Public Review Draft Nexus Report

Bayhill Specific Plan Area Development Impact Fee

The Economics of Land Use

Prepared for:
City of San Bruno

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Introduction

This Nexus Report provides analysis and technical documentation to support adoption of a development impact fee program ("DIF Program") for the Bayhill Specific Plan Area ("Plan Area") in the City of San Bruno ("City"). Development impact fees are one-time charges on new development collected and used by the City to cover the cost of capital facilities and improvements required to serve real estate development. The Bayhill Specific Plan Area DIF Program ("Bayhill Area DIF") would be applicable to future development in the Plan Area only and will not replace or exempt development from paying other City fees.

This Nexus Report has been prepared by Economic & Planning Systems, Inc. ("EPS") with support from transportation consultants Fehr & Peers and input from City staff. It provides a legal basis for requiring payment of a Bayhill Area DIF consistent with Mitigation Fee Act (AB 1600/ Government Code Section 66000 et seq.) and subsequent related legislation. The DIF Program can be adopted by City Council with an enabling City Ordinance and with fee amounts to be set by Resolution. This analysis calculates a maximum justifiable fee program and the City may elect to charge less than the fee amounts cited within this Report. If adopted, the Program will be effective 60 days following the City Council's final action on the ordinance authorizing collection of the fee.

Adopted by the San Bruno City Council in 2021, the Bayhill Specific Plan provides a land use and regulatory framework for redevelopment of Bayhill Office Center and adjacent Bayhill Shopping Center for higher-intensity development. This Bayhill Area DIF is based on the land use program and level of service standards and requirements described in the Bayhill Specific Plan (and supporting environmental documents) as well as current estimates of the infrastructure and improvement costs needed to accommodate these land uses and standards.

Legal Context

This Nexus Report is designed to provide the necessary technical analysis to support the Bayhill Area DIF to be established by a City Ordinance and for the amounts to be set by Resolution. The Mitigation Fee Act allows the City to adopt, by resolution, the Bayhill Area DIF consistent with the supporting technical analysis and findings provided in this Nexus Report. The Resolution approach to setting the fee allows periodic adjustments of the fee amount that may be necessary over time, without amending the enabling ordinance.

Impact fee revenues are used to cover the cost of constructing capital and infrastructure improvements required to serve new development and growth in the area in which they apply. As such, impact fees must be based on a reasonable nexus, or connection, between new development and the need for specific capital facilities and improvements. Impact fee revenue cannot be used to cover operation and maintenance costs of these or any other facilities and infrastructure. In addition, impact fee revenue cannot be collected or used to cover the cost of preexisting infrastructure needs or deficiencies.

In establishing, increasing, or imposing a fee as a condition for approval of a development project, Government Code sections 66001(a) and (b) require a local agency to:

1. Identify the purpose of the fee.
2. Identify how the fee is to be used, including identification of public facilities to be financed.
3. Determine how a reasonable relationship exists between the fee use and the type of development project on which the fee is being imposed.
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.
5. Show there is a reasonable relationship between the amount of the fee and the cost of the public facility.

In September 2021, the State of California adopted Assembly Bill (AB) 602, which includes new Government Code section 66016.5 and created several new requirements related to development and implementation of impact fee programs. The new key provisions related to the calculations documented in this Nexus Report are summarized below.

- **Capital Improvement Plan**: (AB) 602 requires that jurisdictions adopt a capital improvement plan as part of the nexus report process. This adoption can occur at the same time as the fee ordinance adoption through a resolution. Accordingly, this Nexus Report relies on a Bayhill Area DIF Capital Improvement Plan ("Bayhill Area DIF CIP") to be approved by the City Council in conjunction with the Bayhill Area DIF Program. The Bayhill Area DIF CIP presented in this Nexus Report is derived from the capital improvements identified in the Bayhill Specific Plan.
- **Explanation of Level of Service and Fee Increase**: (AB) 602 requires that the nexus report make certain findings if the fee calculation is based on a change in existing levels of service, or if it is proposing an increase in an existing fee. Since the Bayhill Area DIF will be new to the City and only apply to a defined area, existing citywide service standards are not used directly in the fee calculation and no existing fee is being increased. As such, this Nexus Report is based on service standards that have been developed for, and are unique to, the Plan Area, as documented in the Bayhill Specific Plan and referenced as appropriate in this document.
- **Residential Fee to be Charged in Proportion to Unit Size**: (AB) 602 requires that a nexus report adopted on or after July 1, 2022 must "*calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development.*" However, a jurisdiction does not need to charge residential fees by square footage if it makes all the following findings:
  - An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.
  - An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
  - That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

Since this Nexus Report will be adopted after July 1, 2022, the multifamily residential DIF is calculated in proportion to unit size subject to a maximum and minimum per unit amount. Units that are larger than the square footage that corresponds to the maximum fee amount will pay the maximum per unit fee. Likewise, units that are smaller than the square footage that applies to the minimum fee amount will pay the per unit minimum fee. As described in this Nexus Report, this approach ensures there is a reasonable relationship between the fee amount and the relative impact on the facilities included in the Bayhill Area DIF CIP.

All State statutory requirements have been followed in establishing this Bayhill Area DIF, as documented in subsequent chapters. **Chapter 4** summarizes the specific findings that explain or demonstrate the appropriate nexus. If the Bayhill Area DIF is adopted, this Nexus Report and the technical information it contains should be maintained and reviewed periodically by the City to ensure its accuracy and to enable adequate programming of funding sources. To the extent that infrastructure requirements, costs, and development potential change over time, the Bayhill Area DIF will need to be updated. In that regard, Government Code section 66016.5 also requires nexus studies to be updated at least every eight years. Further information on administration considerations is provided in **Chapter 5**.

Bayhill Area DIF Levels

Table 1 shows the proposed Bayhill Area DIF supported by the nexus findings and analysis contained in this Nexus Report. As currently calculated, the fee would be applied to all new office, retail, hotel, and multifamily residential projects within the Plan Area. The Specific Plan does not include single-family development. The Bayhill Area DIF Program will be independent and in addition to all other City, County, other agency, or regional development impact fees that may also be applicable to the Plan Area. This is because the Bayhill Area DIF Program does not include the costs of any infrastructure projects that are included in the other development impact fee programs.

Table 1. Proposed Bayhill Area Development Impact Fee

Land Use Category	Fee Amount / Unit[1]	
Office	$6.17	per sq.ft.
Retail	$32.46	per sq.ft.
Hotel	$5,739	per hotel room
Multi-Family Residential		
Units equal to or less than 407 sq.ft.	$3,524	per unit
Units between 407-2,034 sq.ft.	$8.66	per sq.ft.
Units equal to or greater than 2,034 sq.ft.	$17,618	per unit

[1] Fee includes a 5% administrative charge to cover cost of implementing and administerting the Bayhill Area DIF Program.

