED: Councilmembers: \_\_\_\_\_

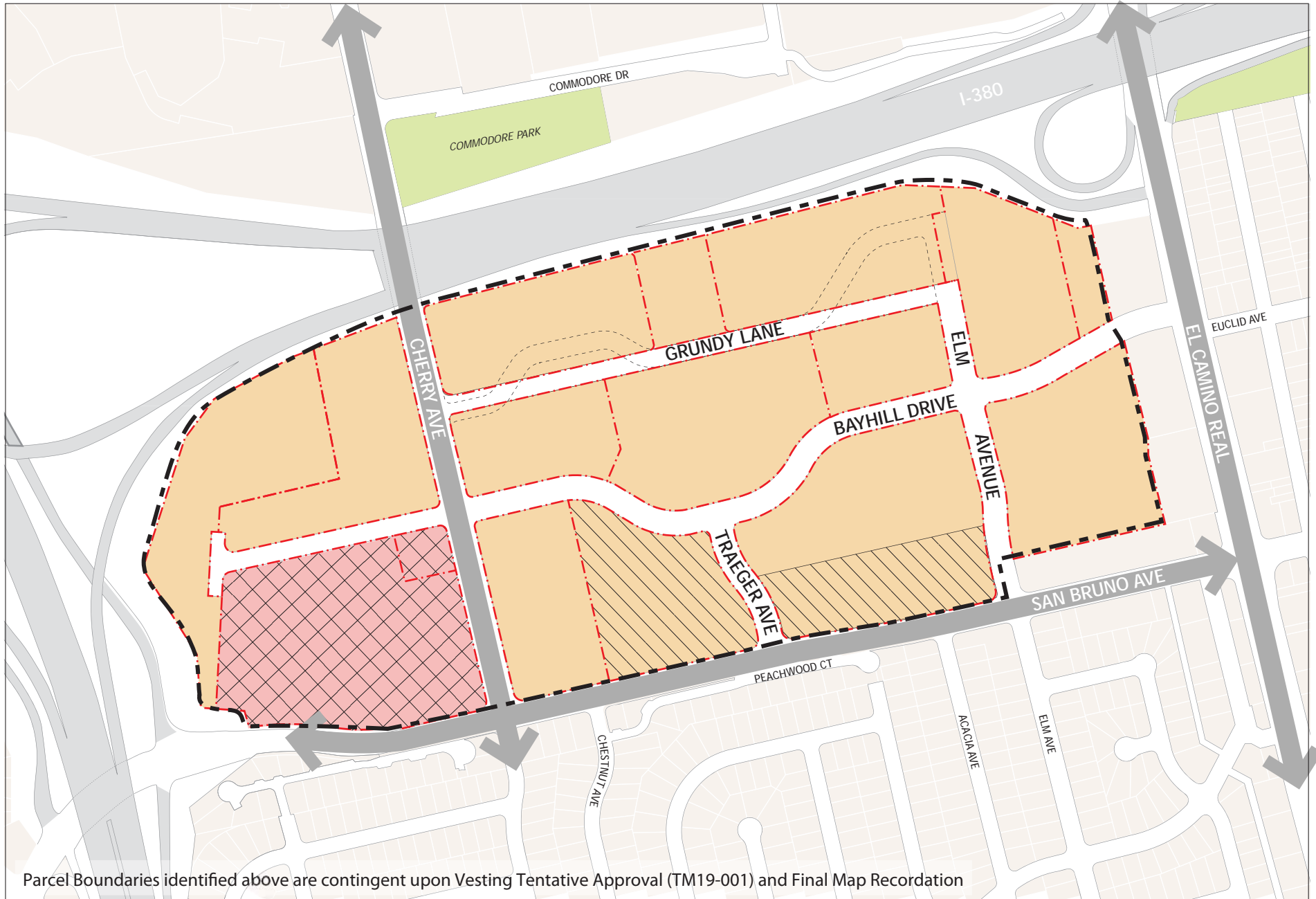
ABSENT: Councilmembers: \_\_\_\_\_

\_\_\_\_\_  
Melissa Thurman, MMC  
City Clerk



**Attachment 7- Exhibit A**

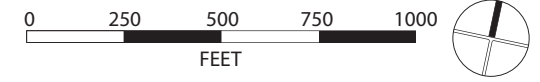
<b>Assessor's Parcel Number</b>	<b>Prior Zoning District</b>	<b>Amended Zoning District</b>
020-011-330	P-D (Planned Development)	BRO (Bayhill Regional Office)
020-011-360	C-O (Community Office)	BRO (Bayhill Regional Office)
020-011-370	C-O (Community Office)	BRO (Bayhill Regional Office)
020-011-420	P-D (Planned Development)	BRO (Bayhill Regional Office)
020-011-430	P-D (Planned Development)	BRO (Bayhill Regional Office)
020-012-120	C (General Commercial)	BNC (Bayhill Neighborhood Commercial) / BMU (Bayhill Mixed-Use Overlay)
020-012-160	P-D (Planned Development)	BRO (Bayhill Regional Office)
020-012-170	P-D (Planned Development)	BRO (Bayhill Regional Office)
020-012-190	P-D (Planned Development)	BNC (Bayhill Neighborhood Commercial) / BMU (Bayhill Mixed-Use Overlay)
020-015-020	P-D (Planned Development)	BRO (Bayhill Regional Office)
020-015-030	P-D (Planned Development)	BRO (Bayhill Regional Office)
020-015-040	P-D (Planned Development)	BRO (Bayhill Regional Office)
020-017-010	P-D (Planned Development)	BRO (Bayhill Regional Office)
020-017-020	P-D (Planned Development)	BRO (Bayhill Regional Office) / BR (Bayhill Residential Overlay)
020-018-010	P-D (Planned Development)	BRO (Bayhill Regional Office) / BR (Bayhill Residential Overlay)
020-019-070	C-O (Community Office)	BRO (Bayhill Regional Office)

