AGENDA
REGULAR MEETING

City Council of the Town of Colma
Colma Community Center
1520 Hillside Boulevard
Colma, CA 94014

Wednesday, April 13, 2016
CLOSED SESSION – 6:00 PM
REGULAR SESSION – 7:00 PM

CLOSED SESSION – 6:00 PM

1. **In Closed Session Under Government Code § 54956.9(a) - Conference with Legal Counsel - Existing Litigation**

   Name of Case: Moschref v. Town of Colma, et al

2. **In Closed Session Pursuant to Government Code Section 54957.6 – Conference with Labor Negotiators**

   Agency Negotiators: Sean Rabé, City Manager
   Austris Rungis, IEDA
   Employee Organizations: Colma Peace Officers Association
   Colma Communications/Records Association
   Unrepresented Employees: All

PLEDGE OF ALLEGIANCE AND ROLL CALL – 7:00 PM

REPORT FROM CLOSED SESSION

ADOPTION OF AGENDA

PRESENTATIONS

- Introduction of New Dispatch Supervisor Amanda Velasquez
- Update on Seton Medical Center by John Ferrelli

PUBLIC COMMENTS

Comments on the Consent Calendar and Non-Agenda Items will be heard at this time. Comments on Agenda Items will be heard when the item is called.

CONSENT CALENDAR

3. Motion to Accept the Minutes from the March 23, 2016 Regular Meeting.
4. Motion to Approve Report of Checks Paid for March 2016.
5. Motion to Accept Informational Report on Recreation Department Programs, Activities, Events, and Trips for the First Quarter of 2016.
6. Motion to Adopt a Resolution Amending Subchapter 3.02 of the Colma Administrative Code, Relating to After Work Hour Communications.
7. Motion to Adopt a Resolution Amending Subchapters 3.03 and 3.04 of the Colma Administrative Code, Relating to Personnel Policies, Discrimination, Harassment, and Retaliation.

PUBLIC HEARING

8. **435-455 SERRAMONTE BOULEVARD - CARMAX**

   a. *Consider*: Motion to Adopt a Resolution Adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in Compliance with the California Environmental Quality Act for an Automobile Dealership Project at 435-455 Serramonte Boulevard

   b. *Consider*: Motion to Adopt a Resolution Approving Amended Conditional Use Permit, Project Design, Sign Permit, and Tree Permit for an Automobile Dealership Project at 435-455 Serramonte Boulevard.

NEW BUSINESS

9. **TOWN HALL MASS GRADING AND SITE IMPROVEMENT CHANGE ORDER**

   Consider: Motion to Adopt a Resolution Authorizing Change Orders to the Construction Contract with Farallon Company, Inc. for the Mass Grading and Site Improvement Project for the Colma Town Hall Renovation Project, in the Amount of $310,000, and Authorizing the City Manager to Negotiate and Execute Change Orders Up to the Total Contract Amount of $1,451,317, All Pursuant to CEQA Guideline 15303, 15331 and 15332.

COUNCIL CALENDARING

REPORTS

Mayor/City Council

City Manager

ADJOURNMENT

The City Council Meeting Agenda Packet and supporting documents are available for review at the Colma Town Hall, 1188 El Camino Real, Colma, CA during normal business hours (Mon – Fri 8am-5pm). Persons interested in obtaining an agenda via e-mail should call Caitlin Corley at 650-997-8300 or email a request to ccorley@colma.ca.gov.

Reasonable Accommodation

Upon request, this publication will be made available in appropriate alternative formats to persons with disabilities, as required by the Americans with Disabilities Act of 1990. Any person with a disability, who requires a modification or accommodation to view the agenda, should direct such a request to Brian Dossey, ADA Coordinator, at 650-997-8300 or brian.dossey@colma.ca.gov. Please allow two business days for your request to be processed.

1. In Closed Session Under Government Code § 54956.9(a) - Conference with Legal Counsel - Existing Litigation

Name of Case: Moschref v. Town of Colma, et al

There is no staff report for this item.

TOWN OF COLMA
COLMA
AUGUST 5, 1924
CALIFORNIA

CLOSED SESSION

1. In Closed Session Pursuant to Government Code Section 54957.6 – Conference with Labor Negotiators

Agency Negotiator:	Sean Rabé, City Manager
Employee Organizations:	Colma Peace Officers Association and Colma Communications/Records Association

There is no staff report for this item.

TOWN OF COLMA
COLMA
AUGUST 5, 1924
CALIFORNIA

MINUTES
REGULAR MEETING
City Council of the Town of Colma
Colma Community Center, 1520 Hillside Boulevard
Colma, CA 94014
Wednesday, March 23, 2016
7:00 p.m.

CALL TO ORDER – 7:00 p.m.

Mayor Diana Colvin called the Regular Meeting of the City Council to order at 7:05 p.m.

Council Present – Mayor Diana Colvin, Vice Mayor Helen Fisicaro, Council Members Raquel "Rae" Gonzalez, Joseph Silva and Joanne F. del Rosario were all present.

Staff Present – City Manager Sean Rabé, City Attorney Christopher Diaz, Chief of Police Kirk Stratton, Director of Public Works Brad Donohue, Director of Recreation Services Brian Dossey, City Planner Michael Laughlin, and City Clerk Caitlin Corley were in attendance.

ADOPTION OF THE AGENDA

Mayor Colvin asked if there were any changes to the agenda; none were noted. The Mayor asked for a motion to adopt the agenda.

Action: Council Member Silva moved to adopt the agenda; the motion was seconded by Council Member Gonzalez and carried by the following vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Diana Colvin, Mayor	✓				
Helen Fisicaro	✓				
Raquel "Rae" Gonzalez	✓				
Joseph Silva	✓				
Joanne F. del Rosario	✓				
	5	0			

PUBLIC COMMENTS

Mayor Colvin opened the public comment period at 7:06 p.m. Ronnie Miller of the American Cancer Society spoke about the Daly City Relay for Life event on June 4-5, 2016. The Mayor closed the public comment period at 7:09.

CONSENT CALENDAR

1. Motion to Accept the Minutes from the March 9, 2016 Regular Meeting.
2. Motion to Adopt a Resolution Authorizing the Continued Over Hire of One Police Officer for a Twelve (12) Week Period from March 7, 2016 to June 6, 2016.
3. Motion to Adopt a Resolution Amending Chapter 1, Subchapter 17 of the Colma Municipal Code, Relating to Social Media.

4. Motion to Adopt a Resolution Approving Second Amendment to Employment Contract with Sean Rabé.

Action: Council Member del Rosario moved to approve the Consent Calendar items #1-4; the motion was seconded by Council Member Silva and carried by the following vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Diana Colvin, Mayor	✓				
Helen Fisicaro	✓				
Raquel "Rae" Gonzalez	✓				
Joseph Silva	✓				
Joanne F. del Rosario	✓				
	5	0			

PUBLIC HEARING

5. TEMPORARY USE PERMIT – 2001 HILLSIDE BOULEVARD

City Planner Michael Laughlin presented the staff report. Mayor Colvin opened the public hearing at 7:15 p.m. Resident Liz Taylor made a comment. The Mayor closed the public hearing at 7:16 p.m. Council discussion followed.

Action: Council Member Silva moved to Adopt a Resolution Approving a Temporary Use Permit for an Automobile Dealership Vehicle Inventory Storage Lot at 2001 Hillside Boulevard (APN: 011-360-490) Pursuant to CEQA Guideline 15304(e); the motion was seconded be Council Member Gonzalez and carried by the following vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Diana Colvin, Mayor	✓				
Helen Fisicaro	✓				
Raquel "Rae" Gonzalez	✓				
Joseph Silva	✓				
Joanne F. del Rosario	✓				
	5	0			

NEW BUSINESS

6. CHANGES TO RECREATION LEADER AND FACILITY ATTENDANT POSITIONS

Director of Recreation Services Brian Dossey presented the staff report. The Mayor opened the public comment period at 7:24 p.m. and seeing no one come forward to speak, she closed the public comment period. Council discussion followed.

Action: Vice Mayor Fisicaro moved to Adopt a Resolution Reclassifying and Increasing Salaries for Recreation Leader Positions, Increasing Salaries for Facility Attendant Positions, and, Directing the City Manager to Assign Part-Time Recreation Employees to Appropriate Class and New Salary Schedule; the motion was seconded by Council Member del Rosario and carried by the following vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Diana Colvin, Mayor	✓				
Helen Fisicaro	✓				
Raquel “Rae” Gonzalez	✓				
Joseph Silva	✓				
Joanne F. del Rosario	✓				
	5	0			

COUNCIL CALENDARING

The next Regular City Council Meetings will be Wednesday, April 13, 2016 at 7:00 p.m. and Wednesday, April 27, 2016 at 7:00 p.m.

REPORTS

City Manager Sean Rabé reported on the following topics:

- A suspect was apprehended in the recent Sterling Park burglary.

ADJOURNMENT

The meeting was adjourned by Mayor Colvin at 7:34 p.m.

Respectfully submitted,

Caitlin Corley
City Clerk

TOWN OF COLMA
COLMA
AUGUST 5, 1924
CALIFORNIA

Bank : first FIRST NATIONAL BANK OF DALY

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
43425	3/4/2016	00068	COLMA PEACE OFFICER'S	03042016 B	3/4/2016	COLMA PEACE OFFICERS: P/	690.83	690.83
43426	3/4/2016	00631	P.E.R.S.	03042016 B	3/4/2016	PERS - BUYBACK: PAYMENT	25,394.49	
				03042016 B	3/4/2016	PERS MISC NON-TAX: PAYME	9,053.23	
				03042016 M	3/4/2016	PERS MISC NON-TAX: PAYME	610.44	35,058.16
43427	3/4/2016	01340	NAVIA BENEFIT SOLUTIONS	03042016 B	3/4/2016	FLEX 125 PLAN: PAYMENT	362.31	362.31
43428	3/4/2016	01360	VANTAGE TRANSFER AGENT	03042016 B	3/4/2016	ICMA CONTRIBUTION: PAYME	3,167.00	
				03042016 M	3/4/2016	ICMA CONTRIBUTION: PAYME	650.00	3,817.00
43429	3/4/2016	01375	NATIONWIDE RETIREMENT S	03042016 B	3/4/2016	NATIONWIDE: PAYMENT	5,575.00	
				03042016 M	3/4/2016	NATIONWIDE: PAYMENT	700.00	6,275.00
43430	3/4/2016	02377	CALIFORNIA STATE DISBURSI	03042016 B	3/4/2016	WAGE GARNISHMENT: PAYM	553.84	553.84
93355	3/4/2016	00521	UNITED STATES TREASURY	03042016 M	3/4/2016	FEDERAL TAX: PAYMENT	908.40	908.40
93357	3/4/2016	00130	EMPLOYMENT DEVELOPMEN	03042016 B	3/4/2016	CALIFORNIA STATE TAX: PAY	8,464.61	8,464.61
93358	3/4/2016	00521	UNITED STATES TREASURY	03042016 B	3/4/2016	FEDERAL TAX: PAYMENT	46,038.81	46,038.81

ɔ total for FIRST NATIONAL BANK OF DALY CITY: 102,168.96

Item #4

9 checks in this report.

Grand Total All Checks: 102,168.96

Bank : first FIRST NATIONAL BANK OF DALY

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
43431	3/7/2016	00051	CALIFORNIA WATER SERVICE	65446607057	2/18/2016	65446607057 SW CORNER HI	122.23	122.23
43432	3/7/2016	00057	CINTAS CORPORATION #2	8402616196	2/19/2016	PW FIRST AID SUPPLIES	89.86	89.86
43433	3/7/2016	00140	FIRST NAT BANK OF NO CA	02/19/16 Dossey	2/19/2016	CREDIT CARD CHARGE	2,947.39	
				02/19/16 Morque	2/19/2016	CREDIT CARD CHARGE	2,822.92	
				02/19/16 Tapia	2/19/2016	CREDIT CARD CHARGE	1,737.36	
				02/19/16 Gogan	2/19/2016	CREDIT CARD CHARGE	1,591.63	
				02/19/16 Fisicarc	2/19/2016	CREDIT CARD CHARGE	685.00	
				02/19/16 Rabe	2/19/2016	CREDIT CARD CHARGE	661.42	
				02/19/16 Strattor	2/19/2016	CREDIT CARD CHARGE	363.71	
				02/19/16 Lum	2/19/2016	CREDIT CARD CHARGE	256.76	
				02/19/16 Pfotenh	2/19/2016	CREDIT CARD CHARGE	106.00	
				02/19/16 Jordan	2/19/2016	CREDIT CARD CHARGE	102.36	11,274.55
43434	3/7/2016	00181	IEDA	21046	3/1/2016	LABOR RELATIONS CONSUL	1,279.00	1,279.00
43435	3/7/2016	00236	LAURETTA PRINTING COMPA	28059	2/24/2016	500 LETTERHEADS EA: OFFI(	342.56	342.56
43436	3/7/2016	00254	METRO MOBILE COMMUNICA	160208	3/1/2016	MAINTENANCE CONTRACT	602.00	602.00
43437	3/7/2016	00307	PACIFIC GAS & ELECTRIC	9248309814-8	2/19/2016	9248309814-8 601 F ST.	239.79	
				0567147369-1	2/24/2016	0567147369-1 JSB S/O SERR/	136.10	375.89
43438	3/7/2016	00449	BANK OF AMERICA	02/24/2016	2/24/2016	CREDIT CARD CHARGE	2,275.23	2,275.23
43439	3/7/2016	00452	CA PARK & RECREATION SOC	04/01/16-03/31/1	12/16/2015	MEMBERSHIP B. DOSSEY #1(	185.00	185.00
43440	3/7/2016	00500	SMC CONTROLLERS OFFICE	Feb 2016	3/2/2016	ALLOCATION OF PARKING PE	392.10	392.10
43441	3/7/2016	00573	SMC ENVIRONMENTAL HEALT	272438	2/1/2016	CORP YARD 601 F ST. STORM	262.00	262.00
43442	3/7/2016	00779	CASTRO, ESTHER	2000399.003	2/29/2016	02/29/16 DEPOSIT REFUND	225.00	225.00
43443	3/7/2016	00854	PACIFIC INTERLOCK PAVINGS	16-92483	2/5/2016	130 EA: HYDRO-FLO(R) HOLL	1,055.12	
				16-92614	2/8/2016	PALLET REFUND PICKED UP	-56.00	999.12
43444	3/7/2016	00949	GLUSZEK, BRENDA K.	11/24/15-02/16/1	3/4/2016	YOGA CLASSES	2,090.00	2,090.00
43445	3/7/2016	01030	STEPFORD, INC.	1601185	2/20/2016	MONTHLY SERVICE CONTRA	5,380.00	5,380.00
43446	3/7/2016	01037	COMCAST CABLE	02/25-03/24 Inte	2/20/2016	8155 20 022 0097051 Internet	286.20	
				03/02/16-04/01/1	2/27/2016	INTERNET 1198 & 1199 EL CA	241.20	
				02/25-03/24 427	2/20/2016	HIGH SPEED INTERNET 427 I	236.20	
				02/27-03/26 XFI	2/17/2016	1520 HILLSIDE XFINITY TV	10.11	773.71
43447	3/7/2016	01076	API CONSULTING	16-02 Colma	2/23/2016	RECORDS MANAGEMENT	3,480.00	3,480.00
43448	3/7/2016	01308	EEL RIVER FUELS, INC,	469247	2/25/2016	PW GAS PURCHASES	279.10	
				474161	3/10/2016	PW GAS PURCHASES	66.43	345.53
43449	3/7/2016	01340	NAVIA BENEFIT SOLUTIONS	10043657	2/29/2016	SECTION 125 PARTICIPANT F	75.00	75.00

Bank : first FIRST NATIONAL BANK OF DALY (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
43450	3/7/2016	01370	VERIZON WIRELESS SERVICE	9760517914	2/15/2016	CELL PHONE SERVICE	1,253.06	1,253.06
43451	3/7/2016	01461	DOSSEY, BRIAN	Feb 22-23 Reiml	3/2/2016	FEB 22-23, 2016 PARMA CONI	84.37	84.37
43452	3/7/2016	01569	DARLING INTERNATIONAL IN(	600:27394662	2/17/2016	TRAP SERVICE CHARGE	79.71	79.71
43453	3/7/2016	01601	DELA CRUZ, MARIA THERESA	2000400.003	2/29/2016	02/29/16 DEPOSIT REFUND	300.00	300.00
43454	3/7/2016	01629	R. J. RICCIARDI INC	9534	3/2/2016	FY 2015 AUDIT SERVICE THR	986.47	
				9532	2/29/2016	FY 2016 APPROPRIATIONS LI	720.00	1,706.47
43455	3/7/2016	01995	CELESTE, MIKE L.	16-0201	3/1/2016	CARDROOM BACKGROUND	440.00	440.00
43456	3/7/2016	02082	VINCE'S OFFICE SUPPLY, INC	Feb 2016	2/29/2016	OFFICE SUPPLIES	237.44	237.44
43457	3/7/2016	02121	SEEVERS, DANIEL	Feb 22-26 Meal I	3/2/2016	FEB 22-26 FINANCIAL CRIME:	79.43	79.43
43458	3/7/2016	02150	COLOMBO, EMIL L. AND DORI	1043	3/3/2016	03/03/16 INNER PERSPECTIV	391.00	391.00
43459	3/7/2016	02179	HUB INTERNATIONAL OF CA	Feb 2016	3/1/2016	INSURANCE EVENTS	128.04	128.04
43460	3/7/2016	02190	GOGAN, REA	03/03/16 Reimbu	3/4/2016	03/03/16 FOOD & MILEAGE RI	57.78	57.78
43461	3/7/2016	02216	RAMOS OIL CO. INC.	631564	2/10/2016	GASOLINE PURCHASES	708.10	
				633081	2/20/2016	GASOLINE PURCHASES	642.35	
				634578	2/29/2016	GASOLINE PURCHASES	615.35	
				631690	2/10/2016	GASOLINE PURCHASES	12.33	1,978.13
43462	3/7/2016	02258	KIM, SEUNG NAM	Beg Golf Winter	2/27/2016	GOLF LESSONS	125.00	125.00
43463	3/7/2016	02317	CUS, ERIN	Jan 9-Feb 27, 2(	3/1/2016	BOOT CAMP FITNESS	800.00	800.00
43464	3/7/2016	02773	GRAPHICS ON THE EDGE	2267	1/12/2016	2 EA: 5" STAR DECALS, ELEC	72.96	72.96
43465	3/7/2016	02788	LUNA-SEVILLA, MARGARET-R	Jan 4-March 2, 2	3/4/2016	ZUMBA CLASSES	384.00	384.00
43466	3/7/2016	02793	DITO'S MOTORS	13595	2/25/2016	2013 FORD EXPLORER V6 3.7	402.13	402.13
43467	3/7/2016	02799	WAVE	March 2016	2/23/2016	RIMS INTERNET W/SSF	400.00	400.00
43468	3/7/2016	02803	GYMDOC, INC.	00074062	2/29/2016	02/26/16 SEMIANNUAL PREVE	120.00	120.00
43469	3/7/2016	02840	TONG-ROBINSON, SHARON	2016-0225TC	3/2/2016	CLASSES	105.00	105.00
43470	3/7/2016	02919	MENDOZA, ERNESTINA	2000401.003	2/29/2016	02/29/16 DEPOSIT REFUND	300.00	300.00
43471	3/7/2016	02920	SANDOVAL, MOSES	2000402.003	3/2/2016	03/02/16 DEPOSIT REFUND	150.00	150.00

b total for FIRST NATIONAL BANK OF DALY CITY: 40,163.30

41 checks in this report.

Grand Total All Checks: 40,163.30

Bank : first FIRST NATIONAL BANK OF DALY

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
43472	3/14/2016	00020	ASSOCIATED SERVICES INC	Feb 2016	2/29/2016	SUPPLIES	224.55	224.55
43473	3/14/2016	00038	BROADMOOR LUMBER & PLY	Feb 2016	2/29/2016	#526165 3- 5-SACK U-CART	257.20	257.20
43474	3/14/2016	00051	CALIFORNIA WATER SERVICE	02/29/2016	2/29/2016	WATER BILL	2,049.09	2,049.09
43475	3/14/2016	00057	CINTAS CORPORATION #2	Feb 2016	3/8/2016	CLEANING SERVICE	841.26	841.26
43476	3/14/2016	00057	CINTAS CORPORATION #2	8402623722	2/26/2016	PW FIRST AID SUPPLIES	42.22	42.22
43477	3/14/2016	00093	CITY OF SOUTH SAN FRANCI	02/26/16 Council	3/9/2016	02/26/16 COUNCIL OF CITIES	50.00	50.00
43478	3/14/2016	00112	DEPARTMENT OF JUSTICE	155326	3/2/2016	FINGERPRINT APPLICATIONS	32.00	32.00
43479	3/14/2016	00174	HOME DEPOT CREDIT SERVI	01/29/16-02/24/1	2/28/2016	PW SUPPLY PURCHASES	600.29	600.29
43480	3/14/2016	00307	PACIFIC GAS & ELECTRIC	03/04/2016	3/4/2016	PG&E	2,730.51	
				03/03/2016	3/3/2016	PG&E	686.17	3,416.68
43481	3/14/2016	00364	SMC SHERIFF'S OFFICE	CL04731	2/29/2016	LAB FEES	555.39	555.39
43482	3/14/2016	00388	SONITROL	1281542-IN	3/1/2016	427 F ST. MONTHLY MONITOI	109.00	109.00
43483	3/14/2016	00412	TELECOMMUNICATIONS ENG	44159	3/10/2016	Facilities Mgmt & Maintenance	1,328.00	1,328.00
43484	3/14/2016	00414	TERMINEX INTERNATIONAL L	352895040	3/14/2016	PEST CONTROL	467.00	
				352895041	3/14/2016	601 F St.	59.00	526.00
43485	3/14/2016	00534	SMC INFORMATION SERVICE	1YCL11602	3/8/2016	MICRO CHANNEL & LINES	1,255.00	1,255.00
43486	3/14/2016	00575	C.A.P.E. ACCOUNTING	03787	12/27/2015	MEMBERSHIP RENEWAL UNT	45.00	45.00
43487	3/14/2016	00775	PANIAGUA, RUBY	2000404.003	3/4/2016	03/04/16 CREEKSIDE VILLAS	3.00	3.00
43488	3/14/2016	00830	STAPLES BUSINESS ADVANT	8038250109	2/27/2016	2/PK SEB REMAN TONER HP	287.36	287.36
43489	3/14/2016	01037	COMCAST CABLE	March 2016	2/26/2016	COMCAST CABLE TV	12,875.28	12,875.28
43490	3/14/2016	01184	PENINSULA UNIFORMS & EQ	Feb 2016	2/29/2016	#122149 POLO PERFORMANC	191.80	191.80
43491	3/14/2016	01399	WESTLAKE TOUCHLESS CAR	Feb 2016	3/1/2016	PD CAR WASH	14.95	14.95
43492	3/14/2016	01457	BATERINA, BARBARA	2000405.003	3/4/2016	03/04/16 SIMPLY CREATIVE C	8.00	
				2000407.003	3/4/2016	03/04/16 ARM CHAIR TRAVEL	4.00	12.00
43493	3/14/2016	01565	BAY CONTRACT MAINTENAN	March 2016	3/10/2016	JANITORIAL SERVICES	7,706.91	
				16533	3/10/2016	PAPER & LINERS	833.24	8,540.15
43494	3/14/2016	01687	UNITED SITE SERVICES OF	114-3796502	2/29/2016	STANDARD AND REGULAR SI	118.98	118.98
43495	3/14/2016	01919	COLLICUTT ENERGY SERVICI	41781	11/5/2015	10/21/15 GENERATOR INSPE	532.30	532.30
43496	3/14/2016	02144	DOMINIC A. DE LUCCA DBA DI	640	3/2/2016	TAE KWON DO	1,100.00	1,100.00
43497	3/14/2016	02274	FRANK AND GROSSMAN LANI	150159	3/1/2016	LANDSCAPE MAINTENANCE	10,675.00	10,675.00
43498	3/14/2016	02499	GE CAPITAL INFORMATION TE	96474446	3/7/2016	PD COPY MACHINE RENTAL	810.78	810.78
43499	3/14/2016	02793	DITO'S MOTORS	13672	3/10/2016	2016 FORD EXPLORER LIMIT	40.00	40.00
43500	3/14/2016	02824	R3 CONSULTING GROUP, INC	7756	3/1/2016	PROCUREMENT ASSISTANCE	6,660.00	6,660.00

Bank : first FIRST NATIONAL BANK OF DALY (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
43501	3/14/2016	02864	MOBILE MODULAR MANAGEM	942163	2/23/2016	24 X 60 HCD OFFICE RENTAL	657.27	
				938227	2/17/2016	8 X 20 OFFICE HCD, RAMP RI	408.97	1,066.24
43502	3/14/2016	02921	DELA CRUZ, SHANNON	2000410.003	3/7/2016	03/07/16 DEPOSIT REFUND	300.00	300.00
43503	3/14/2016	02922	HUERTA, RAFAEL	2000408.003	3/7/2016	03/07/16 DEPOSIT REFUND	50.00	50.00
						b total for FIRST NATIONAL BANK OF DALY CITY:		54,609.52

32 checks in this report.

Grand Total All Checks: 54,609.52

Bank : first FIRST NATIONAL BANK OF DALY

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
43504	3/18/2016	00047	C.L.E.A.	03182016 B	3/18/2016	CLEA: PAYMENT	318.50	318.50
43505	3/18/2016	00068	COLMA PEACE OFFICER'S	03182016 B	3/18/2016	COLMA PEACE OFFICERS: P/	690.83	690.83
43506	3/18/2016	00282	CALIFORNIA PUBLIC EMPLOY	03182016 B	3/18/2016	APRIL 2016 ACTIVE PREMIUM	66,912.28	66,912.28
43507	3/18/2016	00631	P.E.R.S.	03182016 B	3/18/2016	PERS - BUYBACK: PAYMENT	29,243.55	
				03182016 B	3/18/2016	PERS MISC NON-TAX: PAYME	9,327.54	38,571.09
43508	3/18/2016	01340	NAVIA BENEFIT SOLUTIONS	03182016 B	3/18/2016	FLEX 125 PLAN: PAYMENT	362.31	362.31
43509	3/18/2016	01360	VANTAGE TRANSFER AGENT	03182016 B	3/18/2016	ICMA CONTRIBUTION: PAYME	3,167.00	3,167.00
43510	3/18/2016	01375	NATIONWIDE RETIREMENT S	03182016 B	3/18/2016	NATIONWIDE: PAYMENT	5,575.00	5,575.00
43511	3/18/2016	02224	STANDARD INSURANCE COM	03182016 B	3/18/2016	LIFE INSURANCE: PAYMENT	400.70	400.70
43512	3/18/2016	02377	CALIFORNIA STATE DISBURS	03182016 B	3/18/2016	WAGE GARNISHMENT: PAYM	553.84	553.84
93330	3/18/2016	00130	EMPLOYMENT DEVELOPMEN	03182016 B	3/18/2016	CALIFORNIA STATE TAX: PAY	8,032.82	8,032.82
93331	3/18/2016	00521	UNITED STATES TREASURY	03182016 B	3/18/2016	FEDERAL TAX: PAYMENT	47,710.90	47,710.90

o total for FIRST NATIONAL BANK OF DALY CITY: 172,295.27

11 checks in this report.

Grand Total All Checks: 172,295.27

Bank : first FIRST NATIONAL BANK OF DALY

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
43513	3/21/2016	00051	CALIFORNIA WATER SERVICE	03/01/2016	3/1/2016	WATER BILL	218.47	218.47
43514	3/21/2016	00071	CSG CONSULTANTS, INC.	12/26/15 - 01/29/	3/14/2016	CSG	105,210.20	105,210.20
43515	3/21/2016	00093	CITY OF SOUTH SAN FRANCI	516406	3/10/2016	DISPATCH SERVICES	8,902.13	8,902.13
43516	3/21/2016	00112	DEPARTMENT OF JUSTICE	151416	3/2/2016	PD ACCOUNT #140503	799.00	799.00
43517	3/21/2016	00116	DALY CITY/COLMA CHAMBER	03/10/16 Crab F	3/18/2016	03/10/16 CRAB FEED DINNER	350.00	350.00
43518	3/21/2016	00214	KSM PRINTING	25301	3/9/2016	1000 #10 FAST FORWARD WI	138.21	138.21
43519	3/21/2016	00282	CALIFORNIA PUBLIC EMPLOY	1983	3/14/2016	MEDICAL INSURANCE	39,614.14	39,614.14
43520	3/21/2016	00307	PACIFIC GAS & ELECTRIC	0512181543-4	3/4/2016	0512181543-4 STREET LIGHT	1,840.13	1,840.13
43521	3/21/2016	00464	HINDERLITER, DE LLAMAS	0025076-IN	3/8/2016	SALES TAX SERVICES	1,151.57	1,151.57
43522	3/21/2016	00623	ARAMARK	Feb 2016	2/29/2016	UNIFORM SERVICE	307.77	307.77
43523	3/21/2016	01036	MANAGED HEALTH NETWORI	3200078042	3/17/2016	EMPLOYEE ASSISTANCE PR(	99.20	99.20
43524	3/21/2016	01037	COMCAST CABLE	03/11-04/10 601	3/7/2016	HIGH-SPEED INTERNET 601 I	106.20	106.20
43525	3/21/2016	01076	API CONSULTING	16-03 Colma	3/14/2016	RECORDS MANAGEMENT	4,740.00	4,740.00
43526	3/21/2016	01183	BEST BEST & KRIEGER LLP	767562	3/8/2016	CITY ATTORNEY SERVICES	16,825.56	16,825.56
43527	3/21/2016	01276	GONZALEZ, RAE	2000414.003	3/11/2016	03/11/16 YOUTH & TEEN COC	14.00	14.00
43528	3/21/2016	01308	EEL RIVER FUELS, INC,	477962	3/15/2016	PW GAS PURCHASES	365.28	365.28
43529	3/21/2016	01414	VERANO HOMEOWNERS ASS	4	4/1/2016	VERANO OWNERS ASSOCIAT	300.00	300.00
43530	3/21/2016	01513	CARON, ANITA	2000421.003	3/16/2016	03/16/16 DEPOSIT REFUND	150.00	
				2000420.003	3/16/2016	03/16/16 DEPOSIT REFUND	50.00	200.00
43531	3/21/2016	02056	GOTELLI, LOUIS	Water Conservat	3/21/2016	WATER CONSERVATION REB	54.50	54.50
43532	3/21/2016	02419	MARTINEZ, ALINA	2000419.003	3/15/2016	03/15/16 DEPOSIT REFUND	300.00	300.00
43533	3/21/2016	02499	GE CAPITAL INFORMATION TE	96453091	3/4/2016	REC COPY MACHINE RENTAI	602.56	602.56
43534	3/21/2016	02510	REGIONAL GOVERNMENT SE	5789	2/29/2016	CONTRACT P. RANKIN	5,436.50	5,436.50
43535	3/21/2016	02542	KEYSTONE (US) MANAGEMEI	26143637	3/5/2016	FIRE SYSTEM AT SR. HOUSIN	361.98	361.98
43536	3/21/2016	02623	BLOEBAUM, CYNTHIA	March 18, 2016	3/19/2016	COOKING CLASSES	490.00	490.00
43537	3/21/2016	02701	FRANCISCO, MARK	March 1-3, 2016	3/14/2016	MARCH 1-3, 2016 MEAL REIM	41.93	41.93
43538	3/21/2016	02743	UTILITY TELEPHONE, INC	March 2016 #12	3/1/2016	INTERNET ACCESS 128070	701.57	701.57
43539	3/21/2016	02827	CORODATA SHREDDING, INC.	RS2783548	2/29/2016	STORAGE, PICKUP/DELIVER	76.80	76.80
43540	3/21/2016	02863	PLACEWORKS, INC.	58679	2/29/2016	FEB 2016 CARMAX CEQA EN	1,165.74	1,165.74
43541	3/21/2016	02923	GUZMAN, STEPHANIE	200416.003	3/14/2016	03/14/16 DEPOSIT REFUND	300.00	300.00
43542	3/21/2016	02924	TRINH, NANCY	2000417.003	3/14/2016	03/14/16 DEPOSIT REFUND	80.00	80.00
43543	3/21/2016	02925	JOHN'S AUTOMOTIVE SERVIC	52018	3/7/2016	2006 FORD PICKUP F150 REF	3,068.90	3,068.90

b total for FIRST NATIONAL BANK OF DALY CITY: 193,862.34

31 checks in this report.

