


City of Brisbane

Planning Commission Agenda Report

TO: Planning Commission For the Meeting of 9/8/11

FROM: Ken Johnson, Associate Planner, via  John Swiecki, Community Development Director

SUBJECT: 575 Tunnel Avenue; Interim Use Permit UP-13-11; Modification of Interim Use Permit UP-3-09 to change from the storage, dispatch, operations and maintenance of approximately 50 SFO commuter shuttle buses (45 ft buses) to approximately 50 small vans, mini buses and small shuttle buses (up to 25 ft) for para-transit services, with a change in hours from Monday –Friday, 5 am to 9 pm to 7 days per week 24 hours per day, on approximately 2.3 acres previously occupied by an industrial building, MV Transportation, Inc., applicant; Universal Paragon Corporation owner; APN's 005-152-240, 005-152-250 and 005-152-260

Request: The applicant is proposing to establish a facility for storage, dispatch, operations and maintenance for approximately 50 small vans, mini buses and small shuttle buses (up 25 ft) for para-transit services, for elderly and disabled persons, on approximately 2.3 acres previously occupied by an industrial building at 575 Tunnel Avenue. This includes surface parking for the vehicles, an approximately 6,000 square foot maintenance and dispatch building, where separate buildings were previously proposed, on-site vehicle wash facilities and perimeter fencing. This is a modification of Use Permit UP-3-09 which was approved by the Planning Commission in March 2010 for SFO commuter shuttle buses. The use is essentially the same as that previously approved, but the vehicles are smaller and the hours of operation are different. The approved use permit specified hours of operation as Monday –Friday, 5 am to 9 pm, whereas this modification proposed hours of operation 7 days per week, primarily 6 am to 6 pm, with limited night-time hours (24 hours/day). The use permit is requested for a term of 5 years.

Project Description: Facility operations are described in more detail in the attached project description provided by the applicant. In summary, MV Transportation has several contracts in the San Francisco Bay Area to provide transportation for the elderly and disabled, including Redi-Wheels which services almost 80 people in the City of Brisbane. The proposed facility at 575 Tunnel Avenue is to provide services for the City and County of San Francisco, immediately to the north. As noted above, the proposed use would provide storage for approximately 50 small vans, mini buses and small shuttle buses, along with ancillary dispatch and routine maintenance services. The vehicles proposed to be stored at this site would be 25 feet in length or less, versus the previous approval of 45 ft shuttle buses.

The facility is proposed to operate 24 hours a day 7 days a week, with peak times of 7 to 8 am daily, and the primary hours of operation between 6 am and 6 pm. Between the hours of midnight and 6 am only 2 buses are expected to be in operation. The travel routes for the service would be to and from San Francisco along Tunnel Avenue or Tunnel Avenue to Beatty Avenue.

While the facility will accommodate approximately 50 shuttle vehicles, not all will be in operation at the same time. It is anticipated that an average of 40 to 60 bus drivers would work per day, over a 24 hour period. The facility would also employ up to 15 dispatch and maintenance personnel per day. Employee parking would be contained on-site.

Like the previously approved use permit, the fleet vehicles would run on B-20 Bio-diesel, or higher grade bio-fuel.

Also, similar to the previously approved use, some on-site maintenance activities are proposed, including oil changes, greasing, brake work and other such routine maintenance. To accommodate maintenance as well as a dispatch office, a temporary pre-fabricated "Butler-style" steel building, of approximately 6,000 sq ft is proposed, rather than 2 separate buildings (3,600 sq ft maintenance building and approximately 2,140 square foot dispatch office) as previously approved. Washing of vehicles would also be done in a fully contained wash bay, which would have a dedicated oil clarification system to meet State and local requirements prior to discharge.

The site is located on the east side of Tunnel Avenue between Sunset Scavenger and Sierra Point Lumber. A grading settlement monitoring pad established under Grading Permit EX-1-08 lies east of the proposed facility. As noted above, the site, previously occupied by industrial buildings, is in a disturbed condition, with broken asphalt paving and building foundation remnants. Proposed site modifications include removal of existing rubble and debris and sheet grading of the site to drain to the perimeter. Drainage swales (included a vegetated treatment swale along the site frontage) will be established to collect storm water and convey it to the existing storm drain system in Tunnel Avenue. Although no import or export of soil is proposed, a total of 2,100 cubic yards of earthwork was previously approved by the Planning Commission via Excavation Permit EX-2-09 and no changes to that previous approval are proposed.

Other improvements include chain link fencing of the site and the installation of security lighting.

Recommendation: Conditionally approve Use Permit UP-13-11 via adoption of Resolution UP-13-11 with Exhibit A containing the findings and conditions of approval.

Environmental Determination: The proposal represents an infill project and is categorically exempt from environmental review per State CEQA Guidelines Sections 15332.

Applicable Code Sections: Brisbane Municipal Code Chapter 17.41, adopted June 10, 1996, establishes procedures and required findings for the approval of interim uses in the Baylands subarea. Required findings are set forth in BMC Section 17.41.060, and mandatory conditions of approval are listed in BMC Sections 17.41.060.F and 17.41.070.

Analysis and Findings: The required findings under BMC Sections 17.41.060.A-F and project analysis are as follows:

- a) The interim use will not be detrimental to the public health, safety or welfare, or injurious to nearby properties or improvements;

The proposal, including Condition N noted below, **complies** with this finding. The site was previously occupied by an industrial use, in an area that is industrial in character. Adjacent uses include Sierra Point Lumber and a solid waste transfer facility. The intensity and operational characteristics of the proposed shuttle vehicle storage yard are consistent with the surrounding area and will not adversely impact nearby businesses. It is proposed that shuttles would typically depart and arrive back at the facility between 6 am and 6 pm with the peak hour being between 7 am and 8 am, when approximately 30 vehicles would be departing the site. However, condition N has been added by the City Engineer, "Peak ingress/egress shall occur outside of peak traffic times (7 am to 8 am) and (5 pm to 6 pm) to avoid queues at City intersections and on/off ramps to U.S. 101, or a traffic impact study shall be conducted to demonstrate compliance with City traffic standards to the satisfaction of the City Engineer." This condition is to comply with General Plan Policy 38 which states, "Maintain a level of service on arterial streets that allows Brisbane residents and businesses to comfortably travel across town and gain access to Highway 101."

