



567 El Camino Real
San Bruno, CA 94066
Voice: (650) 616-7074
Fax: (650) 873-6749
www.sanbruno.ca.gov

STAFF

Pamela Wu, AICP, *Community and Economic Development Director*
Michael Smith, AICP, *Senior Planner*
Matt Neuebaumer, *Associate Planner*
Brandon Wofford-Asuncion, *Contract Assistant Planner*
Marc Zafferano, *City Attorney*

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**PLANNING COMMISSION
STAFF REPORT
AGENDA ITEM NO. 4.A.**

DATE: August 17, 2021
TO: Planning Commission
FROM: Pamela Wu, Community and Economic Development Director
PREPARED BY: Bayhill Specific Plan Development Team

SUBJECT: **APN's: 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, 020-012-120, 020-012-190, 020-012-160, 020-012-170 (GPA21-002, ZA21-001).**

Google/YouTube (Applicant/Owner).

Adopt a Resolution recommending the City Council to:

- Certify the Final Bayhill Specific Plan and Phase 1 Environmental Impact Report (EIR) with the draft Mitigation Monitoring and Reporting Program and the draft Statement of Findings and draft Statement of Overriding Considerations; and
- Approve the General Plan Amendments; and
- Adopt the Bayhill Specific Plan; and
- Approve the Zoning Ordinance and Zoning Maps Amendments to add Chapter 12.290, Bayhill Specific Plan Districts.

RECOMMENDATION

Staff recommends the Planning Commission adopt Resolution 2021-04 (Attachment 1) recommending the City Council to:

- Certify the Final Bayhill Specific Plan and Phase 1 Environmental Impact Report (EIR) (Attachment 2) with the draft Mitigation Monitoring and Reporting Program (Attachment 3) and the Statement of Findings and draft Statement of Overriding Considerations (Exhibit A to Attachment 1); and

- Approve the General Plan Amendments (Attachment 4); and
- Adopt the draft Bayhill Specific Plan (Attachment 5), including staff recommended modifications set forth in Attachment 8 to address errata and comments made on the plan; and
- Approve the Zoning Ordinance and Zoning Maps Amendments for the Bayhill Area to add Chapter 12.290, Bayhill Specific Plan Districts (Attachment 6), including staff recommended modifications set forth in Attachment 8 to address errata and comments.

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.

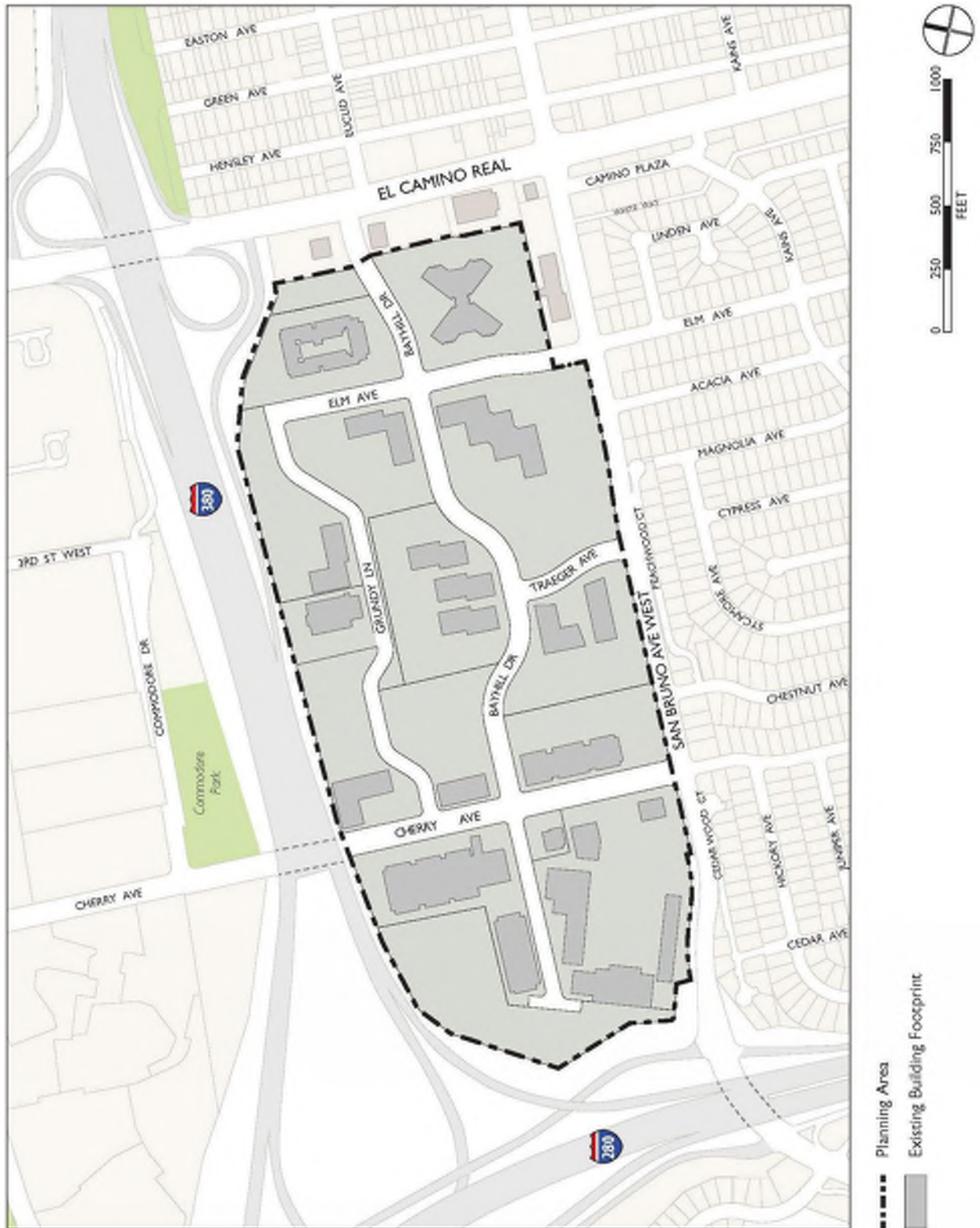
Bayhill Office Park, established in the mid-1970s, is now San Bruno's premier employment hub. It is located south of San Francisco near the San Francisco Airport, and within close proximity to I-280, I-380, and Caltrain and BART stations. Bayhill Office Park is home to major regional and national tenants and property owners, including 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, next page) 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 abuts the Plan Area and are located within the City's 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.

The need for 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

Figure 1 - Planning Area



presented a plan for phased development (see Figure 2 - Phased Development Plan, next page) 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 the Phase 1 of the Google/YouTube development (Attachment 2).

The 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 relatively minor inconsistencies as shown in the existing land use policies. The proposed General Plan Amendments can be found in Attachment 4.

Draft Zoning Ordinance Amendments to implement the Bayhill Specific Plan have also been prepared (Attachment 6) 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 zoning amendments published in January 2021. The attached version incorporates the list of the changes found in the “Bayhill Specific Plan and Zoning Ordinance Staff Supported Revisions and Corrections” (Attachment 8) and summarized later in this report.

Discussion of the proposed Phase 1 development including analysis on Architecture Review Permit and Vesting Tentative Map in addition to the draft Development Agreement can be found in a separate staff report for the August 17, 2021 Planning Commission packet.