Grand Total All Checks: 193,862.34

Bank : first FIRST NATIONAL BANK OF DALY

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
43544	3/28/2016	00004	AT&T	000007802320	3/13/2016	C#A1210TS01 02/13/16-03/12/	1,832.15	1,832.15
43545	3/28/2016	00050	CA POLICE CHIEFS ASSN	3647	12/21/2015	APRIL 11-14, 2016 ROLE OF T	551.00	551.00
43546	3/28/2016	00051	CALIFORNIA WATER SERVICE	1727052702	3/14/2016	1727052702 JSB ACROSS FR(	76.33	76.33
43547	3/28/2016	00117	DELTA DENTAL OF CALIFORN	BE001559589	4/1/2016	DENTAL INSURANCE	12,609.40	12,609.40
43548	3/28/2016	00214	KSM PRINTING	25310	3/21/2016	200 SETS EACH OF 2 CORRE	354.36	
				25311	3/21/2016	200 SETS 3PT. NCR BUILDIN(	213.48	567.84
43549	3/28/2016	00254	METRO MOBILE COMMUNICA	053188	3/18/2016	MAINTENANCE CONTRACT	97.01	97.01
43550	3/28/2016	00307	PACIFIC GAS & ELECTRIC	0678090639-9	3/15/2016	0678090639-9 S/E CORNER H	52.59	
				9593452526-2	3/15/2016	9593452526-2 1500 HILLSIDE	28.17	80.76
43551	3/28/2016	00331	ROSE & LEONA'S FLOWERS	69	3/18/2016	FLORAL ARRANGEMENT IN A	64.50	64.50
43552	3/28/2016	00411	TURBO DATA SYSTEMS	24119	2/29/2016	CITATION PROCESSING	53.70	53.70
Void 43553	3/28/2016	00674	21 ELEMENTS	FY 2015-2016 C	3/25/2016	FY 2015-2016 21 ELEMENTS (	1,000.00	1,000.00
43554	3/28/2016	00794	GOOMBAH'S EMBROIDERY	614	2/12/2016	6 BLACK CORNERSTONE TA(	255.91	255.91
43555	3/28/2016	01079	TOSCANO, MARIA	2000432.003	3/22/2016	03/22/16 SF GIANTS TICKETS	16.00	16.00
43556	3/28/2016	01181	STONE, SHIRLEY	2000431.003	3/21/2016	03/21/16 GODEN GATE FIELD	17.00	
				2000425.003	3/21/2016	03/21/16 SENIOR LUNCH WIT	3.00	20.00
43557	3/28/2016	01457	BATERINA, BARBARA	2000430.003	3/21/2016	03/21/16 FRIDAY FILMS WITH	2.00	2.00
43558	3/28/2016	01569	DARLING INTERNATIONAL IN(	600:2752651	3/15/2016	TRAP SERVICE CHARGE	79.71	79.71
43559	3/28/2016	02182	DALY CITY KUMON CENTER	Feb 2016	3/23/2016	TUTORING	4,210.00	4,210.00
43560	3/28/2016	02224	STANDARD INSURANCE COM/	April 2016	3/15/2016	LIFE INSURANCE	231.00	231.00
43561	3/28/2016	02320	SANCHEZ, FATIMA	2000426.003	3/21/2016	03/21/16 DEPOSIT REFUND	300.00	300.00
43562	3/28/2016	02408	DUDLEY PERKINS COMPANY	334925	3/9/2016	REPLACED OEM PD TIRE, CH	316.29	
				334846	3/8/2016	REPLACE HEADLIGHT BULB	66.67	382.96
43563	3/28/2016	02499	GE CAPITAL INFORMATION TE	96533789	3/21/2016	ADMIN COPY MACHINE RENT	1,365.74	1,365.74
43564	3/28/2016	02583	CRIME SCENE CLEANERS, IN	63276	3/18/2016	CAR #2 & #3 CLEAN & DISINF	140.00	140.00
43565	3/28/2016	02744	PADILLA, JAIRO	2000427.003	3/21/2016	03/21/16 DEPOSIT REFUND	300.00	300.00
43566	3/28/2016	02762	CORNERSTONE EARTH GRO	8477 Pmt #1	3/4/2016	PMT #1 SOIL TESTING FOR D	2,119.00	2,119.00
43567	3/28/2016	02788	LUNA-SEVILLA, MARGARET-R	Jan 9-March 19 I	3/21/2016	PALANGO CLASSES	350.00	350.00
43568	3/28/2016	02793	DITO'S MOTORS	13719	3/23/2016	2009 FORD EXPLORER XLT C	39.63	39.63
43569	3/28/2016	02827	CORODATA SHREDDING, INC.	DN1119484	2/29/2016	SHREDDING SERVICE	78.00	78.00
43570	3/28/2016	02878	MENDOZA, DANIEL	March 1-3, 2016	3/17/2016	MARCH 1-3, 2016 REIMBURSI	76.30	76.30
43571	3/28/2016	02900	SILVERADO CONTRACTORS,	Pmt #2 Final	1/18/2016	#2 FINAL PAYMENT	44,047.50	44,047.50
43572	3/28/2016	02913	FARALLON COMPANY	Pmt #2	3/4/2016	PMT #2 WORK COMPLETED	114,855.00	114,855.00
43573	3/28/2016	02926	PRECISION BODY SHOP & DE	126801	3/16/2016	2015 FORD EXPLORER REAR	629.71	629.71

b total for FIRST NATIONAL BANK OF DALY CITY: 186,431.15

30 checks in this report.

Grand Total All Checks: 186,431.15

STAFF REPORT

TO:	Mayor and Members of the City Council
FROM:	Brian Dossey, Director of Recreation Services
VIA:	Sean Rabé, City Manager
MEETING DATE:	April 13, 2016
SUBJECT:	Recreation Services Department Quarterly Review, January – March 2016

RECOMMENDATION

Staff recommends that the City Council adopt:

> MOTION TO ACCEPT INFORMATIONAL REPORT ON RECREATION DEPARTMENT PROGRAMS, ACTIVITIES, EVENTS, AND TRIPS FOR THE FIRST QUARTER OF 2016.

EXECUTIVE SUMMARY

In the first quarter of 2016, a total of 1,119 participants attended 58 programs. This represents an increase of 373 participants from the first quarter of 2015. Staff attributes the increase in participation to residents enrolling in several new programs and events.

Staff estimates that 33 percent of the population had a current Colma I.D. during the first quarter of 2016, suggesting that residents participated in multiple programs.

There were a total of 69 rentals, which is a decrease of 11 rentals from the fourth quarter of 2015. Staff attributes the decrease in rental activity to fewer social events scheduled at the Colma Community Center.

BACKGROUND

Participation

The Recreation Services Department offered programs, activities, events and trips for all age groups during the past quarter. Below is a summary of participation levels by demographic:

- A total of 132 adults and seniors participated in enrichment programs. This represents an increase of 41 participants from the first quarter of 2015. Staff attributes the increase to the Boot Camp Fitness programs and Creekside Villas activities.

- A total of 187 adults and seniors participated in trips and events. This represents an increase of 97 participants from the first quarter of 2015. Staff attributes the increase to the Arm Chair Travel and Friday Films programs and Theater Show – *"Dirty Dancing."*

- A total of 351 youth and teens participated in Enrichment Programs. This represents an increase of 29 participants from the first quarter of 2015. Staff attributes the increase to the Presidents Week Day Camp and Friday Night Lights Basketball program.

- A total of 89 youths and teens participated in events and trips. This represents an increase of 60 participants from the first quarter of 2015. Staff attributes the increase to the formation of the Teen Activities Group, and greater participation in the Ice Cream Arts & Crafts programs and Disney on Ice Show – *"Frozen."*

- A total of 360 youth, adults and seniors participated in Community Programs. This represents an increase of 146 participants from the first quarter of 2015. Staff attributes the increase in participation to the Super Bowl 50 Party and the Eggstravaganza Egg Hunt event occurring in the first quarter this year.

The attachment contains a detailed breakdown of participation by program.

Rental Activity

The Colma Community Center was rented for 52 different events:

- Resident Rentals (23 social events and one HOA meeting)
- Resident Non-profit group (two fundraisers)
- Non-Resident Rentals (three funeral receptions)
- Non-Resident Non-profit Groups (one meetings and three fundraisers)
- In House Reservations (19 meetings/trainings)

The Sterling Park Recreation Center was rented for 17 different events:

- Sterling Park Resident Rentals (17 social events)

Sustainability Impact

Staff coordinates and implements program and activities which are in alignment with the Town's Climate Action Plan and Sustainability Policy. For example, at this year's Super Bowl 50 Party, all cups, plates, forks, knives and spoons were made from recyclable content.

ATTACHMENTS

A. 2016 Recreation Services Department Quarterly Review – Participation Detail

Recreation Services Department Quarterly Review
January – March 2016
Participation Detail

Adult/Senior Enrichment Programs

Program	Registered	Sessions	New or Existing Program
Boot Camp Fitness	16	2	**NEW**
Cooking Classes	29	3	Existing
Creekside Villas Activities	22	3	Existing
First Aid/CPR	4	1	Existing
Golf	Cancelled	3	Existing
Hatha Yoga	19	1	Existing
Hula & Tahitian Dancing	1	1	Existing
Palango	11	1	Existing
Simply Creative Card Making	Cancelled	2	Existing
Simply Creative Crafting	6	2	Existing
Stamping Up Series – Scrapbooking	Cancelled	2	Existing
Table Tennis	2	1	**NEW**
Tahitian Dancing Gracious Ladies	Cancelled	1	Existing
Zumba	22	2	Existing

Adult & Senior Trips & Events

Program	Registered	Sessions	New or Existing Program
Arm Chair Travel	20	3	Existing
Dirty Dancing The Musical	30	1	**NEW**
Disney on Ice - Frozen	14	1	**NEW**
Family Bowling Night	11	1	Existing
Friday Films	23	3	**NEW**
Presidio Museum	24	1	Existing
Senior Luncheon (New Year's & Valentine's Day)	44	2	Existing
U.S.S. Hornet & St. Georges Spirits Tour	21	1	**NEW**

Youth & Teen Enrichment Programs

Program	Registered	Sessions	New or Existing Program
Ballet, Tap & Hip Hop	8	9	Existing
Broadway Musical Groups	Cancelled	1	Existing
Cooking	6	3	Existing
Golf	3	3	Existing
Early Childhood Music	3	1	Existing
Friday Night Lights - Basketball	13	1	**NEW**
Guitar Workshop	3	1	Existing
Hula & Tahitian Dancing	8	1	Existing
Keyboard	5	2	Existing
Kids' Club Afterschool Program	68	5	Existing

Kumon Math Tutoring	81	3	Existing
Kumon Reading Tutoring	58	3	Existing
Parents' Night Out	Cancelled	3	Existing
Presidents Week Day Camp Early Morning Care	1	1	***NEW***
Presidents Week Day Camp	10	1	***NEW***
Presidents Week Day Camp Afternoon Care	3	1	***NEW***
Spring Week Day Camp Early Morning Care	13	1	Existing
Spring Day Camp	15	1	Existing
Spring Day Camp Afternoon Care	13	1	Exisitng
Tae Kwon Do	33	3	Existing
Traditional Hawaiian Ukulele Workshop	Cancelled	1	Existing
Tot Gym & Jam	Cancelled	3	Existing
Vibo Youth Ensemble	3	1	Existing
Violin Workshop	1	1	Existing

Youth and Teen Events & Trips

Program	Registered	Sessions	New or Existing Program
Disney on Ice - Frozen	31	1	***NEW***
Family Bowling Night	11	1	Existing
Ice Cream Arts & Crafts – Valentine Card Making	10	1	Existing
Ice Cream Arts & Crafts – Egg & Basket Decorating	9	1	Existing
Ice Skating at Union Square (changed to Bowling due to rain)	14	1	***NEW***
Teen Activity Group	11	3	***NEW***
The Great Escape	Cancelled	1	***NEW***
Youth Activities Commission (YAC) Attack	3	1	***NEW***

Community Programs

Program	Registered	Sessions	New or Existing Program
Colma Game Night	41	1	Existing
Eggstravaganza Egg Hunt	115	1	Existing
Project Read Learning Wheels	46	3	Existing
Project Read Nutrition Program	48	3	Existing
Project Read Science Club	45	3	Existing
Super Bowl 50 Party	65	1	***NEW***

Note: Programs were cancelled due to insufficient participation.

STAFF REPORT

TO:	Mayor and Members of the City Council
FROM:	Lori Burns, Human Resources Manager
	Christopher J. Diaz, City Attorney
VIA:	Sean Rabé, City Manager
MEETING DATE:	April 13, 2016
SUBJECT:	Personnel Policy Revisions – After Work Hour Communications

RECOMMENDATION

Staff recommends that the City Council adopt the following resolution:

> RESOLUTION AMENDING SUBCHAPTER 3.02 OF THE COLMA ADMINISTRATIVE CODE, RELATING TO AFTER WORK HOUR COMMUNICATIONS

EXECUTIVE SUMMARY

The proposed resolution updates the Town's Personnel Policies contained at Colma Administrative Code Subchapters 3.02 to memorialize current practice that non-exempt employees are not required to respond to after work hour communications with the following exceptions (a) there is an emergency, (b) the employee is on call or standby, or (c) the employee has been given specific direction and permission to respond due to special, temporary circumstances and time spent responding to such communication is recorded on the employee's timecard as time worked.

FISCAL IMPACT

The City Council's adoption of the resolution will not cause a financial impact because this resolution simply memorializes current Town practice.

ANALYSIS

The Fair Labor and Standards Act (FLSA) requires that non-exempt employees be paid for all time worked, whether the employer knew or should have known, except for time deemed to be de minimis. With technological advancement, employees have access, on their mobile device or tablet, to after work hour communications, such as emails and texts. Employers must be very clear about when and how non-exempt employees are expected to respond to after work hour communications to ensure proper compensation and avoid "off-the-clock lawsuits". The Town consistently complies with the FLSA and this policy simply memorializes current practice.

Council Values

The City Council's adoption of the proposed resolution amending the Town's personnel policies regarding after work hours communications is consistent with the Council adopted value of *responsibility* as it memorializes current Town practice in a clear policy consistent with the terms of the FLSA.

Sustainability Impact

Memorializing compliance with the FLSA is an important risk management practice that reduces the likelihood of substantial litigation costs and reduces employee turnover which could have sustainability impacts.

Alternative

The City Council could choose not to adopt the resolution amending the Town's personnel policies. Doing so it not recommended as it would mean the Town's current practice is not memorialized in the Administrative Code.

CONCLUSION

Staff recommends that the City Council adopt the resolution.

ATTACHMENTS:

A. Resolution

RESOLUTION NO. 2016-##
OF THE CITY COUNCIL OF THE TOWN OF COLMA

RESOLUTION AMENDING SUBCHAPTER 3.02 OF THE COLMA ADMINISTRATIVE CODE, RELATING TO AFTER WORK HOUR COMMUNICATIONS

The City Council of the Town of Colma hereby resolves:

ARTICLE 1. CAC SECTION 3.02.273 ADDED.

A new section 3.02.273 is hereby added to read as follows, with all remaining sections renumbered consecutively:

3.02.273 After Work Hour Communications

It is recognized that sometimes a non-exempt employee may receive a work related email, text, phone call, or other form of communication after working hours. The Town does not expect or require non-exempt employees to act upon such a communication. To the contrary, non-exempt employees are not permitted to respond to such communications during non-working hours unless (a) there is an emergency, (b) the employee is on call or standby, or (c) the employee has been given specific direction and permission by his or her supervisor to respond after work hours due to special, temporary circumstances, and time spent responding to such communication is recorded on employee's timecard as time worked. This policy applies whether the after work hour communication is sent to or received by a personal device or Town owned device.

ARTICLE 2. SEVERABILITY.

Each of the provisions of this resolution is severable from all other provisions. If any article, section, subsection, paragraph, sentence, clause or phrase of this resolution is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

ARTICLE 3. NOT A CEQA PROJECT.

The City Council finds that adoption of this resolution is not a "project," as defined in the California Environmental Quality Act because it does not have a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment and concerns general policy and procedure making.

ARTICLE 4. EFFECTIVE DATE.

This resolution shall be effective upon adoption.

Certification of Adoption

I certify that the foregoing Resolution No. 2016-XX was duly adopted at a regular meeting of

said City Council held on _____ by the following vote:

Name	Counted toward Quorum			Not Counted toward Quorum	
	Aye	No	Abstain	Present, Recused	Absent
Diana Colvin, Mayor					
Helen Fisicaro					
Raquel Gonzalez					
Joseph Silva					
Joanne del Rosario					
Voting Tally					

Dated _____

_____
Diana Colvin, Mayor

Attest: _____
Caitlin Corley, City Clerk

STAFF REPORT

TO:	Mayor and Members of the City Council
FROM:	Lori Burns, Human Resources Manager Christopher J. Diaz, City Attorney
VIA:	Sean Rabé, City Manager
MEETING DATE:	April 13, 2016
SUBJECT:	Personnel Policy Revisions – Discrimination and Harassment

RECOMMENDATION

Staff recommends that the City Council adopt the following resolution:

> RESOLUTION AMENDING SUBCHAPTERS 3.03 AND 3.04 OF THE COLMA ADMINISTRATIVE CODE, RELATING TO PERSONNEL POLICIES, DISCRIMINATION, HARASSMENT, AND RETALIATION

EXECUTIVE SUMMARY

The proposed resolution updates the Town's Personnel Policies contained at Colma Administrative Code Subchapters 3.03 and 3.04 to be consistent with new state regulations clarifying the requirements for employer discrimination and harassment policies under the California Fair Employment and Housing Act.

FISCAL IMPACT

The City Council's adoption of the resolution will not cause a financial impact on the Town as it involves general policy and procedure making with no financial implications.

BACKGROUND

The California Fair Employment and Housing Act ("FEHA") prevents employers with five or more employees from discriminating against an employee based on a protected category in any aspect of the employment relationship. The Fair Employment and Housing Council just issued revised FEHA Regulations that went into effect on April 1, 2016. The amended Regulations state that employers have an affirmative duty to take reasonable steps to prevent and promptly correct discriminatory and harassing conduct and must develop a harassment, discrimination, and retaliation policy that meet the following requirements:

- Is in writing
- Lists all current protected categories covered under FEHA

- Indicates that the law prohibits coworkers and third parties, as well as supervisors and managers, from engaging in discriminatory or harassing conduct

- Creates a complaint process to ensure complainants receive confidentiality to the extent possible, a timely response, impartial and timely investigations by qualified personnel, documentation and tracking for reasonable progress, appropriate options for remedial action and resolutions, and timely investigation closures

- Provides a complaint mechanism that does not require an employee to complain directly to his or her immediate supervisor, such as written or verbal communication to a human resources manager, a complaint hotline, an ombudsperson, or identifies a government agency as an additional avenue for employee complaints

- Instructs supervisors to report any complaints of misconduct to a designated company representative, such as a human resources manager

- Indicates that when an employer receives allegations of misconduct, it will conduct a fair, timely, and thorough investigation that provides all parties appropriate due process and reaches reasonable conclusions based on the evidence collected

- States that confidentiality will be kept by the employer to the extent possible, but not indicate that the investigation will be completely confidential

- Indicates that if at the end of the investigation misconduct is found, appropriate remedial measures will be taken

- Makes clear that employees will not be exposed to retaliation for lodging a complaint or participating in any workplace investigation

The Regulations also contain specific requirements for disseminating the new discrimination and harassment policies. Employers have the option to:

- Print the policy and provide a copy to all employees with an acknowledgment form for the employee to sign and return

- Send the policy to employees via email with an acknowledgment return form

- Post the policy on the company intranet with a tracking system to ensure all employees have read and acknowledged receipt of the policies

- Notify employees in any other way that ensures employees receive and understand the policies

Finally, the new Regulations require that any employer whose workforce at any facility or establishment contains 10% or more employees who speak a language other than English as their spoken language translate the policy into every language spoken by at least 10% of the workforce.

ANALYSIS

The amendments to the Regulations require modification to the following sections of the Town's Administrative Code: 3.03.160, 3.03.180, 3.03.190, 3.03.210, and 3.04.060. Specifically, the new Regulations have prompted the following changes:

- New language defining "protected characteristic" and listing the categories of individuals protected by FEHA
- Clarifying that supervisors, managers, and third parties are prohibited from discriminating and harassing conduct, in addition to mere employees
- Clarifying that any participant in a discrimination or harassment investigation is protected from retaliation
- Modifying the employee's duties to include reporting and cooperating with investigations of discrimination, in addition to harassment
- Adding language to require supervisors to report incidents of discrimination and harassment to a human resources manager, and, when the supervisor is involved in an investigation, to investigate fairly and timely, and to maintain confidentiality to the extent possible
- Clarifying that when a complaint has been fully investigated, the appropriate director will timely close the investigation, and will take reasonable steps to protect all participants in the investigation from retaliation

Council Values

The City Council's adoption of the proposed resolution amending the Town's personnel policies regarding discrimination and harassment policies is consistent with the Council adopted value of *honesty* and *integrity* as it revises the Town's policies to be fully consistent with state law.

Alternative

The City Council could choose not to adopt the resolution amending the Town's personnel policies. Doing so it not recommended as it would mean the Town is out of compliance with state law requirements and could face litigation costs associated with out of date policies.

CONCLUSION

Staff recommends that the City Council adopt the resolution.

ATTACHMENTS

A. Resolution

TOWN OF COLMA
COLMA
AUGUST 5, 1924
CALIFORNIA

RESOLUTION NO. 2016-##
OF THE CITY COUNCIL OF THE TOWN OF COLMA

RESOLUTION AMENDING SUBCHAPTERS 3.03 AND 3.04 OF THE COLMA ADMINISTRATIVE CODE, RELATING TO PERSONNEL POLICIES, DISCRIMINATION, HARASSMENT, AND RETALIATION

The City Council of the Town of Colma hereby resolves:

ARTICLE 1. CAC SECTION 3.03.160 AMENDED.

Section 3.03.160 is hereby amended to state as follows:

3.03.160 Discrimination, Harassment and Retaliation Prohibited

(a) The Town of Colma promotes a work environment that provides for the safety and well-being of all persons. The Town promotes a culture where each employee values and respects each other as an individual.

(b) For purposes of this section:

(1) "Protected Characteristic" means any characteristic protected by California's Fair Employment and Housing Act (FEHA), including race, color, religious creed, sex (including pregnancy, childbirth, breastfeeding and medical conditions related to pregnancy, childbirth or breastfeeding), gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, physical and mental disability, medical condition, age, military and veteran status, or denial of family and medical leave or pregnancy disability leave.

(c) Any employee, supervisor, manager, or third party is prohibited from engaging in any of the following acts or omissions:

(1) Discrimination against qualified applicants or employees with respect to any term or condition of employment based on any Protected Characteristic;

(2) Any form of harassment based on a Protected Characteristic;

(3) Any form of harassment that creates a hostile work environment;

(4) Any retaliation against the party complaining about or any witness to discrimination or harassment, or any party for participating in an investigation of discrimination or harassment.

(d) The Town will take all reasonable steps to prevent any retaliation against the complaining party or witnesses.

ARTICLE 2. CAC SECTION 3.03.180 AMENDED.

Section 3.03.180 is hereby amended to state as follows:

3.03.180 Harassment – Employee's Role

(a) The following are guidelines for employees to help establish and maintain a professional and healthy working environment, while at the same time preventing harassment and discrimination from occurring.

(b) Each employee should:

(1) Report any conduct believed to fit the definition of harassment or discrimination to his or her supervisor, the City Manager, or the Human Resources Manager, whether the employee is the victim of or a witness to the conduct.

(2) Make it absolutely clear that he or she is not interested in or flattered by uninvited sexual advances.

(3) Never participate in behavior that can be considered provoking or offensive.

(4) Never create a hostile or offensive work environment for or retaliate against any applicant or employee because that person has opposed a practice prohibited by this policy or has filed a complaint, testified, assisted or participated in any manner in an investigation, proceedings or hearing conducted by an authorized investigator.

(5) Never condition continued Town employment or any employee benefit, including promotion or job assignment, on an applicant or employee's acquiescence to any of the behavior defined above.

(6) Never assist, commit or force any individual in doing any act which constitutes harassment.

(7) Never destroy evidence relevant to an investigation of alleged harassment or discrimination.

(8) Cooperate with any investigation of any alleged act of harassment or discrimination conducted by the Town or its agents.

(9) Where feasible, specifically describe to the harasser the conduct that is offensive and unwelcome and advise the harasser that the particular behavior is offensive and unwelcome and must cease immediately. Be specific in advising that person. Ask him or her to stop the behavior.

(10) Document the incident thoroughly, which should include information about dates, specific unwelcome or offensive conduct, the individual involved and witnesses.

ARTICLE 3. CAC SECTION 3.03.190 AMENDED.

Section 3.03.190 is hereby amended to state as follows:

3.03.190 Harassment – Supervisor's Role

(a) Individual supervisors are responsible to report to the Human Resources Manager and work in conjunction with the Human Resources Manager to investigate discrimination, harassment, and sexual harassment incidents where the supervisor knows or should have known of the incident by nature of his or her supervisory position.

(b) Whether the complaining party requests formal or informal action, the supervisor must follow through, either by the formal complaint process or by verbally warning the harasser and documenting the admonishment. In any case, the supervisor should work in conjunction with the Human Resources Manager to investigate the complaint fairly and timely and take appropriate corrective action if the complaint is substantiated. The supervisor and the Human Resources Manager shall also maintain confidentiality of all parties involved, to the extent possible.

(c) The complaining party's supervisor, as well as the Town, may be held civilly liable if swift corrective action is not taken. Any supervisor who fails to take corrective action can and will be subject to disciplinary proceedings.

(d) It is the responsibility of all supervisors to establish and maintain a working environment which is free from discriminatory intimidation, ridicule and insult.

ARTICLE 4. CAC SECTION 3.03.210 AMENDED.

Section 3.03.210 is hereby amended to state as follows:

3.03.210 Harassment – Retaliation

Any form of retaliation against an employee for making a complaint of harassment or serving as a witness or participant in an investigation is prohibited and such offending persons will be subject to disciplinary action.

ARTICLE 5. CAC SECTION 3.04.060 AMENDED.

Section 3.04.060 is hereby amended to state as follows:

3.04.060 Disposition of Harassment or Discrimination Complaints

(a) *Policy.* It is the policy of the Town of Colma to immediately conduct a thorough, objective and complete investigation of each complaint of harassment and discrimination; to attempt to determine whether unlawful conduct has occurred; and to take remedial action, if appropriate. In appropriate cases, the City Manager may order the investigation to be conducted by a person other than a Town employee.

(b) *Initial Complaint.* An employee or job applicant who believes he or she has been harassed or discriminated against may make a complaint orally or in writing to any of the following, without following the Chain of Command: the Human Resources Manager; the Department Director; the Assistant City Manager; or the City Manager.

(c) *Confidentiality.* A complaint may be made anonymously, and every reasonable effort will be made to protect the confidentiality of the complainant. The complainant's identity, however, may have to be disclosed if the investigation reveals the potential for formal disciplinary action or criminal prosecution.

(d) *Notifications.* Anyone who receives a complaint should immediately notify the City Manager (or, the Assistant City Manager if the City Manager has allegedly committed or permitted the harassment or discrimination) and the City Attorney.

(e) *Documentation.* Each person receiving or investigating a complaint shall document all reports and actions taken.

(f) *Investigation.* Upon receipt of a complaint of harassment or discrimination, the Appropriate Department Director shall cause a formal or informal investigation to be made. Any investigation of a peace officer must comply with the requirements of the Public Safety Officers' Procedural Bill of Rights Act.

(g) *Determination and Report.* Upon completion of an investigation, the Appropriate Department Director shall:

(1) Make a determination whether the alleged conduct constitutes harassment, discrimination, or other misconduct, after giving consideration to all factual information, the totality of the circumstances, including the nature of the verbal, physical, visual or sexual conduct and the context in which the alleged incidents occurred; and

(2) Report the results of the investigation and the determination to the appropriate persons, including the complainant, the alleged harasser, the supervisor, the Department Director, the City Manager and the City Attorney; and

(3) Timely close the investigation.

(h) *Disciplinary Action.* If harassment, discrimination, or other misconduct is found to have occurred, the Appropriate Department Director shall take or recommend to the City Manager to take prompt and effective remedial action against the harasser. The action will be commensurate with the severity of the offense.

(i) *Protection.* The Appropriate Department Director shall take all reasonable steps to protect the victim from retaliation and from further harassment or discrimination, if sustained. The Appropriate Department Director shall also take all reasonable steps to protect any witnesses or participants in the investigation from retaliation.

(j) *DFEH Complaint.* Because it is the goal of the Town to identify and prevent harassing and/or discriminating behavior, if problems or concerns arise, the affected employee is urged to

make use of the process set forth above. However, any employee has a right to go directly to the appropriate government agency, including the California Department of Fair Employment and Housing

ARTICLE 6. SEVERABILITY.

Each of the provisions of this resolution is severable from all other provisions. If any article, section, subsection, paragraph, sentence, clause or phrase of this resolution is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

ARTICLE 7. EFFECTIVE DATE.

This resolution shall take effect immediately upon adoption.

Certification of Adoption

I certify that the foregoing Resolution No. 2016-XX was duly adopted at a regular meeting of said City Council held on _____ by the following vote:

Name	Counted toward Quorum			Not Counted toward Quorum	
	Aye	No	Abstain	Present, Recused	Absent
Diana Colvin, Mayor					
Helen Fisicaro					
Raquel Gonzalez					
Joseph Silva					
Joanne del Rosario					
Voting Tally					

Dated _____

_____
Diana Colvin, Mayor

Attest: _____
Caitlin Corley, City Clerk

TOWN OF COLMA
COLMA
AUGUST 5, 1924
CALIFORNIA

STAFF REPORT

TO:	Mayor and Members of the City Council
FROM:	Michael P. Laughlin, AICP, City Planner
	Turhan Sonmez, Associate Planner
VIA:	Sean Rabe', City Manager
MEETING DATE:	April 13, 2016
SUBJECT:	435-455 Serramonte Boulevard – CarMax

RECOMMENDATION

Staff recommends that the City Council adopt the following resolutions:

> RESOLUTION ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR AN AUTOMOBILE DEALERSHIP PROJECT AT 435-455 SERRAMONTE BOULEVARD
>
> RESOLUTION APPROVING AMENDED CONDITIONAL USE PERMIT, PROJECT DESIGN, SIGN PERMIT, AND TREE PERMIT FOR AN AUTOMOBILE DEALERSHIP PROJECT AT 435-455 SERRAMONTE BOULEVARD

EXECUTIVE SUMMARY

The project sponsor is seeking entitlements to redevelop two (2) adjoining parcels on Serramonte Boulevard for a new CarMax pre-owned automobile dealership. The parcels are located at 435, 445 and 455 Serramonte Boulevard and contain three existing automobile service center buildings which will be demolished for the project. The proposed automobile dealership project includes a sales building, presentation building, service building, and carwash.

FISCAL IMPACT

The Town will experience a fiscal benefit (in the form of increased sales tax revenue) from the project, as the new automobile dealership will result in an overall greater yield of vehicles sold in Colma.

BACKGROUND

The 8.55 acre project site is zoned C/DR (Commercial/Design Review) and is comprised of two (2) adjoining parcels (APN #'s: 011-341-340 and 011-341-350) located between the Acura automobile dealership and Lucky Chances on the south side of Serramonte Boulevard. The parcels' topographies are sloped in a downward direction from east to west. The two parcels contain three existing automobile service center buildings. Only one of the buildings is currently occupied (A.W. Collision at 435 Serramonte). A.W. Collision will be moving their operation to South San Francisco since there was not an appropriately sized building in Colma available for them to lease.

In 1986 the City Council approved Resolution #854 granting a Conditional Use Permit to the Tom Price Group for operation of an automobile sales and service center on Serramonte Boulevard, which includes the CarMax project site. Condition 2(j) of Resolution #854 stipulates that additions or significant changes shall require an amendment of the Resolution; therefore, the redevelopment of the parcels for a CarMax automobile dealership requires an amended Conditional Use Permit.

In 1996, the City Council approved Resolution #96-53 granting a Conditional Use Permit to erect a wireless communications installation at the project site. The installation was subsequently constructed, but it will be removed for the proposed construction and the Conditional Use Permit will be rescinded upon approval of the proposed Resolution.

CarMax will be entering into a long term lease of the property owned by Congregational Emanu-El, which owns the adjoining Home of Peace Cemetery.

ANALYSIS

Project Description

The proposed automobile dealership project includes a sales building, presentation building, service building, and carwash totaling 20,213 square feet. The proposed site design includes a new main access point near the southwestern corner of the property. A vehicle test drive gate will take access from the main customer driveway. This access will be used by CarMax for vehicle test drives only. The sales inventory display area will be located at the front of the property along Serramonte Boulevard and will be secured by highway guardrail and embassy-style security gates to secure the vehicle inventory. Customer and employee parking will be located behind the display area along the southeast side of the site. The sales and presentation buildings will be located southeast of the display area with customer access from the parking lot on the west side of the building. The service portion of the building will be located adjacent to the sales building south of the display area. The sales staging area will be located on the eastern portion of the property, behind the service building, and will be surrounded by a combination of chain-link fencing with privacy slats and highway guardrail. The staging areas will also be secured with an embassy-style security gate.

The following information outlines the proposed operations based on similarly operating CarMax facilities.

Hours of Operation

Store management will set operating hours closer to the opening date; however, the showroom (sales) areas are typically open to the public Monday through Saturday from 9:00 a.m. to 9:00 p.m. with limited hours on Sundays. The retail service areas are typically open to the public Monday through Friday from 7:30 a.m. to 6:00 p.m. Associates will be present at the store several hours before and after the public operating hours.

Deliveries

Deliveries of vehicles, parts and supplies are made on-site and typically require the presence of associates to receive the delivery. Vehicle carriers will enter the site through the main access and load and unload vehicles in the designated area on the east side of the customer and employee parking lot. Unloaded vehicles will be driven by employees from the parking lot into the staging area to await preparation for resale or disposition through the wholesale auction process described below.

Sales & Marketing

CarMax operates differently from traditional car dealerships in that it physically separates its inventory area from customer and employee parking. This is both for loss prevention control as well as operational efficiency and safety. All inventory display areas will be separated from the general public by means of guardrails, gates and fencing. Ornamental wrought-iron fencing is used to separate the customer and employee parking from the display area.

Vehicular access to the display areas is controlled by use of a secured key-card. Prospective customers are accompanied by an employee when they are in the display area. Only employees are permitted to drive cars within the display area. Emergency access will be provided within the staging and display area.