As shown, the calculated Bayhill Area DIF for nonresidential development is determined to be $6.17 per office square foot, $32.46 per retail square foot, and $5,739 per hotel room. For multifamily residential developments, units between 407 and 2,034 square feet are charged $8.66 per square foot. Units equal to or less than 407 square feet will be charged $3,524 per unit and units equal to or greater than 2,034 square feet will be charged $17,618 per unit. All fees are expressed in FY 2021–22 dollars. It is expected that the City will escalate these amounts annually based on a construction cost index to account for inflation. The amounts shown include a five percent (5%) surcharge to cover program implementation and administration costs, consistent with other Mitigation Fee Act program administrative costs in many other California jurisdictions.[1]

The Bayhill Area DIF has been calculated to cover the cost of infrastructure needed to serve build-out of the Bayhill Specific Plan Area, as specified in more detail in **Chapter 3** and the **Appendix** and consistent with the Bayhill Area DIF CIP. In particular, the Bayhill Area DIF covers the following infrastructure items:

- On-site and off-site roadway facilities (i.e., traffic signals, traffic safety devices, street improvements, etc.)
- On-site and off-site bicycle, pedestrian, and other active transportation facilities
- Potable Water Facilities
- Water Facilities

[1] The 5 percent administration cost is designed to cover expenses for preparing subsequent updates to the impact fee technical report as well as the required reporting, auditing, collection, and other annual administrative costs involved in overseeing the program. Development impact fee programs throughout California have applied similar administrative charges. A portion of the cost to prepare this Nexus Report has been paid directly by the developers in the Specific Plan Area outside of this fee.

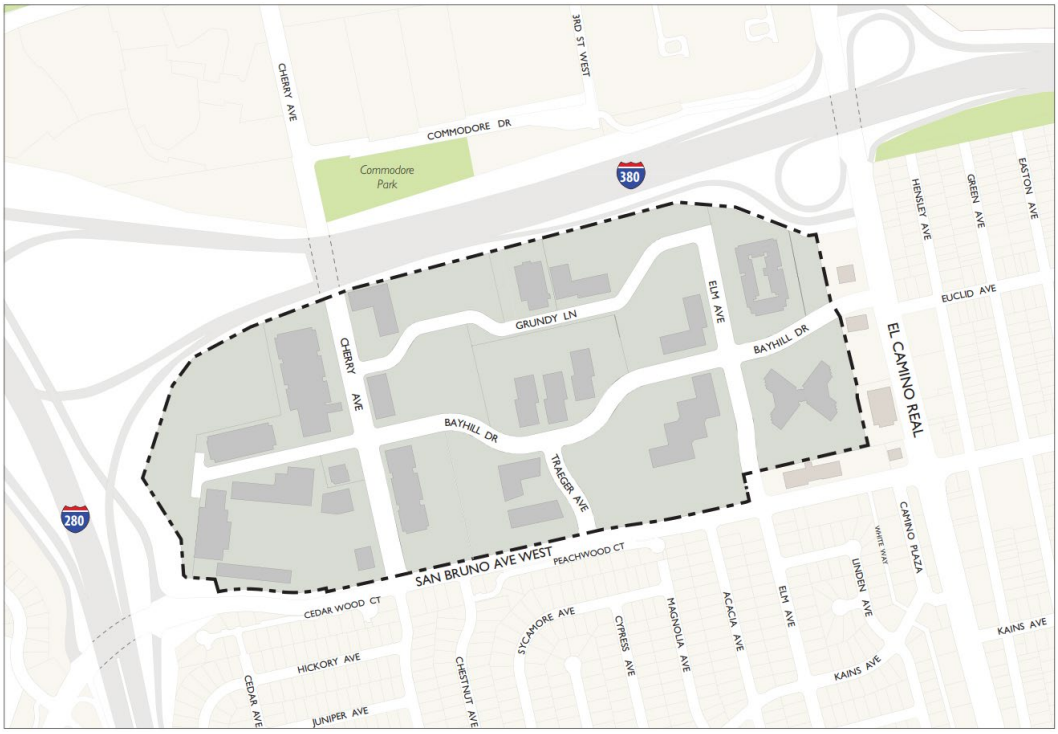
2. Area DIF Land Use Assumptions

This chapter documents the land use and development assumptions used to calculate the Bayhill Area DIF. The assumptions are based on information from the Bayhill Specific Plan and additional input from City staff.

Site Description and Current Land Uses

The Bayhill Specific Plan Area covers approximately 92.2 acres in the City of San Bruno and contains the areas commonly known as the Bayhill Office Center and Bayhill Shopping Center. As shown in **Figure 1**, the Plan Area is bounded by Interstate 280 to the west, Interstate 380 to the north, properties fronting El Camino Real to the east, and San Bruno Avenue West to the south. In addition to immediate freeway access, the site is proximate to BART and Caltrain stations, providing convenient access to the Bay Area's major job and housing markets, as well as being a short distance from San Francisco International Airport (SFO).

Figure 1. Bayhill Area Boundaries



Source: City of San Bruno, Bayhill Specific Plan

The Bayhill Specific Plan Area is currently home to major regional and national tenants and property owners, including YouTube, Walmart.com, The Police Credit Union, a Marriott Courtyard hotel as well as a successful retail center anchored by Mollie Stone's Market and CVS Pharmacy. Most of the office properties were developed in the 1970s and early 1980s in a typical suburban business park format with abundant surface parking. The Bayhill Shopping Center was constructed in the early 1970s, and the Marriott Courtyard in 1986 (both with surface parking).

As of 2019, the Plan Area contained approximately 1.8 million square feet of development, of which approximately 1.6 million square feet was office space. The median floor area ratio (FAR) of the Plan Area was slightly lower than 0.5, typical for an older suburban office park with surface parking. While the street, utilities, and related infrastructure serving the Plan Area accommodate the existing urban form, these facilities were not designed to meet the evolving needs of a growing workforce or significant new development.

Approved Land Uses and Growth Potential

Approved in 2021 after a four-year planning process, the Bayhill Specific Plan will guide land use and development within the Plan Area over the next 20 years. The planning effort was initiated in the context of YouTube's desire to expand its headquarters in San Bruno and accommodate Plan Area's emerging role as a major employment center. As such, the Specific Plan allows for significant intensification of office uses as well as expansion of retail and hotel uses. It also provides opportunities for residential development in designated locations. The current level of public infrastructure (e.g., transportation facilities and utilities) is not sufficient to serve the development envisioned in the Specific Plan.

Potential New Growth Calculations

Table 2 summarizes the maximum development allowed under the Bayhill Specific Plan by land use. It is important to note that the Specific Plan provides for land use flexibility by classifying two types of potential net new growth as shown in the table:

1. **Designated New Development:** Designated new development refers to potential net new development that is allocated to specific land uses (i.e., office, retail, hotel, and multifamily residential). For this category, the Specific Plan designates 2.25 million square feet to office, 5,000 square feet to retail, 5,000 square feet to hotel, and 573 units to multifamily residential.
2. **Unallocated New Development:** Unallocated new development refers to the potential net new development that is not allocated to specific land uses to provide future flexibility. 180,700 square feet is unallocated to specific parcels and may be allocated among hotel, retail, and/or office uses for expansion in the future.[2] Hotel and retail uses are the priority, and allocation would be on a first-come, first-serve basis. Some property owners and/or developers will need to make trade-offs about the amount of office, commercial, retail, and/or housing development they can pursue.

[2] Unallocated development square footage may not be allocated towards residential uses.

Table 2. Maximum Allowable Development

Land Use Category	Existing Development	Designated Net New Development
Office (sq.ft.)	1,557,847	2,245,029
Retail (sq.ft.)	121,846	5,000
Hotel (sq.ft.)	79,152	5,000
Multi-Family (units)	0	573
Unallocated Net New Development (sq.ft.)		***180,718***

[1] Based on Bayhill Specific Plan Table 2-2: Potential Development Allocation. The amounts are likely to include some demolition of existing space. The fee calculation is based on net new square feet.