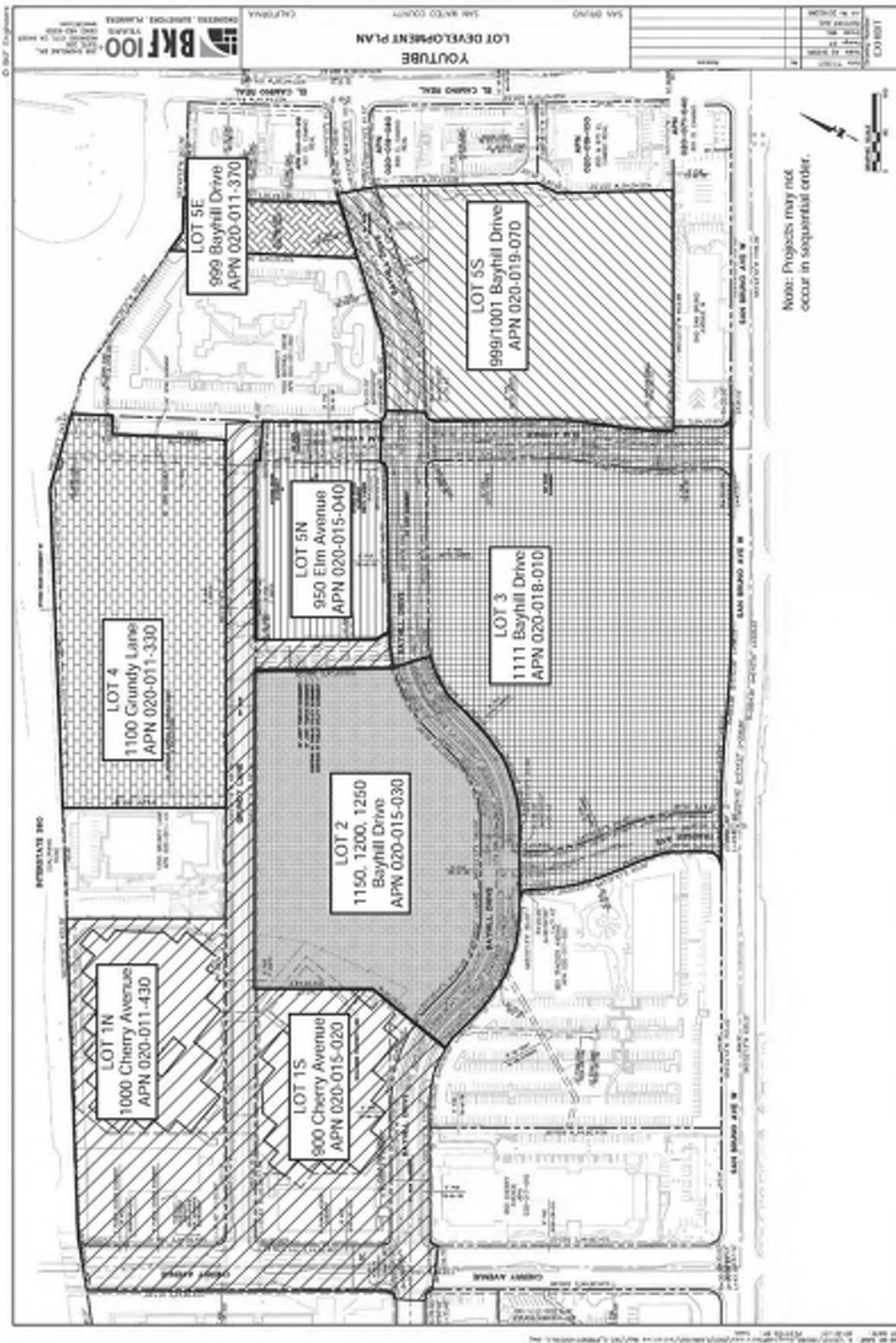
Community Engagement and Planning Commission and City Council Review

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 (DEIR) 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

Figure 2 - Phased Development Plan



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 Environmental Impact Report 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 DEIR closed on March 1, 2021. On March 11, 2021, the Specific Plan was presented to the San Mateo County Airport Land Use Commission (ALUC), as required for any plan or project proposed within certain zones near the airport.

As a result of the comments on the Specific Plan from the ALUC, the Bay Area Air Quality Management District, You Tube and members of the public, staff is recommending a number of modifications to the Plan and the draft Zoning Ordinance Amendment as set forth in Attachment 6. Staff also identified a number of draft Specific Plan and draft Zoning Ordinance “errata,” for which corrections are also set forth in Attachment 8. The Final Environmental Impact Report addresses all comments made on the DEIR.

Attachment 8 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 policies based on staff’s continuing review of the plan and in response to comments on the draft plan that staff supports.

In the Table Bayhill Specific Plan and Zoning Staff Supported Revisions and Corrections, staff provides a brief explanation of the reasons for the recommended Specific Plan policy change and all proposed modifications to the draft zoning ordinance. The minor changes to the Plan are generally self-explanatory. This table should be reviewed along with the Specific Plan. Unless the Commission voices concerns with any of the recommended changes, staff will assume that these changes are acceptable and the table will be forwarded to the City Council as part of the Planning Commission’s recommendation on the Bayhill Specific Plan.

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

Specific Plan

Land Use

- The Bayhill Specific Plan is required by State Law to be consistent with the policies of the SFO ALUCP. In March 2021, the 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.
- Policy 4.4 and 4-5 is revised to respond to Bay Area Air Quality Management District (BAAQMD) comments on the Plan and EIR.
- Policies 4.9 and 4.10 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.
- Policy 7.1 is clarified, and section (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 Zoning Ordinance in Attachment 6 incorporates these changes.

- Definition for "Pedestrian Oriented Lighting" was added to Chapter 12.290.030(D)
- 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" is included as a specified land use.
 - "Community Facilities, Public" is included as a specified land use.
 - Day Care Center" is permitted in all four Bayhill Zoning Districts.
 - "Banks and Other Financials" is included as a specified land use.
 - "Regional Office" and "Neighborhood Service Office" land use designations is replaced with one "Office" land use designation.
 - The term "Facilities" is removed from "Research and Development Facilities."
- Table 12.290-2 is eliminated. Bayhill Zoning Ordinance will refer to Table 2-2 in the Specific Plan to ensure consistency between the Plan and Zoning.
- Table 12.290-4:

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’-0” in depth.
 - Regulation #1: The maximum lot coverage for a single office building was changed from 95,000 s.f. to 110,000 s.f. 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.

Staff is in support of these revisions and corrections and have incorporated them into the latest draft Zoning Ordinance Amendments. 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 link to the Virtual Learning Room can be found in the following link:

www.sanbruno.ca.gov/BayhillEdRoom

ENVIRONMENTAL DETERMINATION

Environmental Impact Report

The Final Environmental Impact report is found as Attachment 2.

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. The City Council is the approval body for certification of the Final 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 Proposed Project includes 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 the 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 Site. 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.

To account for the variability of potential development under the Specific Plan, two different buildout scenarios were developed 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 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, 79,152 square feet of hotel development, and 573 multi-family residential dwelling units.

The Proposed Project is fully described in Chapter 2 and the environmental effects of the Proposed Project are analyzed in Chapter 3 of the Draft EIR. Each section in Chapter 3 of the Draft EIR analyzes the buildout scenario that represents the "worst-case" scenario for the resource area being analyzed. 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.

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. The impacts and mitigation measures of the Proposed Project and the Phase I Development are summarized in the 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). 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 judgement. The MMRP establishes responsibility and timing for implementation of all required mitigation measures.

Comment Letters Received on the Draft EIR

During the 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 have changed. 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 8. 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 the 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.
 - 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; 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 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 the preparation of the 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 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 that offset programs would always be available in the future at the time and in the amount needed for any given future development.
- 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 past, present, and reasonably foreseeable future project emissions, 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 past, present, and reasonably foreseeable future project TAC and criteria pollutant 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 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, new housing, opportunities for more 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 and various other community benefits. The Statement of Overriding Considerations is included as part of the CEQA Findings (Exhibit A to Attachment 1) for the Planning Commission'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 WSA was prepared in 2019 (attached to the FEIR, Attachment 2) 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 FEIR, Attachment 2), the City's consultant evaluated the impact of the Bay-Delta plan 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.

