

City of Brisbane

Planning Commission Agenda Report

TO: Planning Commission For the Meeting of October 3, 2016

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

SUBJECT: 575 Tunnel Avenue; Interim Use Permit UP-5-16 to allow the continuation of the use of a bus storage yard and dispatch facility, previously approved in 2011 via UP-13-11, for approximately 125 para-transit shuttle buses and parking for approximately 25 on-site employees, with hours of operation being 24 hours per day, 7 days per week; Len Corpus, applicant; Tuntex (USA) Inc., owner; APN's 005-152-240, 005-152-250 and 005-152-260

Request: The applicant is proposing to continue the use of an existing bus yard facility at the Baylands for storage and dispatch for 125 para-transit shuttle vehicles and parking for 25 on-site office employees. The fleet consists primarily of mini buses that are approximately 22 feet in length. They provide transportation to elderly and disabled persons in San Francisco under a contract with San Francisco MTA.

Transdev Services, the operator, anticipates that they will change their current fleet of mini-buses over time to include smaller vehicles, including mini-vans and sedans, to more efficiently meet the needs of their users. They have indicated that change in vehicles would likely occur over the next few years. This application would be to accommodate the existing fleet as well as the change to smaller vehicles.

The applicant has proposed to restripe the lot for a more efficient site layout, given the smaller vehicles that are currently in use, versus the larger vehicles for which the parking lot was originally striped. Also, in anticipation of another separate application for use of the area to the rear of this site, the applicant has proposed separation of a drive aisle along the south edge of the site to accommodate that additional potential future tenant. That other tenancy to the rear would be subject to a separate interim use permit. No new paving has been proposed, but rather modification to the internal parking layout and an internal fence to separate the driveway.

The shuttle bus yard would continue to operate 24 hours a day. The use permit is requested for a term of 5 years.

Background: Previously, in 2010 and again in 2011, interim use permits were granted for use of this site for a bus yard.

The original use permit UP-3-09 was for fifty (50), 45-foot long buses, plus car parking. The site was subsequently developed consistent with that interim use permit. The later use permit, UP-13-11 was for smaller vehicles, 25-foot, and to expand the originally approved hours to 24 hours per day, 7 days per week.

The site development for the bus yard was completed in 2013 and the original large vehicle striping was retained.

In addition to parking for the fleet and employee vehicles, the previous permits included a dispatch office building and a separate maintenance building. However, the maintenance building was never developed at the site and so maintenance component has not been permitted without the building to house it.

Project Description: Facility operations are described in the attached project description provided by the applicant. In summary, the current operator, Transdev Services, Inc. initiated services at the site in September 2014 under a contract with the San Francisco MTA to provide paratransit services for elderly and disabled persons for the City and County of San Francisco.

The facility would continue to operate as it has been, 24 hours a day, 7 days a week. Peak vehicle travel times would be on weekdays from 6 to 10 am and 2 to 8 pm, and on weekends from 10 am to 4 pm.

To meet the needs of its user base, the operator uses smaller buses than originally planned for the site. They currently operate 115 vehicles, with most of them being 22 foot long mini-buses, and they anticipate the number of vehicles being increased to 125 total fleet vehicles during the requested permit term, plus up to 25 employee vehicles. They have also indicated that they are currently in the process of replacing some of the 22 foot mini buses with smaller vehicles, mini-vans and sedans. The change to smaller vehicles is to more efficiently serve the needs of its users. Based on their peak fleet plus employee vehicles, they have estimated a total average daily trip count of 236, with a trip being counted for each pull-in or pull-out of the facility.

As indicated above, the site would be restriped to meet the parking needs of the smaller vehicles currently in use and planned, versus the large vehicle spaces as currently striped. The total on-site spaces would be 117 “van” spaces, plus another 43 onsite “car” (standard) spaces, for 160 on-site spaces total. The total estimated maximum parking demand is for 150 spaces. Transdev has indicated that most of its drivers use public transportation to report for service and depart at the end of their shifts. Based on the project description, all of the parking needs may be accommodated for on the site. An additional 19 on-street parking spaces are located along the site frontage, but these are not considered towards meeting the minimum requirements for the use (see Condition of Approval D).

As indicated above, the site plan would accommodate a potential tenant to UPC to the rear of this facility through the restriping and fencing off of the southern area of the site for a separate driveway. Note that approval of the project that’s before the Commission tonight would not commit the Commission to grant any future use to the rear of this site. The proposed revision to

the site plan is only to allow for that potential use behind, contingent on Planning Commission approval of a separate interim use permit, without the need to also bring this application back again to the Commission. Not that no new grading or paving is planned within the shuttle bus yard to allow for this, but rather the driveway for the potential future use would simply be separated from the subject yard by a curb and fence.

No other improvements are planned for the site.