# Attachment 7 - Exhibit B (Proposed Zoning Map)



Parcel Boundaries identified above are contingent upon Vesting Tentative Approval (TM19-001) and Final Map Recordation

- |   |                                 |   |                             |   |                             |
|---|---------------------------------|---|-----------------------------|---|-----------------------------|
|  | Bayhill Regional Office         |  | Bayhill Residential Overlay |  | Specific Plan Area Boundary |
|  | Bayhill Neighborhood Commercial |  | Bayhill Mixed-Use Overlay   |   |                             |



Final EIR

<https://www.sanbruno.ca.gov/civicax/filebank/blobdload.aspx?BlobID=33441>

Draft EIR

<https://www.sanbruno.ca.gov/civicax/filebank/blobdload.aspx?BlobID=32723>

Draft EIR Appendices

<https://www.sanbruno.ca.gov/civicax/filebank/blobdload.aspx?BlobID=32722>

Draft Bayhill Specific Plan

<https://www.sanbruno.ca.gov/civicax/filebank/blobdload.aspx?BlobID=32813>

# Bayhill Specific Plan: VMT Monitoring & Mitigation Plan San Bruno, CA

Prepared for:  
City of San Bruno

September 2021

SF17-0931

FEHR  PEERS

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# Introduction

This VMT Monitoring and Mitigation plan is designed to support implementation of the Bayhill Specific Plan (the "Project") in San Bruno consistent with the California Environmental Quality Act (CEQA). In January 2021 the Project's Draft Environmental Impact Report (EIR) was prepared consistent with CEQA guidelines. The DEIR found that the Project would have a potentially significant environmental impact from the number of Project-generated vehicle miles traveled (VMT). Proposed development projects within the Project area are therefore required to implement mitigation measures TRA-1/TRA-2. Mitigation measures TRA-1 and TRA-2 require that property owners develop and submit a transportation demand management (TDM) plan for review and approval by City staff prior to issuance of development entitlement. The property owner will then be subject to protocol laid out in this VMT Monitoring and Mitigation Plan. The TDM plan will be unique to the property owner while the monitoring and mitigation protocol will be consistent for all properties within the specific plan area. The TDM Plan and this Monitoring and Mitigation Plan are prepared to achieve the performance targets described in mitigation measure TRA-1/TRA-2. Elements of the Monitoring and Mitigation Plan may change as needed to meet agreed-to performance targets for the specific property owner.

# Specific Plan Requirements

By combining multi-modal design principles with aggressive TDM programs, the Bayhill Specific Plan strives to reduce vehicle miles traveled (VMT). Project VMT measures the total number of net new vehicle trips and the distance of each of those trips. A specific VMT per capita threshold of 21.7 VMT is established for new office buildings constructed within the Bayhill Specific Plan. This threshold is 14.3 percent below the region's average VMT per capita for consistency with the City's selected transportation impact analysis criteria for the Specific Plan.

The primary strategy to reduce VMT is to shift drive-alone vehicle trips to other modes of travel, including carpool, shuttle, transit, bicycling, and walking. Strategies to stimulate this shift are collectively referred to as transportation demand management (TDM). A list of possible TDM strategies tailored to the local land use characteristics is available in the Specific Plan. Each new employer or property owner will be required to select a subset of strategies that are best suited to their employees and business model.

Working individually or collectively, the new Bayhill land uses will need to reduce VMT per capita to no more than 21.7. The VMT threshold equates to no more than 43 percent of trips occurring by single-occupancy vehicles. New properties must monitor trips for their site and report the results in relation to the 43 percent drive-alone threshold.

# Monitoring and Reporting

Starting in the calendar year after the City issues the first certificate of occupancy for the first building in a given development phase, the property owners shall retain the services of an independent City-approved transportation planning/engineering firm to conduct an annual mode-share survey for their employees each fall (mid-September through mid-November) to determine whether the development (a single parcel or multiple parcels under one ownership) is achieving the non-auto mode split threshold. The property owner shall submit an annual report to the staff of the San Bruno Community and Economic Development Department each January.

## Annual Travel Survey

The mode-share survey to be conducted at the site is intended to monitor achievement of the non-drive alone goals discussed in the introduction to this Plan. Because the mode share goal is presented as a daily percentage, care should be taken in conducting the travel surveys to capture **all work-based trips** that an individual takes on a given day. Due to the complexity of typical travel patterns, most employees will make more trips than simply the commute trip. To determine the development's mode share and adherence to the requirements of Mitigation Measure TRA-1 and TRA-2, the annual survey should be designed to capture commute trips, plus all other trips conducted during the survey dates (a weighted average of three typical days)<sup>1</sup>.) The annual survey should include the questions in Appendix A, which may be modified to increase survey clarity and effectiveness with City approval. In the future, response options to each question should be updated to reflect future innovations in mode choice and/or technology options. The property owner may choose to incorporate additional questions for their own purposes.

At the completion of the survey, each entry should have a total number of daily trips by each mode. The development's mode share will be based on the total number of drive-alone trips (parking both on-site and off-site) divided by the total number of reported trips.