DISCUSSION

The following sections provide staff's analysis on the proposed General Plan Amendments, summaries of each chapter of the draft Specific Plan, the FEIR, and draft Zoning Ordinance Amendment to include four new Bayhill Zoning Districts. As noted above, consideration of You Tube'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 land use designations set forth in the Plan, and to address relatively minor inconsistencies. The full list of proposed amendments is found in Attachment 5 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 Plan are added to the Land Use Element, including the density standards and permitted land used 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) under the Bayhill Neighborhood Commercial designation.

BAYHILL SPECIFIC PLAN

Chapter 1: Introduction

The Introduction chapter includes 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 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 the 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 the intensification of office uses in the Bayhill Office Park while permitting residential development along San Bruno Avenue. The Land Use Chapter policies also require the 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, next page). 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

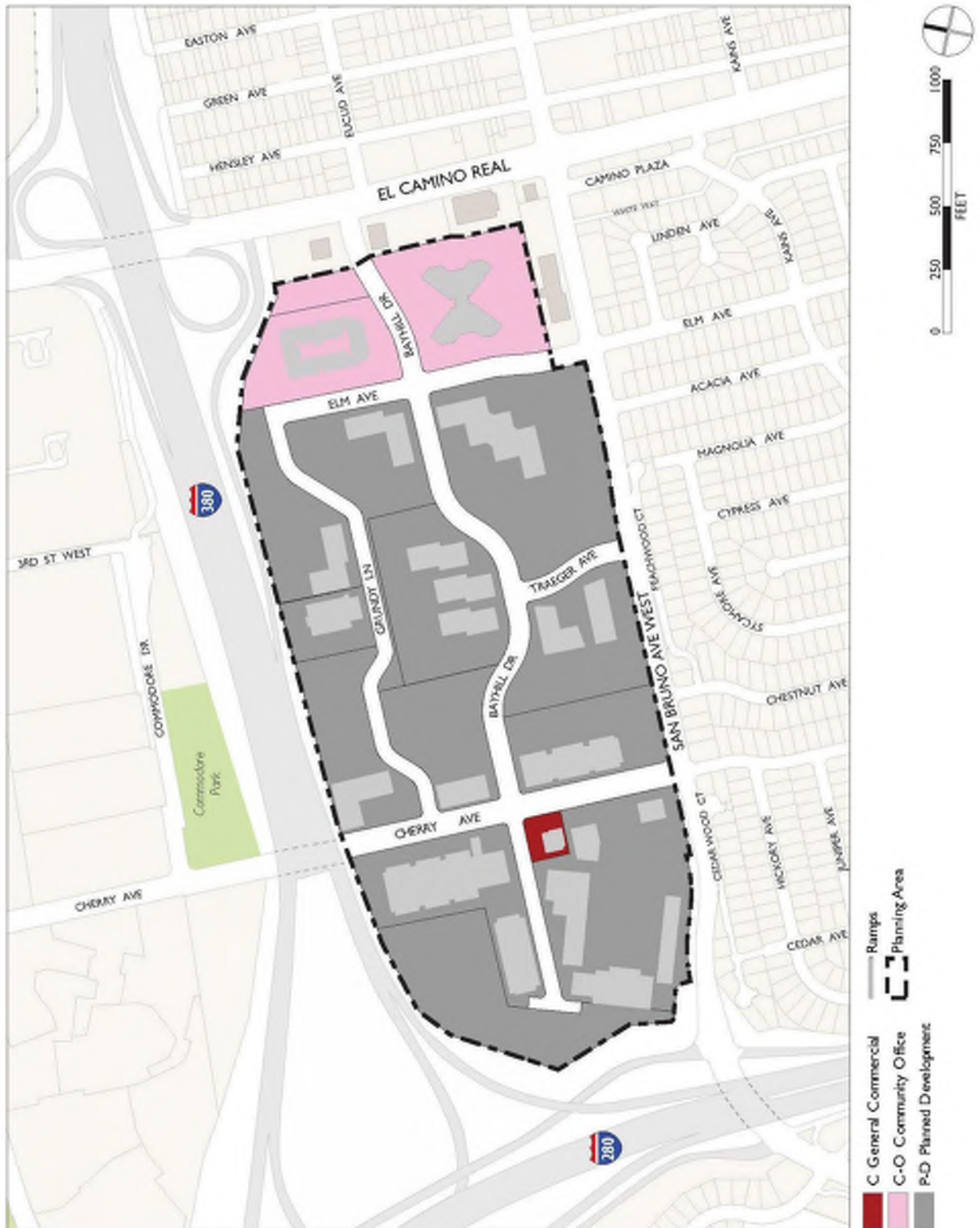
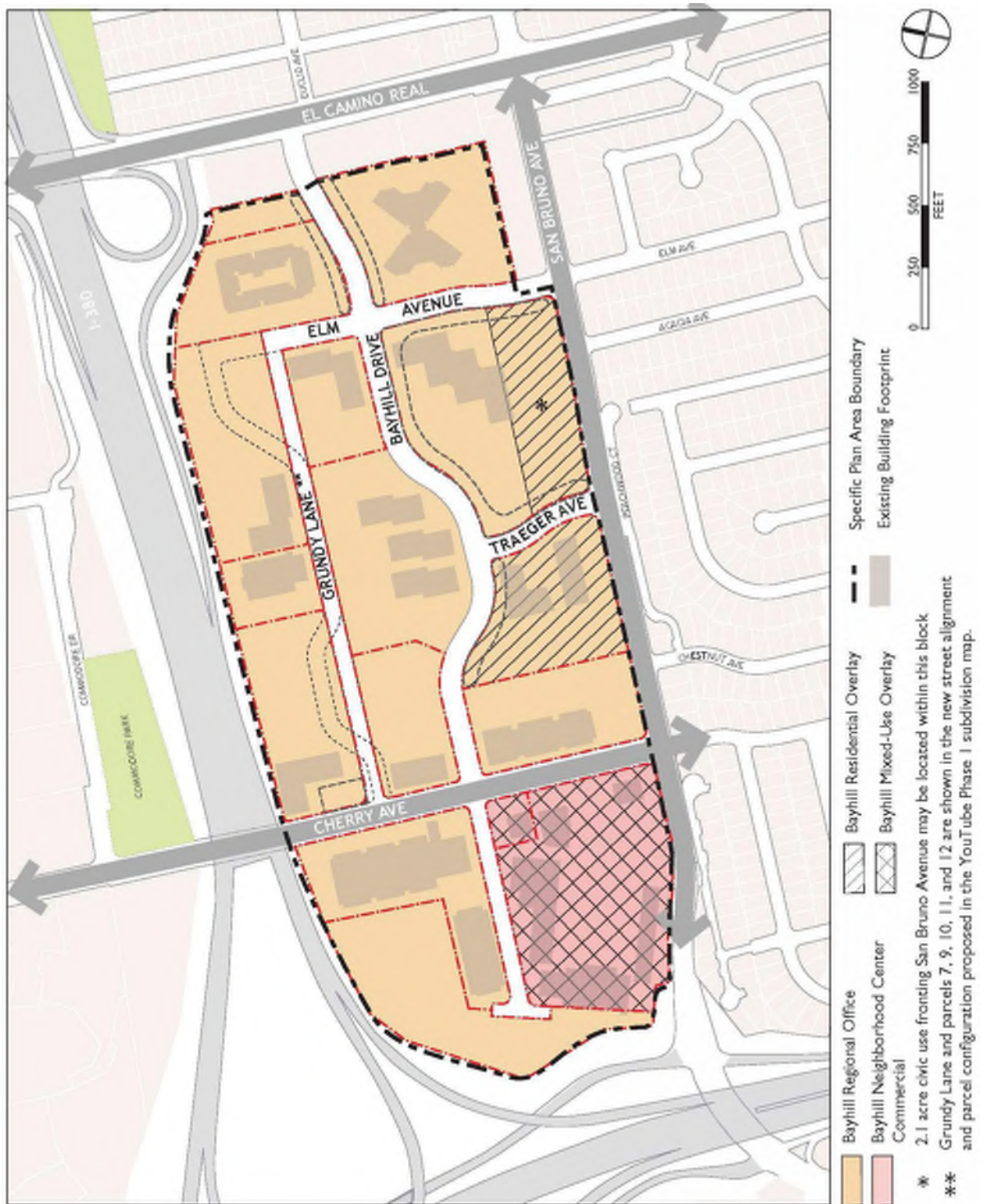


Figure 4 - Land Use Designations



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

The Specific Plan Policy 2-4 establishes four Land Use designations and implementing zoning districts as shown in Figure 4 - Land Use Designations (previous page), 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 allocates 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 - Potential Development Allocation stays below 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.