Recommendation: Conditionally approve Use Permit UP-5-16 via adoption of Resolution UP-5-16 with Exhibit A containing the findings and conditions of approval.

Environmental Determination: The proposal represents the ongoing operation of an existing facility and is categorically exempt from environmental review per State CEQA Guidelines Sections 15301.

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 **complies** with this finding. The site is in an area that is industrial in character and the site has already been developed as a bus storage and dispatch yard.

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.

The total trips are anticipated by the operator to average approximately 236 per day. 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 are not anticipated to impact the level of service of local roadways. Should future operational changes be evident, the City Engineer may require a traffic study and mitigations, with funding of those items by the applicant (see condition H).

The Public Works Department has also 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 G).

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

The proposal **complies** with this finding.

The ongoing operation of the facility has been determined to be categorically exempt, per the CEQA Guidelines, as indicated in the environmental determination. The use of the site would be a continuation of the existing use, with no new improvements proposed, with the exception of an option of a fence and curb along the southern driveway and restriping of the parking layout.

The site was designed and developed with stormwater controls, including a stormwater collection swale at the site frontage, and operates under an industrial stormwater permit through the Regional Water Quality Control Board.

There are no vehicle maintenance activities proposed at the site and no storage of hazardous materials would be allowed.

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..." Based on the following considerations, the proposal **complies** with this finding.

The site has already been developed for the bus yard use and those improvements would not obstruct, interfere or delay future redevelopment being contemplated by the City with the Baylands EIR. The previously completed modifications to the site are reversible and only minor modifications are proposed to that existing parking layout. The existing site development includes a prefabricated structure which 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. Portions of the site could be impacted by the future roadway alignment and/or associated grading, subject to Baylands EIR certification, approval of associated planning applications, engineering and funding. There is no 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.

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, the applicant has acknowledged and agreed in writing to remove improvements identified as an obstacle to public improvements.

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

This finding **complies** with this finding. The site was redeveloped following the previous approval and all required public utilities and infrastructure has already been provided to the site.

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

The proposal **complies** with this finding. The para-transit 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 they will encourage their tenant to post job opportunities at City Hall, where residents are encourage to apply. A condition of approval is also recommended that the operator provide their up to date local recruitment program to the Planning Director for approval.

Attachments: Resolution UP-5-16
Vicinity Map
Applicant's Project Description
Proposed Site Plan and Previously Approved Site Plan

Draft
RESOLUTION UP-5-16

A RESOLUTION OF THE PLANNING COMMISSION OF BRISBANE
CONDITIONALLY APPROVING USE PERMIT UP-5-16
FOR AN INTERIM USE PERMIT TO ESTABLISH A SHUTTLE VEHICLE YARD
INVOLVING STORAGE AND DISPATCH FOR UP TO
125 MINI-BUSES AND/OR SMALLER SHUTTLE VEHICLES

WHEREAS, Len Corpus applied to the City of Brisbane for an Interim Use Permit, to continue use of an existing temporary facility for storage and dispatch of up to 125 mini-buses (less than 25 feet in length) and smaller shuttle vehicles, plus vehicle parking for approximately 25 on-site employees, on approximately 2.3 acres previously site, such application being identified as UP-5-16; and

WHEREAS the site was previously developed, following City approval of interim use permit UP-13-11 and the subsequent building permits, as a bus storage yard with an approximately 2,100 square foot dispatch office; and

WHEREAS the project will require no new buildings, excavation or new or reconfigured impervious surfaces, but only restriping to accommodate the proposed vehicles; and

WHEREAS the project will allow for a driveway option to access a potential future tenant yard, located to the rear of this subject site, and that rear yard being subject to separate interim use permit application; and

WHEREAS, on October 13, 2016, 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 15301 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 October 13, 2016 did resolve as follows:

Interim Use Permit UP-5-16 is approved per the conditions of approval attached herein as Exhibit A.

ADOPTED this thirteenth day of October, 2016, by the following vote:

AYES:
NOES:
ABSENT:

Tuong Van Do
Chairperson

ATTEST:

EXHIBIT A

Action Taken: Conditionally approved Interim Use Permit UP-5-16 per the staff memorandum with attachments, via adoption of Resolution UP-5-16.

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 15301 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 exist at the site to serve the interim use in a safe, sanitary, and lawful manner.
6. The ongoing operation of the facility, as proposed by the applicant, would provide a public benefit by the provision of needed transportation services to the elderly and disabled.

Conditions of Approval:

- A. The Interim Use Permit is approved for storage of operable shuttle vehicles and vehicle dispatch office, as described in the application.
- B. Hazardous materials storage is not permitted on this site.
- C. Vehicle maintenance is not permitted on this site.
- D. The total number of fleet and employee vehicles shall not exceed the number of spaces striped on the site. Off-site spaces are not credited towards meeting this minimum. Any proposed modifications to the striping plan or driveways, beyond those proposed within this application, shall require Planning Director review and approval and may be subject to a separate interim use permit.