## Annual Report

The annual report shall describe implementation of the TDM program and results of the annual mode split survey, including a summary of the methodology for collecting the mode split data, statistics on response rates, and a summary conclusion on whether the development is in compliance with Mitigation Measure TRA-1/TRA-2. Each report that indicates non-compliance shall identify additional feasible TDM measures (i.e., a corrective action plan) that will be implemented to reduce the drive-alone rate below the 43 percent target. If there are no additional feasible measures, the report shall indicate as such. If the City believes that additional measures are feasible or are required to achieve the target, the parties shall meet and confer to agree on an acceptable corrective action plan.

## Non-Compliance

If timely reports are not submitted and/or reports indicate that the development has failed to achieve the drive alone mode share specified above in two consecutive years after issuance of the certificate of occupancy for the full phase<sup>2</sup>, the development will be considered in violation of this mitigation measure. The City will issue a notice of non-compliance after the first year the development fails to meet monitoring

requirements (submittal of timely reports and/or achieving specified drive alone mode share), after which the property owner has one year to comply with the monitoring requirements through the discretionary implementation of additional TDM measures.

# Enforcement and Action

After two years of not meeting the development's drive alone requirement, the City may initiate enforcement action against the property owner in the form of mitigation payments. Mitigation payments will support the funding and management of transportation improvements that would improve the development's ability to achieve the target non-SOV mode share. The mitigation payments for the development are tailored to closing the first-mile/last-mile gap between the development and the two nearby regional rail stations serving BART and Caltrain. Mode shift from long-distance driving to long-distance transit trips is the most effective way to reduce VMT for this development.

The Bayhill Specific Plan area is currently served by first-mile/last-mile shuttles – one to BART and one to Caltrain. These shuttles are open to the public and are jointly funded by Walmart eCommerce and grant funding from SMCTA-C/CAG. Each shuttle route requires one vehicle to provide 15-20-minute headways from approximately 7-10AM and 4-6:30PM.

These shuttles encourage public transportation thereby helping to reduce vehicular congestion along the U.S. 101, Interstate 280, and Interstate 380 commute corridors, and arterial streets during commute hours. This leads to a reduction in single-occupancy vehicles as well as VMT. In SamTrans' 2018 Bayhill BART shuttle survey, 42% of respondents indicated they would drive alone to get to work if the Bayhill shuttle services were unavailable. This information indicates that first-mile/last-mile shuttles are an effective strategy to offset VMT for the Bayhill Specific Plan.

## Mitigation Payments

### Baseline Payments

If either the BART or Caltrain shuttles have ceased operation at the time of development monitoring and the finding of non-compliance, the property owner will be required to restart both shuttles at the same service levels identified above. The property owner may cover the full cost of the shuttle(s) for one year without matching funds or may seek SMCTA-C/CAG matching grants, which are available in two-year cycles<sup>1</sup>. If the property owner elects to fund the shuttle for a single year only, they must also operate the shuttle. If the property owner elects to pursue two-year matching grants and SamTrans operational support, they must open and advertise the shuttle(s) to the general public. If multiple Bayhill property owners exceed the drive alone threshold in a given monitoring year, they will split the cost of baseline shuttle operations based on the number of employees in exceedance of the threshold.

The property owner, in collaboration with the City and SamTrans, has the option to reconfigure the route, stops, and shuttle service(s) so long as the headways remain approximately 15-20 minutes, the service operates for 2.5-3 hours in each peak period, and the service is open to the public. The property owner is required to provide the shuttle(s) from this point forward unless they can demonstrate the ability to meet the SOV threshold in subsequent years without Baseline shuttle operations.

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<sup>1</sup> During the FY 20/21 & FY 21/22 application cycle for example, the two-year cost of the BART shuttle was \$383,000; 53 percent was covered by Walmart eCommerce and 47 percent was covered by a SMCTA-C/CAG matching grant.

## Tier 1 Payments

Tier 1 Payments are triggered in one of two instances:

If the property owner records two initial years of non-compliance and during the second year's monitoring period the first-mile/last-mile shuttles to BART and Caltrain are in operation; or

If, after one year of operating or two years of funding one or both shuttles as the result of the Baseline Payment being applied, the development is still exceeding the drive alone threshold.

Tier 1 Payments include the following enhancements to the shuttle services:

- Operate at 10-minute headways
- Expand AM and PM service hours to 3.5-hour peak periods
- Expand route to cover a gap in public transit service (identified by SamTrans staff) that is within the vicinity of the Plan Area.
- Implement marketing and usability improvements, including:
  - Partner with Commute.org to enhance marketing and customer service
  - Publish General Transit Feed Specification (GTFS) feed to include shuttle in trip planners/real time trackers

The property owner may request permission from the City and SamTrans to reconfigure the route, stops, and shuttle service(s) within the service level parameters outlined above. The non-compliant property owner(s) would operate the shuttle(s) themselves for one year, enter a 2-year agreement with SamTrans to operate, or would make payments towards the existing operator to facilitate two years of the shuttle enhancements listed above. If multiple Bayhill property owners exceed the drive alone threshold in a given monitoring year, they will split the cost of Tier 1 shuttle operations as described above. The property owner is required to provide Tier 1 shuttle service from this point forward unless they can demonstrate the ability to meet the SOV threshold in subsequent years without Tier 1 shuttle operations.

## Tier 2 Payments

Tier 2 Payments are triggered if, after one year of operating or two years of funding both shuttles under Tier 1 Payment conditions, the development is still exceeding the drive alone threshold.

Tier 2 Payments include everything in the Baseline and Tier 1 plus the following enhancements to shuttle service(s):

- Initiate half-hourly shuttle service to Millbrae Caltrain station (which will have more frequent Caltrain service than San Bruno Station and is therefore a more desirable connection for some travelers). Run a minimum of 2.5-hour peak periods in alignment with express service Caltrain arrivals and departures.