The total trips are anticipated to be 100 per day, up to a maximum of 180. Since the facility is to serve San Francisco, shuttle vehicle trips will primarily utilize Tunnel Avenue and Beatty Road to access Highway 101; whereas employees may reside in other areas and so there would be some trips to and from the south. Such operations of the facility, including the above noted condition N, will not impact the level of service of local roadways. The Public Works Department previously recommended a cash payment to allow for street repair/ improvements of Tunnel Avenue between the proposed driveway and Beatty Drive due to additional traffic, see condition H.

b) the interim use will not create any significant environmental impacts;

The proposal **complies** with this finding. The site is in a disturbed state, having previously been occupied by an industrial use. The RWQCB had no objection to the proposed project. Site grading will include drainage provisions to ensure that stormwater is captured and treated before discharge. The Public Works Department will require the preparation of a Stormwater Pollution Prevention Plan detailing potential pollution sources to be utilized and stored on-site and implementing Best Management Practices to prevent exposure of pollutants to stormwater runoff. An industrial stormwater permit will be required through the Regional Water Quality Control Board.

In terms of the operation, the fleet will operate B-20 biodiesel fuel which will result in reduced air emissions compared to conventional diesel. Maintenance operations are limited to routine services such as checking and changing fluids. While the amounts of such materials on-site will be limited, their storage, handling and disposal are subject to requirements to the San Mateo County Health Department, Environmental Health Division, including the preparation of a Hazardous Materials Business Plan.

c) the interim use will not obstruct redevelopment;

In considering approval of the Interim Use Permit, the Planning Commission must find that the use "...will not obstruct, interfere with, or delay the intended redevelopment of the property..." (BMC Section 17.41.060.C). The project results in modifications to the site which are reversible. A prefabricated structure is proposed and is portable in nature and can be relocated upon cessation of the use.

The site lies in proximity to the extension of Geneva Avenue associated with the Baylands Specific Plan. Based on preliminary design work, portions of the site could be impacted by the future roadway alignment and/or associated grading. However, roadway design work has not been completed so an element of uncertainty remains. Even if the site is impacted by the future roadway extension, there is no funding source, nor an established schedule for roadway construction. Based on these circumstances it appears highly unlikely that implementation of this project for a term of 5 years would impact foreseeable roadway improvements. However, to ensure that the project would not interfere with the roadway extension in the unlikely event it proceeds during the term of the interim use permit, it is recommended that a condition of approval be applied that the applicant acknowledge and agree in writing to remove improvements identified as an obstacle to public improvements. Based on these considerations, the proposal **complies** with this finding.

d) all required public utilities and other infrastructure are or will be available;

This finding **complies** with this finding. The site was previously occupied by an industrial building and utilities are available to the site. Bayshore Sanitary District, which provides wastewater service to the site, has recommended several conditions to either ensure that existing infrastructure is adequate or upgraded as needed.

e) the use will benefit the property and/or the public;

The proposal **complies** with this finding. The shuttle operation proposed for the site provides a public benefit by increasing the mobility of the elderly and disabled.

f) encourage the employment of Brisbane residents to the extent it is reasonably possible to do so.

The proposal **complies** with this finding. The applicant indicates that their employment recruitment program will include directed outreach to Brisbane residents. It is recommended that the specifics of such a program be presented for City staff review and approval prior to commencement of the use.

As noted, the Planning Commission previously approved Excavation Permit EX-2-09. All Conditions of Approval that were imposed with the Excavation Permit will remain in force with the granting of a new use permit and are carried forward. Also, as noted above, condition N has been added by the City Engineer to address that peak ingress/egress, per General Plan Policy 38. In regard to other General Plan considerations, the proposal does not involve any terracing or benching, retaining walls, protected tree removal or grading within the jurisdiction of the San Bruno Mountain Area Habitat Conservation Plan.

Attachments: Resolution UP-13-11
Vicinity Map
Applicant's Project Description
Proposed Site Plan and Previously Approved Site Plan

RESOLUTION UP-13-11

A RESOLUTION OF THE PLANNING COMMISSION OF BRISBANE
CONDITIONALLY APPROVING USE PERMIT UP-13-11
FOR AN INTERIM USE PERMIT TO ESTABLISH A SHUTTLE VEHICLE YARD
INVOLVING STORAGE, DISPATCH, AND ROUTINE MAINTENANCE FOR
APPROXIMATELY 50 SMALL VANS, MINI VANS AND SMALL SHUTTLE TYPE BUSES

WHEREAS, MV Transportation, Inc. applied to the City of Brisbane for an Interim Use Permit, modifying Use Permit UP-3-09, to establish a temporary facility for storage, dispatch, operations and maintenance for approximately 50 shuttle vehicles on approximately 2.3 acres previously occupied by an industrial building at 575 Tunnel Road., such application being identified as UP-13-11; and

WHEREAS the project involves approximately 2,100 cubic yards of cut and fill respectively which the Planning Commission previously reviewed and conditionally approved, such application being identified as EX-2-09; and

WHEREAS, on September 8, 2011, the Planning Commission conducted a hearing of the application, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, the Planning Commission reviewed and considered the staff memorandum relating to said application, the written and oral evidence presented to the Planning Commission in support of and in opposition to the application; and

WHEREAS, the Planning Commission finds that the proposed project is categorically exempt from the provisions of the California Environmental Quality Act; pursuant to Section 15332 of the State CEQA Guidelines; and

WHEREAS, the Planning Commission of the City of Brisbane hereby makes the findings attached herein as Exhibit A in connection with the Interim Use Permit.