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 -

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)
Bayhill Shopping Center							
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
Office Development							
Bayhill General							
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
6	1250 Grundy Ln	75,233	67,586	BRO	5,000	72,586	
Subtotal		485,307	473,278		135,000	608,278	205
YouTube							
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
Hotel Development							
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.

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 - Potential Development Allocation. 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- Potential Development Allocation. 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.

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 the Bayhill 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 (See Figure 4 - Land Use Designations). While a civic use would be permitted by this 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 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 8) Policy 3.4 (f) 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 the 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 ensure that potential 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 Parking Design Standards Resolution.

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 the 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 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 8) 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 requires 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.

A water assessment concluded sufficient supplies are available to meet the project demands of the Plan Area and 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 were 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 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 7.1 a, 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, 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 7.1 b 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 below). 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

Table 2 - Public Facility Cost Estimates

Cost Item ¹	Estimated Project Cost	Bayhill Specific Plan Share		Timeframe / Phasing
		Amount	%	
Access and Connectivity Project²				
1 Signalize Traeger & San Bruno Ave. and install sidewalk on the south side of San Bruno Ave. ^{3, C}	\$1,800,000	\$1,454,000	81%	1-5 Years
2 Implement bike/ped crossing improvements at El Camino Real & Bayhill Drive/Euclid Ave. ^{4, A}	\$1,500,000	\$374,000	25%	1-5 Years
3 Gateway and Wayfinding Signs for the Bayhill Office Park ⁵	\$500,000	\$500,000	100%	1-5 Years
4 Conduct First/Last-mile bicycle and pedestrian improvements along Euclid and San Bruno Aves. ^{2, 5}	\$3,510,000	\$1,544,400	44%	5-10 Years
5 Install Signal Interconnect in and around Bayhill Office Park ⁷ and optimize signal cycle length timing for all signalized intersections internal to and within a 1/4 mile of the Planning Area ⁵	\$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 ^{A, C}	\$600,000	\$264,000	44%	5-10 Years
7 Install Stop Control at Cherry Ave. & Bayhill Shopping Cntr. Driveway ⁷	\$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 ^{9d} westbound lane on San Bruno Ave. approaching I-280 on-ramps) ^C	\$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 ^C	\$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 ⁵	\$200,000	\$200,000	100%	Concurrent with adjacent development
11 Implement pedestrian crossing improvements at El Camino Real & San Bruno Ave. ^{4, 6}	\$1,100,000	\$274,000	25%	Concurrent with San Bruno Ave. improvements
12 Install westbound right-turn pocket @ San Bruno and Cherry Ave. ^{8, C}	\$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. ⁵	\$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.	\$500,000	\$220,000	44%	Contingent on construction of Civic Use
Subtotal	\$17,060,000	\$8,369,400	49%	
Water Supply				
15 Buried water tank at Commodore Park ⁵	\$20,000,000	\$4,420,000	22%	1-5 Years
Stormwater				
16 Parallel 72-inch storm drain pipeline within 30-ft wide easement ¹⁰	\$5,400,000	\$0	0%	Concurrent with development
Grand Total (rounded to nearest 10,000s)	\$42,460,000	\$12,790,000	30%	

^AEIR Mitigation Measure; ^Bimprovements Assumed to be implemented by the EIR; ^CProject 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 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).

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, 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 8) to allow the terms of 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 of 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 in 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	Community Benefit Requirement Applies		
		Tier 1: Additional Office Development permitted by the zoning prior to the Specific Plan Adoption (sq. ft.)	Tier 2: Additional Office Development permitted by the Specific Plan (sq. ft.)	Additional Residential Dwelling Units Permitted by the Specific Plan
Bayhill Shopping Center				
1	851 Cherry Ave.	0	0	210
2	899 Cherry Ave.	0	0	
Bayhill General				
4	801-851 Traeger Ave.	0	125,000	205
YouTube				
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	
Total		175,633	1,907,604	573

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.

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.

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 uses, public/quasi-public uses, commercial uses, industrial uses, transportation, communication, and utilities uses.

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 listed 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 2,254,029 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(G) and 12.290.050(F) 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, 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), separation between buildings, building height, and 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>
Development Intensity				
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 % ¹ Residential or hotel 80 %			
Building Mass				
Maximum Building Length	Office – 600 ft. Commercial – 400 ft. Residential – 300 ft.			
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.”				
Setbacks (ft.) Along Street Frontages	Bayhill Drive-- 10 feet minimum/30 feet average ^{2, 4} Grundy Lane – 10 feet minimum/30 feet average ⁴ Cherry Avenue – 10 feet minimum/30 feet average ² Elm and Trager Avenues – 10 feet minimum/30 feet average ⁴ San Bruno Avenue –10 feet minimum/30 feet average, 20 feet minimum for Residential ³			
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.			

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>
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			
Building Height				
Maximum shall be 50 ft. or three stories, whichever is most restrictive, per City of San Bruno Ordinance 1284.				
Ground Floor				
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"> 1. The maximum lot coverage for a single office building shall not exceed 110,000 square feet. 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. 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. 4. ADA Ramps, stairs, landscaping features, pedestrian bridges extending over public streets, and other similar features are allowed to encroach into the required setbacks. 				

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.

ATTACHMENTS

1. 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. Final EIR
3. Mitigation Monitoring Reporting Program (MMRP)
4. General Plan Amendments
5. Draft Bayhill Specific Plan
6. Zoning Ordinance Amendments
7. Bayhill Specific Plan VMT Monitoring and Mitigation Plan
8. Bayhill Specific Plan and Zoning Ordinance Staff Supported Revisions and Corrections to the January 2021 Draft Bayhill Specific Plan and Zoning Ordinance Amendments

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.

Exhibit A: CEQA Findings

Dated:

Planning Commission Chair
Rick Biasotti

ATTEST:

APPROVED AS TO FORM:

Planning Commission Secretary
Pamela Wu

City Attorney
Marc Zafferano

---oOo---

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: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

**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

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_x, and PM thresholds. Mitigation Measures AQ-1 through AQ-6 would reduce regional emissions of ROG, NO_x, 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_x, 534 pounds of PM₁₀, and 88 pounds of PM_{2.5} per day. Mitigation Measure TRA-1 and AQ-7 would reduce regional emissions of ROG, NO_x, 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_x, PM₁₀, and PM_{2.5} 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_x 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_x, PM₁₀, and PM_{2.5} emissions per day, exceeding BAAQMD's thresholds for PM₁₀ during operation. The increase in PM₁₀ is primarily generated by mobile sources (additional vehicles traveling throughout the region resuspend dust on the roadways, resulting in an increase in PM₁₀). 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_x 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_x 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 PM₁₀ 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_x, PM₁₀, and PM_{2.5} emissions per day, exceeding BAAQMD's PM₁₀ threshold. However, with implementation of Mitigation Measure TRA-2, the project applicant would offset PM₁₀ 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 CO₂e (assuming the worst-case Maximum Office Scenario). This is an increase of 27,498 metric tons of CO₂e 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_{2e} over the three-year construction period, and that operation of the Phase I Development would result in approximately 21,770 metric tons of CO_{2e} 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_{2e} to 16,582 metric tons of CO_{2e} 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.