The property owner, in collaboration with the City and SamTrans, has the option to reconfigure the route, stops, and shuttle service(s) within the parameters outlined above. The non-compliant property owner(s) would operate the shuttle(s) themselves for one year, enter a 2-year agreement with SamTrans to operate, or would make payments towards the existing operator to facilitate two years of the shuttle enhancements listed above. If multiple Bayhill property owners exceed the drive alone threshold in a given monitoring year, they will split the cost of Tier 2 shuttle operations as described above. The property owner is required to

provide Tier 2 shuttle service from this point forward unless they can demonstrate the ability to meet the SOV threshold in subsequent years without Tier 2 shuttle operations.

### **Tier 3 Payments**

Tier 3 Payments are triggered if, after one year of operating or two years of funding shuttle service described under Tier 2 Payment conditions, the development is still exceeding the drive alone threshold.

Tier 3 Payments include everything in Tiers 1 and 2 plus the following enhancements to shuttle service(s):

- Increase Millbrae Caltrain shuttle to 15-minute headways. Run a minimum of 3-hour peak periods in alignment with express service Caltrain arrivals and departures.

The property owner, in collaboration with the City and SamTrans, has the option to reconfigure the route, stops, and shuttle service(s) within the parameters outlined above. The non-compliant property owner(s) would operate the shuttle(s) themselves for one year, enter a 2-year agreement with SamTrans to operate, or would make payments towards the existing operator to facilitate two years of the shuttle enhancements listed above. If multiple Bayhill property owners exceed the drive alone threshold in a given monitoring year, they will split the cost of Tier 3 shuttle operations as described above. The property owner is required to provide Tier 3 shuttle service from this point forward unless they can demonstrate the ability to meet the SOV threshold in subsequent years without Tier 3 shuttle operations.

### **Frequency of Reporting**

If timely reports are submitted and demonstrate that the property owner has achieved the drive alone mode share specified above for five consecutive years after issuance of certificates of occupancy for a full phase of development, monitoring shall no longer be required annually, and shall instead be required every five years, sunseting after 3 reports demonstrating compliance (15 years total). Each new phase of development resets the clock and requires five consecutive years of compliance.

### **Flexibility and Amendments**

The property owner may suggest an alternative VMT-reduction program in place of the baseline payment or any of the tiers above by demonstrating that the alternative program will achieve a similar VMT reduction. The property owner must deliver their proposal for an alternative mitigation program at the same time they submit their annual monitoring report in January for review and approval by the City. The City must deliver a decision on the alternative program within 90 days of receipt of the alternative proposal. The City may hire a transportation consultant at the property owner's expense to review a suggested alternative VMT reduction program. If the City would like to modify the property owner's proposal, the City and property owner will have one month to negotiate an alternative program that is acceptable to both parties. Should agreement not be reached, the property owner will be subject to the Tiered approach identified above.

The property owner may also propose amendments to its TDM plan as part of its annual report each year, subject to review and approval by the City. The City may hire a transportation consultant at the property owner's expense to review proposed TDM plan amendments. The City expects that the TDM plan will evolve as travel behavior changes and as new technologies become available. The City must deliver a decision on the proposed amendments within 90 days of receipt. If the City would like to modify the property owner's proposed amendments, the City and property owner will have one month to negotiate a TDM plan that is

acceptable to both parties. Should agreement not be reached, the TDM Plan will remain as it was before the amendments were proposed.

# Appendix A: Employee Survey

1. On **Wednesday, November 3<sup>3</sup>**, did you travel to work at the Bayhill [*building name*]?
  - a. Yes (*survey continues*)
  - b. No, I worked from home or at a non-*[company name]* location (*two trips logged as telecommute*)
  - c. No, I worked at another *[company name]* office (*Entry not included in results*)
  - d. No, I did not work that day (*logged as non-commute and excluded from drive-alone rate calculation*).
2. How did you first arrive to work on that day? (If you used more than one commute option, select the option on which your distance was the furthest.)
  - a. I drove alone in a car, SUV, van, or truck and parked on-site (*One trip logged as drive-alone*)
  - b. I drove alone in a car, SUV, van, or truck and parked elsewhere (*One trip logged as drive-alone*)
  - c. I drove alone on a motorcycle or moped and parked on-site (*One trip logged as drive-alone with motorcycle/moped*)
  - d. I drove alone on a motorcycle or moped and parked elsewhere (*One trip logged as drive-alone with motorcycle/scooter*)
  - e. I took Lyft or Uber, without any other passengers (*One trip logged as TNC*)
  - f. I drove/rode with others in a car, SUV, van, or truck (*One trip logged as carpool*)
  - g. I got a ride from a friend, coworker, or family member who dropped me off at work in a car, SUV, van, or truck (*One trip logged as carpool*)
  - h. I took Caltrain or BART (*One trip logged as commuter rail*)
  - i. I took a public transit bus (*One trip logged as bus*)
  - j. I took a *[company name]* shuttle bus (*One trip logged as [company-name] shuttle*)
  - k. I took a non-*[company-name]* shuttle bus (*One trip logged as shuttle*)
  - l. I walked (*One trip logged as walk*)
  - m. I rode my own bike (*One trip logged as bike*)
  - n. I used an electric scooter or similar (*One trip logged as scooter*)
  - o. Other: \_\_\_\_\_ (*One trip logged as other*)
3. Did you leave your primary office building prior to departing for the day, for any reason? (i.e., to get lunch, grab a coffee, go to an off-site meeting, work out, give someone a ride, etc.)
  - a. Yes (*Continue to question 4*)
  - b. No (*Continue to question 6*)
4. How many additional trips did you make from the office during your workday?
  - a. (Numeric entry)

---

<sup>3</sup> Survey should reflect three days (non-holiday Tuesday, Wednesday, or Thursday between mid-September and mid-November) when no special events or unusual weather has occurred).