NOW THEREFORE, based upon the findings set forth hereinabove, the Planning Commission of the City of Brisbane, at its meeting of September 8, 2011 did resolve as follows:

Interim Use Permit UP-13-11 is approved per the conditions of approval attached herein as Exhibit A.

ADOPTED this eighth day of September, 2011, by the following vote:

AYES:
NOES:
ABSENT:

Jameel Munir
Chairperson

ATTEST:

G. I. S

EXHIBIT A

Action Taken: Conditionally approved Interim Use Permit UP-13-11 per the staff memorandum with attachments, via adoption of Resolution UP-13-11.

Findings:

1. Approval of the use permit is consistent with the General Plan by allowing an interim land use within the Baylands General Plan subarea in accordance with all required findings and conditions;
2. The proposed interim use and the conditions under which it would be operated will not be detrimental to the public health, safety or welfare, or injurious to properties or improvements in the vicinity, as described in the staff memorandum;
3. The proposed interim use is categorically exempt from environmental review pursuant to Section 15332 of the California Environmental Quality Act (CEQA) Guidelines and will not result in any significant adverse environmental impacts;
4. The proposed interim use will not obstruct, interfere with, or delay the intended redevelopment of the property in accordance with the uses anticipated in the General Plan or any adopted specific plan applicable to the site, inasmuch as the proposed improvements are reversible and would not hinder future site redevelopment.
5. Utilities are available to serve the interim use in a safe, sanitary, and lawful manner.
6. The work as proposed by the applicant is likely not to endanger any property or public way or detrimentally affect water quality
7. The proposed grading plan was found in conformance with the General Plan and previously approved via Excavation Permit EX-2-09. Standards established by the Planning Commission pertaining to consistency with natural topography, retaining walls, protected trees and compliance with the San Bruno Mountain HCP do not apply to this project.

Conditions of Approval:

- A. The Interim Use Permit is approved for vehicle storage and related purposes. This use shall operate in accordance with the project description presented to the Planning Commission and attached to the July 28, 2011 staff report.
- B. The property owner's agreement with the operator of the interim use shall continue to state that: (i) the operator's right to possession of the premises for the purpose of conducting the interim use is dependent upon the interim use permit having been granted and maintained in full force and effect; and (ii) the operator's right to possession of the premises for the purpose of conducting the interim use will terminate upon any expiration or revocation of the interim use permit; and (iii) it shall be the responsibility of the owner to terminate the operator's possession of the premises upon any expiration or revocation

of the interim use permit if the operator continues to utilize the premises for the conduct of such interim use.

- C. The applicant shall obtain building permits for any proposed structures pursuant to the Uniform Building Code.
- D. Prior to building permit issuance the applicant shall provide evidence of coverage under the State's General Permit for Stormwater Discharges Associated with Industrial Activities by providing a copy of the Notice of Intent to comply, or provide satisfactory evidence that coverage is not required.
- E. Prior to building permit issuance building colors and exterior specifications shall be subject to the review and approval of the Community Development Director.
- F. Prior to building permit issuance an agreement in a form acceptable to the City Attorney shall be recorded that will require the applicant to abandon the use and remove improvements, at their own expense, if the City determines that the use will interfere with or obstruct any planned public improvements that require use of the site. Removal shall be completed within ninety (90) days after written notice to remove is given by City to the applicant.
- G. Prior to building permit issuance details of security lighting shall be provided to the review and approval of the Community Development Director. All security lighting shall be shielded and directed downward to avoid offsite light spillage and glare.
- H. Prior to issuance of a Certificate of Occupancy the applicant shall pay for street upgrades from the intersection of Beatty Road/Tunnel Avenue to the proposed bus storage ingress/egress point as determined by the City Engineer. DPW staff estimates this cost at \$77,000.
- I. Prior to issuance of a Certificate of Occupancy building entrances and parking shall comply with ADA requirements.
- J. Prior to issuance of a Certificate of Occupancy landscaping as shown in the plans presented to the Planning Commission on March 11 2010 shall be installed.
- K. Prior to issuance of a Certificate of Occupancy the applicant shall establish and implement an employment recruitment program targeted toward Brisbane residents, subject to the review and approval of the Community Development Director.
- L. The applicant shall Obtain a Class 4 Permit from Bayshore Sanitary District and pay the appropriate fees.
- M. Locate the existing sewer lateral from the old building to the main and have the lateral inspected (CCTV inspection). Repair or replace the existing lateral to the Bayshore Sanitary District's standards if deemed necessary.

- N. Peak ingress/egress shall occur outside of peak traffic times (7 am to 8 am) and (5 pm to 6 pm) to avoid queues at City intersections and on/off ramps to U.S. 101, or a traffic impact study shall be conducted to demonstrate compliance with City traffic standards to the satisfaction of the City Engineer.
- O. Site frontage shall be maintained in a debris- and weed-free condition.
- P. The facility shall comply with all requirements of San Mateo County Health Department, Environmental Health Division pertaining to the storage, handling, and disposal of hazardous materials.
- Q. The permittee shall be jointly and severally liable for all costs and expenses, including attorney's fee, the City may incur to enforce the conditions of the interim use permit upon any breach thereof by the permittee, or to abate and remove the interim use upon any failure by the permittee to discontinue such use, or to evict the operator of such use, upon the expiration or revocation of the interim use permit.
- R. The permittee agrees to indemnify, defend and hold the City and its officers, officials, boards, commissions, employees and volunteers harmless from and against any claim, action or proceeding brought by any third party to attack, set aside, modify, or annul the approval, permit or other entitlement given to the applicant, or any of the proceedings, acts or determinations taken, done or made prior to the granting of such approval, permit or entitlement.
- S. This Use Permit is subject to the revocation procedures established in Brisbane Municipal Code Chapter 17.48 should the use not comply with its conditions of approval, or in any way prove to be a nuisance, injurious or detrimental to property or improvements in the neighborhood or to the general welfare of the City, or for any reason whatsoever that the City Council or Redevelopment Agency deems in its sole discretion that makes continuation of this use not satisfactory, or in the event of the repeal of the Interim Use Ordinance.
- T. This Use Permit shall expire **5 years** from its effective date (at the end of the appeal period).
- U. The project shall comply with the following Provision C.3 Standard Source Control Conditions as deemed appropriate by the Public Works Department:

1. Dumping to Storm Drain Inlets and Waterways

On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay," or equivalent, using methods approved by the City's NPDES Coordinator.