- E. The applicant shall provide drawings to the Planning Director showing proposed fence and curb details for the optional separation of the southern driveway area. The proposed curb and fence shall not result in stormwater ponding or otherwise adversely changing the site drainage patterns. The internal fence and gate shall match the outer perimeter fence. No razor-wire, barbed-wire or similar fence materials are permitted.
- F. 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 currently estimates this cost at \$150,000. At the time of site development, the applicant paid \$77,000. The balance of \$73,000 shall be paid to the City of Brisbane within 1 year of the effective date of this permit.
- G. If in the event that operational changes result in traffic impacts, the City Engineer may require the applicant to fund traffic impact study(s) and fund any identified mitigation measures deemed appropriate by the City Engineer.
- H. The operator shall provide a current copy of their employment recruitment program targeted toward Brisbane residents within one (1) month of the effective date of this permit, subject to the review and approval of the Community Development Director.
- I. The site and site frontage shall be maintained in a debris- and weed-free condition.
- J. Landscaping:
 - a. Proper maintenance of landscaping, with minimal pesticide use, shall be the responsibility of the property owner.
 - b. Stormwater swales, including the swale outside the fence at the front of the site, shall be maintained free of invasive species and the design plantings shall be maintained in good health. Any modification to the previously approved plant species or planting density within the stormwater swales shall be subject to approval by the Planning Director.
 - c. Note that new and replacement irrigated landscapes may be subject to the Water Conservation in Landscaping Ordinance BMC Chapter 15.70, or the then effective state requirements, whichever is the most water conserving.
 - d. In the event that planting modifications are proposed, 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:
 - i. Select plants that are well adapted to soil conditions at the site.

- ii. 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.
 - iii. Provide irrigation appropriate to the water requirements of the selected plants. Select pest- and disease-resistant plants.
 - iv. Plant a diversity of species to prevent potential pest infestations from affecting the entire landscaping plan.
 - v. Use “insectary” plants in the landscaping to attract and keep beneficial insect.
 - vi. Owner shall enter into a landscape maintenance agreement with the City.
- K. On-site storm drain inlets shall be maintained with clear markings with the words “No Dumping! Flows to Bay,” or equivalent, using methods approved by the City’s NPDES Coordinator.
- L. The property owner shall enter into a use restriction agreement, subject to City Attorney approval, that if the City determines that the interim use would interfere or obstruct planned public improvements, within a 90-day written notice by the City the permittee shall abandon the interim use and remove improvements at its own expense.
- M. 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.
- N. The property owner’s agreement with the operator of the interim use shall 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.
- O. 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.

- P. 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.

- Q. This Use Permit shall expire **5 years** from its effective date (at the end of the appeal period).



U.S. 101

BEA

BAYLANDS

Tunnel Ave

CalTrain

Bayshore Blvd

Geneva Ave

Industrial Way

Site Location

G.3.12



Applicant's + Operator's

SUPPORTING STATEMENTS

For Interim Use Permit

Description of the proposed use: Sunquest Properties, Inc. is requesting a renewal of a 5-year Interim Use Permit UP-13-11 at 575 Tunnel Avenue to lease 2.3 acres of ground space to our current tenant that stores and dispatches approximately 100 small vans, mini buses and small shuttle buses (up to 25 feet) for Paratransit services, for elderly and disabled persons for the City and County of San Francisco under contract with SFMTA. This includes surface parking for the vehicles, an approximately 2,100 square foot modular structure for dispatch and administrative services and an onsite vehicle wash facility. The water used for vehicle wash is trapped with no run-off. Vehicle maintenance is performed off site.

The primary benefit of Paratransit services are to increase mobility for persons with disabilities and the elderly, as well as to reduce personal vehicle trips associated with caretakers and family members. Since the number of people requiring Paratransit services have not increased due to this program, no additional trips will be generated from current baseline levels.

The site has been graded, paved and lighted to City of Brisbane standards and implemented are the latest storm water BMPs necessary to accommodate the storage of vehicles. A security fence surrounds the entire site with separate ingress and egress with adequate clearance.

Days and hours of operation: Our tenant's paratransit program operates 24 hours a day with peak times on weekdays 6am – 10am and 2pm – 8pm, and weekends 10am – 4pm. Vehicles will primarily be offsite during weekday peak hours. The primary hours of operation are between 4pm – 10pm. Between the hours of 12am – 4pm, a maximum of two buses are expected to operate.

Number of employees on site: Our tenant operates with approximately 100 drivers, who mostly use public transportation, reporting for service at the beginning of their shift and departing with revenue vehicles removing them from the site until the end of its service day. The facility is manned by approximately 22 dispatch and administrative employees during the course of a 24-hour day. Security is provided to our Tenant's personnel on duty as the dispatch operation is manned 24/7/356.