5. 5A: "Think to the first trip you made that day after arriving at the office but prior to leaving office. What mode did you use?" (If you used more than one commute option, select the option on which your distance was the furthest.)

- a. I drove alone in a car, SUV, van, or truck and parked on-site (*One trip logged as drive-alone*)
- b. I drove alone in a car, SUV, van, or truck and parked elsewhere (*One trip logged as drive-alone*)
- c. I drove alone on a motorcycle or moped and parked on-site (*One trip logged as drive-alone with motorcycle/moped*)
- d. I drove alone on a motorcycle or moped and parked elsewhere (*One trip logged as drive-alone with motorcycle/scooter*)
- e. I took Lyft or Uber, without any other passengers (*One trip logged as TNC*)
- f. I drove/rode with others in a car, SUV, van, or truck (*One trip logged as carpool*)
- g. I got a ride from a friend, coworker, or family member who dropped me off at work in a car, SUV, van, or truck (*One trip logged as carpool*)
- h. I took Caltrain or BART (*One trip logged as commuter rail*)
- i. I took a public transit bus (*One trip logged as bus*)
- j. I took a [company name] shuttle bus (*One trip logged as [company-name] shuttle*)
- k. I took a non-[company-name] shuttle bus (*One trip logged as shuttle*)
- l. I walked (*One trip logged as walk*)
- m. I rode my own bike (*One trip logged as bike*)
- n. I used an electric scooter or similar (*One trip logged as scooter*)
- o. Other: \_\_\_\_\_ (*One trip logged as other*)

5B: "Think to the second trip you made that day prior to leaving the office. What mode did you use?" (If you used more than one commute option, select the option on which your distance was the furthest.)

- a. I drove alone in a car, SUV, van, or truck and parked on-site (*One trip logged as drive-alone*)
- b. I drove alone in a car, SUV, van, or truck and parked elsewhere (*One trip logged as drive-alone*)
- c. I drove alone on a motorcycle or moped and parked on-site (*One trip logged as drive-alone with motorcycle/moped*)
- d. I drove alone on a motorcycle or moped and parked elsewhere (*One trip logged as drive-alone with motorcycle/scooter*)
- e. I took Lyft or Uber, without any other passengers (*One trip logged as TNC*)
- f. I drove/rode with others in a car, SUV, van, or truck (*One trip logged as carpool*)

- g. I got a ride from a friend, coworker, or family member who dropped me off at work in a car, SUV, van, or truck (*One trip logged as carpool*)
  - h. I took Caltrain or BART (*One trip logged as commuter rail*)
  - i. I took a public transit bus (*One trip logged as bus*)
  - j. I took a [company name] shuttle bus (*One trip logged as [company-name] shuttle*)
  - k. I took a non-[company-name] shuttle bus (*One trip logged as shuttle*)
  - l. I walked (*One trip logged as walk*)
  - m. I rode my own bike (*One trip logged as bike*)
  - n. I used an electric scooter or similar (*One trip logged as scooter*)
  - o. Other: \_\_\_\_\_ (*One trip logged as other*)
- Etc. based on response to Question 4.*
6. When you left the office for the day, how did you travel? (If you used more than one commute option, select the option on which your distance was the furthest.)
- a. I drove alone in a car, SUV, van, or truck and parked on-site (*One trip logged as drive-alone*)
  - b. I drove alone in a car, SUV, van, or truck and parked elsewhere (*One trip logged as drive-alone*)
  - c. I drove alone on a motorcycle or moped and parked on-site (*One trip logged as drive-alone with motorcycle/moped*)
  - d. I drove alone on a motorcycle or moped and parked elsewhere (*One trip logged as drive-alone with motorcycle/scooter*)
  - e. I took Lyft or Uber, without any other passengers (*One trip logged as TNC*)
  - f. I drove/rode with others in a car, SUV, van, or truck (*One trip logged as carpool*)
  - g. I got a ride from a friend, coworker, or family member who dropped me off at work in a car, SUV, van, or truck (*One trip logged as carpool*)
  - h. I took Caltrain or BART (*One trip logged as commuter rail*)
  - i. I took a public transit bus (*One trip logged as bus*)
  - j. I took a [company name] shuttle bus (*One trip logged as [company-name] shuttle*)
  - k. I took a non-[company-name] shuttle bus (*One trip logged as shuttle*)
  - l. I walked (*One trip logged as walk*)
  - m. I rode my own bike (*One trip logged as bike*)
  - n. I used an electric scooter or similar (*One trip logged as scooter*)
  - o. Other: \_\_\_\_\_ (*One trip logged as other*)

At the completion of the survey, each entry should have a total number of daily trips by each mode. The development's mode share will be based on the total number of drive-alone trips (parking both on-site and off-site) divided by the total number of reported trips.

## Attachment 11

### August 17, 2021 Planning Commission Meeting Summary

**Topic # 1- Community Benefit Payments & Development Impact Fees:** The Planning Commission asked a variety of questions regarding Community Benefits payments, City-Wide Development Impact Fees, and Area Development Impact Fees that apply to development projects within the Bayhill Specific Plan area.