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>

Mitigation Monitoring and Reporting Program (MMRP)

<https://www.sanbruno.ca.gov/civicax/filebank/blobdload.aspx?BlobID=33442>

**ATTACHMENT 4
GENERAL PLAN AMENDMENT
TO ENSURE CONSISTENCY WITH THE BAYHILL SPECIFIC PLAN**

The following is a list of amendments to the General Plan:

GENERAL PLAN AMENDMENT	
1.0 INTRODUCTION AND OVERVIEW	
1.	<p>1-7. RELATIONSHIP WITH OTHER PLANS AND AGENCIES. Page 1-15. 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>
2.0 LAND USE ELEMENT:	
2.	<p>Table 2-1. Density and Intensity Standards. Page 2-6.</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"> • 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. • Floor Area Ratio (FAR; combined for all uses, including residential) column: add “2.0” • Discretionary Off-Site Improvement and Design Amenities FAR/Density Bonus* column: add “-” <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"> • 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.” • Floor Area Ratio (FAR; combined for all uses, including residential) column: add “-” • Discretionary Off-Site Improvement and Design Amenities <i>FAR/Density Bonus* column: add “-</i>
3.	<p>Figure 2.1. Land Use Diagram. Page 2-7. 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"> • Change 14 parcels from “Regional Office” to “Bayhill Regional Office” • Change 2 parcels from “Neighborhood Commercial” to “Bayhill Neighborhood Commercial”
4.	<p>Land Use Classifications. Page 2-9. Bayhill Neighborhood Commercial and Bayhill Regional Office: Add the following “Bayhill Neighborhood Commercial” & “Bayhill Regional Office” General Plan Land Use Descriptions:</p> <p>Bayhill Neighborhood Commercial</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
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>Bayhill Regional Office</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>Land Use Classifications: Page 2-9. 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>Table 2-2, Potential General Plan Buildout (2025). Pages 2-10. 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>2-4 General Plan Buildout. Page 2-11. 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>2-5 Urban Design. Page 2-12. Add the Bayhill Office Park to the list of areas with potential for intensification.</p>
9.	<p>Land Use and Urban Design Policies. Page 2-19. 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>Land Use and Urban Design Policies. Page 2-28. 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>4.0 TRANSPORTATION ELEMENT</p>
12.	<p>4.2 CIRCULATION AND TRAFFIC ANALYSIS, Page 4-5. At the end of the second paragraph, add the following text:</p>

**ATTACHMENT 4
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>Table 4-4. Page, Intersection Future Conditions LOS Summary. Page 4-7. 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>Shuttle Services. Page 4-13. 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>Implementing Policies, Street Network. Page 4-20. 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>Table 4-8 Intersection Improvements. Page 4-22. 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>

DRAFT

ATTACHMENT 4
General Plan Amendment - Land Use Classification Changes
Bayhill Specific Plan

Change from "Regional Office" to "Bayhill Regional Office" (14 APN's)

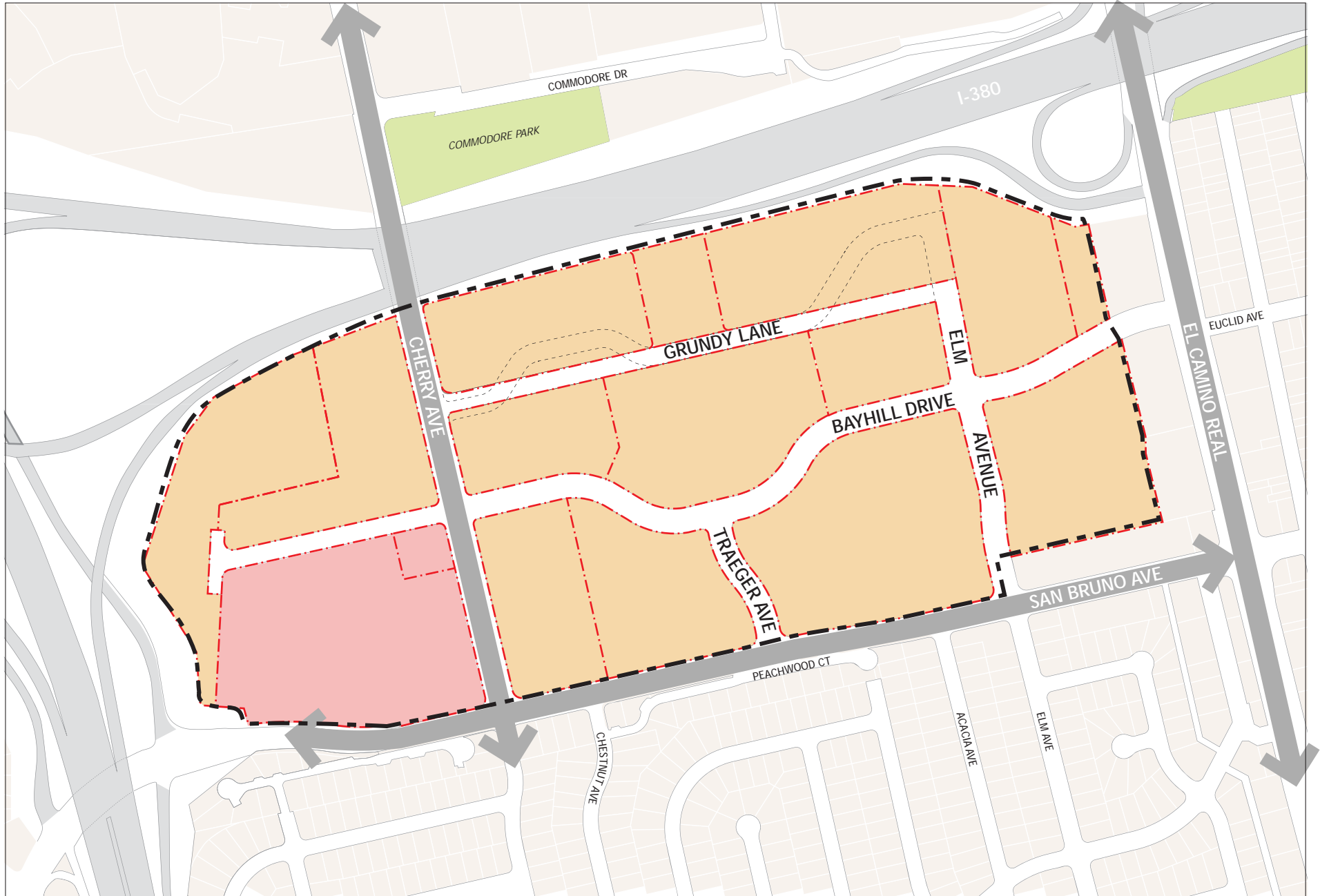
020-017-010	020-017-020	020-012-160	020-012-170	020-011-430	020-011-420
020-011-330	020-015-020	020-015-030	020-015-040	020-018-010	020-019-070
020-011-370	020-011-360				



Change from "Neighborhood Commercial" to "Bayhill Neighborhood Commercial" (2 APN's)

020-012-190	020-012-120
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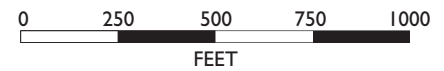
DRAFT

Exhibit B: Changes to General Plan Land Use Classification



-  Change from "Regional Office" to "Bayhill Regional Office"
-  Change from "Neighborhood Commercial" to "Bayhill Neighborhood Commercial"

 Specific Plan Area Boundary



Draft Bayhill Specific Plan

<https://www.sanbruno.ca.gov/civicax/filebank/blobdload.aspx?BlobID=32813>

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.