Company vehicles and equipment on site: Our tenant's company vehicles consist of a mix of mini-buses and mini-vans that are 25 feet or less in length. The SFMTA contract requires Bio-Diesel be placed in all diesel-operated vehicles and the fleet currently consists of approximately

20 vehicles which are fueled with a minimum of B-5 Bio-Diesel. The diesel-operated vehicles will be replaced by gasoline-fueled vehicles by 2017. Vehicles are fueled offsite. Vehicles will gain access to the freeway system and travel to San Francisco exclusively from Tunnel Avenue to Beatty Road and Alana Way and vice-versa on the return trip.

Fencing, Security and Site Layout: The site is fenced with separate ingress and egress gates serving the site from Tunnel Avenue with adequate clearance to accommodate bus operations. Security lighting is installed on the site via electrical service from Tunnel Avenue with overhead service to a minimum of four lights poles mounted on each end and the center of the parking area. These poles are serviced with overhead wires and double mounted halogen floodlighting aimed towards the ground. The site is drained of surface water with adequate SWPPP protections on the edge to avoid erosion. There is no impact to groundwater monitoring wells as there are none on this portion of the site. There is no impact to the adjacent settlement monitoring station.

List the types and quantities of hazardous, toxic, flammable or explosive materials or wastes are involved with the use: None. No vehicle maintenance performed on this site.

List any governmental permits required for the handling or storage of the hazardous materials involved with the use: None.

List any material and equipment which will be stored outside and explain how these will be screened from public view: None.

Will the use generate air emissions, odors, smoke or dust? If so, how will these be controlled? Yes, emissions from idling vehicles. These will be controlled by restricting idling time to a maximum of 5 minutes.

Will the use generate noise or vibration? If so, how will these be controlled? The use will generate a very minimal amount of noise by idling vehicles.

Will the use generate glare, heat, or other impacts? If so, how will these be controlled? The use will not generate glare, heat or other impacts.

Will the use generate waste materials? If so, how will these be disposed? The use will not generate waste materials.

How will waste materials from the use be prevented from polluting storm water runoff? The use will not generate any waste materials.

What utilities and other infrastructure are required for your use? Are these existing on site? If not, how will they be provided? The existing utilities serving the site are water, sewer and electrical.

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

The primary benefit of Paratransit services are to increase mobility for persons with disabilities and the elderly, as well as to reduce personal vehicle trips associated with caretakers and family members. Since the number of people requiring Paratransit services have not increased due to this program, no additional trips will be generated from current baseline levels. Our tenant's operation provides transportation under the Federal Americans with Disabilities Act and is taking a very active role in providing services to the disabled and elderly people for the City and County of San Francisco. The active use of the property prevents blight and use as a dump site. The use also generates revenues for the City.

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, good or services, (d) other: A, B and C.

The use continues to create jobs as we continue to encourage our tenants to post open positions at City Hall and other City offices. The active use of the property prevents blight and use as a dump site. The use also generates revenues for the City. Lastly, our tenant's operation provides transportation under the Federal Americans with Disabilities Act and is taking a very active role in providing services to the disabled and elderly people for the City and County of San Francisco.

Will you establish a program to encourage employment of Brisbane residents in the construction and operation of the use? Explain: We will continue to encourage our tenants to post open positions at City Hall or other City offices to advertise employment opportunities to Brisbane residents.

Will your use include any of the following?

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? No.

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. No.

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). No.

Will your use include any of the following? 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? No.

What is the length of time for which you are applying for an Interim Use Permit? (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. We are applying for a renewal of a current Interim Use Permit for an additional 5-year period.

Project Description – Sunquest Properties, Inc.

Sunquest Properties, Inc. is requesting a renewal of a 5-year Interim Use Permit UP-13-11 at 575 Tunnel Avenue to lease 2.3 acres of ground space to our current tenant.

Yard Usage: Our tenant stores and dispatches approximately 100 small vans, mini buses and small shuttle buses (up to 25 feet) for Paratransit services, for elderly and disabled persons for the City and County of San Francisco under contract with SFMTA. This includes surface parking for vehicles, an approximately 2,100 square foot modular structure for dispatch and administrative services and an onsite vehicle wash facility. The water used for vehicle wash is trapped with no run-off. Vehicle maintenance is performed off site.

Our tenant's paratransit program operates 24 hours a day with peak times on weekdays 6am – 10am and 2pm – 8pm, and weekends 10am – 4pm. Vehicles will primarily be offsite during weekday peak hours. The primary hours of operation are between 4pm – 10pm. Between the hours of 12am – 4pm, a maximum of two buses are expected to operate.