- **Staff Response:** The City Manager, Jovan Grogan, noted that the Bayhill Specific Plan Community Benefit Program would apply to net new development that substantially exceeds what's allowed under existing zoning (called "Tier 2"), as described within Bayhill Specific Plan Implementation Chapter. Office development projects would pay \$35 per square foot of gross building space above what the current Zoning allows for. Residential development projects would pay \$10 per net square foot of floor area. The City anticipates receiving approximately \$56,000,000 in various fees when Google/YouTube obtains the foundation permit for their proposed Phase 1 development, as stipulated in the proposed Development Agreement, which is anticipated sometime in 2022. Of the total \$56,000,000 collected, approximately \$25,000,000 would be dedicated to Community Benefits payments. The Community Benefit payments received would be subject to city wide allocation by the City Council. The remaining fees are associated with the city wide Development Impact Fees, Area Development Impact Fee for the Bayhill Specific Plan area, and the Affordable Housing/Commercial Linkage fees.

The City Manager also noted that approximately \$130,000,000 in total fees would be collected if Google/YouTube proceeded with redeveloping all of their properties that are covered by the Development Agreement.

**Topic #2 - Maximum Housing Scenario and Residential Alternative:** The Planning Commission asked for clarification between the Maximum Housing Scenario and the Residential Alternative that was analyzed in the Environmental Impact Report.

- **Staff Response:** As background, the two different buildout scenarios that were developed for purposes of the Draft EIR's programmatic analysis of the Specific Plan include the following:
  - The Maximum Office Scenario (primarily office with retail, hotel and no residential), where no residential construction occurs within the housing and mixed-use overlay zones. The Maximum Office scenario includes approximately 4 million square feet of total office development, 121,846 square feet of retail development, 79,152 square feet of hotel development, and no residential development.
  - The Maximum Housing Scenario (primarily office with retail, hotel in addition to residential), where the housing development is constructed within the furthest range allowable under the Specific Plan. The Maximum Housing scenario includes approximately 3.5 million square feet of total office development, 121,846 square feet of retail development, and 79,152 square feet of hotel development, and 573 multi-family residential units.

The Community & Economic Development Director, Pamela Wu, indicated that the Specific Plan, as proposed, includes overlay zones that would allow for a total of 573 residential units to be constructed within the Plan area. The Director further noted that the CEQA mandates consideration and analysis of alternatives to the proposed project. One of the three alternatives analyzed was the Residential Alternative, which called for construction of additional housing beyond what is included in the Bayhill Specific Plan. The City Manager, Jovan Grogan, also pointed out that City has identified a number of other potential sites throughout the City that could accommodate additional housing. A graphic was shared identifying the location of all proposed housing inventory sites within the City. It was also mentioned that the City will be collecting Affordable Housing Fees as development proceeds within the Bayhill Specific Plan area.

**Topic #3 – Cherry Avenue Plaza:** The Planning Commission asked general questions regarding the proposed publicly accessible Plaza located at the northeast corner of Cherry Avenue and Grundy Lane.

- **Staff Response:** The City Manager, Jovan Grogan, indicated the following regarding the Cherry Avenue Plaza:
  - The Plaza would be privately owned but publicly accessible to members of the public. Reservations are not needed to access this space.
  - An Agreement between the City and Google/YouTube would be required that would specify maintenance responsibilities for the Plaza.
  - The proposed Cherry Plaza improvements are included as part of the overall proposed Phase 1 entitlement scope.
  - Cherry Plaza is intended to be a casual public space for members of the public to utilize when they are in the surrounding neighborhood such as the Commodore Park, or Bayhill Shopping Center.

**Topic #4 – Air Quality:** The Planning Commission asked about air quality impacts to the surrounding community during construction and operation. Clarification was requested regarding the air quality standards/metrics against which project impacts are assessed in the EIR. Clarification was also requested regarding fees for non-compliance and programs that are in place for purchasing emission credits. Planning Commission stated a desire to understand the project’s construction and operation air quality impacts from a layperson’s perspective.

- **Staff Response:** The EIR consultant responded that the thresholds of significance used in the EIR for evaluating criteria air pollutant emissions are the Bay Area Air Quality Management District (BAAQMD)’s project-level regional criteria pollutant emission thresholds, which vary by pollutant and are listed in Table 3.2-5 of the Draft EIR. The thresholds of significance for localized pollutants (e.g., diesel particulate matter) are based on BAAQMD’s cancer risk thresholds. This is standard practice for EIRs in the Bay Area.

The EIR consultant explained that the best way for the layperson to understand the project’s air quality impacts is to understand the sources of new emissions. The main source of pollutant emissions that would be generated by the project are mobile source emissions from vehicles, which typically make up the largest portion of operational emissions for projects of this nature. While the project is large, because of its location near BART and Caltrain, and because Phase 1