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.

TABLE 12.290-1: PERMITTED LAND USES—BAYHILL ZONING DISTRICTS				
P DESIGNATES PERMITTED LAND USES				
C DESIGNATES CONDITIONAL LAND USES				
- DESIGNATES LAND USES THAT ARE NOT ALLOWED				
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.				
	<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>
Residential				
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
Public/Quasi-Public				
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	-	-	-	-

TABLE 12.290-1: PERMITTED LAND USES—BAYHILL ZONING DISTRICTS				
P DESIGNATES PERMITTED LAND USES				
C DESIGNATES CONDITIONAL LAND USES				
- DESIGNATES LAND USES THAT ARE NOT ALLOWED				
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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
Commercial				
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

TABLE 12.290-1: PERMITTED LAND USES—BAYHILL ZONING DISTRICTS				
P DESIGNATES PERMITTED LAND USES				
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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.				
	<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	-	-	-	-
Industrial Uses				
(Construction, Maintenance and Repair services; Heavy Equipment Sales and Rental; Lumberyards; Manufacturing and Processing (Light and General); Warehousing, Wholesaling, and Distribution)	-	-	-	-
Transportation, Communication, and Utilities				
Alternative Energy Structures	C	C	C	C
Ground Transportation Provider	-	-	-	-
Parking Lots, Commercial	-	-	-	-
Parking Structures, Commercial	-	-	-	-

TABLE 12.290-1: PERMITTED LAND USES—BAYHILL ZONING DISTRICTS				
P DESIGNATES PERMITTED LAND USES				
C DESIGNATES CONDITIONAL LAND USES				
- DESIGNATES LAND USES THAT ARE NOT ALLOWED				
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.				
	<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.

Table 12.290-3: Regional Office Development Equivalents for Non-Residential Land Uses		
Land Use	Conversion Factor per Sq. Ft. of Regional Office ¹	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. ²
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.

TABLE 12.290-4 DEVELOPMENT AND DESIGN STANDARDS—BAYHILL ZONING DISTRICTS				
<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>
Development Intensity				
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 % ¹ Residential or hotel 80 %			
Building Mass				
Maximum Building Length	Office – 600 ft. Commercial – 400 ft. Residential – 300 ft.			
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.”				
Setbacks (ft.) Along Street Frontages	Bayhill Drive-- 10 feet minimum/30 feet average ^{2, 4} Grundy Lane – 10 feet minimum/30 feet average ⁴ Cherry Avenue – 10 feet minimum/30 feet average ² Elm and Trager Avenues – 10 feet minimum/30 feet average ⁴ San Bruno Avenue –10 feet minimum/30 feet average, 20 feet minimum for Residential ³			
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: <ol style="list-style-type: none"> 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. 			

TABLE 12.290-4 DEVELOPMENT AND DESIGN STANDARDS—BAYHILL ZONING DISTRICTS				
<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			
Building Height				
Maximum shall be 50 ft. or three stories, whichever is most restrictive, per City of San Bruno Ordinance 1284.				
Ground Floor				
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.			
<p>ADDITIONAL REGULATIONS</p> <ol style="list-style-type: none"> 1. The maximum lot coverage for a single office building shall not exceed 110,000 square feet. 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. 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. 4. ADA Ramps, stairs, landscaping features, pedestrian bridges extending over public streets, and other similar features are allowed to encroach into the required setbacks. 				

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 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.
- 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. (Chapter 12.108 is attached for reference).

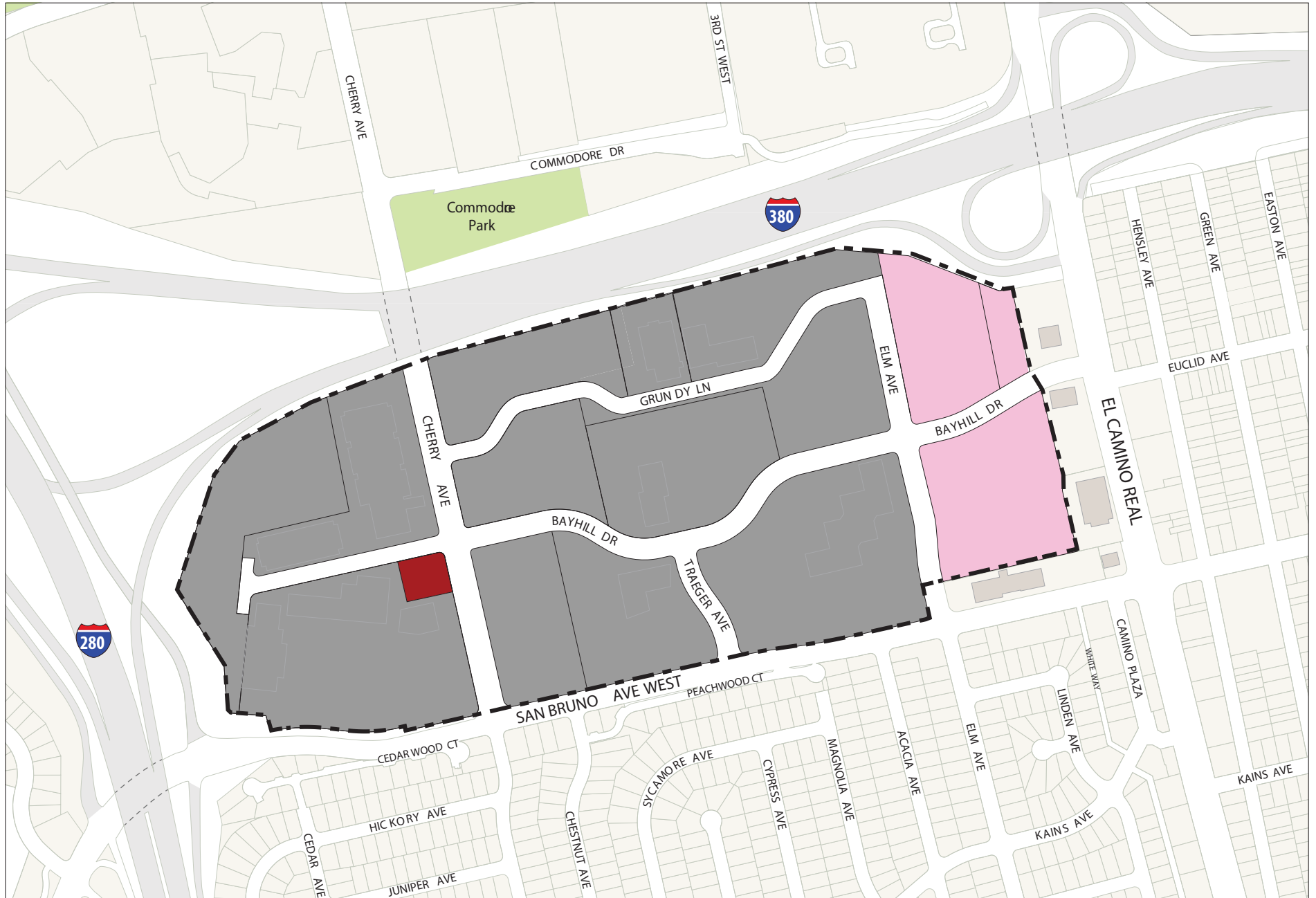
12.290.090 Vehicle Access, Parking and Off-Street Loading

All development proposed in the Bayhill Specific Plan Area shall comply with requirements set forth in Chapter 12.100 of the Zoning Ordinance.