Our tenant's company vehicles consist of a mix of mini-buses and mini-vans that are 25 feet or less in length. The SFMTA contract requires Bio-Diesel be placed in all diesel-operated vehicles and the fleet currently consists of approximately 20 vehicles which are fueled with a minimum of B-5 Bio-Diesel. The diesel-operated vehicles will be replaced by gasoline-fueled vehicles by 2017. Vehicles are fueled offsite. Vehicles will gain access to the freeway system and travel to San Francisco exclusively from Tunnel Avenue to Beatty Road and Alana Way and vice-versa on the return trip.

The primary benefit of Paratransit services are to increase mobility for persons with disabilities and the elderly, as well as to reduce personal vehicle trips associated with caretakers and family members. Since the number of people requiring Paratransit services have not increased due to this program, no additional trips will be generated from current baseline levels.

Yard Modifications for Usage: There are yard modifications planned for a later time. On the attached draft site plan, there are three (3) items being planned. 1st, a rental car parking site is planned at the area behind our tenant's premises. 2nd, we intend on having the car rental parking site vehicles share the entryway with our tenant, utilizing the south side of the paved road leading to the rental car parking site's entryway at the proposed gate. 3rd, since we intend on taking away part of our tenant's south side parking area for road access to the rental car parking site, we propose to trade for the C-shaped area and extending their footprint.

Supporting Statements: Under BMC sections 17.41.060 A-F, we have provided answers on the Supporting Statement for Interim Use Permit sheet attached to this submittal. Below are each section and a brief answer to what applies to our use.

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

With the location of the property, public health, safety or welfare to nearby properties will not be a factor.

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

The use will not create any significant environmental impacts.

c) The interim use will not obstruct redevelopment;

The use will not obstruct redevelopment.

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

All required public utilities and infrastructure are already available.

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

The primary benefit of Paratransit services are to increase mobility for persons with disabilities and the elderly, as well as to reduce personal vehicle trips associated with caretakers and family members. Since the number of people requiring Paratransit services have not increased due to this program, no additional trips will be generated from current baseline levels. Our tenant's operation provides transportation under the Federal Americans with Disabilities Act and is taking a very active role in providing services to the disabled and elderly people for the City and County of San Francisco. The active use of the property prevents blight and use as a dump site. The use also generates revenues for the City.

f) Encourage the employment of Brisbane residents to the extent it is reasonably possible to do so;

We will continue to encourage and recommend our tenants to post job opportunities at City Hall or City offices where residents are encouraged to apply for employment.

Fleet size and history of fleet mix:

The original transportation service provider planned parking for 40 ft. transit coaches and the lot was striped accordingly. This plan not only incorporated the 40 ft. length for each parking bay, that sized vehicle required a significantly wider travel lane between spaces than that required for automobiles.

Transdev Services, Inc. initiated services for the San Francisco MTA in September 2014, replacing the previous provider due to that provider negotiating with the SFMTA to terminate its service contract. At that time, the lot was still striped for the 40 ft coaches, even though that size coach was never actually operated from the site.

Upon start-up of its services and as the SFMTA's negotiated termination of its contract with the previous provider concluded, 125 mini-buses were transferred to this system for use. The mini-bus is a 22 ft long Ford-chassis vehicle that is 96.92 inches wide, with commercial mirrors extending beyond the vehicle's body width.

From initial start-up of services through the current period, Transdev has reduced the overall bus count by 10 vehicles to the current revenue fleet size of 115. Allowing for growth over the next five years, the maximum number of revenue vehicles to be accommodated on the site is 125. These 125 vehicles would include 103 ~~each~~ of the 22 ft vans and 22 minivans.

Transdev currently operates its services using the 22 ft. long mini-buses. Beginning with vehicle procurement in process, some of the mini-buses will be replaced with mini-vans and/or full size sedans. At this time, it is anticipated that from 2017 and beyond, the vehicle mix will be approximately half Ford Chassis mini-buses (22 ft. long or shorter) and the balance to be a combination of mini-vans and full size sedans. The revised striping plan accommodates all revenue vehicles and employee parking needs.

Significant growth over the next five years is not anticipated, and the current striping plan fully accommodates current and planned vehicle parking needs for the next five years, including sufficient space for employee parking.

Demonstrated sharing of parking spaces between employees' vehicles and revenue vehicles:

During the two years in which Transdev has operated from the facility, parking needs have not exceeded capacity. Approximately 1/3 or more of Transdev employees use public transportation to get to and from work. Another approximate 15% rideshare and are simply dropped off and picked up for their shifts. The remaining employees are allowed to park in any empty space. Drivers represent approximately 70% of the workforce, and the driver who has driven a personal car to work obtains his revenue vehicle assignment for the day, pulls that vehicle out and parks his personal vehicle in that space. There has been no problem over the past two years with this arrangement. Employees also use the approximate 20 spaces located outside of the site adjacent to Tunnel Avenue.

There are approximately 25 office employees who work at the site on any given weekday, with only approximately 8 on weekends. Approximately 14 of these employees drive personal cars and the current striping has met their parking needs – most of the office employees work during hours when the majority of revenue vehicles are off site.