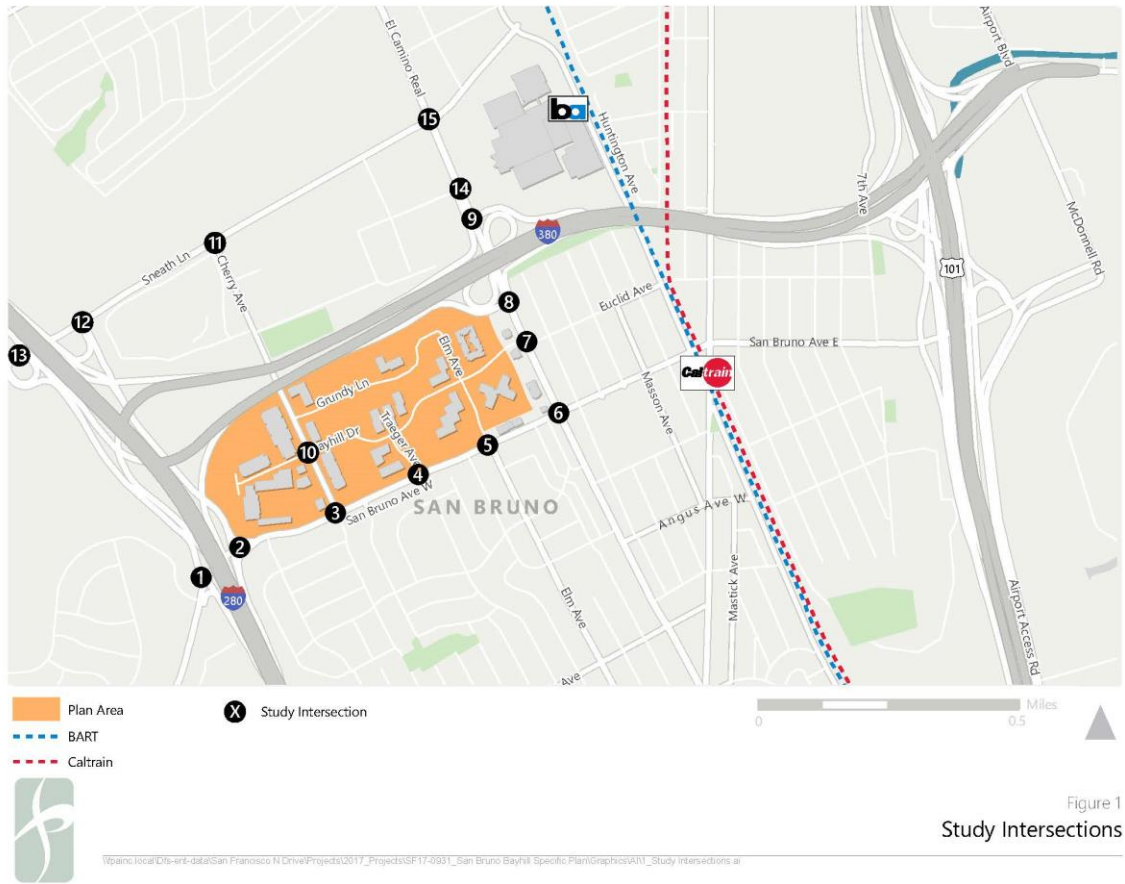
would implement Google/YouTube's robust TDM program, mobile source emissions would be lower compared to similar projects in other locations. The EIR includes Mitigation Measures AQ-6 and AQ-7, which require applicants of future development projects that exceed BAAQMD's screening criteria (not including Phase 1) to estimate their criteria air pollutant emissions during construction and operation and coordinate with a third-party or governmental entity approved by the City, such as the Bay Area Clean Air Foundation, to pay for criteria pollutant offsets for emissions that exceed BAAQMD's emissions thresholds. Based on the EIR consultant's recent experience of offsets being feasibly available for other large projects in the San Francisco Bay Area, it is reasonable to assume that offset programs will be available in the future, and that future projects' emissions can be reduced to less-than-significant levels. However, because it cannot be concluded with certainty that offset programs would be available in the future at the time and in the amount needed for any given future development, the EIR conservatively concludes that the Specific Plan's criteria air pollutant emissions would be significant and unavoidable. As noted in Chapter 3 of the Final EIR (Response to Comment 6-17), the cost of mitigation credits to offset criteria pollutant emissions is dependent on: 1) the types of pollutants being offset; 2) the quantity of pollutants being offset; and 3) the offset program being used.

The EIR consultant also noted that the project would generate localized emissions from on-site emergency generators. These emissions, referred to as stationary source emissions, were modeled for Phase 1 and found to be less than significant. For future development under the Specific Plan, it is not possible to estimate generator emissions without knowing the specific locations of proposed generators and their respective distances to nearby sensitive receptors. Therefore, for future development under the Specific Plan (not including Phase 1), the EIR includes Mitigation Measure AQ-8, which requires applicants within 1,000 feet of sensitive receptors to prepare Health Risk Assessments and mitigate generator emission impacts accordingly. If Mitigation Measure AQ-8 is successfully implemented, impacts from generator emissions would be less than significant. However, because the results of project-level HRAs are currently unknown, and because it may be infeasible for certain future projects to reduce generator emissions to below BAAQMD thresholds, the EIR conservatively concludes that this impact would also be significant and unavoidable.

**Topic #5 – Traffic Related Matters:** The Planning Commission asked various questions about traffic delay impacts associated with the buildout of the Bayhill Specific Plan.

- **Staff Response:** In response to these questions, the consultant team referenced the vehicular level of service (LOS) analysis performed at 15 intersections near the Plan Area for the AM (7-9am) and PM (4-6pm) peak periods. LOS is a measure of vehicle delay. Levels of service range from A (best) to F (poorest).
  - LOS A, B and C: traffic can move relatively freely.
  - LOS D: delay is more noticeable.
  - LOS E: traffic volumes are at or close to capacity, resulting in significant delays.
  - LOS F: traffic demand exceeds available capacity, with very slow speeds (stop-and-go), long delays (over a minute) and queuing at signalized intersections.