CarMax does not use outdoor loudspeakers as associates carry pagers or cell phones for communications. In addition, CarMax does not use flags, balloons, inflatables, placards in open car hoods, painted window lettering or the like in its marketing. Instead, they promote a high-end retail operation and a welcoming environment to their customers and associates.

Service Operations

An integral part of the CarMax used car sales process is the reconditioning performed on all vehicles offered for sale. This process includes a comprehensive Certified Quality Inspection of the engine and all major systems. Most routine mechanical and cosmetic repairs required to bring the vehicle up to the CarMax quality standards are performed in house; however, for some reconditioning services, third parties specializing in those services are engaged.

CarMax currently offers limited retail vehicle service (routine maintenance, tires, diagnostic and mileage services) and provides repairs to vehicles covered by their extended service plans. All service work is performed inside fully-conditioned buildings equipped with rollup doors. The service area is not visible from Serramonte Boulevard, from the parking area or from the on-site sales area.

Retail service vehicles and vehicles awaiting disposition off-site are stored in the secured non-public staging area on a temporary basis. As a visual screen and to provide security for these vehicles, the staging area is surrounded by a six foot high chain link fence with guard rail integral to the fence. Because the staging and storage of vehicles within this area is constantly changing on a daily basis, parking spaces are not designated on the plan.

The non-public carwash is located in the secured staging area and is used only by CarMax associates before vehicles are either placed in the vehicle display area or presented to customers. The carwash will operate using re-circulated water.

A 4,000 gallon above ground fuel storage tank with a non-public fuel pump is proposed for this site. The tank will be located within the private, secure vehicle staging area and fuel pump will be located adjacent to the carwash (within the secured staging area) to fuel inventory vehicles as needed.

Site Lighting & Security

CarMax uses "shoebox" type lighting fixtures mounted on 26-foot tall light poles for visibility and security. Fixtures use a flat lens and are downcast to reduce light spill onto adjacent properties. Exterior lighting will be reduced after operating hours. A conceptual lighting plan with photometric readings was submitted with the application. The plan demonstrates that lighting will be adequately contained on-site, with little spill-over lighting.

CarMax typically does not use on-site security guards, but uses interior and exterior security cameras for safety and inventory protection.

Mitigated Negative Declaration / Initial Study

The proposed Mitigated Negative Declaration finds that the project will not have a significant effect on the environment, provided that mitigation measures are implemented. This application was reviewed pursuant to the requirements of the California Environmental Quality Act (CEQA), and pursuant to Section 15070, et seq. of the State CEQA Guidelines, Staff and an outside consultant, Placeworks, prepared and circulated for a 30 day comment period a proposed Mitigated Negative Declaration on the entire project.

Notice of the availability of the document was provided to the State Clearinghouse (for any state agencies, such as Caltrans); local agencies; Native American tribes; utility providers; on the Town's website and posted on bulletin boards; and to property owners and tenants within 300' of the project site. Staff received a comment on the Mitigated Negative Declaration after the comment period ended. The consultant responded to this comment, noting that a queuing analysis recommended by Caltrans was not warranted due to the small number of vehicles using the left turn pocket (estimated at one car every eight minutes).

Below is a summary of the key issues and associated mitigation measures discussed in the Mitigated Negative Declaration:

Aesthetics

Since the site is currently developed and the proposed project will result in a reduction in building square footage, the visual change is not significant. Lighting for the site will include building lighting, lighting from signs and the replacement of existing parking lot lighting with efficient LED fixtures. Mitigation Measure AES-1 requires that the applicant submit a lighting plan to the Town of Colma Planning Department prior to building permit submittal. The plan will demonstrate that proposed light levels are comparable to light levels shown on the conceptual lighting plan and that project lighting has been designed to minimize spill-over lighting to Serramonte Boulevard. Since less of the site will be developed, there will be a beneficial increase in the amount of site landscaping around the perimeter of the site.

Air Quality

The project applicant shall ensure that construction plans include the BAAQMD Best Management Practices for fugitive dust control. The following will be required for all construction activities within the project area. These measures will reduce fugitive dust emissions primarily during soil movement and grading activities, but also during vehicle and equipment movement on unpaved project sites:

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

Biological Resources

The project proposes to remove the existing buildings, 121 trees and construct a new enclosed building. If construction activities occur during the nesting bird season (February 1 through August 31), construction noise could adversely impact potential breeding birds in and around the project site. To the extent practicable, vegetation removal and construction activities shall be performed from September through February to avoid the general nesting period for birds.

If construction cannot be performed during this period, pre-construction surveys will be performed by a qualified biologist no more than 14 days prior to construction activities to locate any bird nests. In the event that active bird nesting is observed in or adjacent to the project site, an appropriately-sized nest buffer (e.g., 100 feet for passerine birds and 250 feet for raptors) should be established. Construction activities shall avoid buffered zones and no tree will be removed until young have fledged or the nest is otherwise abandoned.

Cultural Resources

Since the site is currently fully developed, the site is considered to have low sensitivity for the presence of archaeological resources. However, if resources are discovered, there are mitigation measures included that require:

- A pre-construction meeting with a qualified archaeologist;
- Halting of work if remains are found;
- Development of a treatment plan for the handling of the resource; and
- Contacting of the San Mateo County Coroner if any of the remains are considered to be human.

Hazards and Hazardous Materials

Phase 1 and Phase 2 environmental studies have been conducted at the site. These studies did not find any existing hazards, and the site has been recently remediated through San Mateo County Environmental Health. Since the site has previously been used for auto uses, there is potential that there could be small areas of impacted soils that will require remediation. A mitigation measure that requires a Soils Management Plan prior to the applicant receiving a building permit will address any contaminated soil found during excavation.

Transportation and Traffic

The traffic analysis for the project included an analysis of 10 intersections and considered the impact of the project on these intersections. The expected traffic generation for the dealership was calculated and the existing traffic generated on the site by AW Collision was subtracted. The analysis concluded that while there would be a slight increase traffic as various intersections (including some additional delays), there would not be any impacts requiring mitigation. This finding is based on the fact that the Town of Colma accepts level of service D or F at various intersections during peak hours.

The Mitigated Negative Declaration and Initial Study have been prepared in accordance with state and local environmental laws, guidelines, and regulations. The proposed project includes a Conditional Use Permit, Sign Permit, Tree Permit, and Design Review. The Mitigated Negative Declaration fully analyzed every aspect of the project and includes appropriate mitigation measures to address potential impacts. There is no substantial evidence in support of a fair argument that the proposed project will have a significant, adverse impact on the environment with mitigation measures proposed.

Amended Conditional Use Permit

In 1986 the City Council approved Resolution #854 granting a Conditional Use Permit to the Tom Price Group for operation of an automobile sales and service center on Serramonte Boulevard, which includes the CarMax project site. Condition 2(j) of Resolution #854 stipulates that additions or significant changes shall require an amendment of the Resolution; therefore, the redevelopment of the parcels for a CarMax automobile dealership requires an amended Conditional Use Permit and new conditions of approval.

Section 5.03.410 of the Colma Municipal Code requires that certain findings be made for approval of a Use Permit. Below is a listing of the findings and a discussion of how the application meets the findings:

1. The proposed uses will be consistent with the provisions of the Colma General Plan and Zoning Ordinance.

> Discussion: The subject property is designated commercial in the General Plan and zoned Commercial/Design Review. The commercial land use designation and zoning district allow for automobile sales, service and repair facilities, retail sales, and office uses with the issuance of a Conditional Use Permit. Provided that the City Council approves the Conditional Use Permit, and the proposed uses comply with conditions of approval, the uses would be consistent with the goals and objectives of the Colma General Plan and the Zoning Ordinance.

2. Granting the Use Permit will not be detrimental to the public health, safety or public welfare, or materially injurious to the properties or improvements in the vicinity.

> Discussion: The proposed project was evaluated for compliance with the Colma General Plan and Zoning Code. The proposed project was also evaluated under the California Environmental Quality Act to determine if the project posed any impacts on the environment. Overall, granting the Use Permit will not be detrimental to the public health, safety or public welfare, or materially injurious to the properties or improvements in the vicinity because through CEQA, any potential environmental impacts have been reduced to a level of insignificance through the implementation of mitigation measures thereby ensuring the public health, safety and welfare. Further, properties or improvements in the vicinity will not be materially injured by the granting of the use permit as the project meets all development standards with regard to setbacks, landscaping, off-street parking and signage. Compliance with these standards

will further ensure that neighboring properties and improvements will not be negatively impacted.

The property is currently developed with more and larger buildings, and the project represents a net reduction in building floor area. This corresponds to a lower density of high quality and more energy efficient development that will improve the public health, safety and welfare of the community. With new stormwater improvements and a reduction in pervious surfaces, the project enhances the public safety and welfare by reducing the quantity of water entering the storm drain system and improving water quality.

3. Existing property uses, large or small, will not be detrimentally affected by the proposed use.

Discussion: Surrounding uses include additional automobile dealerships, cemeteries, and the Lucky Chances card room. Since the project will reduce the intensity of development of the site, any current effects on existing property uses will likely be reduced. Further, as previously stated, through CEQA, any potential environmental impacts have been reduced to a level of insignificance through the implementation of mitigation measures thereby ensuring that existing property uses, large or small, will not be detrimentally affected by the project. Finally, the fact that the site plan will maintain or increase the amount of landscape buffering between existing properties, will further ensure that existing properties,large or small, will not be detrimentally affected by the proposed use.

4. The granting of the Use Permit will not constitute a grant of special privilege inconsistent with the limitations imposed by the Zoning Ordinance on the existing use of properties, large or small, within the Town of Colma.

Discussion: The proposal meets all the standards identified in the Zoning Ordinance. The applicant is not requesting any special consideration, and the Town has granted other use permits for automobile sales type uses. Thus, granting the Use Permit will not constitute a grant of special privilege as other property owners and applicants in Town have been given the same type of use permit.

5. The use will not constitute a nuisance to neighboring persons or properties.

Discussion: The proposal meets all the standards identified in the Zoning Ordinance and the project site is located in a commercial zone. Neighboring properties include additional automobile dealerships, cemeteries, and Lucky Chances card room. Conditions of the Use Permit will ensure that all activities related to the uses will not negatively impact adjoining uses. Further, as previously stated, through CEQA, any potential environmental impacts have been reduced to a level of insignificance through the implementation of mitigation measures thereby ensuring that the use will not constitute a nuisance.Therefore, the uses will not constitute a nuisance to neighboring persons or properties.

Design Review

The project site is located in the DR Zone. Based on requirements of the DR Zone, the project must be designed to be appropriate for its setting and use high quality design and materials. The proposed project is subject to the Town's Design Review (DR) Design Standards, which state:

(c) DR Design Standards. All plans for development in the DR zone shall incorporate building, site and landscape design elements that are appropriate for the setting based on surrounding properties as defined in the following subsections.

(1) Building Design Elements. Principal structures and secondary structures such as, storage buildings and trash enclosures must be architecturally consistent with each other. The following design elements must be present in all buildings:

(i) Buildings shall incorporate simple, stepped massing. Flat walls shall be composed of a durable material and shall be minimized by interruptions including wall off-sets, varied use of materials, trim banding, score lines trim molding, contracting colors, trellises, etc. The use of tower or articulated roof elements is encouraged.

(ii) Roofs shall be low pitched gable and shed roof types. All flat roof areas shall be surrounded by a parapet wall and must be located where they can be viewed from adjacent buildings or property. Parapet walls shall be of such height that will completely screen all rooftop equipment.

Discussion: The proposed project satisfies the above requirements. All proposed structures are consistent with each other in materials and colors used, as well as overall design. Although not required, all proposed structures have a Spanish/Mediterranean style similar to that of other existing buildings located on neighboring sites along Serramonte Boulevard, including the Lucky Chances card room, and the Honda and Acura automobile dealerships. Together, these sites achieve a consistent site, landscape, and building design theme for the east end of Serramonte Boulevard. Elevations submitted to the Town by the project sponsor show building architecture for the proposed project includes simple stepped massing with parapets, the use of varied materials, colors, and setbacks to provide visual interest, and a variety of features including overhangs, canopies, columns, windows, and cornices for additional decoration and variation. The exterior treatment of the building is a combination of colored stucco and split face block. All flat roof areas are surrounded by parapet walls that completely screen rooftop equipment.

(2) Site and Landscape Design Elements. The following elements must be present in the site and landscape designs:

(i) Site plan and landscape design must appropriately integrate and conceal utility vaults, backflow prevention devices, trash dumpsters and other accessory elements.

(ii) A formal balanced planting layout shall be achieved by using elements such as landscape entry features, tree lined walks and boundary tree rows. Formal placement of trees in courts, pavilions and parking lots can significantly enhance the character of these public and private areas. Use of accent features such as brightly colored flowers and palm trees is encouraged. Drought tolerant and California native plant materials are encouraged.

(iii) Landscape design shall incorporate features such as arbors, trellises, fountains, walks, pavilions, curbs, light standards, benches, sculpture, enhanced pavement (materials, textures, and patterns), garden walls (free standing and retaining), wood fences and gates, ironwork gates and railings, planting pots and urns as appropriate to the project.

Discussion: The proposed conceptual landscape adequately satisfies the above requirements. All items described in (i) are sufficiently concealed by either structures or landscaping. Brightly colored flowers, palm trees, and drought tolerant plants are proposed in the preliminary plant palette. Garden walls, ornamental wood fences and gates, bicycle racks, streetlights, and signage are proposed. A final planting plan shall be required for planning staff's review and authorization prior to the issuance of a building permit.

Sign Permit

The applicant proposes to remove all existing signage onsite and install two (2) wall signs reading "CARMAX", one (1) wall sign reading "Service", one (1) two-sided pylon sign reading "CARMAX", as well as various directional and operational signage not regulated by the Sign Ordinance. The total square footage of proposed regulated signage is shown below:

Sign	Square Footage
Proposed Pylon Sign: 5'-3" x 19'-0" x 2 sides	199.5
Proposed Wall Sign ("CARMAX"): 16'-6½" x 3'-3½" x 2 signs	110
Proposed Wall Sign ("Service"): 10'-4½" x 1'-8"	27
Total:	336.5

The total allowed signage for the site is 1,800 square feet, based on a maximum allowance of 2 square feet for each linear foot of street frontage (approximately 900'). The total square footage of the proposed signage is 336.5 square feet.

The C (Commercial) Zone allows a maximum height of 36 feet for pole signs, and the proposed pylon sign is 35' in height. Also, no single pole sign may have a sign area greater than 300 square feet, and the proposed pylon sign is total of 199.5 square feet with both sides combined.

The applicant is proposing “now hiring” and “now open” banners to be used during the first 90 days of operation.

Section 4.07.210(d) of the Colma Municipal Code requires that certain findings be made for the approval of a Sign Permit. The following findings are listed in support of the project approval:

1. The signage is consistent with the provisions of the General Plan of the Town of Colma.

   Discussion: The proposed signage is allowed with a Sign Permit in areas designated and zoned for commercial uses. The subject property is in the C Zone and designated in the General Plan for commercial uses. The proposed signage is consistent with the provisions of the Colma General Plan, as well as the sign and zoning regulations of the Colma Municipal Code.

2. The granting of the Sign Permit will not be detrimental to the public health, safety of public welfare, or materially injurious to properties or improvements in the vicinity.

   Discussion: The granting of the Sign Permit will not be detrimental to the public health, safety or public welfare or materially injurious to properties or improvements in the vicinity since the signage is appropriately sized, attractive, and located so as not to create a visibility hazard. Specifically, the wall and pylons signs are similar in size to other auto dealerships along Serramonte Boulevard, including the Honda and Acura dealerships just west of the project site. The pylon sign is set back approximately 35 feet from Serramonte Boulevard and will not create visibility hazard on Serramonte Boulevard or from vehicles entering or exiting the site. The proposed pylon sign will not block any existing pylon signs.

3. Existing property uses, large or small, will not be detrimentally affected by the proposed signs.

   Discussion: As stated above, the proposed signage will not create a visibility hazard or block other signs. Existing property uses, large or small, will not be detrimentally affected by the proposed signage; in fact, new signage will contribute to a well-maintained high quality appearance along Serramonte Boulevard.

4. The granting of the sign permit will not constitute a grant of special privilege inconsistent with the limitations imposed by the subchapter on the existing use of properties, large or small, with the Town of Colma.

   Discussion: The proposed signage meets the regulations of the Colma Municipal Code. The area of the proposed pylon sign is well below the total allowable sign area for pylon signs in the C Zone. Also, when combined with the total area of additional proposed signage, the total area of all signage is well below the maximum allowed for the site. The granting of the Sign Permit will not constitute a grant of special privilege inconsistent with the limitations imposed by the Municipal Code on the existing use of properties, large or small, within the Town of Colma since no variances are requested, the signage is entirely on the subject property, and the signs are similar to other signs permitted for auto businesses in the Town.

5. The signs will not constitute a nuisance as to neighboring persons or properties.

Discussion: The proposed signage is tasteful, has a conventional design consistent with industry standards and will be professionally manufactured. The proposed signs conform to the purpose and intent of the General Plan and Municipal Code of the Town of Colma, and will not constitute a nuisance to neighboring persons or properties.

Tree Permit

The project will require the removal of 121 trees. Only 61 of these trees are subject to a tree permit since they are over 12" in diameter.

Section 5.06.050 of the Colma Municipal Code requires a Tree Removal Permit whenever a tree (defined as any woody plant larger than 12" in diameter) is removed. Normally, Tree Removal Permits are granted administratively by the City Planner. However, when any of the requested actions of an application includes review by the City Council, the City Council reviews and decides on the Tree Permit as well.

Section 5.06.050 of the Colma Municipal Code requires that certain findings be made for approval of a Tree Removal Permit. The listed findings support approval of this permit request.

1. The condition of the trees with respect to disease, hazard proximity to existing or proposed structures, or interference with utility services.

Discussion. The trees to be removed would interfere with proposed structures, utilities, and other improvements.

2. The necessity of removal or alteration of the trees in order to improve the property.

Discussion. The removal of the trees is required to allow for the structures, parking, circulation and other improvements associated with the proposed automobile dealership. The project site is located within the Colma Auto Row, a commercially intensive area of land intended to house all the Town's automobile dealerships. Since the project site is currently only used for auto service and repair, and since efforts to strengthen commercial uses in this area are strongly encouraged in the General Plan, the proposed auto dealership would constitute a highly significant improvement to the property. Since visibility is required from Serramonte Boulevard, the existing trees along the site frontage require removal.

3. The topography of the land, and the effect of the tree removal or alteration on protection from wind, soil erosion or increased flow of surface water.

Discussion. The trees' removal will not have a significant impact on protection from wind, since there are 37 additional mature and healthy trees that will remain in place and 121 new trees that will be planted. The site will include new landscaping, trees and mulch that prevent soil erosion. Because the site will have a better engineered drainage system than the present site, surface water flow will be decreased over the present condition.

4. The protection of privacy for the property on which the trees are located or for adjacent properties.

Discussion. The tree removals will not have a significant impact on privacy for the property, since there are 37 additional mature and healthy trees that will remain in place on the embankment adjacent to the cemetery to the south and 121 new trees will be planted along the frontage and perimeter of the site that will provide visual screening to the Acura dealership to the west, the cemetery to the south and the Lucky Chances cardroom to the east. Based on this information, the trees' removal will not impact protection of privacy for the properties on which the trees are located or for adjacent properties.

5. The number of trees in the neighborhood, and the effect of tree removal or alteration on property values in and characteristic of the neighborhood.

Discussion. The tree removals will not affect the property values or characteristics of surrounding properties because there are 37 additional mature and healthy trees that will remain in place and 121 new trees that will be planted. Based on this information, the tree removals will not negatively impact the number of trees in the neighborhood, property values, or neighborhood character.

Council Adopted Values

The recommendation is consistent with the Council value of ***fairness*** because the recommended decisions are consistent with how similar requests have been handled, and with the Council value of ***responsibility*** because the proposed application has been carefully reviewed and conditioned so that it will be consistent with adopted development policies and regulations, and compatible within its setting.

Sustainability Impact

The project will be a net long-term sustainability improvement to the site. Demolition of the existing structures will require recycling of demolition debris. The building design will meet or exceed current building and energy code requirements and be more efficient than the buildings on the site. The amount of landscaping on the site will increase. The stormwater management strategy for the site will consist of a 12,632+/- square foot bio-retention basin located at the western end of the site, which will meet the Municipal Regional Stormwater NPDES Permit (MRP) requirements and standards and improve water quality leaving the site. This improvement will reduce the amount of water running off of the site, and allow for water infiltration to recharge ground water.

Alternatives

The following courses of action are available to the City Council:

One alternative to adopting the resolution approving the amended Conditional Use Permit, project design, sign permit and tree permit would be to adopt the resolution with modified or additional standards or conditions of approval which would allow for the site renovation to occur in a manner that differs in one or more aspects from what is being proposed. If the Council

proposes other conditions, they can either be incorporated at the meeting or staff would draft amended documents and return them for consideration at the next meeting.

A second alternative would be to not approve the project and deny the amended Conditional Use Permit, Design Review, Sign Permit and Tree Permit. This action would result in the continued allowed use of the parcels for automobile service use, but deny the proposed automobile dealership. This alternative is not recommended since the proposed project is consistent with the General Plan and Municipal Code. In addition, development of the project site is a logical extension of the Colma Auto Sales District, and the Town will experience a fiscal benefit (in the form of increased sales tax revenue) as the new automobile dealership will result in an overall greater yield of vehicles sold in Colma. The existing buildings on the site have been underutilized for many years.

CONCLUSION

Staff recommends that the City Council adopt the Resolution approving a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and then adopt the Resolution approving an amended Conditional Use Permit, Design Review, Sign Permit, and Tree Permit.

ATTACHMENTS

A. Resolution 2016-_____, Adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in Compliance with the California Environmental Quality Act for an automobile dealership project at 435-455 Serramonte Boulevard (With Exhibit A – Mitigation Monitoring and Reporting Program)

B. Resolution 2016-_____, Approving Amended Conditional Use Permit, Project Design, Sign Permit, and Tree Permit for an automobile dealership project at 435-455 Serramonte Boulevard

C. Project Plan Set (11”x17” set)

D. Draft Mitigated Negative Declaration/Initial Study

E. Response to Comments Memo dated March 29, 2016

RESOLUTION NO. 2016-__
OF THE CITY COUNCIL OF THE TOWN OF COLMA

RESOLUTION ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR AN AUTOMOBILE DEALERSHIP PROJECT AT 435-455 SERRAMONTE BOULEVARD

The City Council of the Town of Colma does resolve as follows:

1. Background

(a) Staff completed an Initial Study in full compliance with the California Environmental Quality Act, Public Resources Code Section 21000 *et seq*. and the State CEQA Guidelines, 14 California Code of Regulations, Section 15000 *et seq.* (collectively, "CEQA")of the proposed automobile dealership project for 435 - 455 Serramonte Boulevard, and determined that there was a potential for environmental impacts to occur with the project. On that basis, a mitigated negative declaration was prepared in compliance with CEQA Guideline 15070 *et seq.* that shows all impacts can be mitigated to a less than significant level through mitigation measures included in the document.

(b) Staff posted a Notice of Intent to Adopt a Mitigated Negative Declaration with the San Mateo County Clerk on February 4, 2016.

(c) On February 4, 2016, staff mailed the Notice of Intent to Adopt a Mitigated Negative Declaration to responsible agencies, interested parties and organizations and posted on its three official bulletin boards the Notice of Intent to Adopt a Mitigated Negative Declaration and posted the Initial Study and Draft Mitigated Negative Declaration on the Town's website for public comment pursuant to CEQA Guideline 15072.

(d) The Mitigated Negative Declaration was out for public review period for 30 days from February 4, 2016 to March 5, 2016 consistent with CEQA Guideline 15073 . No comments were received during the comment period. A letter from the California Department of Transportation was received on March 25, 2016 and responded to by a memorandum dated March 29, 2016.

(e) The City Council of the Town of Colma held a public hearing on this matter on April 13, 2016 and evidence was taken.

(f) The City Council has considered the Initial Study, the proposed Mitigated Negative Declaration, the Staff Report, all comments received to date, and evidence presented during the review process.

(g) The Initial Study, the Mitigated Negative Declaration, the Staff Report, comment letters, and all other documents that constitute the record of this matter can be reviewed at the Town of Colma, Town Hall, Planning Department, 1190 El Camino Real, Colma, CA 94014.

2. Findings

Based on the entirety of the record, the City Council of the Town of Colma hereby finds as follows:

(a) The foregoing Recitals are true and correct, and incorporated herein by reference.

(b) The Mitigated Negative Declaration, which consists of the Initial Study, the draft Mitigated Negative Declaration, and this Resolution, has been prepared in accordance with CEQA.

Discussion: The proposed project includes an Amended Conditional Use Permit, Design Review, Sign Permit, and Tree Permit for a new CarMax automobile dealership located at 435-455 Serramonte Boulevard. The Mitigated Negative Declaration fully analyzed every aspect of the project and includes appropriate mitigation measures to mitigate potential impacts to a level of insignificance.

As described in items 1(a-h), above, the Mitigated Negative Declaration, including the Initial Study, the draft Mitigated Negative Declaration and this Resolution have all been prepared, circulated, and made available for public review in accordance with CEQA.

(c) There is no substantial evidence in support of a fair argument that the proposed project will have a significant, adverse impact on the environment with the mitigation measures proposed. Feasible mitigation measures will be incorporated into the proposed project, such that the potential significant effects are eliminated or reduced to a level of insignificance.

Discussion: The project will comply with mitigation measures in the following areas to address the potential impacts of the project and each and every mitigation measure will be imposed as a condition of approval of the project in order to ensure a less than significant impact:

- AESTHETICS

Mitigation Measure AES-1: The Project applicant shall submit a final lighting plan to the Town of Colma Planning Department prior to obtaining a building permit that demonstrates that proposed light levels are comparable to the conceptual lighting plan submitted with the application on September 9, 2015. The lighting plan shall demonstrate that proposed lighting has been designed to minimize spillover lighting to all surrounding properties immediately adjacent to the Project site. If spillover beyond what is approved is observed during operation, the Project applicant shall be required to correct the lighting by one or more of the following measures: adjusting light fixtures to reduce lighting levels; adding diffusers or hoods; or reducing wattage of bulbs.

- AIR QUALITY

Mitigation Measure AIR-1: The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of

PM10 and PM2.5:

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

- Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.

- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).

- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust.

- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.

- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.

- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

- Limit vehicle traffic speeds on unpaved roads to 15 mph.

- Replant vegetation in disturbed areas as quickly as possible.

- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

- <u>BIOLOGICAL RESOURCES</u>

Mitigation Measure BIO-1: Construction activities, such as tree removal, shall be performed between September 1 and January 31 to avoid the general nesting period for birds. If construction cannot be performed during this period, pre-construction surveys shall be prepared by a qualified biologist no more than 14 days prior to construction activities to determine the presence of any bird nests. In the event that active bird nesting is identified on the Project site or its immediate vicinity, appropriate protections to the nest shall be taken, including but not limited to, establishing a minimum 100-foot buffer for passerine birds and 250-foot buffer for raptors, and ensuring that construction activities shall avoid buffered zones. Any tree containing active nesting shall not be removed until the nest is no longer active.

- CULTURAL RESOURCES

Mitigation Measure CULT-1: The Project shall comply with the following measures during construction of the Project:

- A pre-construction training meeting will be held by a qualified archaeologist with all construction personnel working at the job site to explain possible archaeological resources that may be discovered and the protocol for work stoppage and notification.
- If archaeological remains are found, work at the place of discovery shall be halted immediately until a qualified archaeologist can evaluate the finds [CEQA Guidelines Section 15064.5(f)].
  - Prehistoric site indicators generally include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); and bedrock outcrops and boulders with mortar cups.
  - Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).
- If archaeological remains are found and judged potentially significant, a treatment plan shall be developed and executed.
- All cultural materials recovered as part of the Project shall be subject to scientific analysis and a report prepared according to current professional standards.

Mitigation Measure CULT-2: A pre-construction training meeting will be held by a qualified paleontologist with all construction personnel working at the job site to explain possible paleontological resources that may be discovered and the protocol for work stoppage and notification. If fossils are discovered during construction, ground-disturbing activities shall halt immediately until a qualified paleontologist can assess the significant of the discovery. Depending on determinations made by the paleontologist, work may either be allowed to continue once the discovery has been recorded, or if recommended by the paleontologist, recovery of the resource may be required, in which ground-disturbing activity within the area of the find would be temporarily halted until the resource has been recovered. In the event that treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology guidelines and current professional standards. The Town of Colma will ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.

Mitigation Measure CULT-3: In the event of discovery or recognition of any human remains during construction activities, ground-disturbing activities shall halt immediately within 100 feet of the discovery until the San Mateo County Coroner has been notified to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) shall be contacted within 24 hours if the remains are determined to be Native American. The NAHC shall then identify the most likely descendant in order to determine and make recommendations to the Town of Colma for the appropriate means of treating the human remains.

Mitigation Measure CULT-4: Implement Mitigation Measures CULT-1 and CULT-3.

- HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure HAZ-1: Prior to the start of construction activities, the applicant shall prepare and submit to the Town of Colma Planning Department a Soils Management Plan (SMP) to outline the procedures and protocols for the handling, transport, and disposal of potentially impacted soils. The Soils Management Plan shall be prepared according to current professional standards and shall generally include information such as the purpose and objectives of the SMP, site description and background, applicability of regulatory and/or institutional requirements, soil management procedures for potentially impacted soils (e.g., dust-control, erosion control, soil stockpile management, and soil disposal), health and safety, and any special considerations related to the handling, transport, and disposal of potentially impacted soils.

(d) This Mitigated Negative Declaration reflects the independent judgment and analysis of the City Council of the Town of Colma.

Discussion: The City Council has reviewed and considered the information contained in the Mitigated Negative Declaration and provided the opportunity for comment during the public review period; and the mitigation measures agreed to by the applicant would avoid or mitigate the effects to a point where clearly no significant effects would occur. On the basis of the whole record before the City Council (including this Mitigated Negative Declaration), there is no substantial evidence of a fair argument that the project will have a significant effect on the environment.

3. Mitigated Negative Declaration Adopted.

(a) The City Council, having reviewed the proposed project and the proposed Mitigated Negative Declaration, hereby adopts the Mitigated Negative Declaration, the attached Mitigation Monitoring Program for the proposed project (Exhibit A), imposes each mitigation measure as a condition of approval of the project, and instructs the City Planner to post a Notice of Determination in accordance with law.

* * * * * *

Certification of Adoption

I certify that the foregoing Resolution No. 2016-__ was duly adopted at a regular meeting of the City Council of the Town of Colma held on April 13, 2016, by the following vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Diana Colvin, Mayor					
Helen Fisicaro					
Raquel "Rae" Gonzalez					
Joseph Silva					
Joanne F. del Rosario					
Voting Tally					

Dated _____

_____
Diana Colvin, Mayor

Attest: _____
Caitlin Corley, City Clerk

Exhibit A: Mitigation Monitoring and Reporting Program

NOTICE OF RIGHT TO PROTEST

The Conditions of Project Approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the 90-day approval period in which you may protest these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a), began on date of adoption of this resolution. If you fail to file a protest within this 90-day period complying with all of the requirements of Section 66020, you will be legally barred from later challenging such exactions.

AGREEMENT

Property Owner/Permittee
The undersigned agrees to use the property on the terms and conditions set forth in this resolution.

Dated: _____ _____
Congregation Emanu-El, Representative

Dated: _____ _____
CARMAX, Representative

TOWN OF COLMA
COLMA
AUGUST 5, 1924
CALIFORNIA

TABLE 1 **MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/ Reporting Action	Monitoring Frequency/ Timing	Verified Implementation
AESTHETICS						
AES-1: The Project applicant shall submit a final lighting plan to the Town of Colma Planning Department prior to obtaining a building permit that demonstrates that proposed light levels are comparable to the conceptual lighting plan submitted with the application on September 9, 2015. The lighting plan shall demonstrate that proposed lighting has been designed to minimize spillover lighting to all surrounding properties immediately adjacent to the Project site. If spillover beyond what is approved is observed during operation, the Project applicant shall be required to correct the lighting by one or more of the following measures: adjusting lighting fixtures to reduce lighting levels; adding diffusers or hoods; or reducing wattage of bulbs.	Project Applicant	Prior to issuance of building permits	Town of Colma Planning Department	Regularly scheduled site inspections	Once, prior to issuance of building permits and during regularly scheduled site inspections	Initials:_____ Date:_____
AIR QUALITY						
AIR-1: The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM_{10} and $PM_{2.5}$: ▪ Water all active construction areas at least twice daily, or as	Project Contractor	During construction	Town of Colma Building Department	Regularly scheduled site inspections	Ongoing throughout construction	Initials:_____ Date:_____

TABLE 1 **MITIGATION MONITORING AND REPORTING PROGRAM** (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/ Reporting Action	Monitoring Frequency/ Timing	Verified Implementation
often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. ▪ Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). ▪ Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust.						