The revised striping plan is configured to accommodate all revenue vehicles and personal cars; and sharing of space will no longer be necessary. Should the commuting patterns of the employees change, any increase in the number of employee cars to park on the site can be accommodated through a return to the shared space arrangement as described above.

Revenue Vehicle Flow:

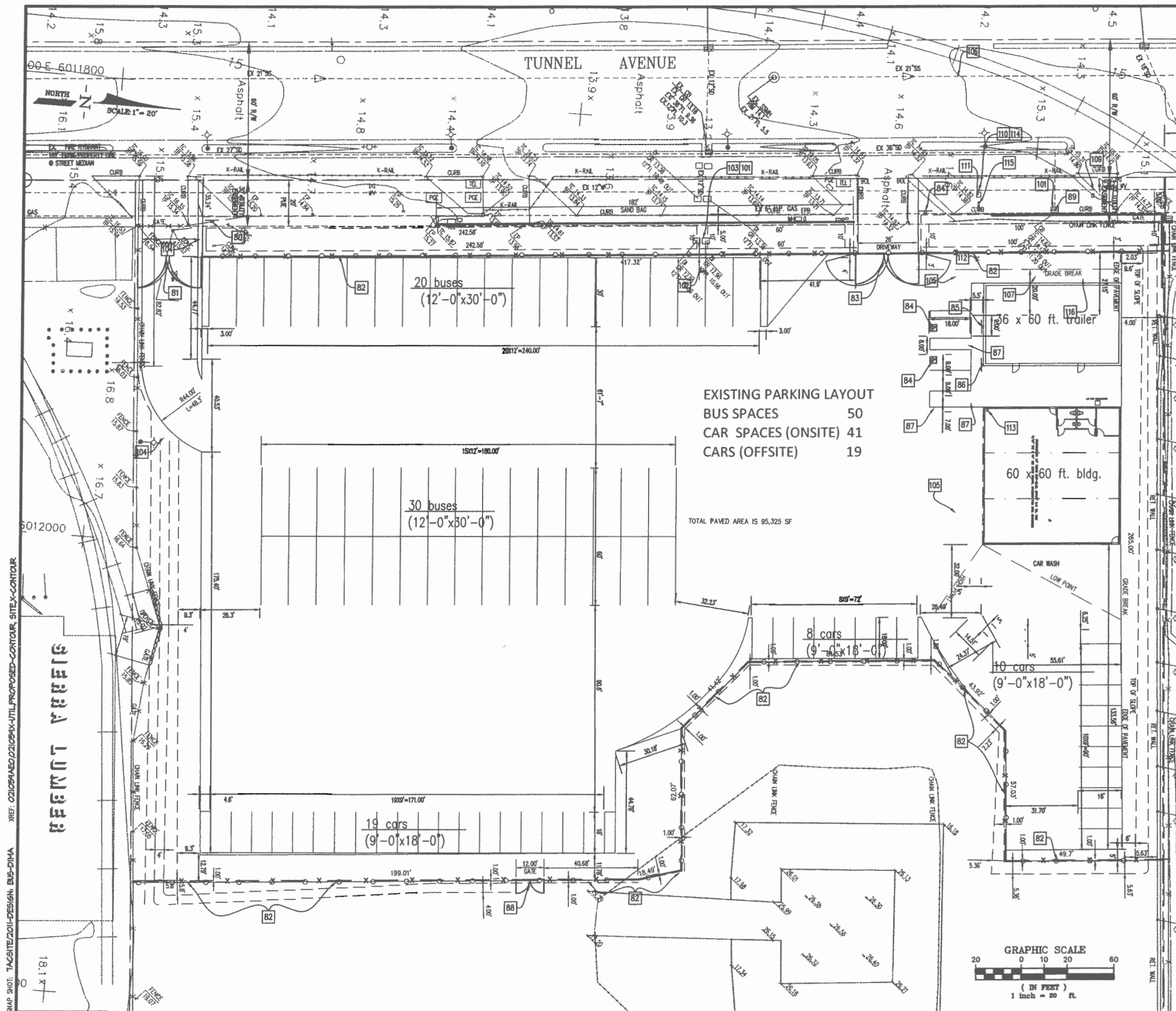
The Transdev revenue vehicles pull-out from the facility and then complete trip provision within the City and County of San Francisco. The vehicles are pulled out at the beginning of a full driver shift and not returned until the end of the driver’s shift. The primary travel patterns of the vehicles are Tunnel to Bayshore to 101 N/280 or 101 S to the Candlestick exit, then Beatty to Tunnel Avenue. A small number of vehicles travel from Tunnel to Bayshore to Geneva for pick-ups in that general area of San Francisco. The only vehicles traveling south from Transdev’s location at 575 Tunnel Avenue are those being taken to the maintenance facility at 290 Industrial Avenue, Brisbane or for fueling at one of the businesses located along Bayshore Blvd. Primarily, fueling is performed within the service area, San Francisco.