To account for land uses with greater per-square-foot environmental impacts (i.e., retail and hotel uses), the Specific Plan also establishes per-square-foot equivalency ratios for retail and hotel uses that equate their impacts relative to regional office use per the Specific Plan's Final Environmental Impact Report. The equivalency ratios, which are included in Table 3, will only be used when a developer is seeking use of the 180,700 square feet of unallocated square footage. In addition, the Plan Area allows for residential uses along San Bruno Avenue on the entire site at 801-851 Traeger Avenue and on 3.95 acres of the 1111 Bayhill Drive site. 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 also shown in **Table 3**. The reduction of office square footage per residential unit development is based on zoning allocations but ensure equivalent impacts.

Table 3. Office Reduction and Equivalent Conversion Factors

Non-Residential Development

Equivalency ratios of unallocated square footage for non-residential uses.

Land Use	Conversion Factor per Sq.Ft. of Office	Sq.Ft. Equivalent per 1,000 Sq.Ft. of Office[2]
Office	1.00	1,000 sq.ft.
Retail	0.19	190 sq.ft.
Hotel	0.64	640 sq.ft.

Residential Development

Square feet reduction of office allocation per new unit of residential development.

Location	% Distribution of Residential Development[1]	Sq.Ft. of Office per Multi-Family Unit[3]
801-851 Traeger	26%	1,267 sq.ft.
1111 Bayhill	74%	1,454 sq.ft.
Weighted Average	100%	***1,406 sq.ft.***

[1] Weighted average is based on the relative amount of multi-family development allowed on the sites with 125,000 square feet allocated to 801-851 Traeger and 363,900 square feet allocated to 1111 Bayhill.

[2] Based on Bayhill Specific Plan Table 2-4 and Bayhill Specific Plan Final Environmental Impact Report.

[3] Based on Bayhill Specific Plan Table 2-3 and based on zoning allocations.

Based on these equivalency factors, **Table 4** shows the maximum allowable buildout by land use if 100 percent of the 180,700 square feet of unallocated potential development is allocated to each land use category. As shown, if all 181,700 square feet of unallocated square development was allocated to office use, there would be a net increase of 2.43 million square feet of office space, a 156 percent increase over existing development. If the unallocated square footage was entirely allocated to retail or hotel, the plan could accommodate close to 40,000 new square feet of retail development (32 percent increase over existing) and approximately 120,000 new square feet of hotel development (152 percent increase over existing). Totals by land use category are not additive since the unallocated square footage will be allocated by a 'first come, first serve basis.'

Table 4. Development Potential by Land Use (at Buildout)

Item	Formula	Office (sq.ft.)	Retail (sq.ft.)	Hotel (sq.ft.)	Multi-Family (units)[5]
Existing Development	*a*	1,557,847	121,846	79,152	0
Designated Net New Development[1]	*b*	2,245,029	5,000	5,000	573
Unallocated Development Calculations					
Unallocated Net New Development[2]	*c*		*180,718 sq.ft.*		
Conversion Factors[3]	*d*	1.00	0.19	0.64	N/A
Hypothetical 100% Allocation per Land Use	*e = c * d*	180,718	34,336	115,660	N/A
Maximum Net New Development	*f = b + e*	2,425,747	39,336	120,660	573
Maximum Total Development[4]	*g = a + b + e*	3,983,594	161,182	199,812	573
Maximum Percent Increase	*h = f / a*	156%	32%	152%	N/A

[1] Based on Bayhill Specific Plan Table 2-2. The amounts are likely to include some demolition of existing space. The fee calculation is based on net new square feet.

[2] The unallocated 180,718 square feet of regional office development per Table 2-2 within the Bayhill Specific Plan shall be allocated on a first come, first served basis, with priority given to retail and hotel expansion when feasible.

[3] See Table 3. Conversion factors can also be found in the Bayhill Specific Plan Table 2-4 and Bayhill Specific Plan Final Environmental Impact Report.

[4] Totals by land use category are not additive since unallocated square feet are allocated on a 'first come first serve' basis up to a 180,718 cap.

[5] A housing overlay is included at 801-851 Traeger Ave. and the western portion of 1111 Bayhill Dr. along the San Bruno Ave. frontage. When residential units are proposed on these parcels, the Office development square footage permitted shall be reduced using the amount shown in Bayhill Specific Plan Table 2-3 based on zoning allocations. A mixed-use overlay zone is included at 851 and 891 Cherry Ave.

Area DIF Development Assumptions

While the Bayhill Specific Plan designates the maximum allowable development that can occur within the Plan Area, actual development may be less and will unfold over many years. To be conservative, the impact fee calculation assumes that the amount of development that is likely to occur in the Plan Area will be less than the maximum allowable. In particular, the fee calculation assumes that approximately 90 percent of the total allowable development will be achieved within the Plan Area. This assumption is designed to ensure that adequate fee revenue is generated to cover the full cost of required infrastructure needed to serve new development in the Plan Area. A 90 percent build-out assumption is typical for area impact fee programs where future development is expected to occur over a long-time horizon.

Table 5 derives the amount of development used in the Area DIF calculation. This is done by converting all the land uses to equivalent office square footage using the inverse of the conversion factors shown in **Table 3**. For example, if 0.19 square feet of retail is one square foot of office, 5.26 square feet of office is equivalent to one square feet of retail. If 0.64 square feet of hotel is equivalent to one square foot of office, 1.56 square foot of office is equivalent to one square foot of hotel.

Table 5. Amount of Development Assumed in DIF Calculation

Estimating Factor	Source / Assumption	*Formula*	Amount[1]
Allowable Bayhill Development (*Expressed in Office Equivalent Sq.Ft.)*			
Office (sq.ft.)	*See Table 2*	*a*	2,245,029
Retail (office equivalent sq.ft.)[2]	*See Table 2, Table 3, Footnote 2*	*b = 5.26 * 5,000*	26,300
Hotel (office equivalent sq.ft.)[3]	*See Table 2, Table 3, Footnote 3*	*c = 1.56 * 5,000*	7,800
Unallocated (sq.ft.)	*See Table 2*	*d*	180,718
Total		***e = a + b + c + d***	**2,459,847**
Growth Assumed in Fee Calculation (sq.ft.)[4]	*EPS & City Staff Assumption*	***= 90% * e***	**2,213,862**

[1] Based on allowable and designated retail and hotel development shown in Table 2 and represents the inverse of conversion factors as shown in Table 3.

[2] One sq.ft. of retail = 5.26 sq.ft. of office

[3] One sq.ft. of hotel = 1.56 sq.ft. of office

[4] As a conservative assumption, the Area DIF is calculated based on 90% of the maximum development allowed in the Bayhill Specific Plan. This assumption accounts for the probability that not all parcels will be developed to their maximum potential.

As shown, out of the total allowable development of approximately 2.46 million office equivalent square feet, the Area DIF assumes approximately 2.21 million square feet will occur over the 20-year buildout period (i.e., 90 percent of the total allowed). It is important to note that the Area DIF calculation will be recalibrated periodically and at least once every eight (8) years per AB-602 to account for actual development (which may be more or less than 90 percent of the potential on parcels developed), evolving infrastructure needs, updated cost estimates, and other factors.

3. Area DIF Infrastructure and Cost Assumptions

This chapter describes the public infrastructure and improvements that are needed in part or in full to accommodate the growth and corresponding level of service standards described in the Bayhill Specific Plan. It also estimates the one-time costs needed to deliver these infrastructure improvements and their allocation between existing and new development. Consistent with the requirements of the Mitigation Fee Act, ongoing maintenance costs and the portion of infrastructure costs needed to address existing deficiencies are excluded from the Area DIF calculation.