TABLE 1 **MITIGATION MONITORING AND REPORTING PROGRAM** (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/ Reporting Action	Monitoring Frequency/ Timing	Verified Implementation
▪ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material. ▪ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. ▪ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). ▪ Limit vehicle traffic speeds on unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Install sandbags or other erosion control measures to prevent silt runoff from public roadways.						
BIOLOGICAL RESOURCES						
BIO-1: Construction activities, such as tree removal, shall be performed between September 1 and January 31 to avoid the general nesting period for birds. If	Project Applicant and Project Contractor	During construction	Town of Colma Planning and Building	Regularly scheduled site inspections	Ongoing throughout construction	Initials:_____ Date:_____

TABLE 1 **MITIGATION MONITORING AND REPORTING PROGRAM** (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/ Reporting Action	Monitoring Frequency/ Timing	Verified Implementation
construction cannot be performed during this period, pre-construction surveys shall be prepared by a qualified biologist no more than 14 days prior to construction activities to determine the presence of any bird nests. In the event that active bird nesting is identified on the Project site or its immediate vicinity, appropriate protections to the nest shall be taken, including but not limited to, establishing a minimum 100-foot buffer for passerine birds and 250-foot buffer for raptors, and ensuring that construction activities shall avoid buffered zones. Any tree containing active nesting shall not be removed until the nest is no longer active.			Departments			
CULTURAL RESOURCES						
CULT-1: The Project shall comply with the following measures during construction of the Project: ▪ A pre-construction training meeting will be held by a qualified archaeologist with all construction personnel working at the job site to explain possible archaeological resources that may be discovered and the protocol for work stoppage and	Project Applicant and Project Contractor	Prior to start of construction	Town of Colma Planning Department	Verify that a pre-construction meeting was held and retain for administrative record	Once, prior to commencement of construction activities	Initials:_____ Date:_____

TABLE 1 **MITIGATION MONITORING AND REPORTING PROGRAM** (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/ Reporting Action	Monitoring Frequency/ Timing	Verified Implementation
notification. ▪ If archaeological remains are found, work at the place of discovery shall be halted immediately until a qualified archaeologist can evaluate the finds [CEQA Guidelines Section 15064.5(f)]. o Prehistoric site indicators generally include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); and bedrock outcrops and boulders with mortar cups. o Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash						

TABLE 1 **MITIGATION MONITORING AND REPORTING PROGRAM** (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/ Reporting Action	Monitoring Frequency/ Timing	Verified Implementation
deposits (e.g., wells, privy pits, dumps). ▪ If archaeological remains are found and judged potentially significant, a treatment plan shall be developed and executed. ▪ All cultural materials recovered as part of the Project shall be subject to scientific analysis and a report prepared according to current professional standards.						
CULT-2: A pre-construction training meeting will be held by a qualified paleontologist with all construction personnel working at the job site to explain possible paleontological resources that may be discovered and the protocol for work stoppage and notification. If fossils are discovered during construction, ground-disturbing activities shall halt immediately until a qualified paleontologist can assess the significant of the discovery. Depending on determinations made by the paleontologist, work may either be allowed to continue once the discovery has been recorded, or if recommended by the paleontologist, recovery of the resource may be required, in which	Project Applicant and Project Contractor	Prior to start of construction	Town of Colma Planning Department	Verify that a pre-construction meeting was held and retain for administrative record	Once, prior to commencement of construction activities	Initials:_____ Date:_____

TABLE 1 **MITIGATION MONITORING AND REPORTING PROGRAM** (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/ Reporting Action	Monitoring Frequency/ Timing	Verified Implementation
ground-disturbing activity within the area of the find would be temporarily halted until the resource has been recovered. In the event that treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology guidelines and current professional standards. The Town of Colma will ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.						
CULT-3: In the event of discovery or recognition of any human remains during construction activities, ground-disturbing activities shall halt immediately within 100 feet of the discovery until the San Mateo County Coroner has been notified to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) shall be contacted within 24 hours if the remains are determined to be Native American. The NAHC shall then identify the most likely descendant in order to determine and make recommendations to the Town of Colma for the appropriate means of treating the human remains.	Project Contractor	During construction	Town of Colma Building Department	If human remains are discovered, verify that construction has been halted and contact the San Mateo County Coroner	Ongoing throughout construction	Initials:_____ Date:_____

TABLE 1 **MITIGATION MONITORING AND REPORTING PROGRAM** (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/ Reporting Action	Monitoring Frequency/ Timing	Verified Implementation
CULT-4: Implement Mitigation Measures CULT-1 and CULT-3.	Project Applicant and Project Contractor	Prior to start of construction and during construction	Town of Colma Planning and Building Departments	If human remains are discovered, verify that construction has been halted and contact the San Mateo County Coroner	Ongoing throughout construction	Initials:_____ Date:_____
HAZARDS AND HAZARDOUS MATERIALS						
HAZ-1: Prior to the start of construction activities, the applicant shall prepare and submit to the Town of Colma Planning Department a Soils Management Plan (SMP) to outline the procedures and protocols for the handling, transport, and disposal of potentially impacted soils. The Soils Management Plan shall be prepared according to current professional standards and shall generally include information such as the purpose and objectives of the SMP, site description and background, applicability of regulatory and/or institutional requirements, soil management procedures for potentially impacted soils (e.g., dust-control, erosion control, soil stockpile management, and soil disposal), health and safety, and any special considerations related to the handling, transport, and disposal of potentially impacted soils.	Project Applicant	Prior to issuance of building permits	Town of Colma Planning and Building Departments	Plan review	Once, prior to issuance of building permits	Initials:_____ Date:_____

RESOLUTION NO. 2016-__
OF THE CITY COUNCIL OF THE TOWN OF COLMA

RESOLUTION APPROVING AMENDED CONDITIONAL USE PERMIT, PROJECT DESIGN, SIGN PERMIT, AND TREE PERMIT FOR AN AUTOMOBILE DEALERSHIP PROJECT AT 435-455 SERRAMONTE BOULEVARD

The City Council of the Town of Colma does resolve as follows:

1. Background

This resolution was adopted after the following proceedings had occurred:

(a) The Town has received an application from CarMax for approval of an Amended Conditional Use Permit, Design Review, Sign Permit and Tree Permit for an automobile dealership project at 435-455 Serramonte Boulevard (APN #'s: 011-341—340 and 011-341-350) (the "Project" or "project").

(b) A proposed Notice of Intent to Adopt a Mitigated Negative Declaration for the Project was posted with the San Mateo County Clerk in a timely manner and was made available to the public;

(c) A public hearing was held on this matter on April 13, 2016 and evidence was taken at the public hearing;

(d) At this public hearing, the City Council of the Town of Colma adopted Resolution No. 2016-__ adopting a Mitigated Negative Declaration, and a Mitigation Monitoring and Reporting Program for the Project;

(e) The City Council has considered the staff report and evidence presented at the public hearing.

2. Findings

The City Council finds that:

Findings Related to the Conditional Use Permit

(a) The proposed Amended Conditional Use Permit will be consistent with the provisions of the Colma General Plan and Zoning Ordinance.

Discussion: The subject property is designated commercial in the General Plan and zoned Commercial/Design Review. The commercial land use designation and zoning district allow for automobile sales, service and repair facilities, retail sales, and office uses with the issuance of a Conditional Use Permit. Provided that the City Council approves the Conditional Use Permit, and the proposed uses comply with conditions of approval, the uses would be consistent with the goals and objectives of the Colma General Plan and the Zoning Ordinance.

(b) Granting the Conditional Use Permit will not be detrimental to the public health, safety or public welfare, or materially injurious to properties or improvements in the vicinity.

Discussion: The proposed project was evaluated for compliance with the Colma General Plan and Zoning Code. The proposed project was also evaluated under the California Environmental Quality Act to determine if the project posed any impacts on the environment. Overall, granting the Use Permit will not be detrimental to the public health, safety or public welfare, or materially injurious to the properties or improvements in the vicinity because through CEQA, any potential environmental impacts have been reduced to a level of insignificance through the implementation of mitigation measures thereby ensuring the public health, safety and welfare. Further, properties or improvements in the vicinity will not be materially injured by the granting of the use permit as the project meets all development standards with regard to setbacks, landscaping, off-street parking and signage. Compliance with these standards will further ensure that neighboring properties and improvements will not be negatively impacted.

The property is currently developed with more and larger buildings, and the project represents a net reduction in building floor area. This corresponds to a lower density of high quality and more energy efficient development that will improve the public health, safety and welfare of the community. With new stormwater improvements and a reduction in pervious surfaces, the project enhances the public safety and welfare by reducing the quantity of water entering the storm drain system and improving water quality.

(c) Existing property uses, large or small, would not be detrimentally affected by the proposed use.

Discussion: Surrounding uses include additional automobile dealerships, cemeteries, and the Lucky Chances card room. Since the project will reduce the intensity of development of the site, any current effects on existing property uses will likely be reduced. Further, as previously stated, through CEQA, any potential environmental impacts have been reduced to a level of insignificance through the implementation of mitigation measures thereby ensuring that existing property uses, large or small, will not be detrimentally affected by the project. Finally, the fact that the site plan will maintain or increase the amount of landscape buffering between existing properties, will further ensure that existing properties,large or small, will not be detrimentally affected by the proposed use.

(d) The granting of a Conditional Use Permit will not constitute a grant of special privilege inconsistent with the limitations imposed by the Zoning Ordinance on the existing use of properties, large or small, within the Town of Colma.

Discussion: The proposal meets all the standards identified in the Zoning Ordinance. The applicant is not requesting any special consideration, and the Town has granted other use permits for automobile sales type uses. Thus, granting the Use Permit will not constitute a grant of special privilege as other property owners and applicants in Town have been given the same type of use permit.

(e) The Conditional Use Permit would not constitute a nuisance to neighboring persons or properties.

Discussion: The proposal meets all the standards identified in the Zoning Ordinance and the project site is located in a commercial zone. Neighboring properties include additional automobile dealerships, cemeteries, and Lucky Chances card room. Conditions of the Use Permit will ensure that all activities related to the uses will not negatively impact adjoining uses. Further, as previously stated, through CEQA, any potential environmental impacts have been reduced to a level of insignificance through the implementation of mitigation measures thereby ensuring that the use will not constitute a nuisance.Therefore, the uses will not constitute a nuisance to neighboring persons or properties.

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Findings Related to Design Review

(a) DR Design Standards. All plans for development in the DR zone shall incorporate building, site and landscape design elements that are appropriate for the setting based on surrounding properties as defined in the following subsections.

(1) Building Design Elements. Principal structures and secondary structures such as, storage buildings and trash enclosures must be architecturally consistent with each other. The following design elements must be present in all buildings:

(i) Buildings shall incorporate simple, stepped massing. Flat walls shall be composed of a durable material and shall be minimized by interruptions including wall off-sets, varied use of materials, trim banding, score lines trim molding, contracting colors, trellises, etc. The use of tower or articulated roof elements is encouraged.

(ii) Roofs shall be low pitched gable and shed roof types. All flat roof areas shall be surrounded by a parapet wall and must be located where they can be viewed from adjacent buildings or property. Parapet walls shall be of such height that will completely screen all rooftop equipment.

Discussion: The proposed project satisfies the above requirements. All proposed structures are consistent with each other in materials and colors used, as well as overall design. Although not required, all proposed structures have a Spanish/Mediterranean style similar to that of other existing buildings located on neighboring sites along Serramonte Boulevard, including the Lucky Chances card room, and the Honda and Acura automobile dealerships. Together, these sites achieve a consistent site, landscape, and building design theme for the east end of Serramonte Boulevard. Elevations submitted to the Town by the project sponsor show building architecture for the proposed project includes simple stepped massing with parapets, the use of varied materials, colors, and setbacks to provide visual interest, and a variety of features including overhangs, canopies, columns, windows, and cornices for additional decoration and variation. The exterior treatment of the building is a combination of colored stucco and split face block. All flat roof areas are surrounded by parapet walls that completely screen rooftop equipment.

(2) Site and Landscape Design Elements. The following elements must be present in the site and landscape designs:

(i) Site plan and landscape design must appropriately integrate and conceal utility vaults, backflow prevention devices, trash dumpsters and other accessory elements.

(ii) A formal balanced planting layout shall be achieved by using elements such as landscape entry features, tree lined walks and rives, and boundary tree rows. Formal placement of trees in courts, pavilions and parking lots can significantly enhance the character of these public and private areas. Use of accent features such as brightly colored flowers and palm trees is encouraged. Drought tolerant and California native plant materials are encouraged.

(iii) Landscape design shall incorporate features such as arbors, trellises, fountains, walks, pavilions, curbs, light standards, benches, sculpture, enhanced pavement (materials, textures, and patterns), garden walls (free standing and retaining), wood fences and gates, ironwork gates and railings, planting pots and urns as appropriate to the project.

Discussion: The proposed conceptual landscape adequately satisfies the above requirements. All items described in (i) are sufficiently concealed by either structures or landscaping. Brightly colored flowers, palm trees, and drought tolerant plants are proposed in the preliminary plant palette. Garden walls, ornamental wood fences and gates, bicycle racks, streetlights, and signage are proposed. A final planting plan shall be required for planning staff's review and authorization prior to the issuance of a building permit.

Findings Related to Sign Permit

(a) The signage is consistent with the provisions of the General Plan of the Town of Colma.

Discussion: The proposed signage is allowed with a Sign Permit in areas designated and zoned for commercial uses. The subject property is in the C Zone and designated in the General Plan for commercial uses. The proposed signage is consistent with the provisions of the Colma General Plan, as well as the sign and zoning regulations of the Colma Municipal Code.

(b) The granting of the Sign Permit will not be detrimental to the public health, safety of public welfare, or materially injurious to properties or improvements in the vicinity.

Discussion: The granting of the Sign Permit will not be detrimental to the public health, safety or public welfare or materially injurious to properties or improvements in the vicinity since the signage is appropriately sized, attractive, and located so as not to create a visibility hazard. Specifically, the wall and pylons signs are similar in size to other auto dealerships along Serramonte Boulevard, including the Honda and Acura dealerships just west of the project site. The pylon sign is set back approximately 35 feet from Serramonte Boulevard and will not create visibility hazard on Serramonte

Boulevard or from vehicles entering or exiting the site. The proposed pylon sign will not block any existing pylon signs.

(c) Existing property uses, large or small, will not be detrimentally affected by the proposed signs.

Discussion: As stated above, the proposed signage will not create a visibility hazard or block other signs. Existing property uses, large or small, will not be detrimentally affected by the proposed signage; in fact, new signage will contribute to a well-maintained high quality appearance along Serramonte Boulevard.

(d) The granting of the sign permit will not constitute a grant of special privilege inconsistent with the limitations imposed by the subchapter on the existing use of properties, large or small, with the Town of Colma.

Discussion: The proposed signage meets the regulations of the Colma Municipal Code. The area of the proposed pylon sign is well below the total allowable sign area for pylon signs in the C Zone. Also, when combined with the total area of additional proposed signage, the total area of all signage is well below the maximum allowed for the site. The proposed pylon sign's height is significantly below the maximum allowed as well. The granting of the Sign Permit will not constitute a grant of special privilege inconsistent with the limitations imposed by the Municipal Code on the existing use of properties, large or small, within the Town of Colma since no variances are requested, the signage is entirely on the subject property, and the signs are similar to other signs permitted for auto businesses in the Town.

(e) The signs will not constitute a nuisance as to neighboring persons or properties.

Discussion: The proposed signage is tasteful, has a conventional design consistent with industry standards and will be professionally manufactured. The proposed signs conform to the purpose and intent of the General Plan and Municipal Code of the Town of Colma, and will not constitute a nuisance to neighboring persons or properties.

Findings Related to Tree Permit

(a) The condition of the trees with respect to disease, hazard proximity to existing or proposed structures, or interference with utility services.

Discussion: The trees to be removed interfere with proposed structures, utilities, and other improvements.

(b) The necessity of removal or alteration of the trees in order to improve the property.

Discussion: The removal of the trees is required to allow for the structures, parking, circulation and other improvements associated with the proposed automobile dealership. The project site is located within the Colma Auto Row, a commercially intensive area of land intended to house all the Town's automobile dealerships. Since the project site is currently only used for auto service and repair, and since efforts to strengthen

commercial uses in this area are strongly encouraged in the General Plan, the proposed auto dealership would constitute a highly significant improvement to the property. Since visibility is required from Serramonte Boulevard, the existing trees along the site frontage require removal.

(c) The topography of the land, and the effect of the tree removal or alteration on protection from wind, soil erosion or increased flow of surface water.

Discussion: The trees' removal will not have a significant impact on protection from wind, since there are 37 additional mature and healthy trees that will remain in place and 121 new trees that will be planted. The site will include new landscaping, trees and mulch that prevent soil erosion. Because the site will have a better engineered drainage system than the present site, surface water flow will be decreased over the present condition.

(d) The protection of privacy for the property on which the trees are located or for adjacent properties.

Discussion: The tree removals will not have a significant impact on privacy for the property, since there are 37 additional mature and healthy trees that will remain in place on the embankment adjacent to the cemetery to the south and 121 new trees will be planted along the frontage and perimeter of the site that will provide visual screening to the Acura dealership to the west, the cemetery to the south and the Lucky Chances cardroom to the east. Based on this information, the trees' removal will not impact protection of privacy for the properties on which the trees are located or for adjacent properties.

(e) The number of trees in the neighborhood, and the effect of tree removal or alteration on property values in and characteristic of the neighborhood.

Discussion: The tree removals will not affect the property values or characteristics of surrounding properties because there are 37 additional mature and healthy trees that will remain in place and 121 new trees that will be planted. Based on this information, the tree removals will not negatively impact the number of trees in the neighborhood, property values, or neighborhood character.

3. Order; Conditions of Approval.

The City Council approves an Amended Conditional Use Permit, Design Review, and Tree Permit for the full-site development of an auto dealership, located at 435-455 Serramonte Boulevard (APN #'s: 011-341—340 and 011-341-350), subject to the full and faithful performance of each of the general terms and conditions set forth in this Resolution and the following project-specific conditions set forth:

Conditions Relating to Use of the Land

(a) *Allowed Uses.* Uses for this property shall include new and used auto sales and additional retail sales, auto repair and servicing, offices, and car washing. Any additional or

different uses proposed on the property shall require a new or amended Conditional Use Permit.

(b) *All Uses Within a Building.* The Permittee shall conduct all uses within a fully enclosed building, with the exception of automobile inventory and sales.

(c) *Nuisances.* The Permittee shall not allow any nuisance to be maintained at the premises.

(d) *Signage.* All signs to be used for identification of the business and directional signage shall be subject to required sign approvals from the Town.

(e) *Permits.* The Permittee shall obtain all necessary permits, including Building Permits, prior to construction.

(f) *Minor Changes.* Minor changes to the approved use of the site may be approved administratively by the City Planner or designee.

(g) *Access for Delivery Trucks.* Suitable access for delivery trucks shall be maintained, and at no time shall delivery trucks be allowed to park on Serramonte Boulevard or in the fire lanes during loading or unloading activities.

(h) *Trash Service.* The Permittee must subscribe to a regular refuse and recyclable items collection service (minimum pick-up of once per week), and abide by the Town's Recycling Ordinance.

(i) *Landscaping, Irrigation and Street Trees on Serramonte Blvd.* The permittee shall install and maintain trees, landscaping, and irrigation along the property frontage on Serramonte Boulevard. The property owner must enter into a maintenance agreement and the maintenance provisions shall be specified in a document recorded with the San Mateo County Recorder, which document shall be to the satisfaction of the City Planner and City Engineer.

Conditions Relating to Design Review

(j) *Approved Plans.* This approval is for the project presented in the approved Project Plans entitled "CarMax," submitted to the Planning Department October 19, 2015 (and site plan received November 11, 2015, consisting of fifteen (18) sheets, prepared by MacKay and Somps, engineers, and Charles J. O'Brien, Architect, and on file in the office of the City Planner. All plans submitted for required permits and subsequent development, construction, operation and use on the site shall be in substantial compliance with these documents, subject to the changes and conditions set out herein.

(k) *Mitigation Measures.* Incorporation of all Mitigation Measures. All mitigation measures identified in the Initial Study and as set out in the Mitigation Monitoring and Reporting Program are included as conditions of approval and are incorporated herein by reference. The Permittee shall be responsible for compliance with the recommendations in any submitted and approved technical reports, all applicable mitigation measures adopted and with all conditions of approval set forth herein at its sole cost and expense, unless otherwise

expressly provided in a specific mitigation measure or condition of approval, and subject to the review and approval of the Town of Colma.

(l) *Lot Line Adjustment.* The Permittee shall complete the lot-line adjustment to remove the intermediate property line prior to obtaining an occupancy permit for the building.

(m) *Standard Parking Spaces.* Standard parking spaces in the customer and employee parking lot shall be no smaller than 9' wide and 18' long and compact spaces shall be no longer 8' by 16'. Disabled parking spaces shall meet ADA width and overhead clearance requirements. All parking spaces shall be served by an access aisle no smaller than 24' wide. Spaces and aisles are permitted to be narrower in the inventory area.

(n) *Lighting Plans.* Final lighting plans (with light measurements to the front property lines) shall be submitted to the Planning Department prior to the issuance of a building permit.

(o) *Colors and Materials.* Exterior colors and materials for the building must be consistent with the Color Board submitted with the application.

(p) *Clearly Labeled Address.* The building shall be provided with an address that is clearly visible from the roadway to the satisfaction of the Building Official and Colma Fire Protection District.

(q) *Signage.* Only the signage indicated in the project plans is approved with the application. Additional signage requires review and approval with an additional sign permit. The now hiring and now open banners are permitted for display only for 90 days after opening.

(r) *Minor Changes.* Minor changes to the approved project plans may be approved administratively by the City Planner or designee.

Grading, Drainage and Storm Water Pollution Prevention

(s) *Stormwater Management and Treatment Plan.* The project shall comply with Provision C.3 and C.10 of the Municipal Regional Stormwater Permit (MRP) for stormwater treatment, Low Impact Development and Trash Capture Devices. The permittee shall submit a storm water management-treatment plan showing site design, source control, storm water treatment, low impact development (LID), hydro modification management (HM) controls, and construction best management practices (BMP) for compliance with Provision C.3 of the Municipal Regional Storm Water Permit (MRP)Appropriate Site Design measures, Source Control measures, and Construction Best Management Practices (BMP's) shall be designed and shown on the project plans in accordance with the Stormwater Requirements Checklist for C.3 Regulated Projects. The checklist shall be submitted along with the project plans. The checklist can be found on the following website.
(http://www.flowstobay.org/bs_new_development.php)

(i) *Improvement Plans.* Improvement plans shall show drainage areas and location of Low Impact Development (LID) treatment measures; project watershed area; total project site area and total area of land disturbed; total new and/or replaced impervious area; treatment

measures and hydraulic sizing calculations; a listing of source controls and site design measures to be implemented at the site; hydro modification management measures, and supporting calculations.

(ii) *Trash and Recycling Enclosure.* Trash and Recycling Enclosure shall be roofed and plumbed to the sanitary sewer system. The enclosure shall be identified on site plans, and details of the enclosure are to be submitted to and approved by City Planner, and found to be acceptable in terms of the specified pick-up location for the Town's franchise waste hauler. The facility shall provide adequate and accessible interior areas or exterior enclosures for the storage of recyclable materials in appropriate containers. The enclosure area shall be designed to prevent water run-on to the area and runoff from the area, and to contain litter and waste so that it is not dispersed by the wind or runoff during waste removal. Any drains installed in or beneath dumpsters or compactors shall be connected to a grease removal device or similar treatment device before being discharged to the sanitary sewer system in a manner acceptable to the City Engineer.

(iii) *Interior Floor Drains.* Interior floor drains shall be plumbed to the sanitary sewer system/ treatment device acceptable to the City Engineer and shall not be connected to storm drains. The car wash must be isolated from stormwater intrusion as no stormwater is allowed into the sewer system.

(v) *Fire Sprinkler Test Water.* The project design and construction shall provide for fire sprinkler test water to be discharged into landscaped areas or the sanitary sewer system.

(vi) *Air Conditioning Condensate.* Condensate from air conditioning units shall be directed to landscape areas or connected to the sanitary sewer system. Any anti-algal or descaling agents must be properly disposed of.

(vii) *Operation and Maintenance Agreement.* This project includes storm water design and treatment control measures and/or hydro modification management controls. Prior to issuance of a grading permit, the permittee shall enter into and record with the County Recorder's Office a Maintenance Agreement with the City for long-term maintenance and servicing of storm water controls consistent with the approved Maintenance Plan(s), to the satisfaction of the City Engineer.

(t) *Minimum Slopes.* All slopes shall be shown on the plans, and finished grades shall be designed to have a minimum slope of 1%.

(u) *NOI and SWPPP.* The permittee must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The permittee must file a notice of intent (NOI) with the SWRCB. The permittee will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the City Engineer. Prior to the issuance of any construction-related permits, the permittee shall submit to the City Engineer a copy of the SWPPP and the WDID number.

(v) *Drain Inlets.* On-site storm drain inlets shall be marked with the words "No Dumping! Flows to Bay" or equivalent.

(w) *Erosion and Sediment Control Plan.* Project plans shall include a site specific erosion and sediment control plan (ESC) and Construction Best Management Practices (BMP) plan sheet into the plan set. Erosion & Sediment Control Measures and Best Management Practices shall be implemented and maintained throughout the duration of construction.

(x) *Stormwater Maintenance Agreement.* The property owner shall enter into a Stormwater Treatment Measures Maintenance Agreement accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity. The maintenance agreement shall be drafted to the satisfaction of the City Engineer and the agreement shall be recorded at the County Recorder's Office at the permittee's expense.

(y) *Runoff.* Runoff shall not be allowed to flow across lot lines or across property boundaries onto adjacent private property without an easement being recorded by the permittee at no cost to the Town.

(z) *Hazardous Materials.* Prior to commencing any work on the project, the Permittee must remove all hazardous materials and remediate all contaminated soil conditions documented in the report to the satisfaction of San Mateo County. Prior to the issuance of building permits, the Permittee shall submit certification to the City Engineer that hazardous materials have been removed and that any contaminated soil conditions have been remediated.

(aa) *Grading and Drainage Plan.* The Permittee shall submit a site Grading and Drainage Plan to the City Engineer for review and approval and obtain permit(s) prior to commencing any work on the project, including demolition or grading work. The Plan shall include all recommendations contained in the Final Soils and Geotechnical Report(s). The Plan shall be prepared by a licensed civil engineer and shall be approved by the project Soils Engineer.

Site Improvements

(bb) *Hydrology Study.* At the time of submittal of improvement plans/application for a grading permit, the permittee shall submit a hydrology study prepared by a California-registered qualified engineer for the City Engineer's review and approval. The hydrology study shall include hydraulic calculations for pipe sizing of all drainage, sanitary sewer and water facilities and shall identify the type of pipe to be used. The plans submitted for permits shall incorporate all recommendations from the approved Hydrology Study and all construction shall comply with its recommendations.

(cc) *Geotechnical Exploration.* At the time of submittal of improvement plans/application for a grading permit, the permittee shall submit a geotechnical exploration performed by a California-registered qualified Engineer and described and evaluated in a written report for the City Engineer's review and approval. The plans submitted for permits shall incorporate all recommendations from the approved Geotechnical Study and all construction shall comply with its recommendations.

(dd) *Improvement Plans.* The permittee shall submit complete Improvement Plans for all on-site and off-site improvements, designed, signed, and stamped by a registered Civil Engineer, to the City Engineer for review and approval prior to the issuance of grading and building permits. The improvement plans shall incorporate the recommendations from applicable studies, including but not limited to a geotechnical exploration, hydrology study, hydraulic study, and/or soils report. The on- and off-site improvements shall be constructed, developed and maintained as conceptually shown on the approved plans.

(ee) *Water Efficient Landscape Regulations.* The project shall comply with the Town of Colma Ordinance on Water Efficient Landscape Regulations, subchapter 5.11 of the Colma Municipal Code. The permittee shall install and maintain landscaping and irrigation in accordance with a Landscape and Irrigation Plan approved by the City Planner prior to the issuance of building permits. The Plan shall include the following:

(i) *Irrigation System.* An automatic irrigation system shall be installed and maintained. The Irrigation component of the Plan shall detail the whole irrigation system and shall include information such as: the location of water source, point-of-connection, emergency shut-off valve(s), backflow device(s), pipelines, quick coupler valves, sprinkler heads, drip emitters, irrigation controller(s), electrical power source, moisture sensor, system drain valves, and turf, shrub and drip valve(s).

(ii) *Design Landscape to Minimize Irrigation.* Landscaping shall be designed to minimize irrigation. Drought-tolerant plants shall be utilized to the extent feasible.

(iii) *Design Landscape to Collect Runoff and Minimize Storm Water Pollution.* Where feasible, landscaping shall be designed and operated to treat storm water runoff by incorporating elements that collect, detain, and infiltrate runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified. The use of fertilizers and pesticides that can contribute to storm water pollution shall be minimized.

(iv) *Integrated Pest Management.* 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:

- Select plants that are well adapted to soil conditions at the site.
- 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.
- Install and maintain irrigation appropriate to the water requirements of the selected plants.
- Select pest-resistant and disease-resistant plants.
- Plant a diversity of species to prevent a potential pest infestation from affecting the entire landscaping plan.

- Use “insectary” plants in the landscaping to attract and keep beneficial insects.

(v) *Installation Timeframe.* Installation of landscape and irrigation shall be completed prior to the final building permit inspection.

(ff) *Trash Enclosure.* The trash enclosure shall be roofed, enclosed, and connected to a sanitary sewer system. The developer shall confirm the elevation of the drain for the trash enclosure and the Town’s sewer main to ensure that the discharges from the drain will gravity flow to the main. If gravity flow is to be not feasible a sewer ejector system shall be submitted for review and approval.

(gg) *Circulation and Parking Plan.* The Permittee shall submit a Final Circulation and Parking Plan for review and approval by the City Planner prior to the issuance of building permits. The Plan shall detail the following:

(i) *Circulation Signage.* The Plan shall include design, text and location for all signs including but not limited to: main entry signage, street signs, parking limitations, emergency access, fire lanes, internal directional signage and addresses. On-site signs shall include all signs necessary to minimize traffic back-ups onto public streets, and to provide for the safe operation of vehicles within the site. Off-site signs shall be provided where needed for safe transition from existing off-site conditions to new on-site conditions. Subject to the approval of the City Engineer.

~~(ii)~~ *Fire Lanes, Drive Aisles, Required On-Site Parking Spaces and Accessible Parking.* The Plan shall identify signage, red curbs, and striping for all fire lanes and parking in accordance with CVC 22500.1 and parking accessible to the disabled shall post signage in accordance with the requirements of the California Building Code, Chapter 11B and with CVC 22658(a) to allow removal of inappropriately parked vehicles.

(iii) *Parking Lot Lighting.* The Plan shall include details for parking lot lighting, including the location and design of pull boxes, vaults, conduits, wiring, fixtures, foundations and connections to the PG&E primary system. The Plan shall include a photometric plan showing the location of lighting fixtures and resulting intensity at all parts of the site. The parking lot lighting shall provide an illumination level of one-foot candle minimum maintained at ground level with photocell control. Fixtures must be shielded so they do not cause glare on adjacent properties nor conflict with motorist visibility on public rights-of-way. All Exterior Lighting Systems shall comply with the requirements of the California Code of Regulations Title 24, Part 6 – Energy Conservation, and be consistent with the Town’s Climate Action Plan.

(iv) *Bollards, Protective Devices.* The Permittee shall install and maintain any bollards or other devices approved and/or required by the City Engineer to protect property features against collision damage. The location of bollards shall not reduce the minimum required width of driving aisles (24’) and fire lanes (20’).

(v) *Required Parking Spaces.* The Plan shall specify locations for 595 parking spaces (or a slightly lesser number of parking spaces the City Planner finds to be acceptable) onsite, specify what type of parking (customer, employee, or inventory parking) each space shall accommodate, and indicate how many spaces shall be reserved at all times

for each type of parking. The Final Circulation and Parking Plan shall be submitted for review and approved by the City Planner, prior to the issuance of a Building Permit.

(hh) *Parking Spaces.* The 595 parking spaces (or a slightly lesser number of parking spaces the City Planner finds to be acceptable) specified in the Final Circulation and Parking Plan, approved by the City Planner, shall not be converted to any other use without the approval of the City Planner.

Infrastructure, Utilities and Dedications

(ii) *Street Cuts to be minimized.* Locations of utilities requiring street cuts shall be designed to minimize the number of individual cuts. Street and sidewalk penetration must be prepared per Town specifications or City Engineer's approval.

(jj) *USA North.* The applicant should contact USA North to assure that there are no utilities that conflict with the proposed improvements (USA North: 811/1-800-227-2600).

(kk) *Utility Undergrounding.* All utility lines serving the project site shall be placed underground.

(ll) *Design of Public Improvements.* All public improvements including grading, drainage, driveways, curbs, gutters, sidewalks, lighting, planting, street resurfacing, shall be designed in accordance with the Town of Colma standard details and specifications, to the satisfaction of the City Engineer.

(mm) *Old Driveways Returned to Sidewalk.* Driveways no longer being used along Serramonte Boulevard shall be returned to sidewalk and connected to the existing sidewalk along the south side of Serramonte Boulevard.

(nn) *Maintenance of Infrastructure and Utilities*. The permittee shall provide for the private maintenance of all infrastructure and utilities within the project site or constructed with encroachment permits within a public right-of-way to serve the project which are not accepted by the Town or a utility company for maintenance. This shall include, but not be limited to common landscaping, and the stormwater drainage system. The private maintenance may be provided for by Codes, Conditions and Restrictions (CC&Rs) or a shared maintenance agreement, or by some other means proposed by the permittee and found acceptable by the City Engineer. The private maintenance provisions shall be specified in a document recorded with the San Mateo County Recorder, which document shall be to the satisfaction of the City Engineer.

(oo) *Structural Appurtenances.* All structural appurtenances such as, but not limited to, transformers, meter boxes, fire department connections, standpipes, check valves, backflow prevention devices and similar above-ground structures shall be indicated on the plans. These structures shall be located in underground vaults, whenever possible where feasible. Above-ground appurtenances shall be clustered in a single location (where feasible) with a reduced public view, shall be setback as far as possible from street frontages, and shall be fully screened with landscaping or other screening material. Final location and screening shall be reviewed and approved by the City Planner and Fire Department prior to issuance of building permits.