2. Interior Floor Drains

Interior floor drains shall be plumbed to the sanitary sewer system and shall not be connected to storm drains.

3. Pesticide/Fertilizer Application

- A. Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.
- B. Structures shall be designed to discourage the occurrence and entry of pests into buildings, and thus minimize the need for pesticides. For example, dumpster areas should be located away from occupied buildings, and building foundation vents shall be covered with screens.
- C. A landscaping plan shall be submitted to the Community Development Director and shall meet the following conditions related to reduction of pesticide use on the project site:
- D. Where feasible, landscaping shall be designed and operated to treat stormwater runoff by incorporating elements that collect, detain, and infiltrate runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified.
- E. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.
- F. Existing native trees, shrubs, and ground cover shall be retained and incorporated into the landscape plan to the maximum extent practicable.
- G. Proper maintenance of landscaping, with minimal pesticide use, shall be the responsibility of the property owner.
- H. Integrated pest management (IPM) principles and techniques shall be encouraged as part of the landscaping design to the maximum extent practicable. Examples of IPM principles and techniques include:
 - 1. Select plants that are well adapted to soil conditions at the site.
 - 2. Select plants that are well adapted to sun and shade conditions at the site. In making these selections, consider future conditions when plants reach maturity, as well as seasonal changes.
 - 3. Provide irrigation appropriate to the water requirements of the selected plants.
 - 4. Select pest- and disease-resistant plants.
 - 5. Plant a diversity of species to prevent potential pest infestations from affecting the entire landscaping plan.
 - 6. Use “insectary” plants in the landscaping to attract and keep beneficial insects.

4. Refuse Areas

Runoff from trash enclosures, recycling areas, food compactor enclosures, or similar facilities shall not discharge to the storm drain system. Trash enclosure areas shall be designed to avoid storm water run-on to the trash enclosure area. If any drains are installed in or beneath dumpsters, compactors, and tallow bin areas serving food service facilities, the drains shall be connected to a grease removal device and/or treatment device prior to discharging to the sanitary sewer. The applicant shall contact the City for specific connection and discharge requirements.

5. Outdoor Process Activities/Equipment¹

- A. Process activities shall be performed either indoors or in roofed outdoor areas. If performed outdoors, the area shall be designed to prevent run-on to and runoff from the area with process activities. Examples of appropriate design to prevent run-on and runoff include using a berm or grade break.
- B. Process equipment areas shall drain to the sanitary sewer system. The applicant shall contact the City for specific connection and discharge requirements. The pavement should be checked periodically for cracks and fractures, which should be sealed to prevent leakage.

6. Outdoor Equipment/Materials Storage

- A. All outdoor equipment and materials storage areas shall be covered and bermed, or shall be designed to limit the potential for runoff to contact pollutants. Storage or maintenance/repair activities shall occur only on paved and contained areas. The pavement should be checked periodically for cracks and fractures, which should be sealed to prevent leakage.
- B. Storage areas containing non-hazardous liquids, such as latex-based paint, shall be covered by a roof, and be contained by berms, dikes, liners, vaults, or similar spill containment devices. The applicant shall contact the City for specific connection and discharge requirements.
- C. All on-site hazardous materials and wastes, as regulated by the California Public Health Code and the local Certified Unified Program Agency (CUPA) must be used and managed in compliance with the applicable CUPA program regulations and the facility hazardous materials management plan approved by the CUPA authority.

7. Vehicle/Equipment Cleaning

- A. Wastewater from vehicle and equipment washing operations shall not be discharged to the storm drain system. Any wastewater discharges to the sanitary sewer are subject to approval by the City.

¹ Examples of businesses that may have outdoor process activities and equipment include machine shops and auto repair shops, and industries that have pretreatment facilities.

- B. Commercial/industrial facilities having vehicle/equipment cleaning needs and new residential complexes of 25 units or greater shall either provide a roofed, bermed area for washing activities or discourage vehicle/equipment washing by removing hose bibs (faucets) and installing signs prohibiting such uses. Vehicle/equipment washing areas shall be paved, designed to prevent run-on to or runoff from the area, and plumbed to drain to the sanitary sewer. A sign shall be posted indicating the location and allowed uses in the designated wash area. The applicant shall contact the City for specific connection and discharge requirements.
- C. Commercial car wash facilities shall be designed and operated such that no runoff from the facility is discharged to the storm drain system. Wastewater from the facility shall discharge to the sanitary sewer, or a wastewater reclamation system shall be installed and the wastewater reused with no discharges to the storm drain. The applicant shall contact the City for specific connection and discharge requirements.

8. Vehicle/Equipment Repair and Maintenance

- A. Vehicle/equipment repair and maintenance shall be performed in a designated area indoors, or if such services must be performed outdoors, in an area designed to prevent the run-on and runoff of storm water.
- B. Secondary containment shall be provided for exterior work areas where motor oil, brake fluid, gasoline, diesel fuel, radiator fluid, acid-containing batteries or other hazardous materials or hazardous wastes are used or stored. Drains shall not be installed within the secondary containment areas.
- C. Vehicle service facilities shall not contain floor drains unless the floor drains are connected to wastewater pretreatment systems prior to discharge to the sanitary sewer, for which an industrial waste discharge permit has been obtained. The applicant shall contact the City for specific connection and discharge requirements.
- D. Tanks, containers, or sinks used for parts cleaning or rinsing shall not be connected to the storm drain system. Tanks, containers, or sinks used for such purposes may only be connected to the sanitary sewer system if approved by the City and allowed by an industrial waste discharge permit from the San Francisco Public Utilities Commission. The applicant shall contact the City for specific connection and discharge requirements.