Area DIF Capital Improvement Plan

The capital improvements included in the DIF Program are derived from Table 7-1 in the Bayhill Specific Plan with minor modifications. The Specific Plan identified these improvements as necessary to accommodate the level of service standards embodied therein or in the City's General Plan as well as address mitigations identified through the Environmental Impact Report (EIR). While the list of projects included in the DIF Program reflect those included in the Specific Plan, costs have been updated to reflect updated information provided by City staff and in consultation with transportation engineers Fehr & Peers. In addition, EPS escalated the costs to reflect 2022 dollars as appropriate, given that most of the Specific Plan estimates reflect 2019 data.[3]

Table 6 summarizes the costs defined in the Bayhill Area DIF CIP proposed to be approved by the City Council in conjunction with the Bayhill Area DIF Program. Estimated infrastructure hard and soft costs total $45.6 million. The infrastructure analysis underlying the fee program concluded that all the improvements listed in **Table 6** will be needed regardless of the mix of land uses that comprise the 180,700 square feet of "unallocated" development.[4] For example, as shown in **Table 4**, 180,700 square feet of office development is expected to generate a similar demand for infrastructure and associated costs as 34,300 square feet of new retail space or 115,700 square feet of hotel space. In addition, the analysis finds that the Plan Area is likely to require a similar level of infrastructure even if less than a full build-out occurs as these projects would be needed to make the planning area viable to development. Specifically, a level of development representing approximately 90 percent of the maximum allowable is expected to require the full array of transportation, utilities and related infrastructure defined in the Bayhill Area DIF CIP.

[3] Most costs shown in Table 7.1 of the Specific Plan have been inflated by 6.4 percent to reflect increases in construction costs from 2019 to 2022, based on data from the Engineering News Record.
[4] All improvements except for item #13 and #15 on the CIP list would be needed even if residential uses were developed.

Table 6. Bayhill Area DIF Capital Improvements Plan

	Cost Item[1]	Estimated Project Cost	Plan Area Share Amount	Plan Area Share %	Timeframe / Phasing
Access and Connectivity Project[2]					
1	Signalize Traeger & San Bruno Ave. and install sidewalk on the south side of San Bruno Ave.[3,13]	$1,914,429	$1,547,000	81%	1-5 Years
2	Implement bike/ped crossing improvements at El Camino Real & Bayhill Drive/Euclid Ave.[4,12]	$1,595,357	$397,776	25%	1-5 Years
3	Gateway and Wayfinding Signs for the Bayhill Office Park[5]	$531,786	$531,786	100%	1-5 Years
4	Complete First/Last-mile bicycle and pedestrian improvements along Euclid and San Bruno Aves.[4, 6]	$4,200,000	$1,047,200	25%	5-10 Years
5	Install Signal Interconnect in and around Bayhill Office Park[2]	$532,318	$234,220	44%	5-10 Years
6	Optimize signal cycle length timing for all signalized intersections internal to and within a 1/4 mile of the Planning Area[5]	$286,632	$286,632	100%	Upon completion of each phase
7	Implement lane reconfiguration, including striping, signage, and signal timing improvements at San Bruno Ave. off-ramp I-280 northbound[11,13]	$638,143	$280,783	44%	5-10 Years
8	Install traffic control at Cherry Ave. and Bayhill Shopping Cntr. Driveway[7]	$744,500	$327,580	44%	5-10 Years
9	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 Ave. approaching I-280 on-ramps)[13]	$1,169,929	$513,705	44%	5-20 Years
10	Modify northbound approach at I-280 SB & Sneath Lane to include left-turn pocket, through lane, and free right turn[13]	$3,190,715	$1,402,851	44%	5-20 Years
11	Implement a bicycle and pedestrian wayfinding system with directions and travel time estimates to BART, Caltrain, and Downtown[5]	$212,714	$212,714	100%	Concurrent with adjacent development
12	Implement pedestrian crossing improvements at El Camino Real & San Bruno Ave.[4, B]	$1,169,929	$291,419	25%	Concurrent with San Bruno Ave. improvements
13	Install westbound right-turn pocket at San Bruno and Cherry Ave.[8,13,14]	$1,595,357	$700,894	44%	Evaluate prior to each phase
14	Conduct public parking and curbside loading survey and use results to re-evaluate parking supply and configuration.[5]	$297,800	$297,800	100%	Every 3 years upon completion of Phase I
15	Install marked pedestrian crossing with flashing pedestrian beacon at San Bruno Ave. and Acacia Ave.	$531,786	$233,986	44%	Contingent on construction of Civic Use
Subtotal		**$18,611,394**	**$8,306,344**	45%	
Water Supply					
16	Buried water tank at Commodore Park[9]	$21,271,430	$4,701,490	22%	1-5 Years
Stormwater					
17	Parallel 72-inch storm drain pipeline within 30-ft wide easement[10]	$5,743,286	$0	0%	Concurrent with development
Grand Total (rounded to nearest 10,000s)		**$45,630,000**	**$13,010,000**	**29%**	

[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; add wayfinding signage, pedestrian-scale lighting, and landscaping along San Bruno Avenue between El Camino and Caltrain station; add high-visibility crosswalks, crosswalk signage, 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 Area 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.

[11] EIR Mitigation Measure.

[12] Improvements assumed to be implemented by the EIR.

[13] Project would address a near-term or long-term LOS inconsistency with the General Plan.

[14] Only needed if the full office buildout occurs.

*Most cost shown in Table 7.1 of the Specific Plan have been inflated by 6.4% to reflect increases in construction costs from 2019 to 2022 based on the Engineering News Record.

Infrastructure Cost Allocation

Consistent with the requirements of the Mitigation Fee Act, the Area DIF calculation excludes the cost of infrastructure improvements that are necessary to address existing deficiencies and/or serve other areas of the city. Thus, this analysis does not include costs that are needed to address existing deficiencies or maintenance projects—only upgrades to expand system capacity. In addition, there is no overlap between the projects within the citywide development impact fee program and the Bayhill DIF Program, except for the water tank (see **Table 9**, later in this report) which accounts for and excludes fee revenue expected to be collected from the citywide program.

Based on the infrastructure analysis conducted for the Specific Plan and updated for this Nexus Report, approximately 29 percent of the total infrastructure cost listed in the Bayhill Area DIF CIP have been allocated to new development in the Plan Area (see **Table 6** above). In other words, 71 percent of the costs have been allocated to address either existing infrastructure needs and/or development elsewhere in the city. This means that of the total $45.6 million in required infrastructure improvements listed in the Bayhill Area DIF CIP, approximately $13 million are included in the Area DIF calculation.[5] During the course of the fee program, the City will need to identify other revenue sources for the remaining $32.6 million in costs associated with the Bay Area DIF CIP.

This analysis utilizes the following approaches to arrive at the infrastructure cost allocation described above.