Financial Guarantees

(pp) *Financial Guarantees.* The Permittee must post a security bond, cash deposit or letter of credit in an amount not less than 100% of the estimated cost of all off-site and/or on-site public improvements to guarantee to the Town the faithful performance of all work and all conditions contained or described in the Permit. The financial guarantee shall also include a two-year maintenance provision that provides for 10% of the bond to be held for two years to make any repairs or corrections to the public improvements identified within two years of the improvements being accepted as complete by the City. The estimated cost of the off-site public improvements shall be determined by the City Engineer, and the security must be in a form reasonably satisfactory to the City Attorney.

Construction Activities

(qq) *Conditions of Approval with Plan Sets.* The conditions of approval shall be reproduced on the first page of the plans submitted for demolition, grading or building permits. Additional pages may be used if necessary. At least one copy of the stamped approved plans, along with the Approval Letter and Conditions of Approval and/or mitigations, shall be available for review at the job site at all times.

(rr) *Traffic Control Plan.* The permittee shall submit a Traffic Control Plan to the City Engineer for review and approval prior to commencing any work on the project, including demolition or grading work, for control procedures during the construction of the project. The Plan shall include at least the following: the route(s) that construction trucks shall use to access the property, identification of the access point(s) to the site, any proposed staging area for trucks waiting to enter the site, traffic management for any work within the improved portion of a public right-of-way, and any proposed traffic controls, such as the use of flag persons, to ensure the safe entry and exit of trucks accessing the project site. Throughout the construction period for the project, the permittee must faithfully implement the approved Traffic Control Plan.

(ss) *Construction Staging Plan.* Prior to the issuance of any demolition, building, or grading permit, the permittee shall submit a construction staging plan for the review and approval of the City Planner. The plan shall show where construction materials will be stockpiled prior to use, where construction debris will be collected, how frequently the debris will be removed, and where parking will be provided for construction equipment and construction workers. Construction activity on the project site shall be in compliance with the approved construction staging plan.

(tt) *Temporary Power Poles*. Applicant shall use temporary power poles instead of generators where feasible.

(uu) *Construction Signage.* Prior to commencing any work on the project, including demolition or grading work, the permittee shall post on the project site in clear view of the public right-of-way, a sign indicating the hours of construction and a phone number of the permittee to call for noise complaints.

(vv) *Vector Control.* Prior to commencing any grading or building demolition, the permittee shall consult with County Environmental Health regarding vector control to reduce the

displacement of mice and rats from the project site to adjacent properties. The permittee shall carry out a program of vector reduction within 30 days prior to commencing construction activities. Additionally, the permittee shall distribute information to the owners of properties within 300 feet of the project site boundaries with information about what to check to reduce the likelihood of vectors entering their property and buildings.

(ww) *Staking of Property Boundaries and Building Corners.* Prior to commencing any work on the project, the permittee shall have the property boundaries staked by a California-licensed land surveyor or a California-registered qualified engineer. For new buildings, the written verification that the placement of the retaining walls and building comply with the approved site plan, prepared by a California-licensed surveyor or civil engineer licensed to practice surveying, shall be submitted and found acceptable by the Building Official prior to pouring of any foundation.

(xx) *Permitted Grading Season.* Grading work shall be limited to the period between May 1st and September 30th unless an alternative schedule is approved in writing by the City Engineer in conjunction with the approval of an Erosion and Sediment Control Plan.

(yy) *Approved Haul Route.* The Permittee shall submit proposed haul route to and from the project site, which route shall be subject to review and approval by the Public Works Director or his Designee. All contractors and suppliers shall be advised to use the approved haul route in moving materials and equipment to and from the project site.

(zz) *Repairs to Public Improvements.* The Permittee shall be responsible for the cost of repairs to any improvements within the public right-of-way that are damaged during construction. The permittee shall submit documentation of the existing condition of the approved haul route and the public improvements along the project's frontage, including but not limited to trees, tree grates, signs, light poles, drainage inlets, curbs, gutters, etc. to the satisfaction of the City Engineer prior to issuance of a grading or building permit. This survey shall be submitted to the City Engineer for review and approval. All damage shall be repaired to the satisfaction of the Public Works Director or his Designee Public Works Director or his Designee at no cost to the Town prior to approval of final occupancy. Notwithstanding for the foregoing, all damage that is a threat to public health or safety, as determined by the Public Works Director, shall be repaired immediately.

(aaa) *Storage of Materials in Public Roadway.* No materials or equipment shall be stored on the improved portion of any public roadway at any time.

(bbb) *Litter Control.* Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.

(ccc) *Reduce Particulate Emissions.* To reduce particulate matter emissions during project demolition and construction phases, the permittee shall require the construction contractors to comply with the dust control strategies developed by the Bay Area Air Quality Management District (BAAQMD) and shall include in construction contracts the following requirements:

(i) Cover the load area of all trucks hauling construction and demolition debris from the site;

(ii) Water all exposed or disturbed soil surfaces at least twice daily, or as required;

(iii) Use watering to control dust generation during demolition of structures or break-up of pavement;

(iv) Pave, apply water three times daily, at a minimum, or apply (non-toxic) soil stabilizers on all unpaved parking areas, staging areas, and areas used for vehicle access within the site;

(v) Sweep daily all paved parking areas and staging areas during the earthwork phases of construction;

(vi) Provide daily clean-up of mud and dirt carried onto paved streets from the site;

(vii) Enclose, cover, water twice daily, or as needed, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);

(viii) Limit traffic speeds on unpaved roads to 15 mph;

(ix) Install and maintain sandbags or other erosion control measures to prevent silt runoff to public roadways; and

(x) Replant vegetation in disturbed areas as quickly as possible.

(xi) Reduce Air Pollutants Related to Vehicle Operation

(ddd) *Reduce Air Pollutants Related to Vehicle Operation.* The Permittee shall ensure that the contractors shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site during project demolition, excavation and construction phases. The permittee shall include in construction contracts the following requirements or measures shown to be equally effective:

(i) Keep all construction equipment in proper tune in accordance with manufacturer's specifications;

(ii) Use late model heavy-duty diesel-powered equipment at the Project Site to the extent that it is readily available in the San Francisco Bay Area;

(iii) Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area;

(iv) Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the Project Site to the extent that it is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site);

(v) Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area;

(vi) Limit truck and equipment idling time to five minutes or less;

(vii) Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.

(eee) *Air Quality Provisions in Contractor Agreements.* The Permittee shall incorporate the following practices into the construction documents to be implemented by the project contractor, and submit evidence of compliance to the City Planner for approval prior to the issuance of any construction permit, including a grading permit. The physical separation between noise generators and noise receptors shall be maximized. Such practices include, but are not limited to, the following measures:

(i) Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;

(ii) Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;

(iii) Locate stationary equipment on portions of the project site distant from nearby residential areas to minimize noise impacts on the community;

(iv) Minimize backing movements of equipment;

(v) Select and use the quieter from among available construction equipment whenever possible;

(fff) *Will-Serve Letters.* The Permittee shall provide copies to the City Engineer of "will-serve" letters from all utility companies that will provide utilities to the project.

(ggg) *Construction Hours.* Construction hours shall be limited from 7am – 10pm, seven (7) days a week (subject to change at the discretion of the Building Official)

(hhh) *Rerouting of Irrigation Laterals.* If applicable, existing irrigation lateral lines servicing existing Town landscaping shall be rerouted to the satisfaction of the Public Works Department prior to construction of new driveways if the driveways conflict with the existing lines.

(iii) *Temporary Construction Easement.* The Permittee shall obtain a Temporary Construction Easement from adjacent/affected property owners for any construction taking place on a property line.

Maintenance Agreement

(jjj) *Landscape and Property Maintenance Agreement.* The Permittee shall enter into a Landscape and Property Maintenance Agreement binding on heirs and successors for an

ongoing program of property maintenance in accordance with the Town of Colma's property maintenance standards. The agreement shall include remedies exercisable by the Town in the event of default. The agreement must be in recordable form and approved by the City Planner and City Attorney prior to final inspection.

Conditions Related to Tree Removal

(kkk) *Tree Removal Approval.* The approval applies specifically to the Application. The tree removal permit is for the removal of only the trees identified for removal in the approved tree removal plan submitted to the Planning Department on October 19, 2016.

(lll) *Trees to be removed.* Trees proposed for removal shall be field marked by the arborist with the tree removal contractor. Trees proposed to remain shall be marked in a contrasting color and protected by temporary fencing within the root zone of the trees.

(mmm) *Tree Debris.* All wood, foliage and debris related to tree removal shall be removed or mulched immediately after the trees are removed.

(nnn) *Landscape Plan.* The replacement planting requirement shall be satisfied by implementing the approved Landscape Plan submitted to the Planning Department on October 19, 2016. Minor modifications to the approved Landscape Plan may be made, (including the use of other tree varieties for some of the trees) subject to approval of the City Planner, without affecting the validity of this permit.

(ooo) *Tree Removal During Breeding Season.* To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of March 15 and August 15. If tree removal must occur during the breeding season, the site shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to start of work from March 15 through May 31, and within 30 days prior to the start of work from June 1 through August 15. The pre-removal surveys shall be submitted to the City Planner. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Game (CDFG), and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.

(ppp) *Irrigation.* Installation of all approved landscaping and irrigation shall be completed prior to the final building permit inspection. Trees shall be staked per Town standard detail and inspected by the City Planner. Trees shall be maintained and watered until fully established, and replaced if any tree dies.

4. General Conditions

(a) This Conditional Use Permit shall run with the land and be freely and automatically transferred to each user of the property described herein, subject to each of the specific and general conditions herein. As used in this Conditional Use Permit, the word "Permittee" shall mean each person using the property pursuant to the permit granted herein, including successors to the person first obtaining the permit.

(b) The Permittee must comply with all applicable federal, state and municipal laws, codes and regulations, including the California Building and Fire Codes. Nothing herein shall be construed as authorizing any approvals under, or any exceptions to any other law, code or regulation, or as authorizing any change to the occupancy classification of the premises or any buildings thereon as defined on the California Building Code. Without limiting the generality of the foregoing:

(i) The Permittee shall maintain an annual Colma Business Registration;

(ii) Prior to issuance of a Business Registration, the Permittee shall arrange for the project site to be inspected for Fire and Life Safety requirements of California Fire Code by the Colma Fire Protection District; and

(c) *Indemnification.* The Permittee shall indemnify, pay and hold the Town of Colma harmless from all costs and expenses, including attorney's fees, with reasonable counsel selected and controlled by the Town, incurred by the Town or held to be the liability of the Town in connection with the Town's defense of its actions in any proceeding brought in any state or federal court challenging the Town's actions with respect to the Permittee's project.

(d) The Conditional Use Permit may be modified or revoked should it be determined that:

(i) the property is being operated or maintained in a manner that is detrimental to the public health or welfare, is materially injurious to property or improvements in the vicinity, constitutes a public nuisance, or is contrary to any law, code or regulation, or;

(ii) if the Permittee fails to comply with and satisfy the conditions herein.

(e) The Permittee must agree to comply with each and every term and condition herein by countersigning a copy of this Resolution and returning the counter-signed copy to the City Clerk no more than forty-five (45) days following City Council approval of the permit. If Permittee is not the property owner, then the property owner must consent to use of the property on the terms and conditions herein by counter-signing a copy of this resolution and returning the counter-signed copy to the City Clerk no later than forty-five (45) days following City Council approval of the permit. Failure to return the counter-signed copy as specified shall render this permit null and void.

* * * * * *

Certification of Adoption

I certify that the foregoing Resolution No. 2016-__ was duly adopted at a regular meeting of the City Council of the Town of Colma held on April 13, 2016, by the following vote:

Name	Voting		Present, Not Voting		Absent
	Aye	No	Abstain	Not Participating	
Diana Colvin, Mayor					
Helen Fisicaro					
Raquel "Rae" Gonzalez					
Joseph Silva					
Joanne F. del Rosario					
Voting Tally					

Dated _____

_____
Diana Colvin, Mayor

Attest: _____
Caitlin Corley, City Clerk

NOTICE OF RIGHT TO PROTEST

The Conditions of Project Approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the 90-day approval period in which you may protest these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a), began on date of adoption of this resolution. If you fail to file a protest within this 90-day period complying with all of the requirements of Section 66020, you will be legally barred from later challenging such exactions.

AGREEMENT

Property Owner/Permittee
The undersigned agrees to use the property on the terms and conditions set forth in this resolution.

Dated: _____ _____
Property Owner

Dated: _____ _____

CarMax (Permitee) By:_____

TOWN OF COLMA
COLMA
AUGUST 5, 1924
CALIFORNIA

CARMAX - SERRAMONTE BOULEVARD

TOWN OF COLMA

OCTOBER 2015

Town of Colma Development Standards Compliance			
Standard	Town of Colma Development Standard	Proposed Development	Compliance?
Floor Area Ratio	1.5	0.052	Yes
Setbacks	Front: Public Streets - 5'	Front: Public Streets - 130'	Yes
	Side: 5' wide	Commercial site meets required setbacks	Yes
	Rear: 5' deep	Commercial site meets required setbacks	Yes
Site Coverage	Not more than 50% shall be covered by buildings	Commercial site meets required site coverage	Yes
Landscaping	No minimum Site Coverage requirement for landscaping was identified. The city Council may require, as a condition of a Use Permit, that all or a portion of the setback area be maintained in lawns or landscaping	None required	Yes
Area	Each lot shall have a minimum average width of 33-1/3' and a depth of not less than 100'	Building dimensions are: Sales (80'x137') Service (91'x67')*	Yes
Height Limits	Maximum height 40'	Building height to canopy is 33'-6"	Yes
Parking	Vehicle Parking (1 per 200 sf)	17,312 sf Sales and Service = 87 stalls Total = 598 stalls	Yes
Development standards per Colma Municipal Code 5.03.290 Restrictions Applicable to "C" zone.			
*Both buildings are considered one lot.			

LEGEND

- HEAVY DUTY PAVEMENT
- LIGHT DUTY PAVEMENT
- CONCRETE SIDEWALK

VICINITY MAP
N.T.S.

SHEET INDEX

0 20 40 80
SCALE: 1"=40'

GENERAL NOTES

DEVELOPER/APPLICANT: ADDRESS/CONTACT:	CARMAX AUTO SUPERSTORES CALIFORNIA, LLC 12800 TUCKAHOE CREEK PARKWAY RICHMOND, VA 23238 CONTACT: KEITH HENDERSON (804) 747-0422
DEVELOPMENT COORDINATOR: ADDRESS/CONTACT:	CENTERPOINT INTEGRATED SOLUTIONS 1240 BERGEN PARKWAY, SUITE A-250 EVERGREEN, CO 80439 CONTACT: AMANDA STEINLE (303) 679-6918
CIVIL ENGINEER: ADDRESS/CONTACT:	MACKAY & SOMPS CIVIL ENGINEERS 5142 FRANKLIN DRIVE, SUITE B PLEASANTON, CA 94588 CONTACT: CHRIS GUENTHER (925) 225-0690
LANDSCAPE ARCHITECTURE: ADDRESS/CONTACT:	MD FOTHERINGHAM LANDSCAPE ARCHITECTS, INC. 1700 NORTH BROADWAY, SUITE 390 WALNUT CREEK, CA 94596 CONTACT: MIKE FOTHERINGHAM (925) 934-8242
ARCHITECTURE: ADDRESS/CONTACT:	CHARLES O'BRIEN, III AIA ARCHITECT IN ASSOCIATION WITH PIEPER, O'BRIEN, HERR ARCHITECTS 3000 ROYAL BLVD SOUTH ALPHARETTA, GA 30022 CONTACT: DAVID HOLT (770) 569-1706
OWNER:	CONGREGATION EMANU-EL 2 LAKE STREET SAN FRANCISCO, CA 94118 CONTACT: DAVID GOLDMAN (415) 216-0888
ASSESSOR PARCEL NUMBER:	011-341-340 AND 011-341-350 (8.09 ACRES)
PROPOSED ZONING:	CG-COMMERCIAL GENERAL
EXISTING ZONING:	SITE IS ZONED C/DR FOR COMMERCIAL WITH A DESIGN REVIEW REQUIREMENT.

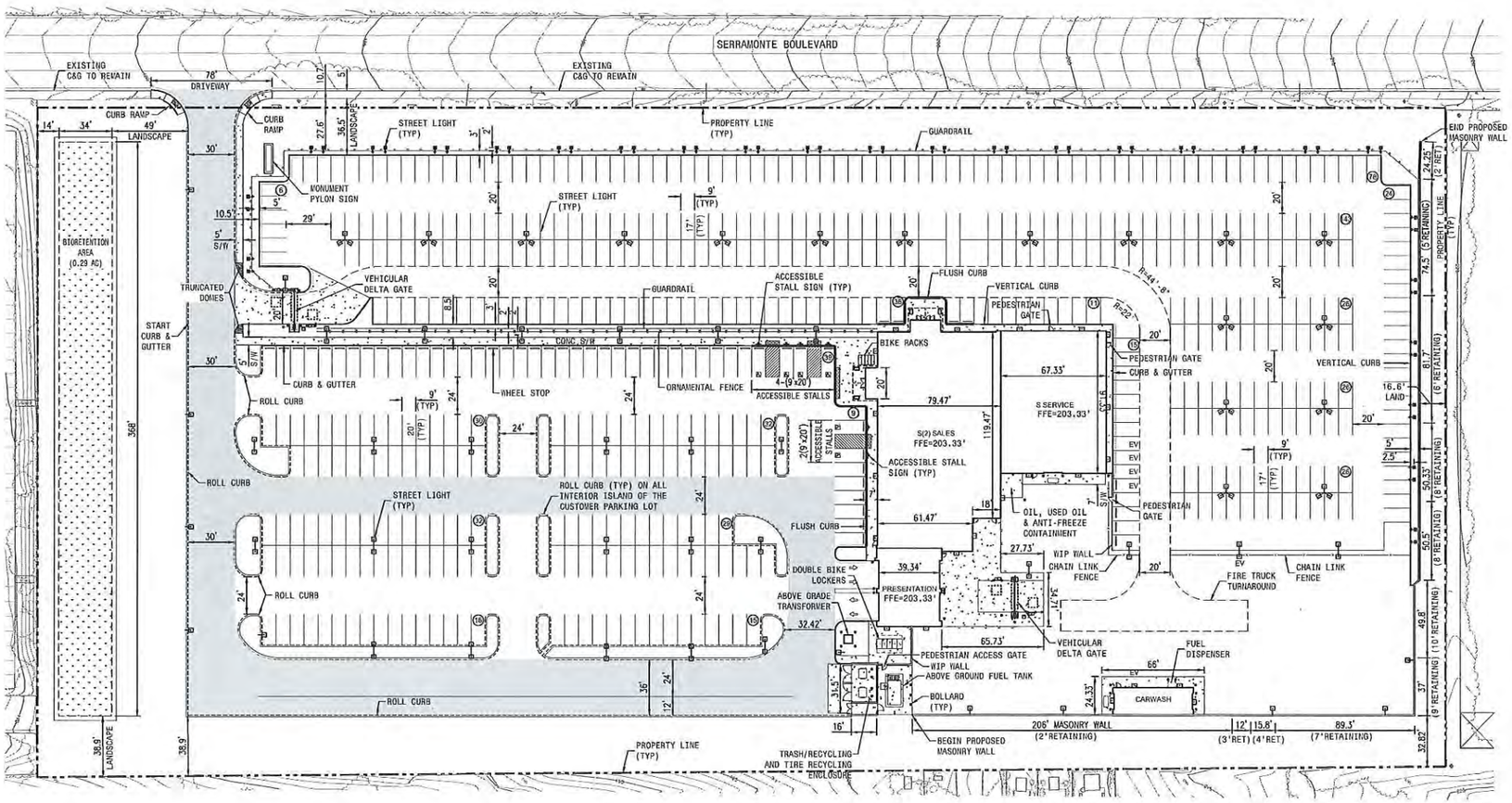
SITE INFORMATION

ACREAGE	
CARMAX DEVELOP	8.09 AC
ABOVE GROUND DETENTION	0.29 AC
STORM EASEMENT	0.47 AC
TOTAL	8.85 AC

BUILDING INFORMATION

TYPE	5(2)/B
SALES	11,171 SF
SERVICE	6,141 SF
CARWASH	936 SF
PRESENTATION	1,965 SF
TOTAL	20,213 SF

PARKING	PROVIDED	
SALES LOT:	343	2.40 AC
CUST/EMP:	202	2.15 AC



Attachment C

MACKAY & SOMPS
CIVIL ENGINEERS
PLANNERS
LAND SURVEYORS
5142 FRANKLIN DR. PLEASANTON, CA 94588 (925)225-0690

NOT RELEASED FOR CONSTRUCTION

APPROVAL

REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARMAX
STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO.	19817.000
DATE	10/16/15
SHEET TITLE	PRELIMINARY SITE PLAN
SITE PLAN NO.	POST SP-06
SHEET NO.	C1.0

VERTICAL DATUM:
ELEVATIONS ARE BASED UPON MEASUREMENT FROM A NAVD 1988 PUBLISHED BENCHMARK, PID#L1241, ELEVATION = 404.13

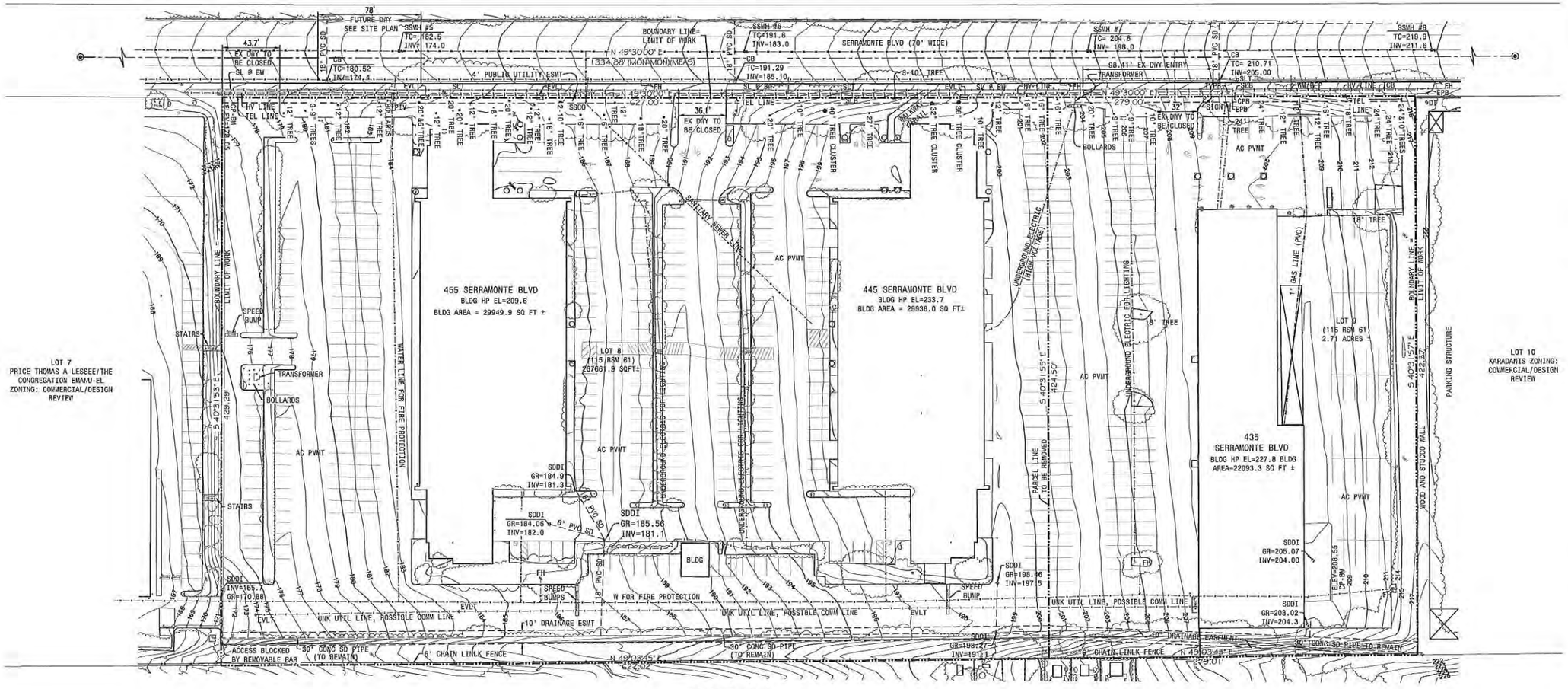
BASIS OF BEARINGS:
THE BASIS OF BEARINGS SHOWN HERON IS THE LINE BETWEEN THE EXISTING MONUMENTS IN SERRAMONTE BLVD, WITH A BEARING OF N49°30'00"E AS SHOWN ON THAT CERTAIN MAP ENTITLE "SUBDIVISION MAP OF HOME OF PEACE CEMETERY PROPERTIES, COLMA, SAN MATEO COUNTY, CALIFORNIA" (BOOK 115 PG 6163)(R-1)

DEMOLITION NOTES:
1. ALL SURFACE IMPROVEMENTS (SUCH AS PAVEMENT, CONCRETE, CURB, STRIPING, DEBRI, SPEED BUMPS, AND LADSCAPE AREAS) WITHIN LIMIT OF WORK ARE TO BE REMOVED UNLESS OTHERWISE NOTED.
2. ALL EXISTING UTILITY SERVICE LINES ARE TO BE CAPPED AT THE PROPERTY LINE AND REMOVED ON-SITE UNLESS OTHERWISE NOTED ON PLAN.
3. CONTRACTOR IS RESPONSIBLE TO LEGALLY DISPOSE OF ALL REMOVED MATERIAL.
4. PRIOR DEMOLITION CONSTRUCTION PHASE CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS.

ABBREVIATIONS:

AC	ASPHALT CONCRETE
BFP	BACK FLOW PREVENTER
BLVD	BOULEVARD
BM	BENCHMARK
BW	BACK OF WALK
CB	CATCH BASIN
CLF	CHAIN LINK FENCE
CP	CONTROL POINT
CPB	COMMUNICATION PUBLIC BOX
DI	DROP INLET
DWY	DRIVEWAY
E	EAST
ELEV	ELEVATION
EPB	ELECTRICAL PUBLIC BOX
ESMT	EASEMENT
EVLT	ELECTRICAL VAULT
FH	FIRE HYDRANT
GR	GRATE
HP	HIGH POINT
HV	HIGH VOLTAGE
INV	INVERT
MEAS	MEASURED
MON	MONUMENT
N	NORTH
PIV	POST INDICATOR VALVE
PVMT	PAVEMENT
S	SOUTH
SD	STORM DRAIN
SDDI	STORM DRAIN INLET
SLB	STREET LIGHT BOX
SLT	STREET LIGHT
SSMH	SANITARY SEWER MANHOLE
TC	TOP OF CURB
TVPB	TELEVISION PUBLIC BOX
WM	WATER METER

0 20 40 80
SCALE: 1"=40'



MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

NOT RELEASED FOR CONSTRUCTION

APPROVAL

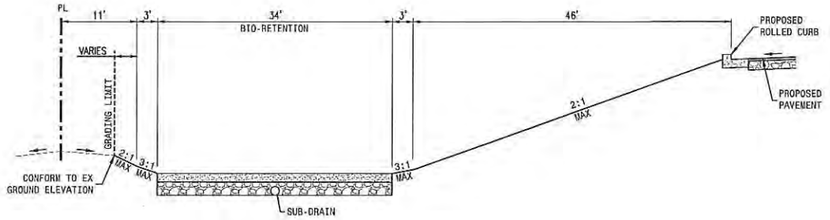
REVISIONS

REV. NO	DATE	DESCRIPTION	BY

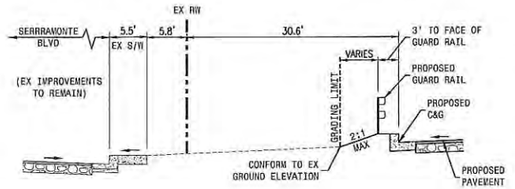
CARMAX

STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO.	19817.000
DATE	10/16/15
SHEET TITLE	EXISTING CONDITIONS
SITE PLAN NO.	POST SP-06
SHEET NO.	C2.0



SECTION A-A
NTS



SECTION B-B
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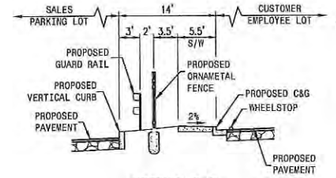
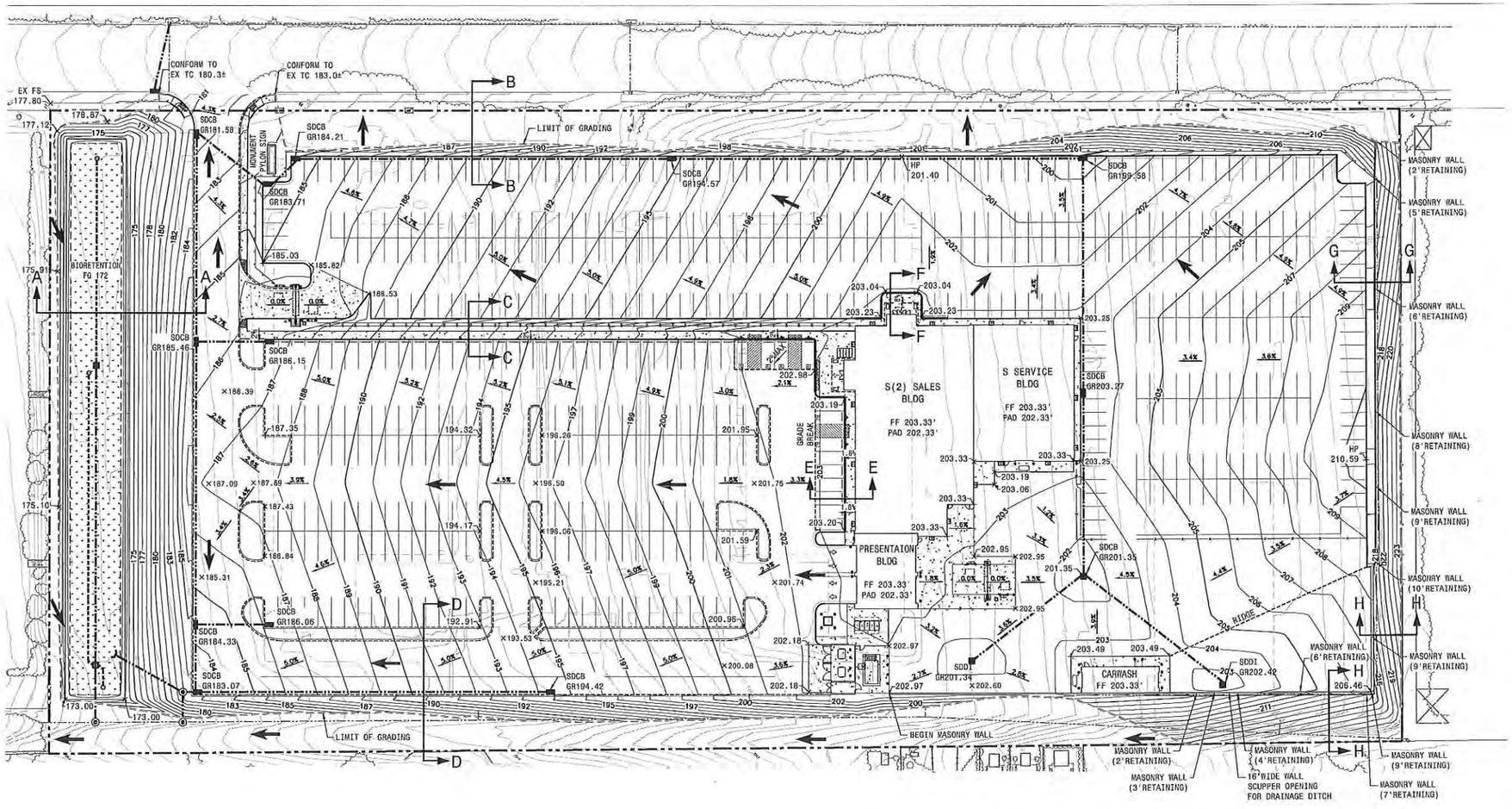


SECTION C-C
NTS



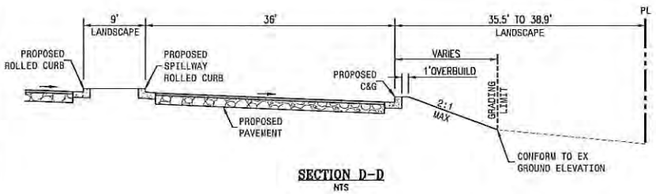
LEGEND:

- BOUNDARY LINE
- PROPOSED CONTOUR (FINISH GRADE)
- EXISTING CONTOUR
- STORM DRAIN & MANHOLE
- EX STORM DRAIN TO REMAIN
- RIDGE
- GRADING LIMIT OF WORK
- CATCH BASIN / FIELD INLET
- VERTICAL CURB
- FLUSH CURB
- ROLL CURB
- RETAINING WALL WITH DRAINAGE DITCH
- OVERLAND RELEASE

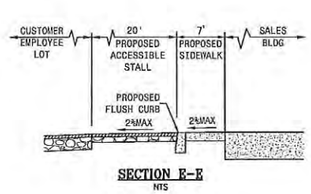
EARTHWORK SUMMARY:

AREA	ESTIMATED FILL	ESTIMATED CUT
ROUGH GRADING	19,150 YDS	17,850 YDS
TRENCH SPOILS		1,000 YDS
FOUNDATION SPOILS		300 YDS
TOTALS	19,150 YDS	19,150 YDS
	BALANCE	

THE EARTHWORK SUMMARY IS PROVIDED FOR PLANNING PURPOSES ONLY. THE EXCESSES AND SHORTAGES SHOWN ARE APPROXIMATE CALCULATED QUANTITIES BASED ON THE DIFFERENCES BETWEEN EXISTING GROUND ELEVATIONS AND FINISH ROUGH GRADE ELEVATIONS. THE CALCULATION MAKES NO PROVISION FOR STRIPPING OR SUBEXCAVATION. FOR THIS REASON AND BECAUSE OF VARIABLES SUCH AS COMPACTION, SHRINKAGE AND THE CONTRACTOR'S METHOD OF OPERATION, THE VOLUME OF DIRT MOVED IN THE FIELD WILL IN ALL LIKELIHOOD DEVIATE EXTENT FROM THE CALCULATED VOLUME.