9. Fuel Dispensing Areas

- A. Fueling areas² shall have impermeable surfaces (i.e., portland cement concrete or equivalent smooth impervious surface) that are: a) graded at the minimum slope necessary to prevent ponding; and b) separated from the rest of the site by a grade break that prevents run-on of stormwater to the maximum extent practicable.

² The fueling area shall be defined as the area extending a minimum of 6.5 feet from the corner of each fuel dispenser or the length at which the hose and nozzle assembly may be operated plus a minimum of one foot, whichever is greater.

- B. Fueling areas shall be completely covered by a canopy that extends a minimum of ten feet in each direction from each pump. The canopy shall not drain onto the fueling area.

10. Fire Sprinkler Test Water

Provisions shall be made in the project design and construction to allow for the discharge of fire sprinkler test water to the sanitary sewer, with approval from the City. Fire sprinkler test water from private residences may be discharged to a landscaped area.

11. Miscellaneous Drain or Wash Water

- A. For small air conditioning units, air conditioning condensate should be directed to landscaped areas as a minimum BMP. For large air conditioning units, in new developments or significant redevelopments, the preferred alternative is for condensate lines to be directed to landscaped areas, or alternatively connected to the sanitary sewer system after obtaining permission from the City. As with smaller units, any anti-algal or descaling agents must be properly disposed. Any air conditioning condensate that is discharged to land without flowing to a storm drain may be subject to the requirements of the State Water Resources Control Board's (SWRCB) Statewide General Waste Discharge Requirements (WDRs) for Discharges to Land with a Low Threat to Water Quality.
- B. Roof drains shall discharge and drain away from the building foundation to an unpaved area wherever practicable.
- C. Roof top equipment including those producing air conditioning condensate shall drain to the sanitary sewer or be covered and have no discharge to the storm drain. The applicant shall contact the City for specific connection and discharge requirements.
- D. An appropriately equipped facility that drains to the sanitary sewer must be provided for washing and/or steam cleaning activities. Sanitary connections are subject to the review, approval, and conditions of the City. These conditions shall be required for automotive related businesses.



G-1.13

Project Description - MV Transportation Bus Operations, Storage and Maintenance

July 18, 2011

MV Transportation, Inc. is interested in establishing temporary offices and parking facilities for the provision of services to persons with disabilities and elderly in the company's operation of ADA paratransit services for the City and County of San Francisco.

Founded 36 years ago as a San Francisco-based company, today MV has several contracts in the San Francisco Bay Area, including Redi-Wheels which services almost 80 City of Brisbane within San Mateo County. We also serve the East Bay, Union City, and Santa Clara County among many others across the state. Today the company is the largest transportation provider of handicapped services in the state of California, and operates in 27 states as well as in Washington D.C. and Vancouver, British Columbia.

The company has identified the location at 575 Tunnel Road to be an optimal location from where to house its operations. Its central location will maximize response time and keep costs contained.

The primary benefit of Para-transit services are to increase mobility of persons with disabilities and the elderly, as well as to reduce personal vehicle trips associated with caretakers, family members, and others visiting or assisting persons with disabilities and elderly. Since the number of people requiring Para transit is not increased due to this project, no additional trips will be generated from current baseline levels.

Use and Location

MV Transportation, Inc. is pursuing the ability to install bus storage, dispatch, maintenance and operations facility on approximately 2.3 acres or 100,000 SF of land owned by UPC. The proposed site, at 575 Tunnel Road, is a site of a former manufacturing/building materials facility that was torn down more than 10 years ago. The project site will be graded and paved to City of Brisbane standards and implement the latest storm water BMPs necessary to accommodate the storage of 40 small vans, mini vans and small shuttle type buses that are 25 feet or less in length, with additional area for expansion up to a total of 50 buses. There will be a security fence surrounding the entire site. This proposed use covers less than 1/3 of the seven-acre site occupied by the former manufacturing/building materials facility. A temporary geotechnical settlement monitoring station in connection with UPC's technical requirements for future development lies adjacent to the proposed bus storage yard. The settlement monitoring station will remain in the existing location unaffected by the bus operations on the site.

Project Description - MV Transportation Bus Operations, Storage and Maintenance

Facility Operation & Bus Routing

Buses would gain access to the freeway system via Tunnel Avenue to Beatty Road and then Alana Way to obtain north or southbound access to Highway 101. The buses will primarily be off-site during weekdays/peak hours providing service to the customers. The MV SF Para-transit program will operate 24 hours a day. MV will operate 39 routes on weekdays, approximately 80 trips in and out of the facility per day from our operation. We expect that our employees will generate 100 trips in and out of the facility per day. Total maximum trips would be 180 trips per day. Peak time would be 7:00 – 8:00 am when approximately 30 employees and 30 vehicles would be pulling out and out at the same hour. The primary hours of operation will be between 6 AM and 6 PM. Between 6 PM and midnight 8 busses are expected to operate. Between midnight and 6 AM 2 busses are expected to operate. Bus routes will travel to and from San Francisco exclusively on Tunnel Avenue, either directly on Tunnel Avenue or Tunnel Avenue combined with Beatty Avenue.

Security will be provided by MV staff working during off hours. The site perimeter will be enclosed with a security fence. The gate will be closed during off hours.

Not all buses will be in use at all times; some will be back-up buses, while others are being cleaned or undergoing preventative maintenance, checking and replacing fluids and the like. Parking for employees would be provided via "stacked" parking, in vacant bus stalls (one behind the other) in an efficient manner. Bus drivers would park in tandem type stacked formation.