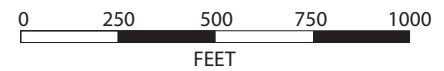
12.290.100 Signage

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.

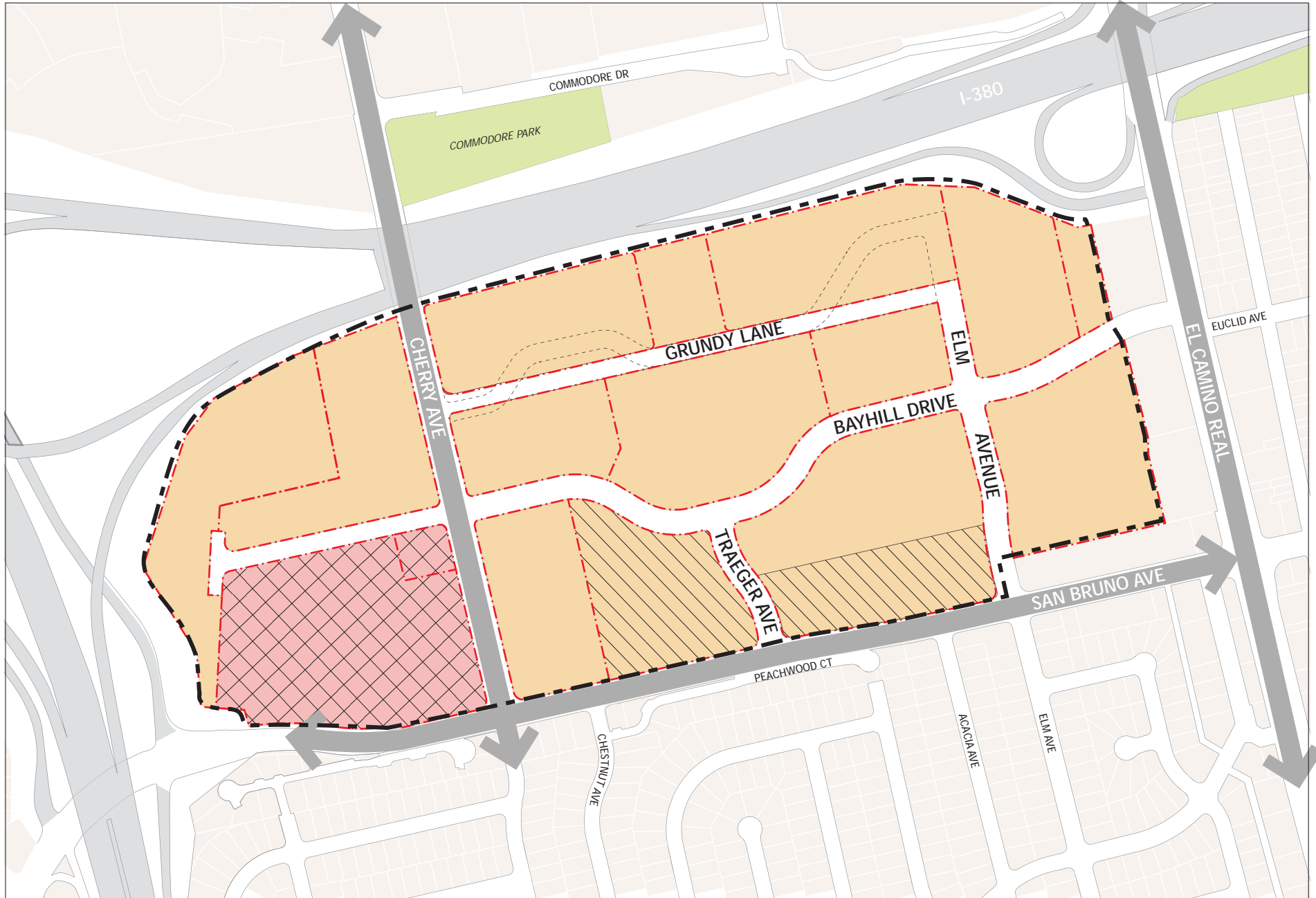
Existing Zoning Districts



- C General Commercial
- C-O Community Office
- P-D Planned Development
- Specific Plan Area



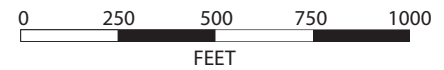
Proposed Zoning Districts



Bayhill Regional Office
Bayhill Neighborhood Center
Commercial

Bayhill Residential Overlay
Bayhill Mixed-Use Overlay

Specific Plan Area Boundary



Bayhill Specific Plan: VMT Monitoring & Mitigation Plan San Bruno, CA

Prepared for:
City of San Bruno

August 2021

SF17-0931

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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 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 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. Property owners 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)¹. 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.

¹ Surveys should be conducted on a Tuesday, Wednesday, or Thursday. The results will be weighted by the number of employees working on each day.

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 phase², 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.

² Note that annual monitoring is to begin in the calendar year after the first building is occupied but non-compliance evaluations are not initiated until two years after the full phase is completed. The intention is to get monitoring and TDM adjustments underway early in the site's occupation but not to penalize until the full phase is complete.

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 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. SMCTA-C/CAG matching grants are available in two-year cycles; therefore, the mitigation payment will be based on the market rate for two years of shuttle operations costs (potentially less the amount of the C/CAG matching grant). 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. 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 relative square footage in their development phase.

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 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 would operate the shuttle(s) and can partner with Commute.org to apply for the SMCTA-C/CAG shuttle

grants and get help with marketing and customer service. The property owner is required to operate the shuttle(s) from this point forward, unless otherwise determined by the City.

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 two years of operating 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 for a 2-year period:

- 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 either operate the shuttle(s) themselves or would make payments towards the existing operator to facilitate 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 based on relative square footage in their development phase.

Tier 2 Payments

Tier 2 Payments are triggered if, after two years of operating 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) for a two-year period:

- 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 either operate the shuttle(s) themselves or would make payments towards the existing operator to facilitate 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 based on relative square footage in their development phase.

Tier 3 Payments

Tier 3 Payments are triggered if, after two years of operating 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) for a two-year period:

- 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 either operate the shuttle(s) themselves or would make payments towards the existing operator to facilitate 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 based on relative square footage in their development phase.

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, sunsetting 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. Alternative programs must also be implemented for two-year cycles. 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 3³**, 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 (*Entry included in response rate but not included in results*)
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)

³ 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.



**Bayhill Specific Plan and Zoning Ordinance Staff Supported Revisions and Corrections
to the January 2021 Draft Bayhill Specific Plan and Zoning Ordinance Amendments**

July 28, 2021

Page/Figure #	Staff-Supported Change	Explanation if Policy Change
Chapter 1 - Introduction		
Page 10	Third column, first paragraph: "Specific Plan and Draft EIR were released for public review in the Fall of 2020 January 2021	
Chapter 2 – Land Use		
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	2019 Existing Zoning	
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 <u>August</u> 2021, unless an extension is approved.	
Page 29	Footnotes": "***** . . . Real <u>Actual</u> 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 the 65 db CNEL contour.
Page 32	Policy 2-11, "The unallocated 180,6718 square feet of regional office development . . ."	Typo.
Page 33	Add new policy: " <u>2-20: Ensure Compliance with Comprehensive Airport Land Use Compatibility Plan Policies Related to Building Permits for the Environs of San Francisco International Airport.</u> Prior to building permit issuance, applicants of development projects within the Specific Plan Area	The San Mateo County Airport Land

Page/Figure #	Staff-Supported Change	Explanation if Policy Change
	<p>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>	Use Commission required this policy clarification related to their requirements for building permits, sales and leases.
Chapter 3 – Urban Design & Public Realm		
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 expanded from 30 feet to 60 feet in width and 60 feet in length and replace with "shall have a minimum depth of 60 feet and a total area of at least 3,600 square feet."	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, including hard and softscape area, shall be ..."	Clarification of Plaza elements included in area requirement requested.
Page 53	Policy 3-18, second sentence: "Buildings shall be sited generally 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	Typo.