SECTION D-D
NTS



SECTION E-E
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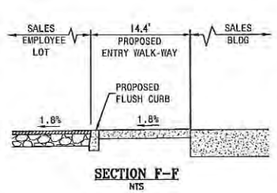

SECTION F-F
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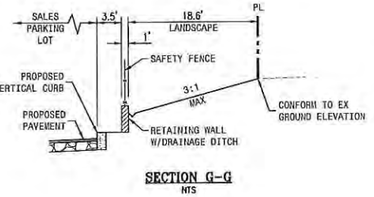

SECTION G-G
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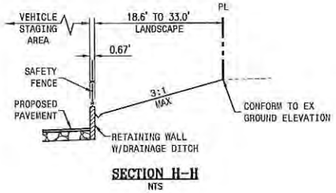


SECTION H-H
NTS

MACKAY & SOMPS
CIVIL ENGINEERS
PLANNERS
SURVEYORS
(925)225-0690
51428 FRANKLIN DR. PLEASANTON, CA 94588

NOT RELEASED FOR CONSTRUCTION

APPROVAL

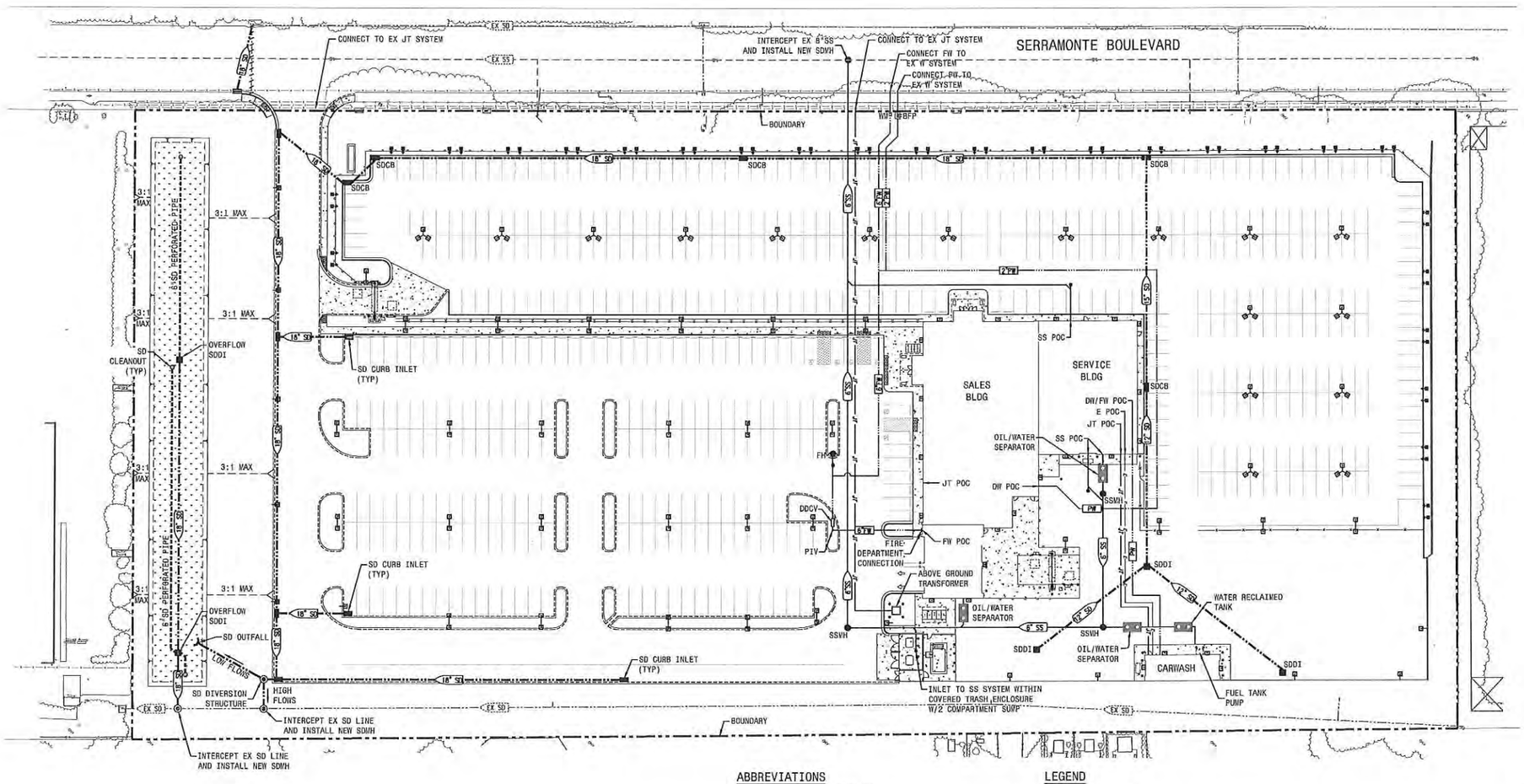
REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARMAX

STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO	19817.000
DATE	10/16/15
SHEET TITLE	PRELIMINARY GRADING AND DRAINAGE PLAN
SITE PLAN NO	POST SP-06
SHEET NO	C3.0



ABBREVIATIONS

BFP	BACK FLOW PREVENTER
DDCV	DOUBLE DETECTOR CHECK VALVE
DW	DOMESTIC WATER
EX	EXISTING
FH	FIRE HYDRANT
FW	FIRE WATER
JT	JOINT TRENCH
MAX	MAXIMUM
PIV	POST INDICATOR VALVE
PW	POTABLE WATER
SD	STORM DRAIN
SDCB	STORM DRAIN CATCH BASIN
SDDI	STORM DRAIN DROP INLET
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
(TYP)	TYPICAL
W	WATER
WM	WATER METER
W/	WITH

NOTE:
ALL EXISTING ONSITE UTILITIES SHALL BE REMOVED/RELOCATED/ABANDONED AS APPROPRIATE.

LEGEND

EXISTING	PROPOSED	
		SANITARY SEWER & MANHOLE
		STORM DRAIN & INLET
		WATER MAIN / POTABLE WATER
		FIRE SERVICE
		JOINT TRENCH
		ELECTRICAL LINE
		EXISTING UTILITY TO BE ABANDONED
		FIRE HYDRANT WITH VALVE
		STORM DRAIN MANHOLE
		STORM DRAIN FIELD INLET
		STORM DRAIN CURB INLET
		SANITARY SEWER MANHOLE
		SANITARY SEWER CLEAN OUT
		STREET LIGHTS (SEE LIGHTING PLAN)

0 20 40 80
SCALE: 1"=40'

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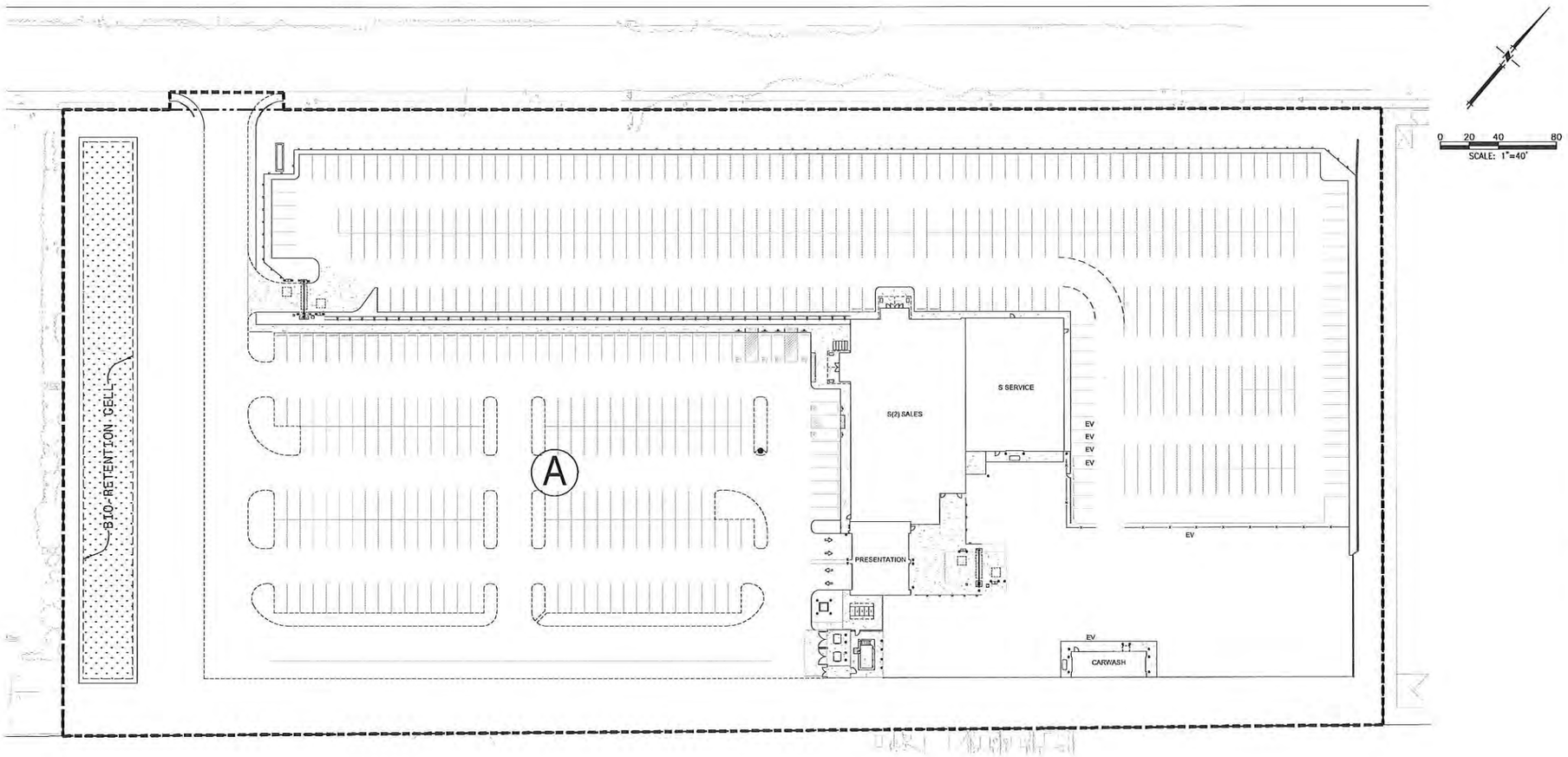
REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARMAX

STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO	19817.000
DATE	10/16/15
SHEET TITLE	PRELIMINARY UTILITY PLAN
SITE PLAN NO	POST SP-06
SHEET NO	C4.0



STORMWATER TREATMENT TABLE

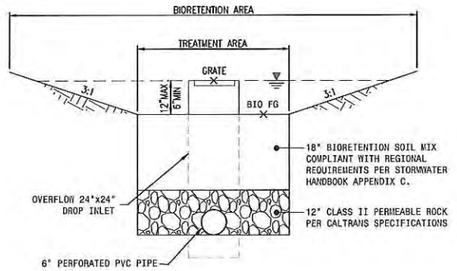
DRAINAGE MANAGEMENT AREA (DMA)	TOTAL AREA (SF)	IMPERVIOUS AREA (SF)	TREATMENT AREA REQUIRED (4%) (SF) SEE NOTE 1	TREATMENT AREA PROVIDED (SF)
A	386,740	287,106	11,484	12,510

NOTES:
1. AT THIS PRELIMINARY DESIGN STATE WATER QUALITY HAS BEEN DESIGNED BASED ON THE C.3 STORWATER TECHNICAL GUIDANCE DESIGN REQUIREMENTS TREATMENT AREA "A" IS BASED ON THE 4% RULE OF THE IMPERVIOUS NET AREA.
2. ENGINEER RESERVES THE RIGHT TO SIZE WATER QUALITY FEATURES VIA COMBO FLOW/VOLUME DURING THE CONSTRUCTION DOCUMENTS PHASE.

LEGEND

TREATMENT AREA BY BIORETENTION AREA

BIORETENTION AREA (TREATMENT PROVIDED)



1 BIORETENTION CROSS SECTION
NTS

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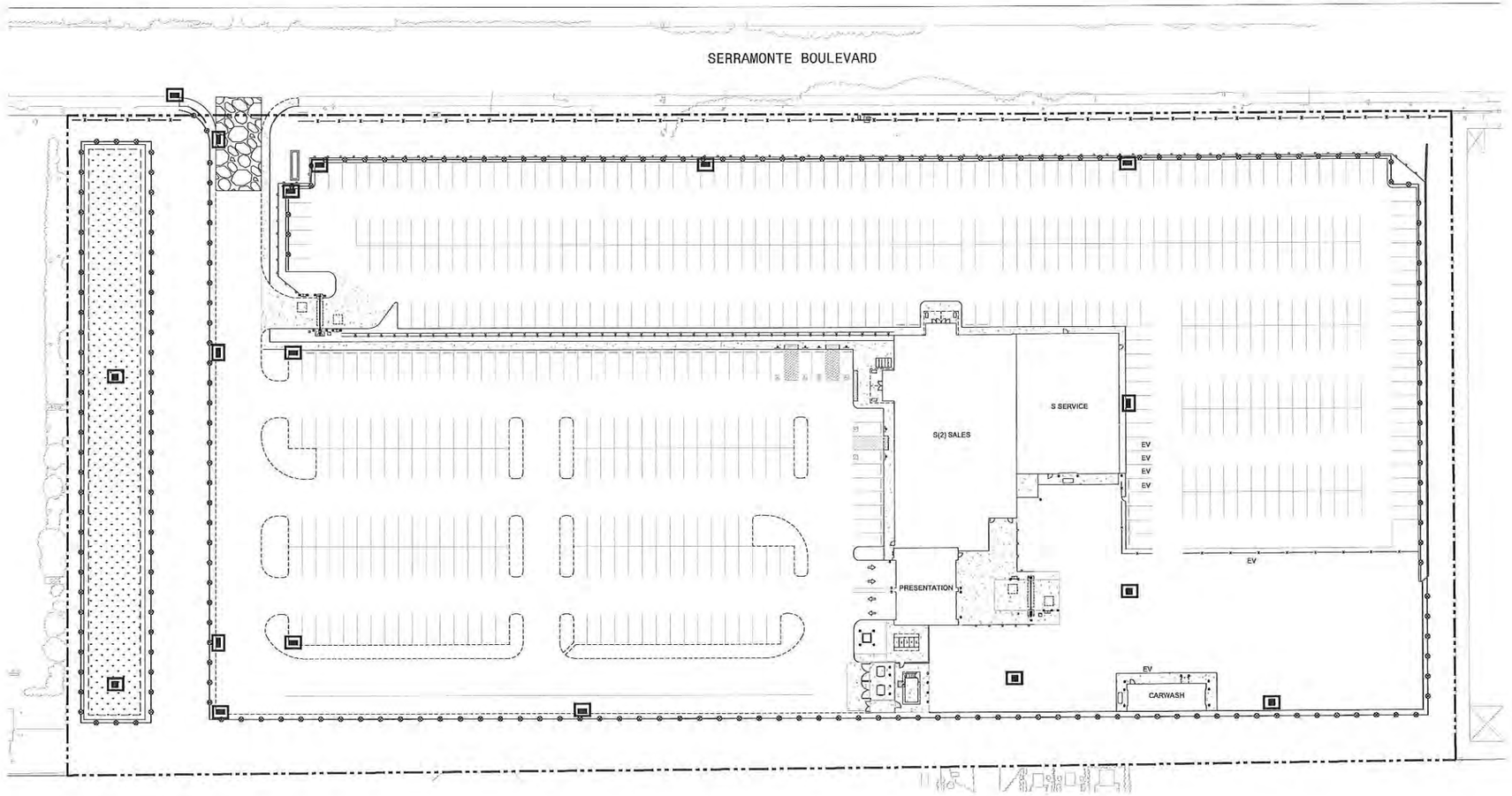
STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO. 19817.000
DATE 10/16/15
SHEET TITLE
PRELIMINARY
STORM WATER QUALITY PLAN
SITE PLAN NO. POST SP-06
SHEET NO. C5.0



0 20 40 80
SCALE: 1"=40'

CONSTRUCTION STORMWATER BMP NOTES:

1. CONTROL AND PREVENT THE DISCHARGE OF ALL POTENTIAL POLLUTANTS, INCLUDING PAVEMENT CUTTING WASTES, PAINT , CONCRETE, PETROLEUM PRODUCTS, CHEMICALS, WASH WATER OR SEDIMENTS, RINSE WATER FROM ARCHITECTURAL COPPER , AND NON-STORMWATER DISCHARGERS TO STORM DRAINS AND WATERCOURSES.
2. STORE, HANDLE, AND DISPOSE OF CONSTRUCTION MATERIALS/WASTES PROPERLY TO PREVENT CONTACT WITH STORMWATER.
3. DO NOT CLEAN, FUEL, OR MAINTAIN VEHICLES ON-SITE, EXCEPT IN A DESIGNATED AREA WHERE WASH IS CONTAINED AND TREATED.
4. TRAIN AND PROVIDE INSTRUCTION TO ALL EMPLOYEE/SUBCONTRARO RE: CONSTRUCTION BMPS.
5. PROTECT ALL STORM DRAIN INLETS IN VICINITY OF SITE USING SEDIMENT CONTROLS SUCH AS BERMS, FIBER ROLLS, OR FILTERS.
6. LIMIT CONSTRUCTION ACCESS ROUTES AND STABILIZE DESIGNATED ACCESS POINTS.
7. USE TEMPORARY EROSION CONTROLS TO STABILIZE ALL DENUDED AREAS UNTIL PERMANENT EROSION CONTROLS ARE ESTABLISHED.
8. PERFORM CLEARING AND EARTH MOVING ACTIVITIES ONLY DURING DRY WEATHER.
9. PROTECT ADJACENT PROPERTIES AND UNDISTURBED AREAS FROM CONSTRUCTION IMPACTS USING VEGETATIVE BUFFER STRIPS, SEDIMENT BARRIERS OR FILTERS, DIKES, MULCHING, OR OTHER MEASURES AS APPROPRIATE.

SOURCE CONTROL MEASURES:

1. STORM DRAIN - MARK ON SITE INLETS WITH THE WORDS "NO DUMPING FLOWS TO BAY" OR EQUIVALENT.
2. LANDSCAPING - SELECT DIVERSE SPECIES APPROPRIATE TO THE SITE, INCLUDE PLANTS THAT ARE PESTS - AND/OR DISEASE-RESISTNAT, DROUGHT-TOLERANT, AND/OR ATTRACT BENEFICIAL INSECTS. MINIMIZE USE OF PESTICIDES AND QUICK RELEASE FERTILIZERS. USE EFFICIENT IRRIGATION SYSTEM; DESIGN TO MINIMIZE RUNOFF.

CONSTRUCTION STORMWATER BMP NOTES:

- STORM DRAIN INLET SEDIMENT BARRIER
- STABILIZED CONSTRUCTION ENTRANCE
- SEDIMENT ROLL

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REVISIONS

REV. NO	DATE	DESCRIPTION	BY

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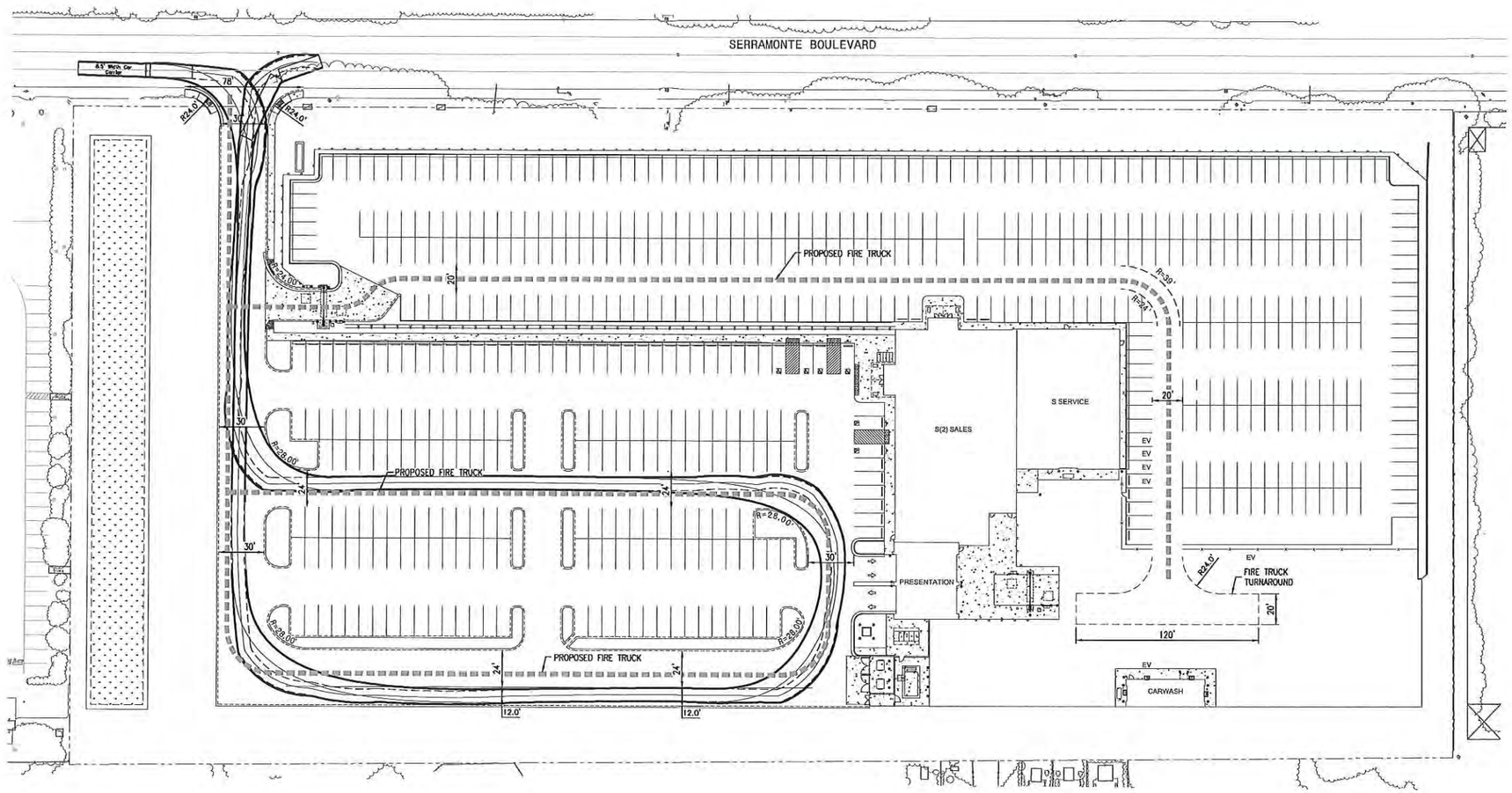
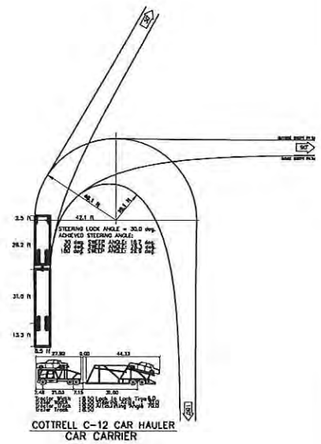
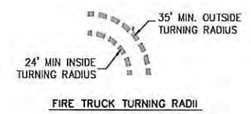
STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO.	19817.000
DATE	10/16/15
SHEET TITLE	PRELIMINARY EROSION CONTROL PLAN
SITE PLAN NO.	POST SP-06
SHEET NO.	C6.0







FIRE TRUCK TURNING RADII

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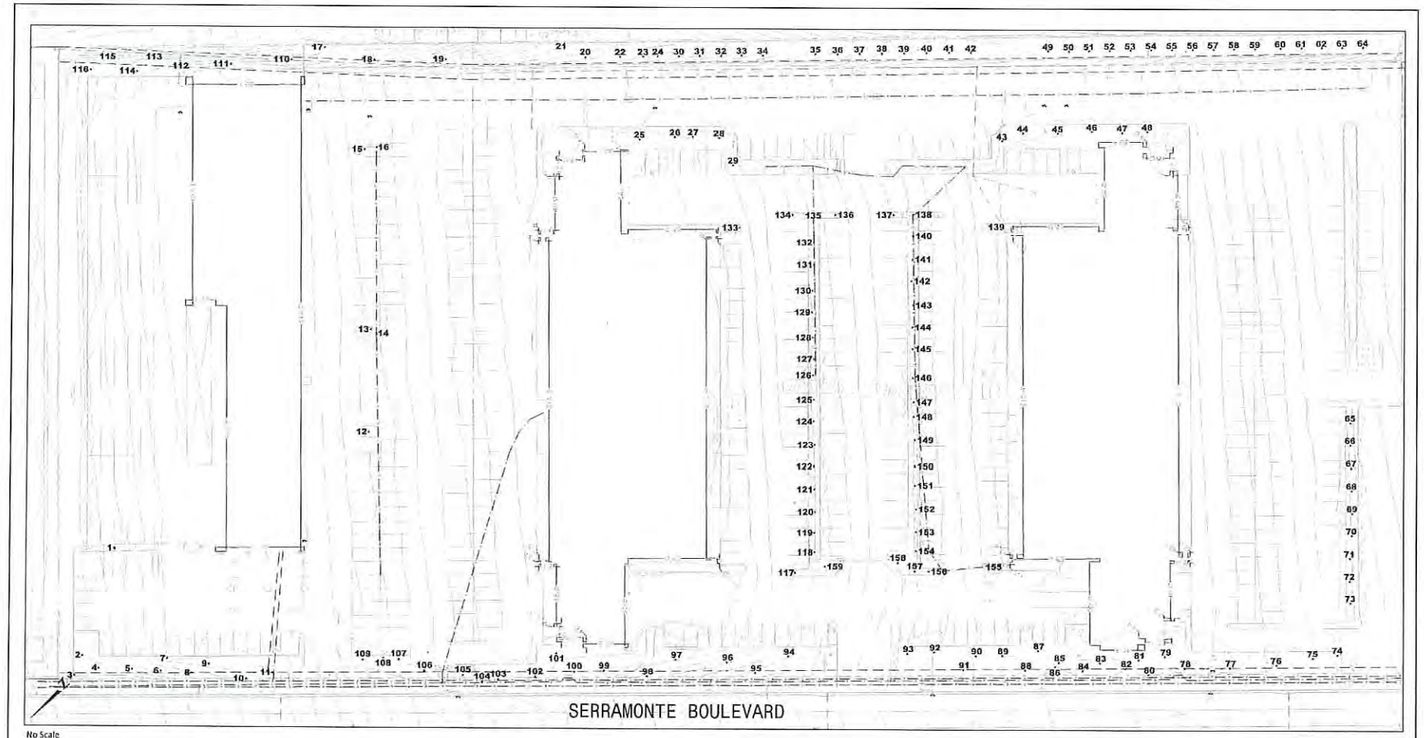
REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARMAX

STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO.	19817.000
DATE	10/16/15
SHEET TITLE	PRELIMINARY ACCESS EXHIBIT
SITE PLAN NO.	POST SP-06
SHEET NO.	C7.0



No Scale

Notes:
Base map provided by:
MacKay & Somps
Pleasanton, CA

Numbered tree locations are approximate.

HORT SCIENCE
325 Ray Street
Pleasanton, CA 94566
Phone 925.484.0211
Fax 925.484.0596
www.hortscience.com

Tree Assessment Plan

CarMax
Colma, CA

Prepared for:
MacKay & Somps
Pleasanton, CA

June 2015

Tree No.	Species	Trunk Diameter (in.)	To Be Removed
1	Monterey cypress	20	X
2	Leyland cypress	24,11	X
3	Leyland cypress	25,18	X
4	Leyland cypress	22	X
5	Red iron bark	15	X
6	Red iron bark	15	X
7	Monterey cypress	10	X
8	Red iron bark	20	X
9	Red iron bark	17	X
10	Red iron bark	21	X
11	Red iron bark	23	X
12	Monterey cypress	32	X
13	Myoporum	18	X
14	Monterey cypress	19	X
15	Monterey cypress	13	X
16	Myoporum	6,5,4,3,3	X
17	Monterey cypress	36	
18	Myoporum	10,9,6,5	
19	Myoporum	17,7	
20	Myoporum	21	
21	Blackwood acacia	17	X
22	Myoporum	17	
23	Myoporum	15	
24	Myoporum	15	
25	Myoporum	10	X
26	Myoporum	17	X
27	Myoporum	17	X
28	Myoporum	9	X
29	Cajeput tree	11,6	X
30	Myoporum	12	
31	Myoporum	14	
32	Myoporum	16	
33	Myoporum	15	
34	Myoporum	10,10,9	
35	Myoporum	7,6,5,5,4	
36	Myoporum	11	
37	Myoporum	14	
38	Myoporum	19	
39	Myoporum	17	
40	Myoporum	16	
41	Myoporum	14	
42	Myoporum	15	
43	Cajeput tree	12	X
44	Myoporum	20	X
45	Myoporum	13	X
46	Myoporum	14	X
47	Myoporum	12	X
48	Myoporum	10	X
49	Myoporum	18	
50	Myoporum	12	
51	Myoporum	14	
52	Myoporum	14	
53	Myoporum	11	
54	Myoporum	11	
55	Myoporum	12	
56	Myoporum	16	
57	Myoporum	13	
58	Myoporum	14	
59	Myoporum	16	
60	Myoporum	12	
61	Myoporum	17	
62	Myoporum	10	
63	Myoporum	10	
64	Myoporum	13	
65	Water gum	6,6	X
66	Water gum	7	X
67	Water gum	7	X
68	Water gum	7	X
69	Water gum	8	X
70	Water gum	7	X
71	Water gum	7	X
72	Water gum	8	X
73	Water gum	9	X
74	Red iron bark	15	X
75	Red iron bark	13,12,12	X
76	Red iron bark	17	X
77	Red iron bark	18	X
78	Monterey cypress	31,18	X
79	Monterey cypress	17	X
80	Monterey cypress	30	X
81	Monterey cypress	29,15,7	X
82	Monterey cypress	18	X
83	Monterey cypress	9	X
84	Monterey cypress	23,18,12,11,8,8,6	X
85	Red iron bark	15	X
86	Monterey pine	14	X
87	Red iron bark	17	X
88	Red iron bark	15,13	X
89	Red iron bark	16	X
90	Red iron bark	28	X
91	Red iron bark	12	X
92	Red iron bark	19	X
93	Monterey cypress	20	X
94	Red iron bark	22	X
95	Red iron bark	20	X
96	Monterey cypress	23,17,14,12,8	X
97	Monterey cypress	29	X
98	Monterey cypress	15,14,14	X
99	Monterey cypress	13,12,11,10,10,8,7,5	X
100	Monterey cypress	43	X
101	Monterey cypress	13	X
102	Monterey cypress	16	X
103	Red iron bark	19	X
104	Red iron bark	19	X
105	Red iron bark	16	X
106	Monterey cypress	25	X
107	Red iron bark	10	X
108	Red iron bark	13	X
109	Red iron bark	15	X
110	Blackwood acacia	7	
111	Myoporum	11	X
112	Myoporum	17	X
113	Myoporum	25	X
114	Leyland cypress	17	X
115	Leyland cypress	18,13	X
116	Leyland cypress	15	X
117	Water gum	3,2,1	X
118	Water gum	4	X
119	Water gum	4	X
120	Water gum	5	X
121	Water gum	5	X
122	Water gum	6	X
123	Water gum	5	X
124	Water gum	4	X
125	Water gum	5	X
126	Water gum	6	X
127	Water gum	4,3	X
128	Water gum	3,3	X
129	Water gum	4	X
130	Water gum	3,2,2,1	X
131	Water gum	4	X
132	Water gum	4	X
133	Crape myrtle	1	X
134	Crape myrtle	1	X
135	Water gum	2,2,2,1,1,1,1	X
136	Crape myrtle	1	X
137	Water gum	1,1,1,1,1,1,1	X
138	Water gum	3	X
139	Water gum	4	X
140	Water gum	4,2	X
141	Water gum	4	X
142	Water gum	4,3	X
143	Water gum	4	X
144	Water gum	4	X
145	Water gum	4	X
146	Water gum	5	X
147	Water gum	5,3	X
148	Water gum	4,3,2,2	X
149	Water gum	5	X
150	Water gum	4,2	X
151	Water gum	5	X
152	Water gum	5	X
153	Water gum	5	X
154	Water gum	3,3,3,2,2	X
155	Water gum	5	X
156	Water gum	5,4,4	X
157	Water gum	3,2,2,2,2,2,2,1,1,1	X
158	Water gum	5	X
159	Crape myrtle	1	X

TREE REMOVAL SUMMARY

TOTAL TREES TO BE REMOVED:	122
TREES UNDER 12" TO BE REMOVED:	61
TREES 12" AND OVER TO BE REMOVED:	61
TREES PROPOSED TO REMAIN:	37

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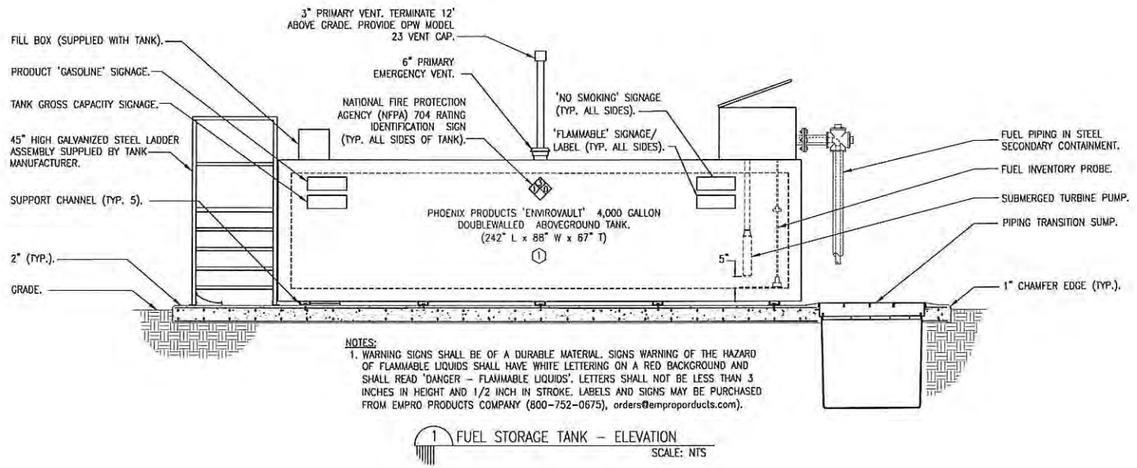
REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARMAX

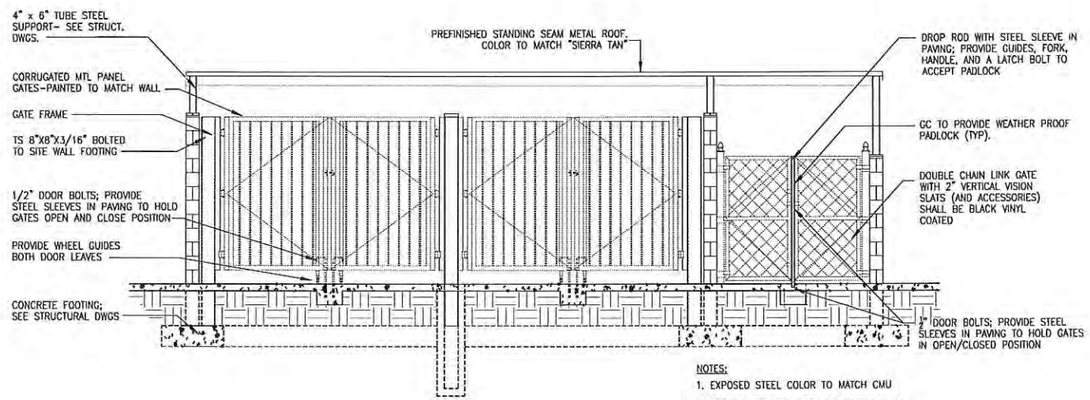
STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO. 19817.000
DATE 10/16/15
SHEET TITLE TREE DISPOSITION PLAN
SITE PLAN NO. POST SP-06
SHEET NO. C8.0



NOTES:
1. WARNING SIGNS SHALL BE OF A DURABLE MATERIAL. SIGNS WARNING OF THE HAZARD OF FLAMMABLE LIQUIDS SHALL HAVE WHITE LETTERING ON A RED BACKGROUND AND SHALL READ 'DANGER – FLAMMABLE LIQUIDS'. LETTERS SHALL NOT BE LESS THAN 3 INCHES IN HEIGHT AND 1/2 INCH IN STROKE. LABELS AND SIGNS MAY BE PURCHASED FROM EMPRO PRODUCTS COMPANY (800-752-0675), orders@emproproducts.com).