Paratransit Bus Usage

The City of San Francisco contract requires Bio-Diesel be placed in all diesel operated vehicles. The fleet will consist of 50 shuttle buses which are fueled with a minimum of B-20 Bio-diesel. The peak pull-out time is between 6 and 8 am, with approximately 180 trips in and out of the property per day.

On-site Personnel

It is anticipated that MV will have between 40 and 60 bus drivers per day on average. Dispatch will require up to ten people and maintenance will require up to five people maximum. Every effort will be made to hire employees from within the City of Brisbane.

Maintenance

MV will provide routine maintenance of its vehicles on site in conformance with all required laws. This would include preventative maintenance such as oil changes, greasing, brake work and other such service. To accommodate this, MV Transportation would provide for a temporary pre-fabricated "Butler-Style" Steel Building of appropriate height and dimensions to accommodate up to three buses with working room (approximately 60 feet by 100 feet or 6,000 square feet and 20-foot ceiling clearance). Also included would be surface-mounted hydraulic lifting equipment permitting service personal to obtain access to the underside of the bus.

Project Description - MV Transportation Bus Operations, Storage and Maintenance

Washing of vehicles would be accomplished with a pressure washer located in a fully contained wash bay which would have a dedicated oil clarification system which would meet the San Mateo County Wide Pollution Prevention Publication "C.3" Storm Water Technical Guidance updated 3/20/07.

Dispatch Office

Approximately fifteen hundred feet of office space will be contained in the building which will include electrical, water, sewage and communications equipment. The ADA accessible office (as well as a disabled parking spot) will accommodate around support staff that will perform administrative, dispatch, security, and management responsibilities.

Fencing, Security and Site Layout

The site would be fenced with one ingress and one egress gate serving the site from Tunnel Ave with adequate clearance to accommodate bus operations. Security lighting would be installed on the site via new electrical service from Tunnel Avenue with overhead service to a minimum of four light poles mounted on each end and the center of the parking area. These poles would be serviced with overhead wires and double mounted halogen floodlighting aimed towards the ground. The site would be sheet drained of surface water with adequate SWPPP protections on the edge to avoid erosion. There will be no impact to groundwater monitoring wells as there are none on this portion of the site. There will be no impact to the adjacent settlement monitoring station.

Grading

The site will be sheet graded to drain to the perimeter of the site. Storm drainage will be collected in an infiltration swale and directed to the City storm drain in Tunnel Avenue. The average finish grade will be approximate one foot above the existing contours with a maximum cut of approximately two and one half feet and a maximum fill of approximately two and one half feet. A total of approximately 2000 cubic yards of soil will be cut from an onsite stockpile and placed as fill for pavement subgrade. The site will be paved with a structural section of 3 inches of asphalt concrete over 8 inches of aggregate base rock. The pavement section will require approximately 3700 cubic yards of imported material.

SUPPORTING STATEMENTS
for Interim Use Permit

Description of the proposed use: Bus Storage, MAINTENANCE-
AND OPERATIONS.

Days and hours of operation: 4:00AM - 2AM 7DAYS A WEEK

Number of employees on site: 50-60 40 DRIVERS 10 STAFF

Company vehicles and equipment on site: 45- MINI VANS, 9 PASSENGER VAN
AND SMALL SHUTTLE BUSES

List the types and quantities of hazardous, toxic, flammable or explosive materials or wastes are involved with the use:

2-55 gallon drums of motor oil
2-5 gallon drums of transmission fluid
VARIOUS materials for regular vehicle maintenance

List any governmental permits required for the handling or storage of the hazardous materials involved with the use:

COUNTY OF SAN MATEO HAZMAT PERMIT

List any materials and equipment which will be stored outside and explain how will these be screened from public view:

used tires - behind the building

Will the use generate air emissions, odors, smoke or dust? If so, how will these be controlled?

Some bio-diesel emissions or from gas engine.
Will limit to 5 minutes MAXIMUM idling for engine

Will the use generate noise or vibration? If so, how will these be controlled?

Minimal engine noise and air gun noise
Limit idling of engine to 5 minutes

Will the use generate glare, heat or other impacts? If so, how will these be controlled?

No

Will the use generate waste materials? If so, how will these be disposed?

Waste oil, used oil filters 15 pails per hr
and transported by environmental service provider
Tires pick up for recycle.

How will waste materials from the use be prevented from polluting storm water runoff?

All waste water will be fully contained which will be
cycled through a dedicated oil clarification system which will treat
the free water. San Francisco Countywide Pollution Prevention
"C.31" Storm Water Technical Guidance updated 7/21/07

What utilities and other infrastructure is required for your use? Are these existing on the site? If not, how will they be provided?

Water, electrical power not currently existing
will be included in the development plans

The Brisbane Municipal Code requires that your use benefit the property. List the benefits below: (a) eliminating blight or unsightly or hazardous conditions, (b) by installing improvements that will facilitate redevelopment of the property, (c) other:

Our project will improve the existing site and will
provide ADA service - for handicapped and elderly
in San Francisco County

The Brisbane Municipal Code requires that your use benefit the public. List the public benefits below: (a) creating jobs, (b) generating revenues, (c) providing needs goods or services, (d) other:

A create up to 50 jobs to provide revenue to city
& service the Handicapped who need special services

Will you establish a program to encourage employment of Brisbane residents in the construction and operation of the use? Explain:

Yes we will do outreach recruiting within the
Brisbane Community - Need 50 Available jobs

Will your use include any of the following?