- **Transportation Improvements Needed to Address Citywide Growth.** Some of the transportation improvements included in the Bayhill Area DIF CIP are needed to accommodate citywide growth but are not necessary to serve the existing land uses. In other words, these improvements are not needed to address existing deficiencies in the transportation network and are thus allocated between growth in Bayhill and growth elsewhere in the city. As shown in **Table 7**, the Bayhill share represents approximately 44 percent of the city total based on this allocation. See **Appendix** for more information.
- **Transportation Improvements that Benefit Both New and Existing Land Uses.** Some of the transportation improvements included in the Bayhill Area DIF CIP benefit both existing land uses and new development citywide. For these improvements, the DIF calculation *first* allocates total cost between existing city land uses and projected development. This results in an approximately 12.5 percent allocation to new development. However, as shown in **Table 7**, the DIF calculation double the cost allocation to 25 percent for new Bayhill development to account for the fact that the improvements in this category disproportionately benefit the Plan Area. For example, the bicycle/ pedestrian crossing improvements at the intersection of El Camino Real and Bayhill Drive/Euclid Avenue are also included in the City's 2016 Walk 'n Bike Plan (2016) and thus benefit both new and existing development citywide. However, given the proximity of these improvements to Bayhill, the Plan Area will disproportionately benefit.

[5] This report and associated multifamily fee also account for the possibility that the 363 units of multifamily units would be constructed instead of office at 801-851 Traeger and 1111 Bayhill. An additional 210 residential units could be constructed at the Bayhill Shopping Center which would not require a reduction of office development.

Table 7. Transportation Improvement Cost Allocation

Cost Allocation Factor	*Formula*	Trips (All Modes)
San Bruno Trips by Scenario		
2013 No Project	*= a*	237,224
2013 + Bayhill Specific Plan (Max Office)	*= b*	276,714
2040 No Project	*= c*	289,826
2040 + Bayhill Specific Plan (Max Office)	*= d*	331,077
Cost allocation assuming no existing deficiency		
Total Increase in City-wide Trips with Specific Plan	*e = d - a*	93,853
Total city-wide trips attributable to Specific Plan (2040)	*f = d - c*	41,250
% increase in City-wide trips attributable to Specific Plan (2040)	*g = f / e*	**44.0%**
Cost allocation assuming existing deficiency		
Total Increase in City-wide Trips with Specific Plan	*e = d - a*	93,853
New growth share of total trips in 2040	*h = e / d*	28%
Bayhill share of allocation to new growth	*i = h * g*	12.5%
Increase to account for projects with disproportionate Bayhill benefit	*2 x i =*	**24.9%**

- **Transportation Improvements for Traeger/San Bruno Avenue Signalization.** This analysis assumes that the primary beneficiaries of a new signal for the Traeger and San Bruno Avenue intersection will be land uses within the Bayhill Specific Plan. There is some need for a signal with existing uses in the Plan Area and trips originating from the Plan Area, but growth with the Bayhill Specific Plan significantly increases the need and justifies signalization of this intersection. In other words, this signal would not be needed "but for" the land uses in the Plan Area. Accordingly, a cost allocation of approximately 81 percent to the Area DIF reflects the relative share attributable to growth in trips from new Bayhill development, as shown in **Table 8**. See **Appendix** for more information.

Table 8. Cost Allocation for Traeger/San Bruno Avenue Signalization

Factor	*Formula*	Amount[1]
Current vehicles exceeding signal warrant at intersection	*a*	57
Estimated growth in vehicles @ buildout	*b*	240
Growth in need for a signal as a % of total need	*c = b / (a + b)*	81%

[1] Based on data for PM peak trips to account for the most traffic congestion during a day and calculations provided by Fehr & Peers.

- **Cost Allocation for Buried Water Tank at Commodore Park.** The Bayhill Specific Plan calls out a need for a new water tank at Commodore Park that will provide potable water to the Specific Plan Area. Given that this water tank will serve new development elsewhere in the city, only 22 percent of the cost has been allocated to the Area DIF, as shown in **Table 9**. This allocation also accounts for payments by new Bayhill Plan Area development required as part of the existing citywide DIF, which includes collection of funds for a share of the water tank.

Table 9. Cost Allocation for Water Tank at Commodore Park

Item	*Formula*	Amount
Water Tank Cost	*a*	$20,000,000
BayHill Specific Plan Share		
Million gallons of demand from future buildout + Bayhill Specific Plan	*b*	1.65
Million gallons of demand from Bayhill Specific Plan buildout	*c*	0.42
Bayhill Specific Planl Area Impact Fee Share	*d = c / b*	25.5%
Bayhill Development Fair Share Payment	*e = d * a*	$5,090,909
Estimated Bayhill Payment from Citywide Development Impact Fee	*f*	$670,526
Amount Included in Bayhill Area DIF		
Total	*g = e- f*	$4,420,383
% of Total	*h = g / a*	**22%**

Source: City of San Bruno; EPS

- **Improvement Cost Allocated Entirely to Bayhill Development.** A small number of the improvements included in the Bayhill Area DIF CIP are assumed to be entirely attributable to new development in the Plan Area. In other words, these improvements would not be developed, but for the development of the Plan Area. Accordingly, 100 percent of the cost for these projects are included in the Area DIF.

4. Area DIF Nexus Findings and Calculations

This chapter documents the Bayhill Area DIF calculation and methodology as well as required nexus findings. Specifically, it demonstrates the "nexus" between new development in Bayhill and the infrastructure improvements needed to serve it, as required under Government Code Section 66000 (also referred to as AB1600/the Mitigation Fee Act).

Nexus Findings

The development impact fee to be collected for all new development in the Plan Area is calculated based on the proportionate share of demand for facilities identified in the Bayhill Area DIF CIP that these land uses represent. With this context, the following findings are made regarding the Fee Program, with each finding supported by the information and analyses in this Nexus Report.

Purpose of Fee

The purpose of the Fee Program is to provide a funding mechanism to help the City provide adequate infrastructure as described in the Bayhill Area DIF CIP to support development authorized by the Bayhill Specific Plan.

Use of Fees

The fee charged to office, retail/commercial, hotel, and residential development will be used to fund improvements to infrastructure necessary to accommodate growth consistent with the Bayhill Specific Plan and level of service requirements described therein. Infrastructure improvements include transportation improvements and water infrastructure. The list of eligible capital projects and costs are summarized in **Chapter 3**.

Relationship between Use of Fees and Type of Development

New development in the Plan Area will require additional infrastructure capacity consistent with the level of public services and facilities defined in the Bayhill Specific Plan. Improvements to existing infrastructure are not currently required by existing land uses in the area, although they will benefit from it. Accordingly, some of the costs for the infrastructure program have been allocated to existing development both in the Plan Area and the citywide.

Relationship between Need for Facility and Type of Project

The specific infrastructure improvements identified in this study are designed to accommodate the needs of new development. In addition, the infrastructure is based on the land use and urban design goals as well as level of service standards and associated facilities described in the Bayhill Specific Plan.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

The fee levels calculated in this Nexus Report are based on a fair share cost allocation to new Plan Area development. Approximately 29 percent of the costs are allocated to the planned development, with the remainder attributable to existing land uses (both in the Plan Area and elsewhere in the city) as well as citywide growth. New development in the Plan Area will also be responsible for paying all applicable City fees.[6]

For multifamily development, the Bayhill DIF is calculated in proportion to square footage up to a maximum but no less than minimum amount. The per square foot residential fee amount is based on estimated person per household, with larger units assumed to accommodate more people and thus having a larger impact on the need for Bayhill DIF CIP facilities (and vice versa for smaller units).