1 FUEL STORAGE TANK – ELEVATION
SCALE: NTS



NOTES:
1. EXPOSED STEEL COLOR TO MATCH CMU
2. PROVIDE SPLASH BLOCK AT DOWNSPOUTS.

2 TRASH ENCLOSURE – ELEVATION
SCALE: NTS

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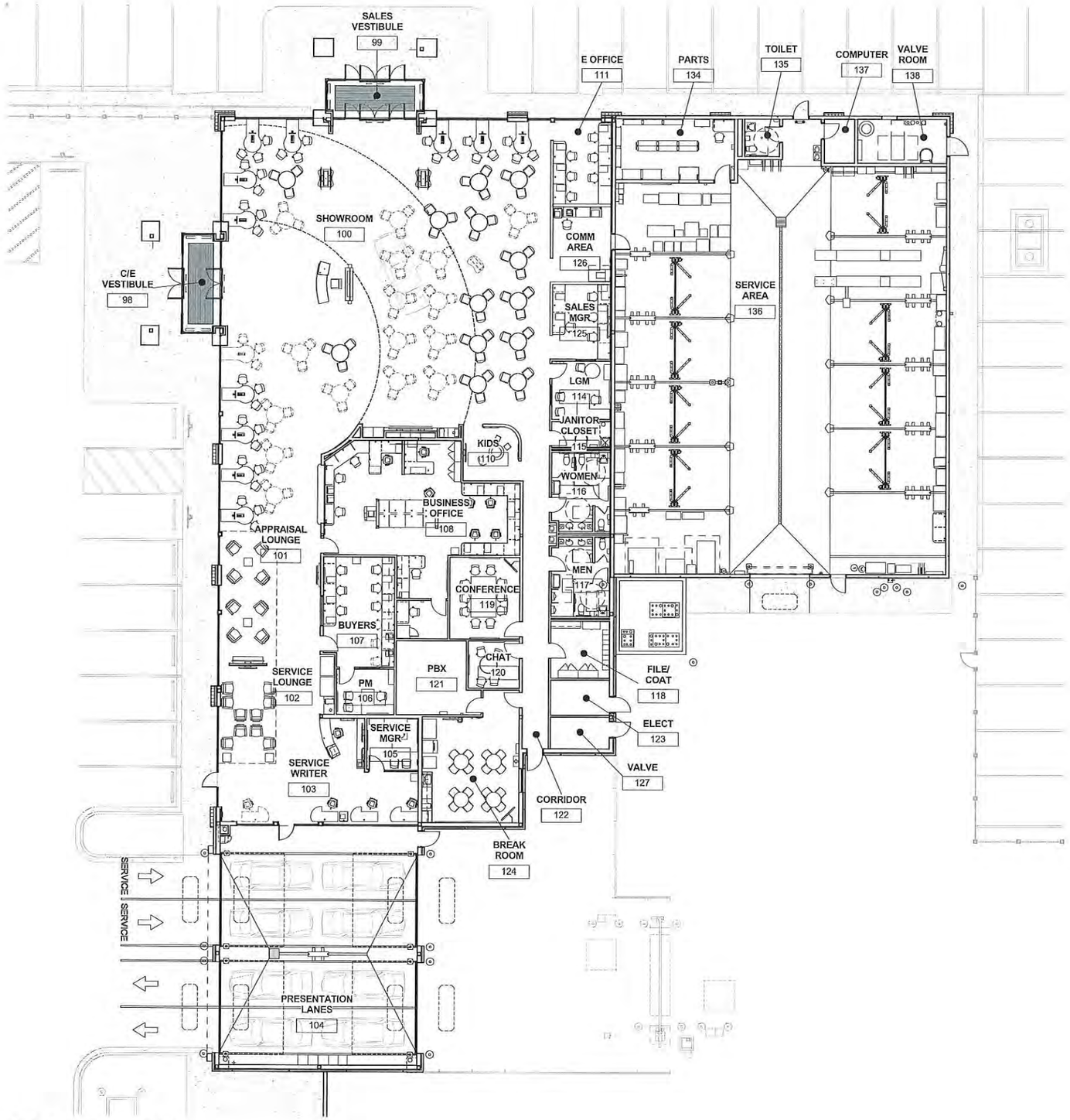
REVISIONS

REV. NO	DATE	DESCRIPTION	BY

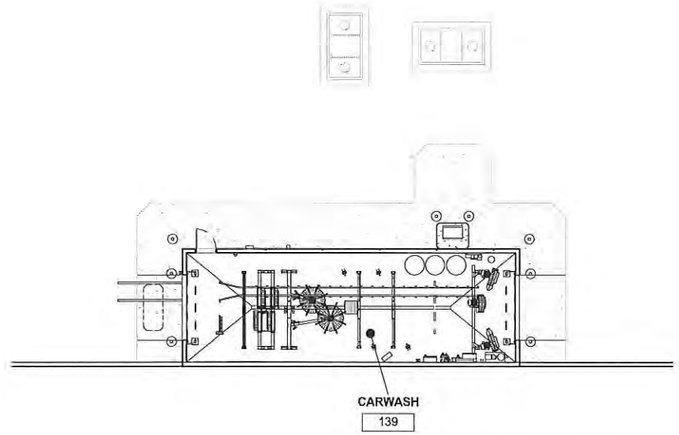
CARMAX

STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO	19817.000
DATE	10/16/15
SHEET TITLE	FUEL / TRASH ELEVATIONS
SITE PLAN NO	POST SP-06
SHEET NO	C9.0



1 / A 2.0 SALES & SERVICE - PLAN
3/32" = 1'-0"



2 / A 2.0 CARWASH - PLAN
3/32" = 1'-0"
0 4 8 16 32

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THE AUTO SUPERSTORE
CARMAX IS A AUTO SUPERSTORE WEST COAST, INC.

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COLMA, CA
20-15085.00
PROJECT ADDRESS

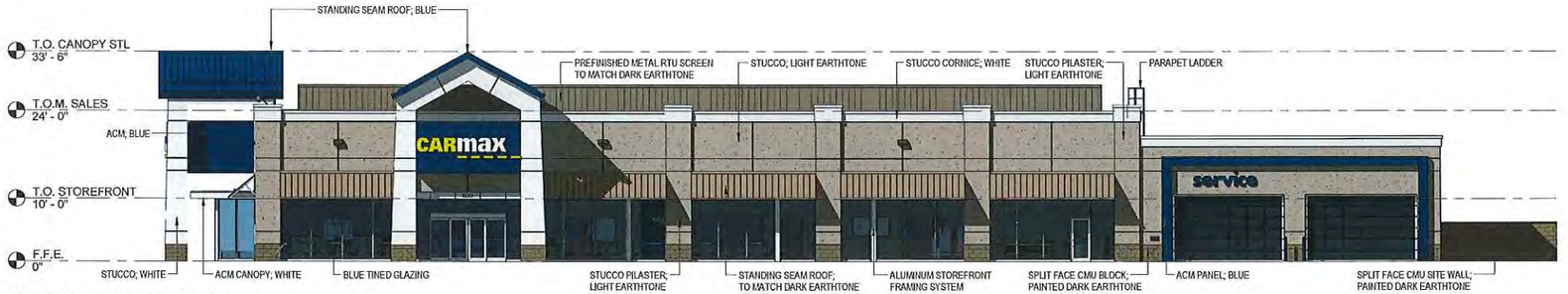
FLOOR PLAN

SP-06

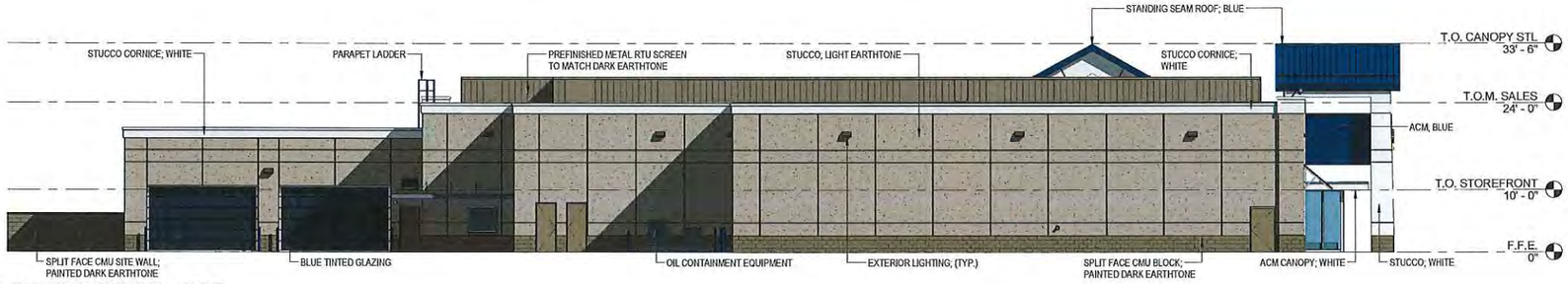
N

CHARLES J. O'BRIEN
ARCHITECT
2000 ROYAL BOULEVARD SOUTH
ALPHARETTA, GA 30022
770.518.1706 FAX 518.1786

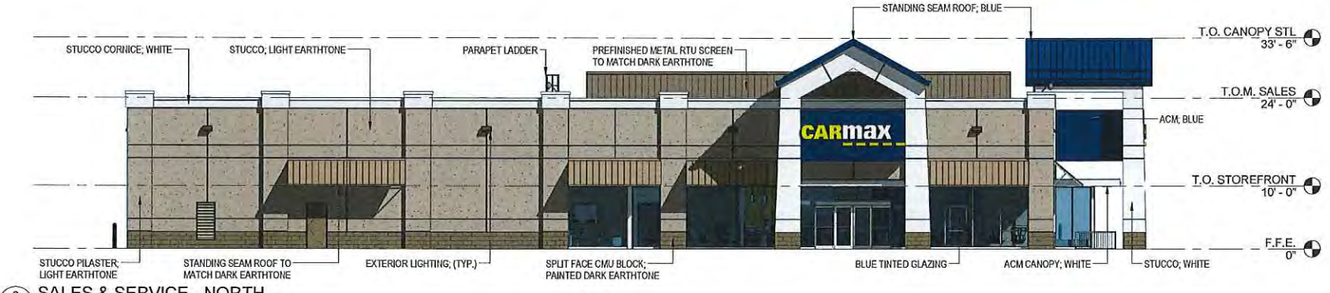
A 2.0
OCT 14 2015



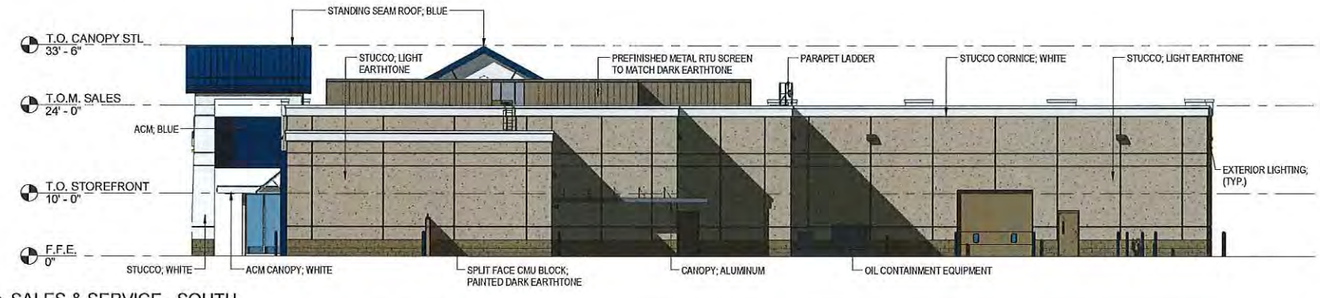
1 A3.0 SALES & SERVICE - WEST
3/32" = 1'-0"



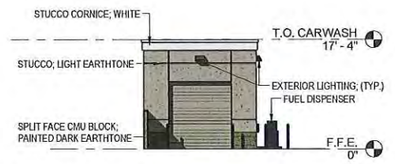
2 A3.0 SALES & SERVICE - EAST
3/32" = 1'-0"



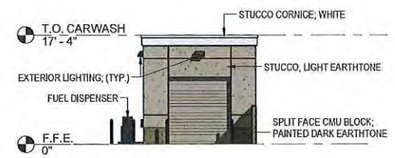
3 A3.0 SALES & SERVICE - NORTH
3/32" = 1'-0"



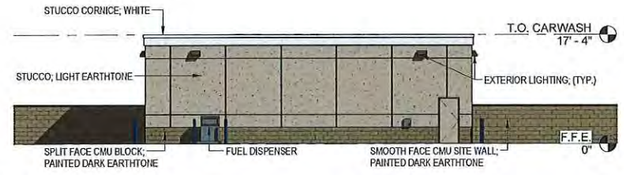
4 A3.0 SALES & SERVICE - SOUTH
3/32" = 1'-0"



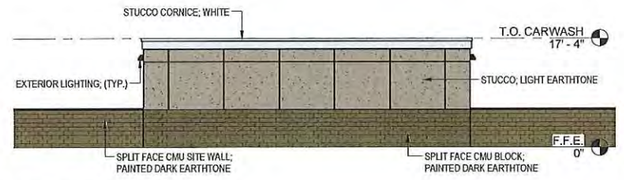
5 A3.0 CARWASH - EAST
3/32" = 1'-0"



6 A3.0 CARWASH - WEST
3/32" = 1'-0"



7 A3.0 CARWASH - NORTH
3/32" = 1'-0"



8 A3.0 CARWASH - SOUTH
3/32" = 1'-0"

0 4 8 16 32

CARmax
THE AUTO SUPERSTORE
CARMAX THE AUTO SUPERSTORE WEST COAST, INC
12800 TOURKEE CREEK PKWY RICHMOND, VA 23238
(804) 747-0422

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COLMA, CA
20-15085.00
PROJECT ADDRESS

EXTERIOR ELEVATIONS

SP-06

CHARLES J. O'BRIEN ARCHITECT
3200 ROYAL BOULEVARD SOUTH
ALPHARETTA, GA 30022
770.587.1766 FAX 587.1786

A 3.0
3/14/2016

NEW PLANTING ON SLOPES

SERRAMONTE BLVD

SERRAMONTE BLVD (76' WIDE)

4' PUBLIC UTILITY EASEMENT
TITLE ITEM #4

ROCK MULCH
MONUMENT PYLON SIGN

SALES
396 SPACES
2.40 ACRES

SECTION A

SECTION B

ROCK MULCH

BIKE PARKING

SERVICE

SALES FLOOR

CUSTOMER/EMPLOYEE
PARKING
202 SPACES
2.15 ACRES

PRESENTATION

BIKE LOCKERS

VEHICLE STAGING
0.75 ACRES

PRIVACY
WALL

CARWASH

BIO-RETENTION

DETENTION

6' CHAIN LINK FENCE WITHIN SUBJECT PROPERTY

6' CHAIN LINK FENCE WITHIN SUBJECT PROPERTY

NEW LANDSCAPE

BIO-RETENTION BASIN
PLANTING - SEE SHEET L2

THE CONGREGATION EMANU-EL
HOME OF PEACE CEMETERY
LOT 1

EXISTING TREES
TO BE PRESERVED

30 0 30 60

1 INCH = 30 FEET

M.D FOTHERINGHAM
LANDSCAPE ARCHITECTS
1700 North Broadway, Suite 390
Walnut Creek, CA 94596
Telephone/Fax: 925-939-8292
Email: info@mdfotheringham.com

License Stamp

Consultants

CALL UTILITY NOTIFICATION CENTER OF COLORADO
811
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

NOT RELEASED FOR CONSTRUCTION

APPROVAL

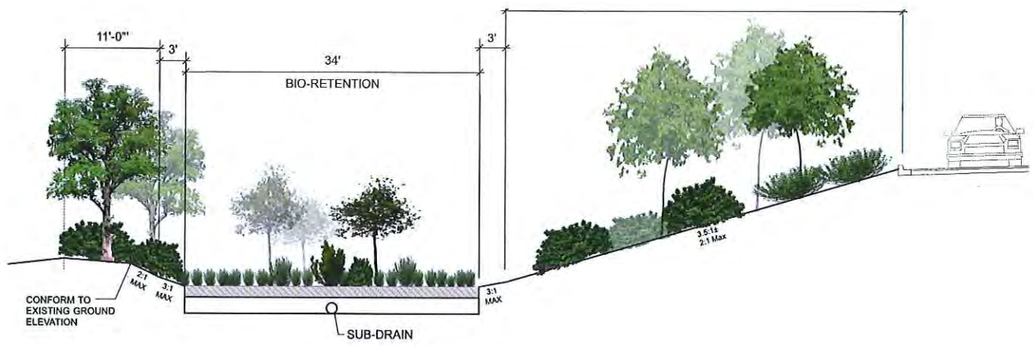
REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARmax

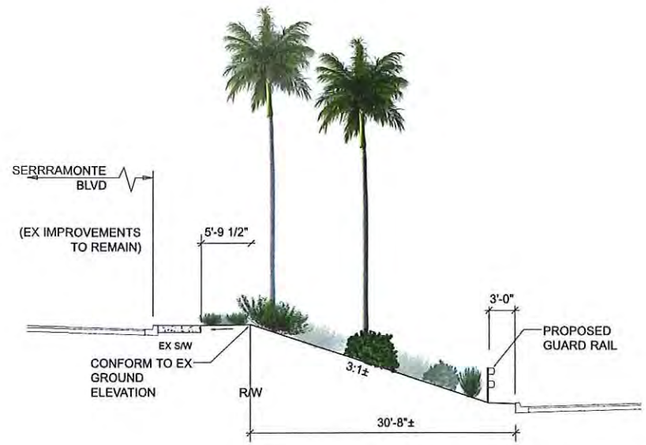
STORE NO. ---
SERRAMONTE BLVD.
COLMA, CA

PROJECT NO.	MDF 1502
DATE	10/16/15
SHEET TITLE	LANDSCAPE CONCEPT PLAN
SITE PLAN NO.	POST SP-06
SHEET NO.	L-1



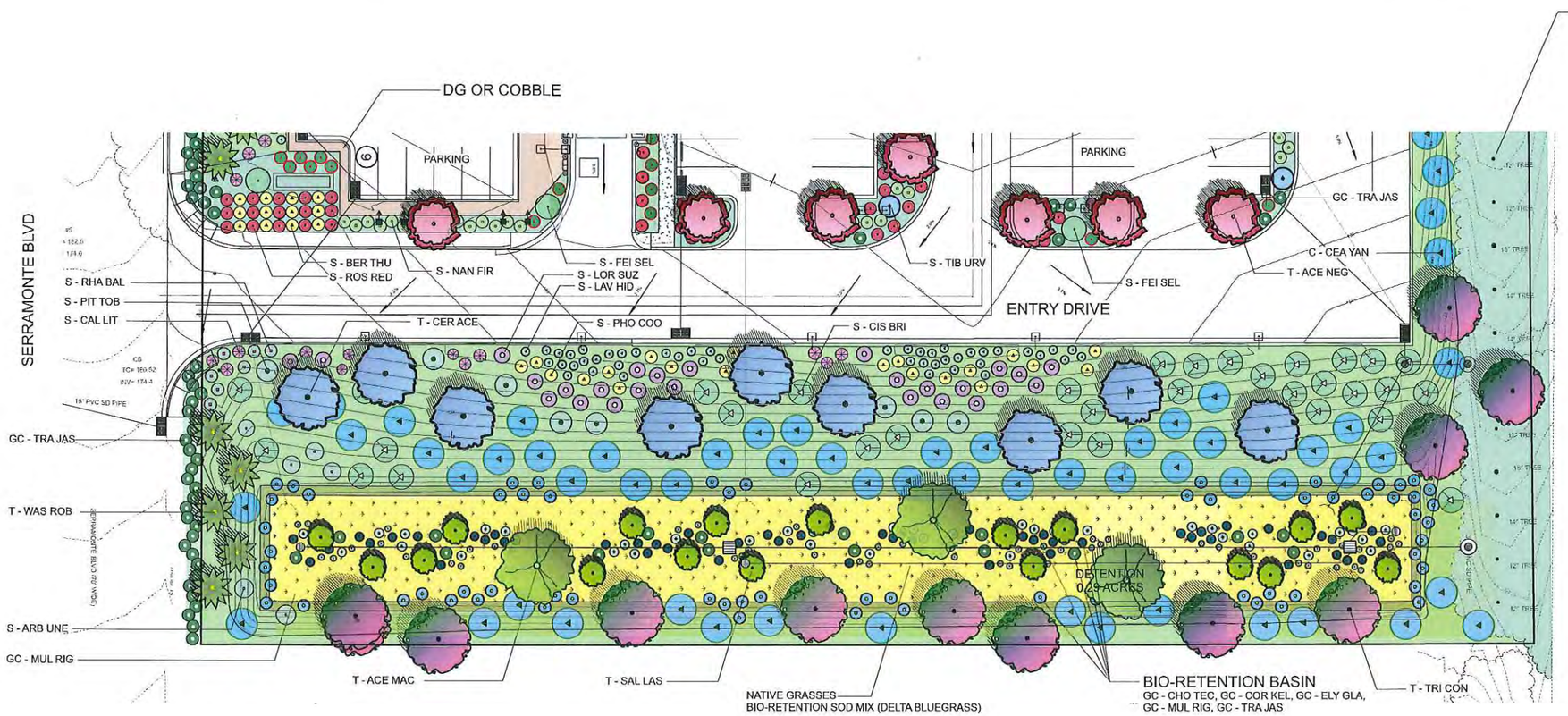
SECTION A-A

1/8" = 1'-0"



SECTION B-B

1/8" = 1'-0"



M D FOTHERINGHAM
LANDSCAPE ARCHITECTS
1700 North Broadway, Suite 390
Walnut Creek, CA 94596
Telephone/Fax: 925-939-8292
Email: info@mdfotheringham.com

License Stamp

Consultants

CALL UTILITY NOTIFICATION CENTER OF COLORADO 811
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

NOT RELEASED FOR CONSTRUCTION

APPROVAL

REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARmax

STORE NO. ----
SERRAMONTE BLVD.
COLMA, CA

PROJECT NO.

DATE 10/16/15

SHEET TITLE
LANDSCAPE DETAIL PLAN & SECTIONS

SITE PLAN NO. POST SP-06

SHEET NO. L-2

SUGGESTED COLOR

ANOVA™

211 North Lindbergh Blvd.
St. Louis, MO 63141
888.535.5005 tel
314.754.0835 fax
specify@anovafurnishings.com
anovafurnishings.com

BRP300
BRP300E
BIKE RACK
7-bike and 14-bike, traditional steel bike rack, portable/ surface mount

Material
The bike rack is composed of 2.38" O.D. steel tube support sections and .5" O.D. steel rods welded at 3.5" intervals. The bike rack is protected by a fade resistant powder coat finish featuring a state of the art primer proven to prevent rusting.

The bike rack is 27.8" wide, 76.75" long, and 34.04" tall. The BRP300 rack (76.75" long) is designed to accommodate up to 7 bikes and the BRP300E rack (151.12" long) is designed to accommodate up to 14 bikes. The bike rack is portable, allowing for flexibility in placement and the legs have predrilled tabs to allow for surface mounting to prevent movement.

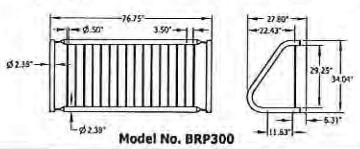
Finish
Fade-resistant powder coated steel components feature a state-of-the art primer proven to prevent rusting. Treated components exceed industry standard by 34% in testing by independent sources.

Color
This product is available in the following vibrant colors: Black, Blue, Bronze, Brown, Burgundy, Camel, Charcoal, Evergreen, Gray, Navy, Orange, Purple, Red, Sage, Silver, Teal, Vanilla, White, and Yellow.

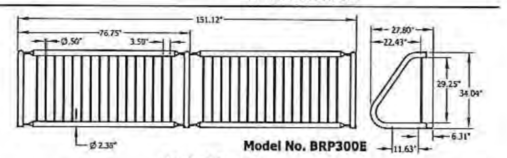
Assembly
Some assembly is required.

Maintenance
Maintenance-free. To clean, spray with a power washer.

Warranty
20-year limited structural warranty with 7-year finish warranty from the date of purchase.



Model No. BRP300



Model No. BRP300E

Shipping Information

Model No.	Unit Wt.	Unit Shipping Wt. UPS	Unit Shipping Wt. Truck (1+ Units)	Unit Ship Size w/Pallet	Max Units per Pallet	Pallet Wt. (84"x 36")	Total No. Pkgs	Shipping Class
BRP300	120 lbs	N/A	137 lbs/unit	27 cu. ft.	3	100 lbs	1	150
BRP300E	225 lbs	N/A	237 lbs/unit	42 cu. ft.	1	100 lbs	1	150

Made in USA

Revised: 01/11/13-4

A / L3 **BIKE PARKING APPARATUS**
NTS

DURA BIKE LOCKER

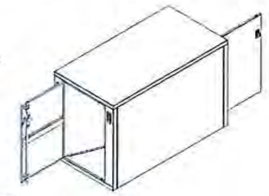
A DIVISION OF HANNAN SPECIALTIES INC.
Made In the USA

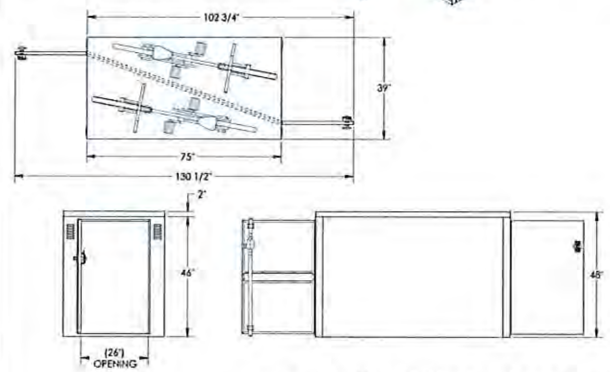
DIMENSION SHEET FOR
MODEL : DL2
Standard Locker with a Divider Panel

MODEL NO. DL2; COLOR = "MESA TAN"
AS MANUFACTURED BY DURA BIKE LOCKER

NOTES:

1. MATERIAL IS POWDER COATED G90 GALVANIZED STEEL.
2. CAN BE INSTALLED IN GROUPS WITH COMMON SIDE WALL CONSTRUCTION.





www.durabikelocker.com
3790 BRADVIEW DR. - SACRAMENTO, CA 95827
(916) 363-7225 - (800) 722-BIKE (2453)

B / L3 **BIKE LOCKER DETAIL**
1/2" = 1'-0"

Preliminary Plant Palette					
Symbol	**Qty**	**Latin Name**	**Common Name**	**Scheduled Size**	**Water Demand**
GC - CHO TEC	40	Chondropetalum tectorum	Cape Rush	5 Gallon	Moderate
GC - COR KEL	53	Cornus sericea 'Kelseyi'	Kelsey's Dwarf Red-Osier Dogwood	5 Gallon	Moderate
GC - ELY GLA	53	Elymus glaucus (Leymus secalinus)	Blue Lyme Grass, Blue Wildrye	5 Gallon	Moderate
GC - MUL RIG	67	Muhlenbergia rigens	Deer Grass	5 Gallon	Low
GC - TRA JAS	431	Trachelospermum jasminoides	Star Jasmine	5 Gallon	Moderate
S - ARB UNE	7	Arbutus unedo 'Compacta'	Compact Strawberry Bush	5 Gallon	Low
S - BER THU	65	Berberis thunbergii 'Royal Cloak'	Royal Cloak Japanese Barberry	5 Gallon	Moderate
S - CAL LIT	18	Callistemon citrinus 'Little John'	Dwarf Bottlebrush	5 Gallon	Low
S - CEA YAN	137	Ceanothus griseus horizontalis 'Yankee Point'	Yankee Point California Lilac	5 Gallon	Low
S - CIS BRI	97	Cistus x 'Brilliancy'	Brillancy Rock Rose	5 Gallon	Low
S - FEI SEL	3	Feijoa sellowiana	Pineapple Guava	5 Gallon	Moderate
S - LAV HID	195	Lavandula angustifolia 'Hidcote Blue'	Hidcote Blue English Lavender	5 Gallon	---
S - LOR SUZ	26	Loropetalum chinense 'Suzanne'	Suzanne Fringe Flower	5 Gallon	Low
S - NAN FIR	88	Nandina domestica 'Firepower'	Firepower Heavenly Bamboo	5 Gallon	Moderate
S - PHO COO	50	Phormium cookianum 'Cream Delight'	Cream Delight New Zealand Flax	5 Gallon	Low
S - PIT TOB	26	Pittosporum tobira 'Variegatum'	Variegated Japanese Mock Orange	5 Gallon	Low
S - RHA IND	7	Rhaphiolepis indica 'Monto'	Indian Princess® Indian Hawthorn	5 Gallon	Low
S - ROS RED	41	Rosa x 'Flower Carpet' (R)	Flower Carpet Rose (R)	5 Gallon	Moderate
S - SAL CLE	39	Salvia clevelandii 'Winifred Gillman'	Winifred Gillman Sage	5 Gallon	Low
S - TIB URV	4	Tibouchina urvilleana	Princess Flower	5 Gallon	Moderate
T - ACE MAC	3	Acer macrophyllum	Big Leaf Maple	24-inch Box	Moderate
T - ACE NEG	21	Acer negundo 'Flamingo'	Flamingo Boxelder Maple	24-inch Box	Moderate
T - CER ACE	9	Cercis canadensis 'Ace Of Hearts' P.P.A.F.	Ace of Hearts Redbud	24-inch Box	Moderate
T - SAL LAS	18	Salix lasiolepis	Arroyo Willow	24-inch Box	Moderate
T - TRI CON	28	Tristania conferta 'Variegata' (Lophostemon)	Variegated Brisbane Box	24-inch Box	Moderate
T - WAS ROB	35	Washingtonia robusta	Mexican Fan Palm	24-inch Box	Low
T - ZEL SER	10	Zelkova serrata 'Village Green'	Village Green Zelkova (R)	24-inch Box	Moderate
NATIVE GRASSES		Hordeum californicum, etc.	Bio-retention Sod Mix (Delta Bluegrass)	Sod	Moderate

TOTAL NUMBER OF TREES PROPOSED: 124

WATER EFFICIENCY LANDSCAPE ORDINANCE
PROJECT SUMMARY

prepared by:
MD Fotheringham, Landscape Architects, Inc.
1700 North Broadway, Suite 390
Walnut Creek, CA 94596
(925) 939-8292

PROJECT NAME: CarMax Colma - Preliminary Submittal   Date: 10/16/15

CITY LOCATION: Colma   ETo LOCATION: San Francisco

LANDSCAPE ARCHITECT: Michael Fotheringham CA #2481

Total Landscape Area (SF): 99,634   Total Calculated Hydrozone Area (SF): 99,634

Annual ETo (inches): 35.1   Total Special Landscape Areas: 0

INCLUDED IN THIS PROJECT SUBMITTAL PACKAGE:
(Check to indicate completion)

			gallons/year without rainfall	gallons/year with rainfall
[X]	1	Maximum Applied Water Allowance:	975,706	975,706
[X]	2	Estimated Total Water Use:	962,955	962,955
[X]	2(a)	Expected Water from Effective Precipitation:		0
[X]	3	Expected Water Savings:	12,751	12,751

Note: If the design assumes that a part of the ETWU will be provided by precipitation, the Effective Precipitation Disclosure Statement shall be completed and submitted.