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
		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...	
	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	“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. ” In addition to . . .	Typo: text belonged on previous page under Policy 3-27.
	Page 57	Policy DG-5a, Materials Recommended list, “Wood (residential only, shingles and/or clapboard)”	Flexibility in design requested.
	Page 57	Policy DG-5c, Roofs - “ Materials: - Roofs materials should be non-reflective and 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, Non-Invasive Species – 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.
Chapter 4 – Access & Connectivity			
	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 Bayhill Drive Grundy Lane	
126	77	Plan Policy 4-1.a Between Bayhill and Grundy - Existing transit stop to be relocated from the north end to the south end of the block.	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.
	77	Plan Policy 4-1.a, Between Bayhill and Grundy Lane - East side curb for existing transit bus stop and up to 150 feet of loading zone, of which up to 60 80 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	Revision made in response to

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
		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>	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		<p>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></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	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> penalty fines to reduce VMT(*).	Revision made to reflect that VMT reduction is a mitigation of an environmental impact, and that failure to meet that level of reduction is therefore a mitigation payment, not a penalty.

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
	80	New Policy 4-14: Permit below ground tunnels between parking garages . 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.
Chapter 5 – Infrastructure, Public Facilities & Services			
115-116	84	Figure 5-1: Existing Water System. Diagram corrected to address error.	
	95	Column 2, second paragraph “. . . reduce the Fire Department’s Fire Department’s service ratio . . .	
Chapter 6 – Environmental Quality			
	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. 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, with different limits for residential, retail, hotels, and other developments,.	Errata
	121	Policy 6-15, Implement GHG reduction measures or their equivalent . (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 Purchase GHG mitigation credits .(*) For applicants of projects that do not propose to implement all of the GHG reduction measures in Policy 6-17 15 and do not propose equivalent reduction measures to compensate for the measures not implemented . . .	Errata
	123	Policy 6-26: 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 . <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 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.</u>	Revision made to reflect latest standard practice and to ensure construction activities are not overly limited.
Chapter 7 - Implementation			
	Page 130	First Column: <ul style="list-style-type: none"> • “Bayhill Specific Plan Development Permit subject to review by the Planning Commission and, upon appeal, to the City Council.” • “ Architectural Review Permit review by the Architectural Review Committee, and approval by the Planning Commission.” 	
	Page 132-133	Replace Table 7.1 Project Wide Public Facility Cost Estimates with	

Page/Figure #	Staff-Supported Change				Explanation if Policy Change	
	Table 7-1: Bayhill Specific Plan Infrastructure Requirements					
	Cost Item¹	Estimated Project Cost	Bayhill Specific Plan Share Amount	%	Timeframe / Phasing	
	Access and Connectivity Project²					
	1 Signalize Traeger & San Bruno Ave. and install sidewalk on the south side of San Bruno Ave. ^{3, C}	\$1,800,000	\$1,454,000	81%	1-5 Years	
	2 Implement bike/ped crossing improvements at El Camino Real & Bayhill Drive/Euclid Ave. ^{4, B}	\$1,500,000	\$374,000	25%	1-5 Years	
	3 Gateway and Wayfinding Signs for the Bayhill Office Park ⁵	\$500,000	\$500,000	100%	1-5 Years	
	4 Conduct First/Last-mile bicycle and pedestrian improvements along Euclid and San Bruno Aves. ^{2, 6}	\$3,510,000	\$1,544,400	44%	5-10 Years	
	5 Install Signal Interconnect in and around Bayhill Office	\$770,000	\$490,000	64%	5-10 Years for infrastructure; upon completion of each	

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
		<p>Park² and optimize signal cycle length timing for all signalized intersections internal to and within a 1/4 mile of the Planning Area⁵</p> <p>6 Implement lane reconfiguration, including striping, signage, and signal timing improvements at San Bruno Ave. off-ramp I-280 northbound^{A, C}</p> <p>7 Install Stop Control at Cherry Ave. & Bayhill Shopping Cntr. Driveway⁷</p> <p>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 3rd westbound lane on San Bruno</p>	<p>development phase for operation</p> <p>5-10 Years</p> <p>5-10 Years</p> <p>5-20 Years</p>

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
		<p data-bbox="611 175 821 240">Ave. approaching I-280 on-ramps)^C</p> <p data-bbox="464 358 821 630">9 Modify northbound approach at I-280 SB & Sneath Lane to include left-turn pocket, through lane, and free right turn^C</p> <p data-bbox="464 643 821 987">10 Implement a bicycle and pedestrian wayfinding system with directions and travel time estimates to BART, Caltrain, and Downtown⁵</p> <p data-bbox="464 1000 821 1203">11 Implement pedestrian crossing improvements at El Camino Real & San Bruno Ave.^{4, B}</p> <p data-bbox="464 1216 821 1344">12 Install westbound right-turn pocket @ San Bruno and Cherry Ave.^{8, C}</p> <p data-bbox="464 1357 821 1446">13 Conduct public parking and curbside loading</p>	
		<p>\$3,000,000 \$1,319,000 44% 5-20 Years</p> <p>\$200,000 \$200,000 100% Concurrent with adjacent development</p> <p>\$1,100,000 \$274,000 25% Concurrent with San Bruno Ave. improvements</p> <p>\$1,500,000 \$659,000 44% Evaluate prior to each Phase</p> <p>\$280,000 \$280,000 100% Every 3 years upon completion of Phase I</p>	

	Page/Figure #	Staff-Supported Change				Explanation if Policy Change
	14	survey and use results to re-evaluate parking supply and configuration. ⁵ 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
		Subtotal	\$17,060,000	\$8,369,400	49%	
		Water Supply				
	15	Buried water tank at Commodore Park ⁹	\$20,000,000	\$4,420,000	22%	1-5 Years
		Stormwater				
	16	Parallel 72-inch storm drain pipeline within 30-ft wide easement ¹⁰	<u>\$5,400,000</u>	<u>\$0</u>	<u>0%</u>	Concurrent with development
		Grand Total (rounded to nearest 10,000s)	\$42,460,000	\$12,790,000	30%	
<p>^AEIR Mitigation Measure; ^BImprovements Assumed to be implemented by the EIR, ^CProject would address a near-term or long-term LOS inconsistency with the General Plan.</p> <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>						

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
		<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 land right-of-way by fee dedication or easement, improvements for public roads, and certain utility connections required to support development for each phase. 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)	Clarity
Page 143, Policy 7.1 g		Add Policy 7.1 g. Pay all applicable city fees 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		Add "The requirement for a Development Phasing and Financing Plan may be satisfied by the terms specified in an approved Development Agreement."	Responds to a YT request
Appendix			
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/ Grundy Lane San Bruno Avenue	

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
	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: 8'-sidewalk ; 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> "	
Zoning			
	Chapter 12.290.020(A)	The last sentence will be modified as follows: "Other uses such as daycare is allowed as a conditional use 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> "	

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
	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 <u>width depth</u> to 60 feet minimum in <u>width depth</u> 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 setback <u>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:</u> <u>1) Greenway width averages 40 feet minimum, and;</u> <u>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;</u> <u>3) Minimum width of Greenway is no less than 12.5 feet."</u>	
	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."	
	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, " <u>The At least 80% of a buildings first-floor building elevation located at the primary entrance shall be within a maximum of 6 feet of above the grade of the adjacent sidewalk.</u> "	
	12.290.070(F)	The text will be modified as such, " <u>The design of pedestrian bridges shall be reviewed</u> 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	

	Page/Figure #	Staff-Supported Change	Explanation if Policy Change
		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.	