The following shows typical weekday revenue vehicle pull-outs and pull-ins:

	Pull Outs	Pull Ins
11:00 pm - 4:00 am	0	1
4:00 - 8:00 am	62	0
8:00 - 12:00 pm	30	8
12:00 pm - 4:00 pm	13	35
4:00 pm - 8:00 pm	0	60
8:00 - 11:00 pm	1	2
	106	106

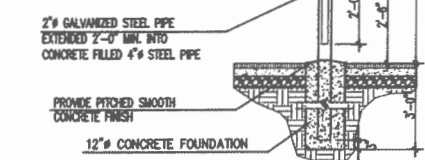
Occasionally, drivers will return to this site during their shift, either for lunch or to obtain replacement equipment and/or reports. It is estimated that the average weekday mid-shift pull-ins and pull-outs is 12 each, equating to approximately 24 additional trips. These would occur during the hours of 8:00 am and 4:00 pm.

Therefore, the total average weekday revenue vehicle trip count 236.



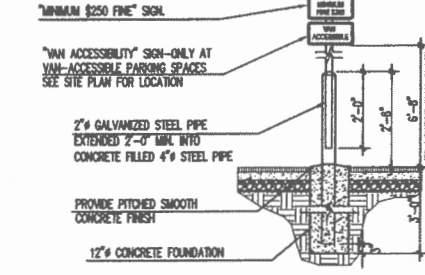
17" x 22" REFLECTIVE PORCELAIN ENAMELLED STEEL SIGN WITH BEADED 1" LETTERS (OR EQUAL) AND TWO 2/8" DIAMETER BOLTS THROUGH STEEL PIPE SIGN TO DISPLAY IDENTIFICATION SYMBOL AND HAVE TEXT TO READ

UNAUTHORIZED VEHICLE PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING Distinguishing PLACARDS OR LICENSE PLACES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED BY TELEPHONING THE BRISBANE POLICE DEPARTMENT AT (415) 467-1212



SITE ENTRY ACCESS PARKING SIGN
NOT TO SCALE

70 SO. INCH PORCELAIN ENAMELLED STEEL WITH GALVANIZED IRON WHITE SIGN LETTER AND SYMBOL. BOLT TO PIPE WITH TWO 3/8" BOLTS

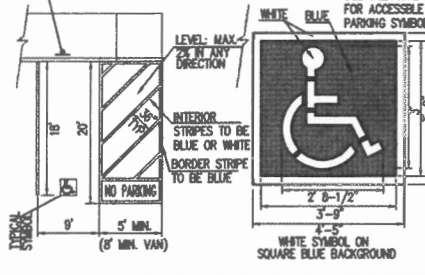


ACCESS PARKING SIGN
NOT TO SCALE

INSTALL ACCESSIBLE SIGN, CENTERED WITH STALL, IF POSSIBLE, OR AS SHOWN ON PLANS. SEE DETAIL ON THIS SHEET

NOTE: FOR SINGLE DISABLED PARKING SPACE THE RAMP SHALL BE CONSTRUCTED ON PASSENGER SIDE OF DISABLED PARKING SPACE

USE THERMOPLASTIC FOR ACCESSIBLE PARKING SYMBOL



ACCESS PARKING AND SYMBOL
NOT TO SCALE

STRIPING NOTES:

- 80 SITE ENTRY ACCESS PARKING SIGN
- 81 INSTALL 24" WIDE CHAIN LINK FENCE GATE 6" FROM THE EDGE OF PAVEMENT PER DETAIL NO. 16 ON SHEET C-2
- 82 INSTALL CHAIN LINK FENCE 6" FROM THE EDGE OF PAVEMENT PER DETAIL NO. 16 ON SHEET C-2
- 83 INSTALL 28" WIDE CHAIN LINK FENCE GATE 6" FROM THE EDGE OF PAVEMENT PER DETAIL NO. 16 ON SHEET C-2
- 84 ACCESSIBLE PARKING AND SYMBOL PER DETAIL ON THIS SHEET.
- 85 VAN ACCESS PARKING SIGN PER DETAIL ON THIS SHEET.
- 86 ACCESSIBLE PARKING SIGN PER DETAIL ON THIS SHEET.
- 87 PAINT 4" WIDE YELLOW STRIP AT 3 FEET ON CENTER.
- 88 INSTALL 12" WIDE CHAIN LINK FENCE GATE PER DETAIL NO. 16 ON SHEET C-2
- 89 INSTALL STORM DRAIN "NO DUMPING FLOWS TO BAY" STENCIL PER DETAIL NO. 14 ON SHEET C-2. INLET MARKING PER C.O.A. VI, UP-3-09/EX-2-08.