YES NO

- [] [] the manufacture, processing, handling, treatment, transportation, recycling, or storage of hazardous, toxic, flammable or explosive materials or wastes in quantities for which a permit is required from any governmental agency
- [] [] the dumping, processing, sorting, recycling, recovery or storage of garbage, debris, scrap materials, or similar items (excluding the recycling of concrete or brick and the storage and processing of soils, rock, and other similar materials)
- [] [] uses that create unsightly visual impacts or the appearance of blight as seen from any other location with the city, such as automotive dismantling and wrecking yards, junk yards, outside storage of used equipment, trailers, or vehicles not being offered for sale, and outside storage of glass, metal, paper, cardboard, or other material collected for recycling or disposal (except as otherwise permitted)

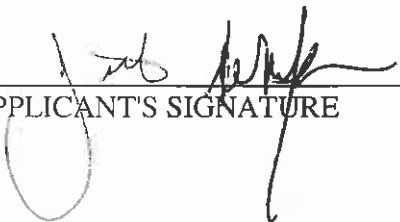
Will your use include any of the following?

YES NO

- heavy manufacturing operations, including concrete or asphalt batch plants, foundries and other activities involving the fabrication of metal products from raw materials, processing of chemicals, and the rendering or refining of oils or animal materials

What is the length of time for which you are applying for a Interim Use Permit? _____
5 YEARS

(For initial terms of up to 5 years, Planning Commission approval is required. For initial terms of more than 5 years, City Council approval is required, following a recommendation from the Planning Commission.)



APPLICANT'S SIGNATURE

7/18/11
DATE

BUS PARKING SITE

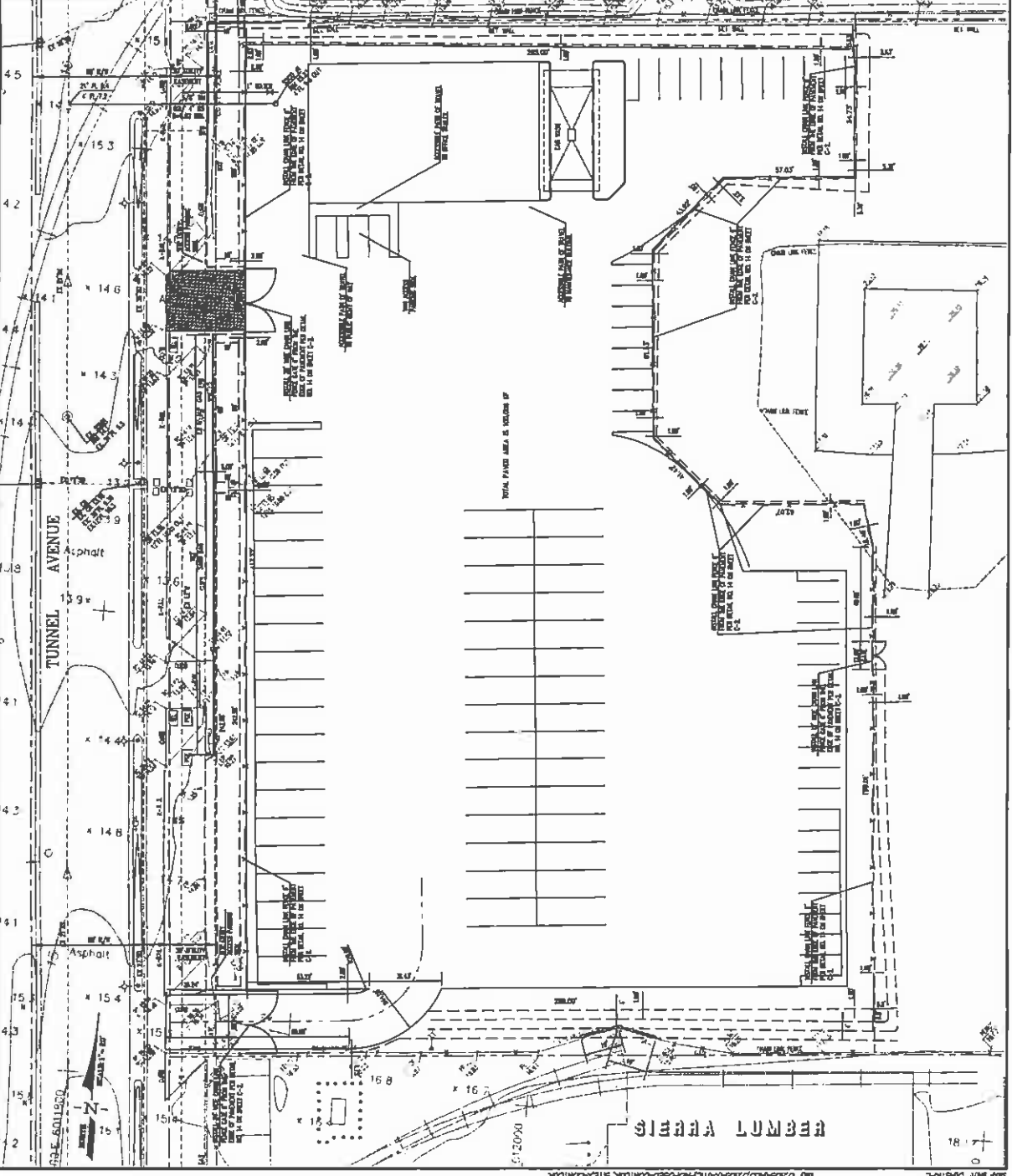
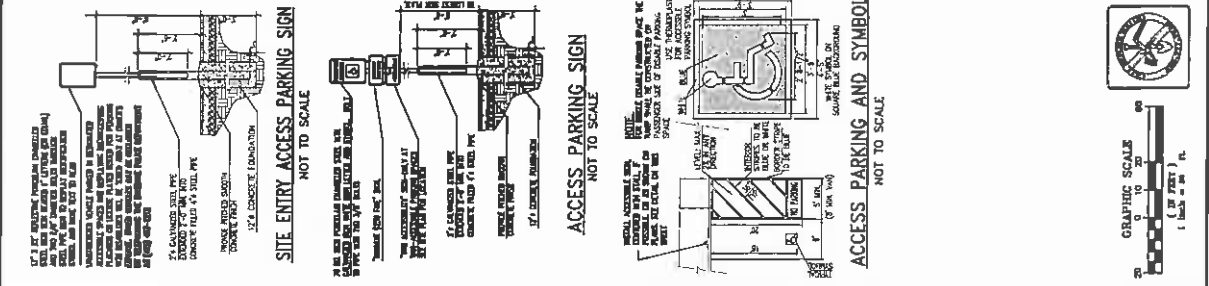
SUNQUEST PROPERTIES INC.