Area DIF Calculations

The following steps describe the methodology for calculating the Bayhill Area DIF. The specific calculations are shown in **Table 10**:

1. Determine the total amount of new development in the Plan Area that will require or benefit from infrastructure improvements. In this case, the Bayhill Area DIF applies to approximately 2.21 million square feet of office equivalent space, representing approximately 90 percent of permissible growth under the Bayhill Specific Plan (discussed in **Chapter 2**).
2. Determine the infrastructure needed to serve new development in the Plan Area and associated costs attributable to this development (as shown in **Table 6**).
3. Divide the allocated cost by square feet of new "office equivalent" development in the Plan Area to determine the justifiable fee per square foot of development.
4. Determine land use equivalency factors between office and other allowable development in the Plan Area (i.e., commercial/retail, hotel, and multifamily residential). This is derived by dividing the amount of proposed office square footage that could be developed instead of each other land use (as detailed in the Specific Plan and shown in **Table 3**).
5. Use the office equivalency factors to convert the office fee to an equivalent fee per unit of measurement for other allowable development (i.e., square feet for commercial/retail, room for hotel, and dwelling unit for multifamily residential).

[7]Typical standard for overcrowding is more than one person per room (excluding bathrooms) resulting in a 5 persons per household assumption for a three-bedroom unit (one person per bedroom plus two additional for living area and kitchen).

Table 10. Bayhill Area DIF Calculations (FY$21-22)

Estimating Factor	Source / Assumption	*Formula*	Amount[1]
Allowable Bayhill Development *(expressed in office equivalent sq. ft.)*	*See Table 5*	a	2,459,847
Growth Assumed in Fee Calculation[1]	*See Table 5*	*b*	2,213,862
Bayhill Area DIF CIP Cost	*See Table 6*	*c*	$13,010,000
Office Equivalent Fee per Square Foot			
Raw Fee		*d = c / b*	$5.88
Admin Charge @ 5%		*e = d * 5%*	$0.29
Total Office Equivalent Fee / Sq. Ft.		*f = d + e*	$6.17
Fee By Land Use Category			
Amount / Office Sq. Ft.		= f	**$6.17**
Amount / Retail Sq. Ft.	*h = 5.26 / office sq. ft. (see Table 3)*	= f * h	**$32.46**
Amount / Hotel Room[2]	*i = 930 / office sq. ft. (see Table 3)*	= f * i	**$5,739**
Amount / Multi-Family Unit[3]	*j = 1,406 / office sq.ft. (see Table 3)*	= f * j	**$8,210**

[1] As a conservative assumption, the Area DIF is calculated based on 90% of the maximum development allowed in the Bayhill Specific Plan. This assumption accounts for the probability that not all parcels will be developed to their maximum potential

[2] Based on the conversion factor for hotel shown in Table 3 and an average of 595 square feet per hotel room. (i.e. 595 * 1/0.64)

[3] Residential fee is adjusted to remove item 13 from the CIP list as the capital improvement will not be required if residential development replaces office development.

Derivation of Residential DIF per Square Foot

Consistent with the requirements of (AB) 602, the multifamily fee derived in **Table 10** and described above is used as a basis for calculating a DIF that scales in proportion to unit square feet. The calculations are shown in **Table 11** and based on data and assumptions related to average people per unit and square footage of multifamily housing in San Bruno. The analysis assumes that the impact of residential development on the Bayhill DIF CIP will scale by persons per household and that larger units can accommodate more people. The methodological steps and assumptions are further summarized below:

- **Average Person per Household**: According to the US Census, multifamily units in San Bruno average 2.33 person per household. This number of people per household is assumed to correspond to the average multifamily fee of $8,210 per unit calculated in **Table 10** above.
- **Average Square Feet for Multifamily Units**: Based on data provided by City staff on new multifamily housing projects in the city (see **Appendix**), the weighted average unit size is 948 square feet. The unit size corresponds to 2.33 persons per household and the average multifamily fee of $8,210, as shown in **Table 10**. This fee amount, in turn, equates to $8.66 per square foot, a rate used to calculate the multifamily DIF that is proportional to size.
- **Maximum Persons per Household**. Based on data provided by City staff (see **Appendix**), there are no examples of four bedroom or larger multifamily units being developed in the city. As a result, this analysis calculates a maximum multifamily DIF based on the number of people that can be accommodated in a three (3) bedroom household. Specifically, the highest multifamily DIF is calculated based on five (5.0) people per unit which corresponds to

a typical over-crowding standard (it is unlikely that any multifamily unit will accommodate more than 5 people).[7]

- **Minimum Persons per Household Size**. This analysis assumes that the minimum multifamily fee will correspond to a one person per household. Since all units will have a minimum of one person, there is no nexus for calculating a fee that corresponds to less than one person.
- **Maximum and Minimum Multifamily Fee per Unit**: This analysis scales the maximum and minimum fee per unit based on a high of 5 people to a low of 1 person per household. The actual fee amount is scaled up or down based on the proportional increase or decrease from the average fee (i.e., $8,210 per unit) and corresponding average unit size and persons per household (948 square feet and 2.33 people, respectively). For example, the maximum fee of $17,618 per unit corresponds to 5 people per household, representing a 2.17-fold increase from the average household size (5.0 ÷ 2.3 = 2.17). Likewise, the minimum fee of $3,524 corresponds to 1 person per household, or 43.5% percent of the average household size (1 ÷ 2.3 = 43.5%).[8]

Table 11. Bayhill Area Multifamily Fee per Sq.Ft. Conversion (FY$21-22)

Item	Amount	Formula	Source / Assumption
Persons / Household			
Average[1]	2.33 persons/hh	*a*	*US Census*
Minimum	1.00 persons/hh	*b*	*EPS*
Maximum[2]	5.00 persons/hh	*c*	*EPS*
Unit Size (sq.ft.)			
Average[3]	948 sq.ft.	*d*	*City of San Bruno*
Units equal or less than[4]	407 sq.ft.	*e = d * (b / a)*	*see Footnote 4*
Units equal or greater than[5]	2,034 sq.ft.	*f = d * (c / a)*	*see Footnote 5*
Fee / Unit			
Average[6]	$8,210 per unit	*g*	*see Table 7*
Minimum[7]	$3,524 per unit	*h = g * (b / a)*	
Maximum[2,8]	$17,618 per unit	*i = g * (c / a)*	
Fee/ Unit (units equal to or less than 407 sq.ft.)	**$3,524 per unit**		*see "h"*
Fee / Sq.Ft. (units between 407-2,034 sq.ft.)	**$8.66 per sq.ft.**	***= g / d***	
Fee/ Unit (units equal to or greater than 2,034 sq.ft.)	**$17,618 per unit**		*see "i"*

[1] Based on US Census data for San Bruno on average number of people per multi-family unit in the City.

[2] Assumes largest units will be three bedrooms, consistent with recent market trends. A typical standard for overcrowding is more than one person per room, based on the Census Bureau's definition of "room," which excludes bathrooms, porches, balconies, foyers, halls, or half-rooms.

[3] Represents weighted average square feet per unit of recently built and proposed multi-family projects in San Bruno, as provided by City staff.

[4] Adjusts the average unit size in the City based on the ratio of minimum persons per household to the average persons per household.

[5] Adjusts the average unit size in the City based on the ratio of maximum persons per household to the average persons per household.

[6] Based on the average development impact fee per unit as calculated in Table 7.

[7] Adjusts the average fee based on the ratio of minimum persons per household to the average persons per household.

[8] Adjusts the average fee based on the ratio of maximum persons per household to the average persons per household.

[7]Typical standard for overcrowding is more than one person per room (excluding bathrooms) resulting in a 5 persons per household assumption for a three-bedroom unit (one person per bedroom plus two additional for living area and kitchen).