The map below shows the 15 study intersection:



Study Intersection Vehicular Level of Service – Existing and Plan

Study Intersection / Freeway Segment	Control	Jurisdiction	Existing AM		Plan 2040 AM		Existing PM		Plan 2040 PM	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. I-280 Southbound Ramps / San Bruno Avenue	Signal	Caltrans	C	21	C	23	B	15	B	15
2. I-280 Northbound Ramps / San Bruno Avenue	Signal	Caltrans	C	21	C	25	C	29	D	46
3. Cherry Avenue / San Bruno Avenue	Signal	San Bruno	D	36	D	46	D	50	D	41
4. Traeger Avenue / San Bruno Avenue	SSSC <sup>1</sup> / Signal with Plan	San Bruno	B	16	C	26	C	23	B	15
5. Elm Avenue / San Bruno Avenue	Signal	San Bruno	B	14	C	32	B	15	C	24
6. El Camino Real / San Bruno Avenue	Signal	Caltrans	D	36	D	54	<b>E</b>	<b>56</b>	D	54
7. El Camino Real / Bayhill Drive	Signal	Caltrans	A	4	A	8	C	32	C	34
8. I-380 Eastbound / El Camino Real	Signal	Caltrans	A	5	B	13	B	15	B	15
9. I-380 Westbound / El Camino Real	Signal	Caltrans	B	18	C	30	<b>F</b>	<b>&gt;80</b>	C	31
10. Cherry Avenue / Bayhill Drive	Signal	San Bruno	C	22	D	37	C	25	D	38
11. Cherry Avenue / Sneath Lane	Signal	San Bruno	A	8	B	12	B	12	B	18
12. I-280 Northbound Ramp / Sneath Lane	Signal	Caltrans	B	16	C	22	B	19	C	24
13. I-280 Southbound Ramp / Sneath Lane	Signal	Caltrans	<b>E</b>	<b>57</b>	<b>E</b>	<b>67</b>	B	18	C	30
14. El Camino Real / Tanforan Way / Commodore Drive	Signal	Caltrans	C	21	C	23	B	17	C	25
15. El Camino Real / Sneath Lane	Signal	Caltrans	C	33	D	35	D	47	D	50

Notes:

Delay rounded to the nearest second. **Bold** = Intersection performs below City’s LOS standard of D.

1. SSSC = Side Street Stop Controlled

Most study intersections will experience more delay in the future with the Plan than exists under existing conditions. The added delay is minimal at most intersections (less than +10 seconds), but closer to 20 seconds of additional delay in the morning peak, in particular, at a few intersections including Cherry Avenue at Bayhill Drive, San Bruno Avenue at Elm Avenue and San Bruno Avenue at El Camino Real. In a few cases, the Plan improvements result in less delay under Plan conditions than under existing conditions because of major Plan improvements such as a signal at Traeger Avenue & San Bruno Avenue and signal optimization along El Camino Real.

Intersection LOS improvements were identified following the intersection analysis above and were incorporated into the project description. The LOS analysis results on the previous page reflect implementation of the following projects:

**Level of Service Projects (Bayhill Specific Plan: Table 4-3)**

Location	Description
1. I-280 North-bound Off-Ramp & San Bruno Avenue	Reconfigure the middle approach lane on the I-280 NB off-ramp from a shared through-right-left to a shared through-right-only lane <sup>1</sup>
2. San Bruno Avenue/I-280 North-bound On-ramp	Add third westbound through pocket lane on San Bruno Avenue at I-280 NB On-Ramp <sup>2</sup>
3. San Bruno Avenue & Cherry Avenue	Add a westbound right-turn pocket on southbound Cherry Avenue
4. I-280 SB & Sneath Lane	Modify northbound approach to include left-turn pocket, through lane, and free right turn <sup>3</sup>
5. Traeger Avenue/San Bruno Avenue	Signalize intersection <sup>4</sup>
6. All major signalized intersections within a ¼-mile	Optimize signal splits, cycle lengths and signal interconnects after each subsequent phase of development <sup>5</sup>

Notes:

1. Any changes at this intersection require Caltrans approval.
2. Any changes at this intersection require Caltrans approval. A third westbound through pocket likely cannot be added if the City wants to extend designated bike facilities from Cherry Avenue to the I-280 overpass.
3. Any changes at this intersection require Caltrans approval.
4. The Traeger Avenue and San Bruno Avenue intersection would exceed the LOS D threshold if left unsignalized; signalizing the intersection would result in improved operations and meet the LOS D threshold.
5. Any signal timing changes at Caltrans intersections require Caltrans approval. Routine signal optimization is assumed as a background condition in the 2040 Project LOS analysis. However, because signal optimization requires regular monitoring and changes will be needed in the vicinity of the Plan Area with more frequency than is typical, these improvements and their associated costs are included in this list.

**Topic #6 – Traffic Safety and Parking Committee Review:** The Planning Commission inquired why the various traffic related matters were not presented to the Traffic Safety and Parking Committee.

- **Staff Response:** City Manager, Jovan Grogan, indicated that not all development projects are subject to Traffic Safety and Parking Committee (TSPC) review. However, City Manager Grogan indicated that the TSPC recently reviewed the loading zone request along Cherry Avenue that are associated with Google/YouTube’s Phase 1 development.

**Topic #7 – The Lakes Property (1150-1250 Bayhill Drive):** The Planning Commission indicated that a number of ducks have been found within the existing ponds located at the Lakes Property. The Planning Commission inquired if there are any plans to incorporate similar pond features throughout the Plan area, as the Lakes Property would be demolished as part of the Google/YouTube’s proposed Phase 1 Development.

- **Staff Response:** Community & Economic Development Director, Pamela Wu, indicated that ducks are not considered a protected species per CEQA. Google/YouTube representative, Josh Portner, indicated that Google/YouTube is currently working on a relocation plan to provide a safer habitat for the ducks. The relocation plan will be prepared by Google/YouTube and to be shared with City representatives.