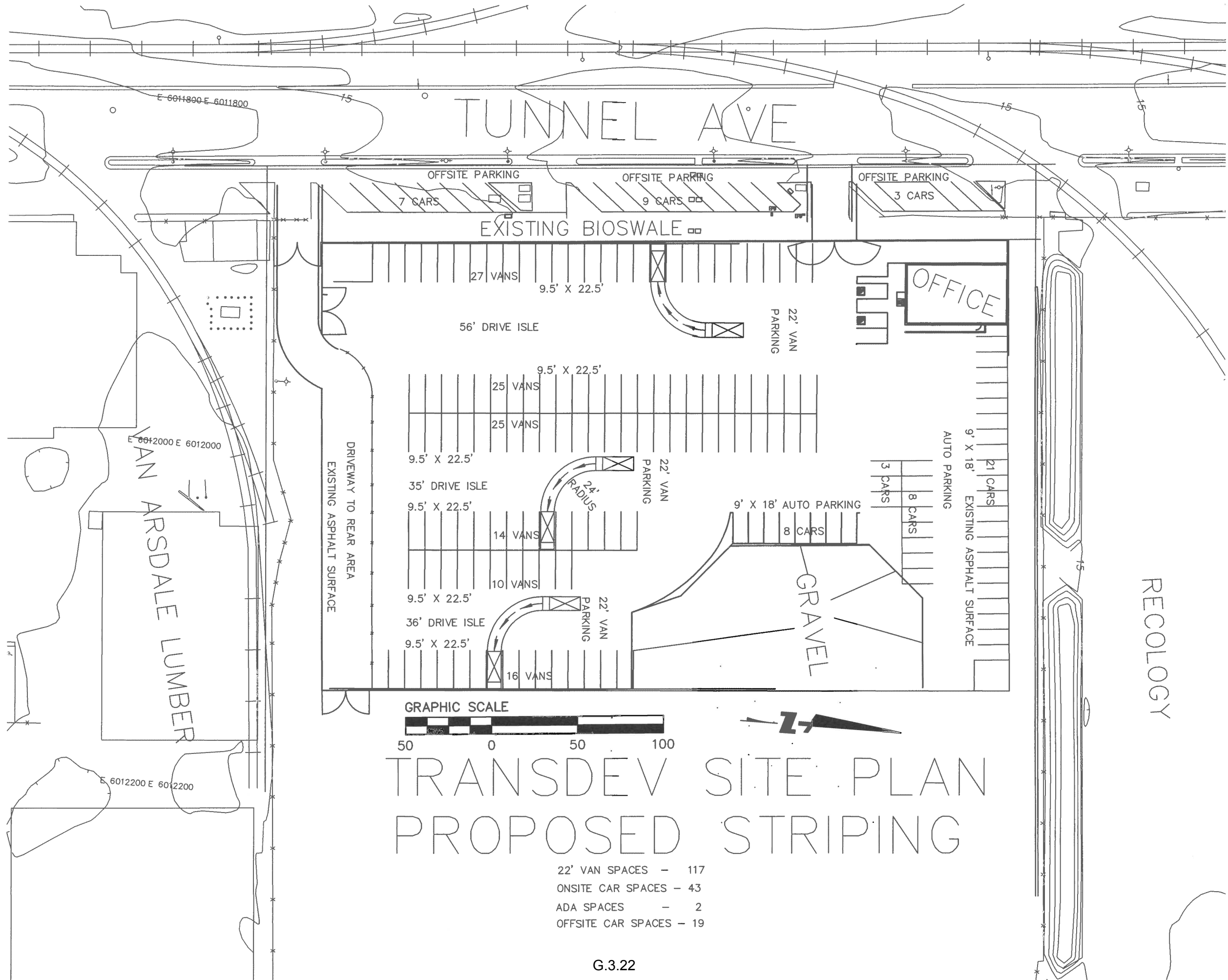
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BUS PARKING SITE
SUNQUEST PROPERTIES INC.
CITY OF BRISBANE, CALIFORNIA

REVISIONS NO.	DATE	DESCRIPTION
1	5-27-10	SOUTHWEST DREWING
2	5-18-11	CITY PLAN CHECK
3	6-18-11	CITY PLAN CHECK

Title: DIMENSION AND STRIPING PLAN	
Date:	JULY 2009
Scale:	1"=20'
Drawn By:	D.A.D.
Checked By:	GL
Job No.:	22073-11
Drawing No.:	TAC-SITE Master-Bus.dwg
Plot Date:	MARCH 12, 2012
Sheet No.:	C-4
Of 4 Sheets	



TRANSDEV SITE PLAN PROPOSED STRIPING

- 22' VAN SPACES - 117
- ONSITE CAR SPACES - 43
- ADA SPACES - 2
- OFFSITE CAR SPACES - 19