[8]There is no reliable data on how the number of people scale with the square footage of multifamily units.

Based on the foregoing analysis, EPS provides the following findings to address the requirements of (AB) 602.

An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.

Square footage *is* an appropriate metric for calculating the Bayhill Area DIF for multifamily development for units up to a maximum and above a minimum size. The multifamily DIF per square foot is based on the average square footage and persons per household for multifamily units in San Bruno. Since it is very unlikely that future multifamily projects in the Bayhill Specific Plan will include units with more than three bedrooms, it is equally unlikely that there will be more than five people per unit. Thus, the maximum multifamily fee is calculated to correspond to a five-person household. Likewise, the minimum multifamily DIF corresponds to a one-person household (there is no nexus for fee less than the amount attributable to one person per unit).

An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.

All multifamily units that are larger than the maximum square footage that corresponds to a five-person household are charged the maximum allowable DIF. Since it is highly unlikely that these units will accommodate more than five people, a flat rate is appropriate. Likewise, all multifamily units that are below the minimum square footage corresponding to a one-person household are charged the minimum DIF. Since a one-person household represents that minimum impact, no units, no matter how small, should be charged less.

That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

Since Bayhill Specific Plan does not allow single-family development, it supports residential development patterns that are likely to be more compact and less land intensive on a per unit basis. The incentive for smaller units is further reinforced by the per square foot DIF structure described above.

5. Area DIF Implementation and Administration

The proposed Bayhill Area DIF Program is anticipated to be adopted by the City of San Bruno through an enabling ordinance establishing and authorizing collection of the fees. The City will also adopt a resolution approving this Nexus Report, along with the Bayhill Capital Improvement Plan, and establishing the fee amounts. This chapter describes the additional implementation and administrative issues and procedures to be addressed in the DIF Program.

Credits and Reimbursement

Given that the Plan Area consists of multiple property owners and existing uses, the timing of future development, and thus generation of fee revenue, will depend on economics and a variety of other factors. Some existing property owners may wish to continue to operate in their existing buildings for the foreseeable future while others may seek to pursue development in the short-term. For property owners who are interested in pursuing development in the near term, funding for any required up-front infrastructure may need to come from sources other than the Plan Area Development Impact Fee.

Give the potential delay between when needed infrastructure must be built and enough impact fee revenues are collected from new development, it is common for impact fee programs to include developer credits and reimbursements. Credits and reimbursements usually apply when alternative funding is required to pay for infrastructure facilities that are needed prior to availability of sufficient fee revenue. This alternative funding may be in the form of land-secured bonds, developer equity, or another form of private funding. However, there is typically no adjustment to a Fee Program based on the method by which a private party funds or constructs eligible project costs.

Fee Credits

Impact fee ordinances frequently allow for fee credits if a developer provides or funds a particular facility or improvement that would have otherwise been funded in whole or in part by another source (e.g., an area DIF). For example, the City may elect to offer a fee credit to developers who provide transportation related improvements, consistent with those specified in the current Bayhill Area DIF program. The fee credit is usually equal to the most current cost estimate of the infrastructure item (as defined by annual cost review or other recent evaluation of cost) regardless of the actual cost to construct. It is recommended that the City's Ordinance allow for fee credits under specific terms.

Fee Reimbursements

Fee reimbursements are typically considered for developers who contribute more funding and/or build and dedicate infrastructure items that exceed their proportional obligation, especially if the

infrastructure funded is a priority project. Such reimbursements should be provided over time as fee revenue from other development becomes available but should not compromise or delay implementation of other priority capital projects.

The total amount of reimbursement for completed infrastructure will be based on the most current cost estimate of the infrastructure item (as defined by annual cost review or other recent evaluation of cost) or the actual costs incurred for eligible hard costs based on a properly bid construction contract. Soft costs can be calculated as a fixed percentage of hard costs. All hard costs will be subject to verification by the City and actual costs expended will go through a true-up process upon completion of the infrastructure component.

Periodic Program Updates and Fee Adjustments

This fee program is based on the estimated Bayhill Specific Plan land use program as well as the associated capital facility needs identified as of 2022. It is recognized that these individual infrastructure projects and associated costs may change over time due to economic, technological, or other factors. The amount of residential development may also deviate from the projections assumed in the Fee Program. These factors may affect the appropriate fee level needed to cover necessary infrastructure. Accordingly, the Nexus Report should be updated periodically to account for these potential changes. Ideally this would occur every five (5) years (and no later than every eight years per (AB) 602), however, more frequent updates may be necessary to account for major changes.

The Development Impact Fee Ordinance should also allow for an automatic annual adjustment to account for inflation. This adjustment will be based on data from the Engineering News Record Construction Cost Index.

APPENDIX:

Detailed Data and Assumptions for Bayhill Area DIF

Average Square Feet for Multifamily Units, Bedroom Count per Unit

Development/ Unit Type	Unit Size (sq. ft.)	Number of Units	Total Sq.Ft.
406 – 418 San Mateo Avenue			
Studio	546	2	1,092
1-Bedroom	686	43	29,498
2-Bedroom	908	30	27,240
3-Bedroom	1,367	8	10,936
500 Sylvan Avenue			
Studio	403	1	403
1-Bedroom	835	2	1,670
2-Bedroom	1,031	6	6,183
111 San Bruno Avenue West			
Studio	618	10	6,175
1-Bedroom	894	22	19,657
2-Bedroom	1,410	29	40,890
3-Bedroom	2,235	1	2,235
Mills Park Center Development			
Studio	576	30	17,280
1-Bedroom	911	272	247,656
2-Bedroom	1,184	125	148,000
170 San Bruno Avenue West*			
Studio	344	1	344
1-Bedroom	736	37	27,232
2-Bedroom	1,034	4	4,136
Total		**623 Units**	**590,627 Sq.Ft.**
Weighted Average Sq.Ft. per Unit		**948 Sq.Ft.**	
Minimum Proposed Number of Bedrooms per Unit		**Studio**	
Maximum Proposed Number of Bedrooms per Unit		**3 Bedroom**	

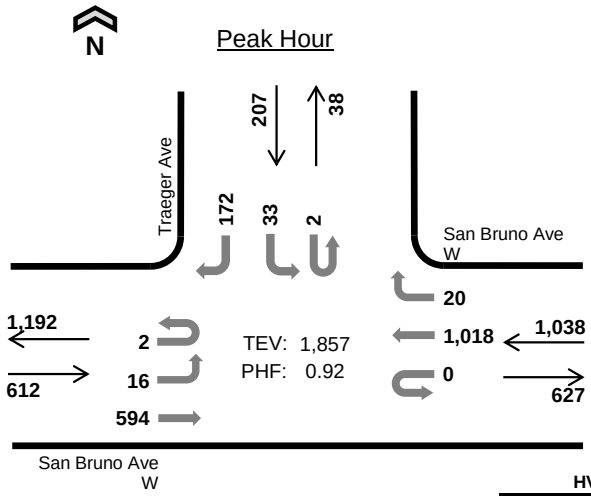
* Project is under review by City staff and has not been approved.