CITY OF BRISBANE, CALIFORNIA

Clark and Associates
 Civil Engineering
 738 Alford Road
 Hercules, CA 94517
 Phone: (510) 774-3309
 Fax: (510) 774-3303
 E-Mail: clark@clarkand.com



DATE	DESCRIPTION
JULY 2008	REVISIONS
JULY 2007	REVISIONS
JULY 2006	REVISIONS
DATE	BY
JULY 2008	D.A.D.
DATE	BY
JULY 2007	G.L.
DATE	BY
JULY 2006	G.L.
DATE	BY
JULY 2005	G.L.



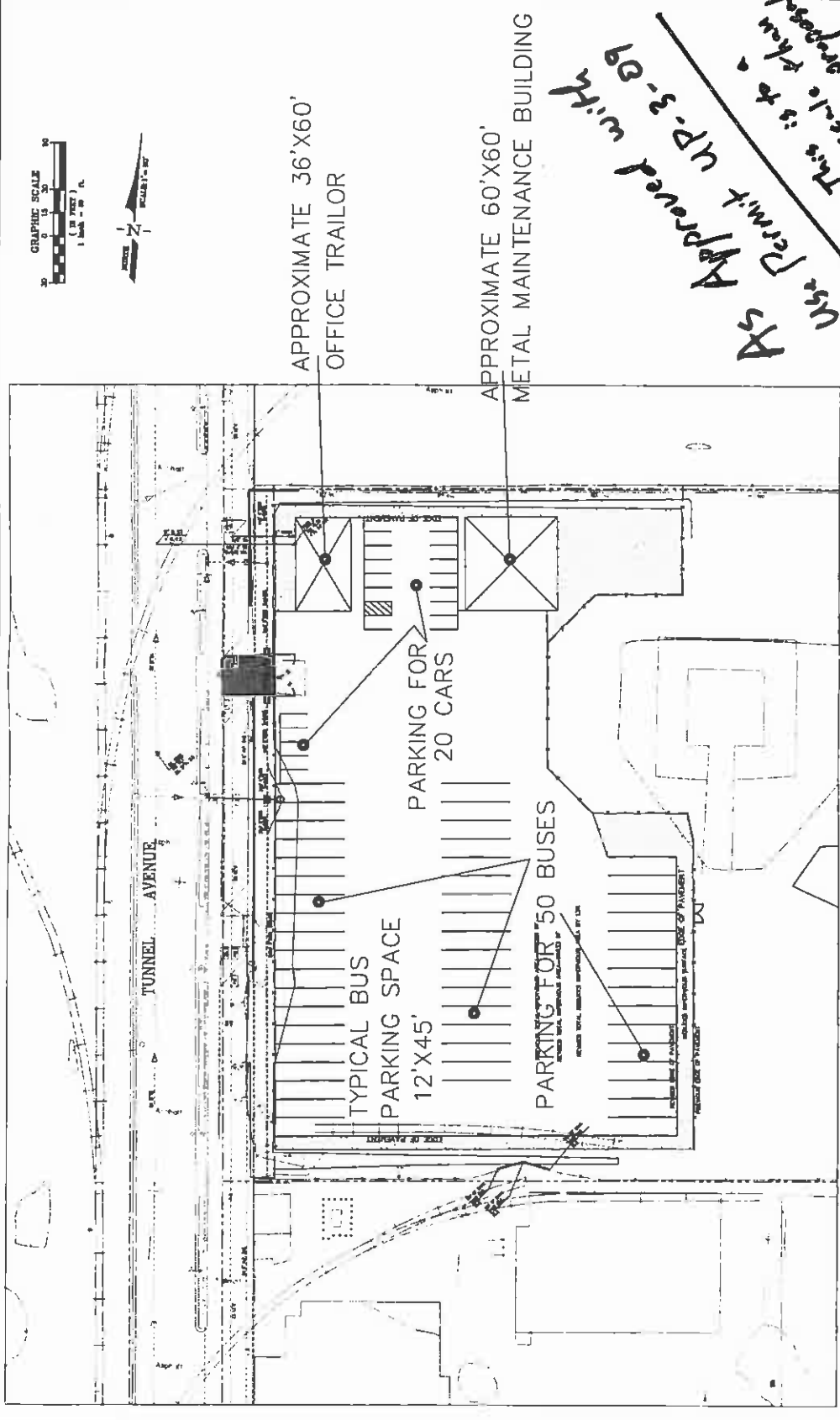
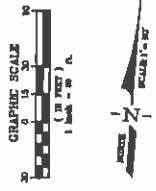
Proposed

Lat and Associates
 Civil Engineers
 Land Planning
 733 North Hollywood Drive
 Hollywood, CA 91617
 Phone (818) 774-3388
 Fax (818) 774-3383
 E-mail: info@latand.com



BUS PARKING SITE
SUNQUEST PROPERTIES INC.
CITY OF BRISBANE, CALIFORNIA

DATE	JULY 2009
SCALE	1" = 60'
DRAWN BY	DAS
CHECKED BY	DA
DATE	JULY 2009
PROJECT NO.	220758-1
DATE	JANUARY 14, 2009
Sheet No.	S-1
of	2



Use Permit VP-3-09
Approved with

Note: This is to a different scale than the current proposal.

CPC
3/11/10 version