Sources: City of San Bruno and EPS

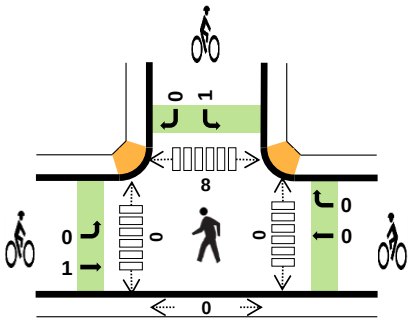
Traeger Avenue and San Bruno Avenue Peak Hour Traffic Count

www.idaxdata.com

Traeger Ave
San Bruno Ave W



Date: 11-14-2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.1%	0.87
WB	2.1%	0.90
NB	-	-
SB	1.0%	0.66
TOTAL	2.0%	0.92

Two-Hour Count Summaries

Interval Start		San Bruno Ave W Eastbound				San Bruno Ave W Westbound				0 Northbound				Traeger Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	14	135	0	0	0	159	2	0	0	0	0	2	8	0	33	353	0
4:15 PM		0	8	150	0	0	0	197	5	0	0	0	0	1	8	0	25	394	0
4:30 PM		0	6	150	0	0	0	188	7	0	0	0	0	3	13	0	28	395	0
4:45 PM		0	9	136	0	0	0	200	4	0	0	0	0	1	9	0	41	400	1,542
5:00 PM		**1**	**4**	**171**	**0**	**0**	**0**	**225**	**6**	**0**	**0**	**0**	**0**	**1**	**12**	**0**	**65**	**485**	1,674
5:15 PM		**0**	**2**	**160**	**0**	**0**	**0**	**285**	**4**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**42**	**502**	1,782
5:30 PM		**1**	**4**	**132**	**0**	**0**	**0**	**252**	**6**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**35**	**439**	1,826
5:45 PM		**0**	**6**	**131**	**0**	**0**	**0**	**256**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**30**	**431**	**1,857**
Count Total		2	53	1,165	0	0	0	1,762	38	0	0	0	0	9	71	0	299	3,399	0
Peak Hour	**All**	**2**	**16**	**594**	**0**	**0**	**0**	**1,018**	**20**	**0**	**0**	**0**	**0**	**2**	**33**	**0**	**172**	**1,857**	**0**
	HV	**0**	**1**	**12**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**37**	**0**
	HV%	**0%**	**6%**	**2%**	**-**	**-**	**-**	**2%**	**0%**	**-**	**-**	**-**	**-**	**0%**	**3%**	**-**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	7	3	0	1	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	6	5	0	0	*11*	0	0	0	0	*0*	1	0	4	0	*5*
4:30 PM	4	4	0	0	*8*	1	0	0	0	*1*	0	0	3	0	*3*
4:45 PM	3	5	0	0	*8*	0	0	0	0	*0*	0	0	3	0	*3*
5:00 PM	**7**	**8**	**0**	**0**	***15***	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**2**	**0**	*2*
5:15 PM	**3**	**6**	**0**	**1**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
5:30 PM	**2**	**4**	**0**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:45 PM	**1**	**4**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	***3***
Count Total	33	39	0	3	*75*	2	0	0	1	*3*	1	0	18	0	*19*
Peak Hr	**13**	**22**	**0**	**2**	***37***	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**8**	**0**	***8***

Traeger Avenue and San Bruno Avenue Peak Hour Traffic Count Continued

www.idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	San Bruno Ave W				San Bruno Ave W				0				Traeger Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	4	0	0	0	3	0	0	0	0	0	0	1	0	0	11	0
4:15 PM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	11	0
4:30 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8	0
4:45 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8	38
5:00 PM	**0**	**1**	**6**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	42
5:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**10**	41
5:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	40
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**37**
Count Total	0	4	29	0	0	0	39	0	0	0	0	0	0	2	0	1	75	0
Peak Hour	**0**	**1**	**12**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**37**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	San Bruno Ave W			San Bruno Ave W			0			Traeger Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	2	0	0	0	0	0	0	0	1	0	0	3	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

PM Existing Peak Hour Signal Warrant Traeger and San Bruno Avenue

FEHR PEERS

Major Street	San Bruno Avenue West	Project	San Bruno Bayhill
Minor Street	Traeger Avenue	Scenario	Existing Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	35	18	0
Through	0	0	594	1,018
Right	0	172	0	20
Total	0	207	612	1,038

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	23.4
Approach with Worst Case Delay	WB
Total Vehicles on Approach	1,038

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**6.7**	**207**	**1,857**
Limiting Value	**5**	**150**	**650**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

VTA Model Trip Scenarios

VTA Model - Mode Shares								
2013 No Project								
Year	Mode				Mode			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
Project TAZ	12,192	389	174	809	90%	3%	1%	6%
City of San Bruno	195,936	8,910	4,279	28,100	83%	4%	2%	12%
San Mateo County	4,240,229	155,941	80,696	501,422	85%	3%	2%	10%
Entire Region	43,667,833	2,900,558	825,643	5,185,725	83%	6%	2%	10%

VTA Model - Mode Shares								
2013 Plus Bayhill Phase 1								
Year	Mode				Mode			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
Project TAZ	18,768	710	260	1,292	89%	3%	1%	6%
City of San Bruno	202,360	9,201	4,367	28,758	83%	4%	2%	12%
San Mateo County	4,246,543	156,279	80,739	501,894	85%	3%	2%	10%
Entire Region	43,672,062	2,900,084	825,687	5,185,979	83%	6%	2%	10%

VTA Model - Mode Shares								
2013 Plus Bayhill Max Office								
Year	Mode				Mode			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
Project TAZ	43,755	4,758	720	3,917	82%	9%	1%	7%
City of San Bruno	226,231	13,419	4,842	32,222	82%	5%	2%	12%
San Mateo County	4,269,231	161,013	81,331	504,784	85%	3%	2%	10%
Entire Region	43,684,150	2,904,705	825,886	5,187,177	83%	6%	2%	10%

VTA Model - Mode Shares								
2040 No Project								
Year	Mode				Mode			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
Project TAZ	11,930	576	191	836	88%	4%	1%	6%
City of San Bruno	236,478	13,937	5,533	33,878	82%	5%	2%	12%
San Mateo County	5,042,116	244,854	103,638	595,339	84%	4%	2%	10%
Entire Region	53,899,809	4,344,522	1,086,881	6,604,408	82%	7%	2%	10%

VTA Model - Mode Shares								
2040 Plus Bayhill Phase 1								
Year	Mode				Mode			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
Project TAZ	18,365	1,041	288	1,340	87%	5%	1%	6%
City of San Bruno	244,860	14,336	5,663	34,711	82%	5%	2%	12%
San Mateo County	5,072,844	245,265	104,160	596,412	84%	4%	2%	10%
Entire Region	54,082,561	4,365,490	1,090,631	6,625,329	82%	7%	2%	10%

VTA Model - Mode Shares								
2040 Plus Bayhill Max Office								
Year	Mode				Mode			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
Project TAZ	42,185	6,151	798	4,028	79%	12%	2%	8%
City of San Bruno	266,978	19,647	6,176	38,276	81%	6%	2%	12%
San Mateo County	5,070,293	251,248	104,311	596,911	84%	4%	2%	10%
Entire Region	54,074,121	4,375,854	1,090,582	6,623,964	82%	7%	2%	10%

VTA Model - Mode Shares								
2040 Plus Max Office+Hotel								
Year	No Project				Project			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
Project TAZ	42,269	6,171	800	4,038	79%	12%	2%	8%
City of San Bruno	267,040	19,678	6,180	38,292	81%	6%	2%	12%
San Mateo County	5,070,319	251,420	104,256	596,822	84%	4%	2%	10%
Entire Region	54,076,356	4,373,825	1,090,525	6,623,829	82%	7%	2%	10%