- [X] 4 Hydrozone Report
- [X] 5 Soil Fertility Analysis
- [X] 6 Grading Design Plan
- [X] 7 Planting Design Plan
- [ ] 8 Irrigation Design Plan
- [ ] 9 Irrigation Schedule

POST-INSTALLATION INSPECTION:

- [ ] A Maintenance Schedule
- [ ] B Irrigation Audit
- [ ] C Plants installed as specified (substitutions accepted)
- [ ] D Irrigation system installed as designed (as-builts included)
- [ ] E Landscape irrigation audit performed
- [ ] F Submittal package and this certification package have been provided to owner, building or site manager and local water agency.

SECTION A.
HYDROZONE INFORMATION TABLE

prepared by:
MD Fotheringham, Landscape Architects, Inc.
1700 North Broadway, Suite 390
Walnut Creek, CA 94596
(925) 939-8292

PROJECT NAME: CarMax Colma - Preliminary Submittal   Date: 10/16/15

Hydrozone Identification	Hydrozone Water Demand	Irrigation Method	Area (SF)	% of Total Landscape Area
Bio-retention Areas	0.5	S	12,635	12.68%
Shrub Areas - S/W Exposure (L)	0.3	S	64,650	64.89%
Shrub Areas - S/W Exposure (M)	0.5	B	9,510	9.54%
Serramonte Frontage (M)	0.5	B	4,875	4.89%
Rock Mulch	0	NA	5,980	6.00%
Trees in Landscape Areas (M)	0.5	B	1,088	1.09%
Trees in Bio-retention Basin (M)	0.5	B	336	0.34%
Palms (L)	0.3	B	560	0.56%
		TOTALS:	99,634	100.00%

Hydrozones:	Irrigation Method	Irrigation Efficiency
HW = High Water Demand (.7 - .9)	MS = Micro-spray	0.8
MW = Medium Water Demand (.4 - .6)	S = Spray	0.71
LW = Low Water Demand (.2 - .3)	R = Rotor	0.71
VLW = Very Low Water Demand (.1)	B = Bubbler	0.85
	D = Drip	0.9
	O = Other	

SECTION B.
WATER BUDGET CALCULATIONS

prepared by:
MD Fotheringham, Landscape Architects, Inc.
1700 North Broadway, Suite 390
Walnut Creek, CA 94596
(925) 939-8292

PROJECT NAME: CarMax Colma - Preliminary Submittal   Date: 10/16/15

CITY OF: Colma   ETo Location: San Francisco

SECTION B1 MAXIMUM APPLIED WATER ALLOWANCE
MAWA = ETo x .62 x (.45 x HA) + (1 x SLA)

YEARLY ETo	35.1
CONVERSION FACTOR	0.62
ET ADJUSTMENT FACTOR	0.45
TOTAL IRRIGATED LANDSCAPE AREA (HA in Square Feet)	99,634
SPECIAL LANDSCAPE AREA (SLA in Square Feet)	0
MAXIMUM APPLIED WATER ALLOWANCE (gallons/year)	975,706
TOTAL ACRE FEET	2.99

CALCULATIONS:
35.1 x 0.62 x 0.45 x 99,634 + 1 x 0 = 975,706

Effective Precipitation (Eppt)
Use 25% of annual precipitation in the following equation:
MAWA = (ETo - Eppt) x .62 x (.45 x HA) + (1 x SLA)

YEARLY ETo	35.1
EFFECTIVE PRECIPITATION	0
NET Eto	35.1
CONVERSION FACTOR	0.62
ET ADJUSTMENT FACTOR	0.45
TOTAL IRRIGATED LANDSCAPE AREA (HA in Square Feet)	99,634
SPECIAL LANDSCAPE AREA (SLA in Square Feet)	0
MAXIMUM APPLIED WATER ALLOWANCE (gallons/year)	975,706
TOTAL ACRE FEET	2.99

CALCULATIONS:
35.1 x 0.62 x 0.45 x 99,634 + 1 x 0 = 975,706

RESULTS: Irrigation reductions by adding precipitation (gallons/year): 0

SECTION B.
WATER BUDGET CALCULATIONS

prepared by:
MD Fotheringham, Landscape Architects, Inc.
1700 North Broadway, Suite 390
Walnut Creek, CA 94596
(925) 939-8292

PROJECT NAME: CarMax Colma - Preliminary Submittal   Date: 10/16/15

CITY OF: Colma   ETo City   San Francisco

SECTION B2 ESTIMATED TOTAL WATER USE (ETWU, gallons per year)
ETWU = ETo x .62 x ((PF x HA)/IE) + SLA

Calculate the following for each Hydrozone (HZ):

YEARLY ETo (inches per year)	35.1
CONVERSION FACTOR (to gallons per square foot)	0.62
PF - PLANT FACTOR (plant water demand, defined for each hydrozone)	0.44
TOTAL IRRIGATED LANDSCAPE AREA (HA in Square Feet)	99,634
SPECIAL LANDSCAPE AREA (SLA in Square Feet)	0
IE - IRRIGATION EFFICIENCY FACTOR (minimum .71)	0.79
TOTAL ESTIMATED TOTAL WATER USE (gallons/year):	962,955
TOTAL ACRE FEET:	2.96

CALCULATIONS:

YEARLY ETo	CONVERSION FACTOR	HZ NO.	HYDROZONE DESCRIPTION	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	HYDROZONE AREA (HA) (Sq Ft)	ETWU Gal/Yr	% LANDSCAPE AREA	SLA (Sq Ft)
35.1	0.62	1	Bio-retention Areas	0.50	S	0.75	12,635	183,309	12.7%	0
35.1	0.62	2	Shrub Areas - S/W Exposure (L)	0.30	S	0.75	64,650	562,765	64.9%	0
35.1	0.62	3	Shrub Areas - S/W Exposure (M)	0.50	B	0.81	9,510	127,751	9.5%	0
35.1	0.62	4	Serramonte Frontage (M)	0.50	B	0.81	4,875	65,488	4.9%	0
35.1	0.62	5	Rock Mulch	0.00	NA	0.00	5,980	NA	6.0%	0
35.1	0.62	6	Trees in Landscape Areas (M)	0.50	B	0.81	1,088	14,615	1.1%	0
35.1	0.62	7	Trees in Bio-retention Basin (M)	0.50	B	0.81	336	4,514	0.3%	0
35.1	0.62	8	Palms (L)	0.30	B	0.81	560	4,514	0.6%	0
			TOTALS:				99,634	962,955	100.00%	0

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LANDSCAPE ARCHITECTS
1700 North Broadway, Suite 390
Walnut Creek, CA 94596
Telephone Fax: 925-939-8292
Email: info@mdfotheringham.com

License Stamp

LICENSED LANDSCAPE ARCHITECT
MICHAEL D. FOTHERINGHAM
10/16/15
#2481
STATE OF CALIFORNIA

Consultants

CALL UTILITY NOTIFICATION CENTER OF COLORADO
811
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

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BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

NOT RELEASED FOR CONSTRUCTION

APPROVAL

REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARMAX
STORE NO. ____
SERRAMONTE BLVD.
COLMA, CA

PROJECT NO.
DATE 10/16/15
SHEET TITLE
FURNISHINGS & WATER USE CALCULATIONS
SITE PLAN NO. POST SP-06
SHEET NO. L-3

Code Check Form

Customer Name: CarMax
Project Name: Colma
Address: 445 Serramonte Blvd
City: Colma State: CA Zip: 94014
Master Sign Program (MSP): Yes ☐ No ☒
Zoning: Commercial
Jurisdiction: Town of Colma
Contact Name: Michael Laughlin
Phone: 650-757-8898
Fax:
E-Mail: michael.laughlin@colma.ca.gov

Ground Signs - Pylon (Pole) & Monument

Are ground signs allowed? Yes ☒ No ☐ — Pole ☒ Monument ☒
Number of signs allowed: 1 per car franchise sold on the lot
Maximum SF allowed: 300 SF (See Notes)
Minimum setback: 10 From: ROW
Maximum Overall Height: 36'
Lighting Restrictions: No flashing or blinking
EMC Restrictions: Not Allowed
How many faces count toward sign area? 1
Minimum frontage to qualify: Not Regulated
Distance to adjacent ground signs: 75'
Based on: Car franchises on the lot
Based on: See Notes
Wind Load: 90 MPH

Notes: Aggregate sign area for site is 2 SF per linear foot of street frontage. A pole sign cannot exceed 300 SF.

Wall Signs

Are wall signs allowed? Yes ☒ No ☐
Maximum SF allowed: See Notes
Maximum Height: NTE Roofline
Can sign project above roofline? Yes ☐ No ☒ If yes, how much? N/A
Lighting Restrictions: No flashing or blinking
How is area measured: Smallest geometric shape surrounding the content of the sign
Maximum Projection: Not Regulated, suggested to be as low profile as possible
Formula for area calculation: See Notes
Max. Letter Height: See Notes Max. Logo Height: See Notes

Notes: -Aggregate sign area for site is 2 SF per linear foot of street frontage.
-Letter and logo height cannot exceed 36" on buildings up to 10,000 SF & 48" on buildings larger than 10,000 SF.

Directionals / Regulatory

Are directionals allowed? Yes ☒ No ☐
Are permits required? Yes ☐ No ☐
Number of signs allowed? Not Restricted
Maximum SF allowed: See Notes
Maximum Overall Height: See Notes
Directionals count towards allowed SF? Yes ☒ No ☐
Are internal lot directionals restricted? Yes ☒ No ☐
Name / Logos allowed? Yes ☒ No ☐

Notes: There are not any restrictions on size of directionals, but the planning staff will look at the height and size of these when reviewing sign permits. It is suggested to be 3' in height and 6 SF.

Parking Lot Signs

Is customer name restricted from basic lot signs? Yes ☒ No ☐
Are lamp / pole signs allowed? Yes ☒ No ☐
Are parking lot graphics allowed? Yes ☒ No ☐

Notes:

Temporary Signs

Are temporary ground signs allowed: Yes ☒ No ☐ If yes, how many: 1
Are "now hiring" or "now open" temporary banners allowed: Yes ☒ No ☐ If yes, for how long: 30 days per calendar year

Notes: Permit required.

Face Replacements

Can grandfathered status remain if faces are replaced? Yes ☒ No ☐
Are permits required if remodeling or repainting signage? Yes ☒ No ☐
Are face replacements allowed? Yes ☒ No ☐
Are permits required? Yes ☒ No ☐

Notes:

Permit Requirements

Permits can be applied for by: Mail ☒ Authorized Agent ☒ In Person ☐
Review Board: Yes ☒ No ☐
Documents Required: Site Plan ☒ Elevations ☒ Sign Details ☒ Sealed Engineering ☒ Additional Professional Seals ☐
Number of Document Copies: 3 / 3 / 3 / 3 (Freestanding signs)
Document Size: Standard Cost of Permit: $382.00
Length of time to secure permit: 3-4 Weeks
If electrical permit is required for ONLY the hook up of the sign, is a licensed electrician required to come in person? Yes ☒ No ☐
Are permits required to be obtained in person? If not, what is the process: Must go before planning staff and present
How long are permits good for: 1 Year

Notes: The town encourages a sign package be presented at site plan approval. This would go in front of city council. If signage isn't included with site plan approval then a meeting with the planning staff is required before submitting permits.

Variance Procedures

Are variances allowed? Yes ☒ No ☐
Likelihood of a variance being approved: Low % Approved: 20%
Variance can be applied for by: Mail ☒ Authorized Agent ☒ Business ☐ Contractors ☐
Signature required on application: Owner ☒ Agent ☒ Lawyer ☐
Must attend variance hearing: Owner ☐ Agent ☒ Lawyer ☐
Documents required: Site Plan ☒ Elevations ☒ Sign Details ☒ Sealed Engineering ☐ Additional Professional Seals ☐
Quantity Required: 3 / 3 / 3
Document color: Color ☒ B/W ☐ Document Size: Standard
Length of time to secure variance: 3-4 Months Cost of variance: $700.00
Can signs be approved during the site plan approval? Yes ☒ No ☐
If yes, Can variances be granted during the site plan approval process? Yes ☒ No ☐
If yes, what board & is it different from the standard variance process? City Council

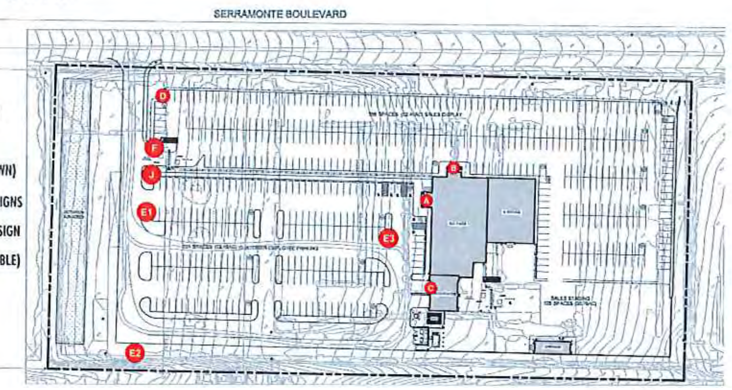
Notes:

CODE CHECK

LEGEND

- (A) INDIVIDUAL CHANNEL LETTERS - 55 sf
- (B) INDIVIDUAL CHANNEL LETTERS - 55 sf
- (C) SERVICE CHANNEL LETTERS - 26 sf
- (D) D/F LIGHTED PYLON SIGN@ 35'-100 sf
- (E1) D/F DIRECTIONAL SIGN
- (E2) D/F DIRECTIONAL SIGN
- (E3) D/F DIRECTIONAL SIGN
- (F) DO NOT ENTER SIGN (2)
- (G) ROW MARKERS
- (H) ESCORT SIGN (NOT SHOWN)
- (I) CAR WASH ENTER/EXIT SIGNS
- (J) STOP CHANGE DRIVERS SIGN
- (K) RESERVED SIGN (MOVEABLE)
- (L) BANNER
- (M) BANNER

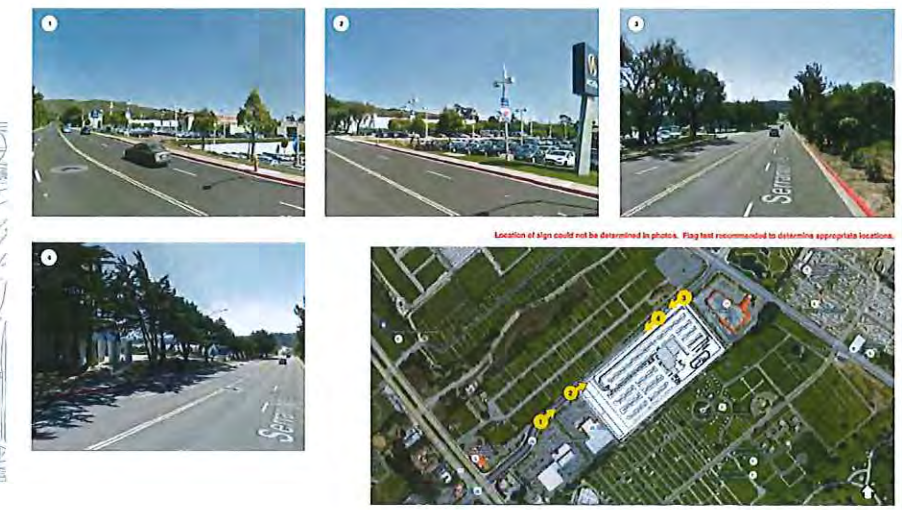
Site Plan - Sign Locations



SP-09
Scale: NTS

SITE PLAN - SIGN LOCATIONS

Photos



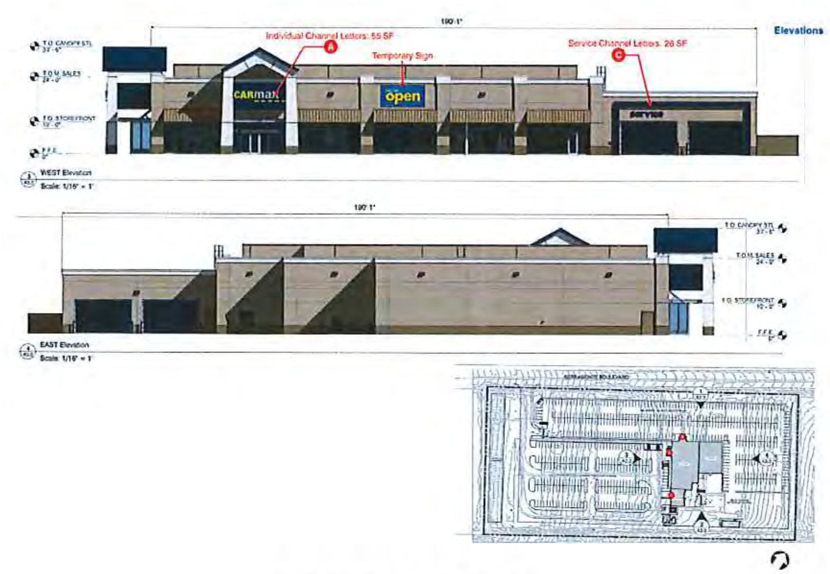
Location of sign could not be determined in photos. Flag test recommended to determine appropriate locations.

SITE PHOTOS

		CARMAX PROTOTYPE	CODE ALLOWED	VARIANCE REQ.	RECOMMENDATONS
PYLON/MONUMENT	QTY	1	2		NO ISSUES WITH CURRENT CODE
	HEIGHT	35'-0"	36'-0"		NO ISSUES WITH CURRENT CODE
	AREA	100 SF	300 SF		NO ISSUES WITH CURRENT CODE
BUILDING MOUNTED SIGNS	QTY	3	3		NO ISSUES WITH CURRENT CODE
	AREA	2@ 55 SF 1 @ 27.5 SF	2@ 55 SF 1@ 27.5 SF		NO ISSUES WITH CURRENT CODE
LOT DIRECTIONALS	QTY	4	Not Regulated		PLANNER WILL APPROVE DIRECTIONALS TO HIS DISCRETION
	HEIGHT	4'-0'	Not Regulated		PLANNER WILL APPROVE DIRECTIONALS TO HIS DISCRETION
	AREA	12 SF	Not Regulated		PLANNER WILL APPROVE DIRECTIONALS TO HIS DISCRETION
OPPERATIONAL SIGNS		PER PKG			NO ISSUES WITH THE CURRENT CODE
TEMPORARY SIGNS/BANNERS	AREA	7X14	Up to planner discretion		MUST GET APPROVAL FROM PLANNER
	DURATION	2 x 30 DAYS	30 Days Per Calendar Year		MUST GET APPROVAL FROM PLANNER

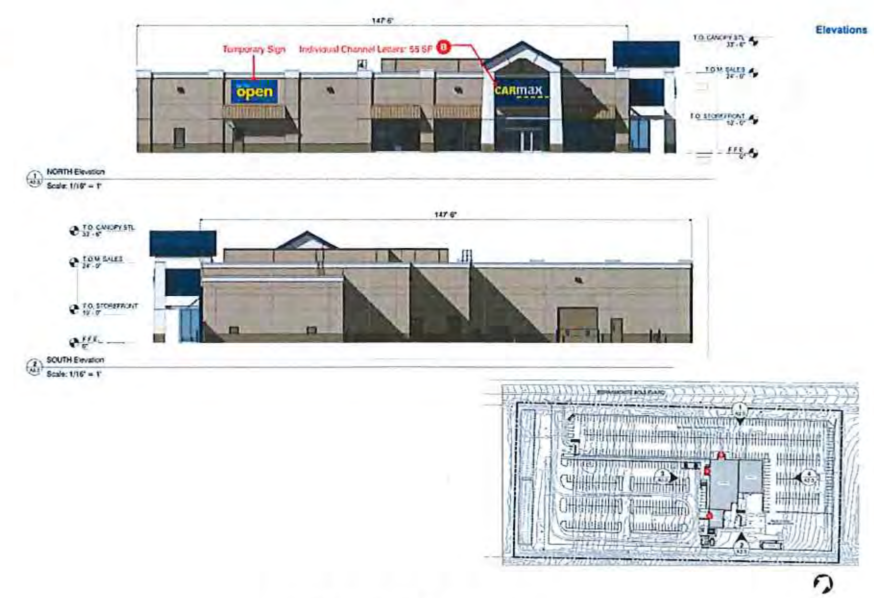
SIGN RECOMMENDATION SUMMARY

Elevations



N-S SIGN ELEVATIONS

Elevations



W-E SIGN ELEVATIONS

NOT RELEASED FOR CONSTRUCTION

APPROVAL

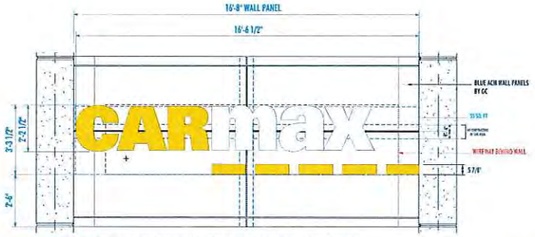
REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARMAX

STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO	19817.000
DATE	10/16/15
SHEET TITLE	SIGN LOCATIONS AND SIGN ELEVATIONS
SITE PLAN NO	POST SP-06
SHEET NO	S1



A B **CM-CL55 INDIVIDUAL ILLUMINATED CHANNEL LETTERS (TWO REQ'D)**

scale 3/8"= 1'-0" 55.0 SQ. FT.

GRAPHICS AND COPY:
- "CAR & DASHES" - YELLOW #2037 ACRYLIC FACES- CARMAX SATIN PMS-109 YELLOW RETURNS - YELLOW TRIM CAP
- "MAX" - WHITE #2447 ACRYLIC FACES - SATIN WHITE RETURNS - WHITE TRIM CAP
- BLUE ACM BACKGROUND BY CARMAX G.C.

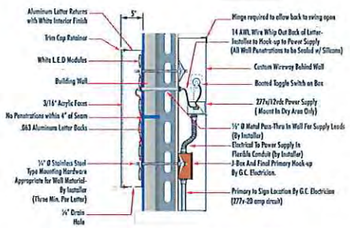
DEDICATED CIRCUITS

Number of 277v - 20 Amp Circuits Req'd TBD

ALL BRANCH CIRCUITS SHALL BE DEDICATED TO SIGNS(INCLUDING GROUND AND NEUTRAL) AND SHALL NOT BE SHARED WITH OTHER LOADS

277V 20 AMP CIRCUIT ELECTRICAL PRIMARY TO SIGN LOCATION AND THE FINAL HOOK UP TO BE BY CUSTOMER'S CERTIFIED ELECTRICIAN. NUMBER OF CIRCUITS REQUIRED PER SIGN TO BE PER FEDERAL HEATH SIGN ENGINEERING SPECIFICATIONS AND REQUIREMENTS.

ALL SIGNS TO COMPLY WITH U.L. 48 REQUIREMENTS AND ARTICLE 600 OF THE N.E.C. AND ALSO MEET ANY STATE AND LOCAL CODE REQUIREMENTS.



SECTION DETAIL - LED ILLUMINATED WALL LETTERS

C **CM-S-CL26 INDIVIDUAL LED ILLUMINATED CHANNEL LETTERS (ONE SET REQ'D)**

SCALE: 3/4" =1'-0"
26.91 SF

LETTER COLORS
- GRIP-GARD SATIN FINISH CARMAX BLUE (PMS-281) RETURNS
- CLEAR ACRYLIC FACES/SECOND SURFACE WHITE DIFFUSER W/ BLUE TRIM CAP
- PMS-281 BLUE DAY/NIGHT PERF. VINYL FACE OVERLAY

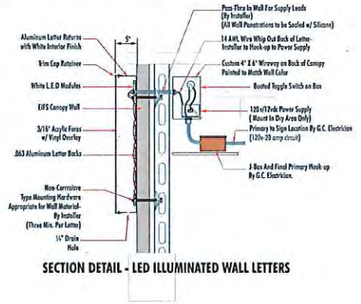
277V-20 AMP CIRCUIT ELECTRICAL PRIMARY TO SIGN LOCATION AND THE FINAL HOOK UP TO BE BY CUSTOMER'S CERTIFIED ELECTRICIAN. NUMBER OF CIRCUITS REQUIRED PER SIGN TO BE PER FEDERAL HEATH SIGN ENGINEERING SPECIFICATIONS AND REQUIREMENTS.

ALL SIGNS TO COMPLY WITH U.L. 48 REQUIREMENTS AND ARTICLE 600 OF THE N.E.C. AND ALSO MEET ANY STATE AND LOCAL CODE REQUIREMENTS.

DEDICATED CIRCUITS

Number of 277v - 20 Amp Circuits Req'd TBD

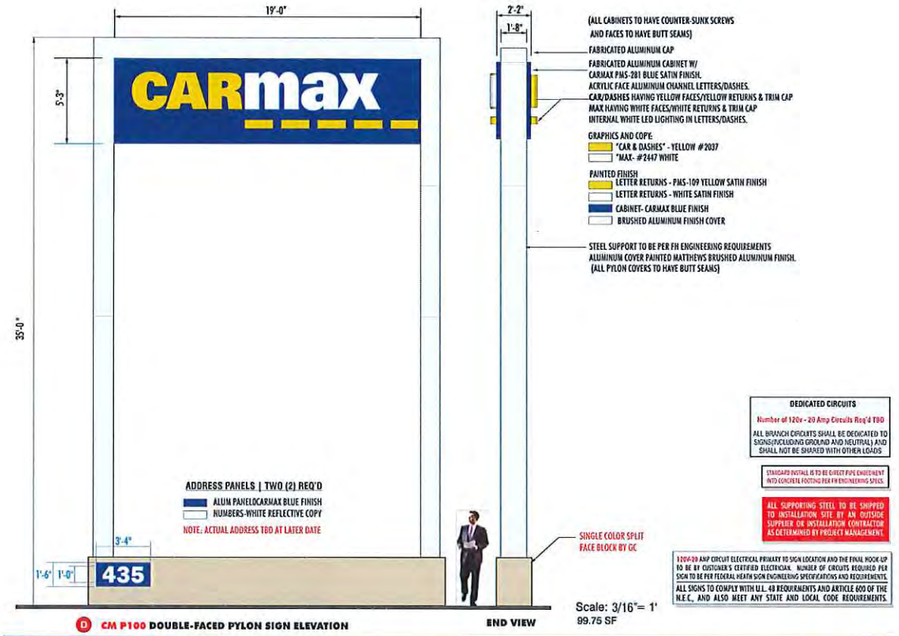
ALL BRANCH CIRCUITS SHALL BE DEDICATED TO SIGNS(INCLUDING GROUND AND NEUTRAL) AND SHALL NOT BE SHARED WITH OTHER LOADS



SECTION DETAIL - LED ILLUMINATED WALL LETTERS

NEXT GEN 2 EXTERIOR WALL SIGNS

EXTERIOR WALL SIGNS



D **CM P100 DOUBLE-FACED PYLON SIGN ELEVATION** END VIEW

Scale: 3/16"= 1'
99.75 SF

DEDICATED CIRCUITS

Number of 120v - 20 Amp Circuits Req'd TBD

ALL BRANCH CIRCUITS SHALL BE DEDICATED TO SIGNS(INCLUDING GROUND AND NEUTRAL) AND SHALL NOT BE SHARED WITH OTHER LOADS

STANDARD INSTALL IS TO BE DIRECT PIPE EMBEDMENT INTO CONCRETE FOOTING PER FIN ENGINEERING SPECS.

ALL SUPPORTING STEEL TO BE SHIPPED TO INSTALLATION SITE BY AN OUTSIDE SUPPLIER OR INSTALLATION CONTRACTOR AS DETERMINED BY PROJECT MANAGEMENT.

120V-20 AMP CIRCUIT ELECTRICAL PRIMARY TO SIGN LOCATION AND THE FINAL HOOK UP TO BE BY CUSTOMER'S CERTIFIED ELECTRICIAN. NUMBER OF CIRCUITS REQUIRED PER SIGN TO BE PER FEDERAL HEATH SIGN ENGINEERING SPECIFICATIONS AND REQUIREMENTS.

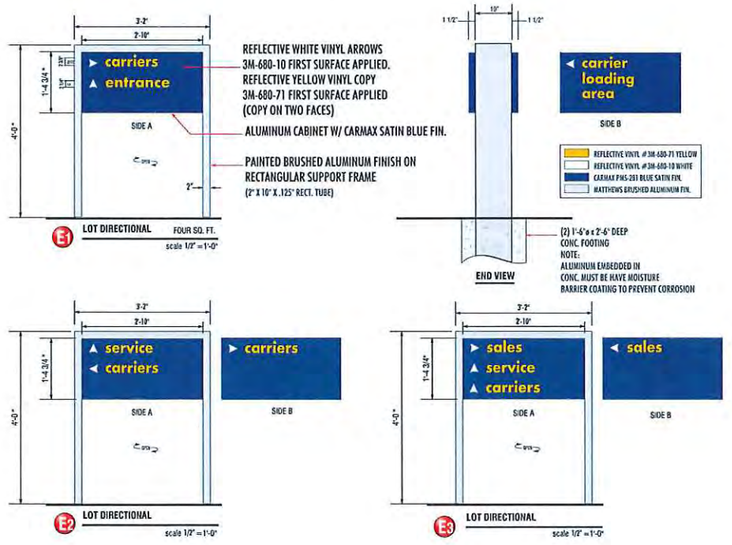
ALL SIGNS TO COMPLY WITH U.L. 48 REQUIREMENTS AND ARTICLE 600 OF THE N.E.C. AND ALSO MEET ANY STATE AND LOCAL CODE REQUIREMENTS.

DOUBLE FACED PYLON SIGN

DOUBLE FACED PYLON SIGN

BLUE SERVICE LETTERS

BLUE SERVICE LETTERS



E1 **LOT DIRECTIONAL** FOUR SQ. FT. scale 1/2" =1'-0"

E2 **LOT DIRECTIONAL** scale 1/2" =1'-0"

E3 **LOT DIRECTIONAL** scale 1/2" =1'-0"

LOT DIRECTIONALS (non-illuminated)

LOT DIRECTIONALS (NON-ILLUMINATED)

NOT RELEASED FOR CONSTRUCTION

APPROVAL

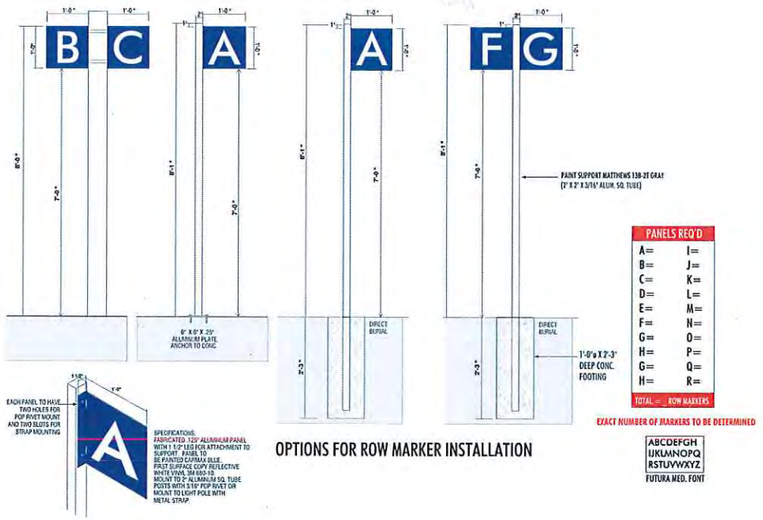
REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARmax

STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO	19817.000
DATE	10/16/15
SHEET TITLE	EXTERIOR WALL SIGNS, DOUBLE FACED PYLON SIGN, AND LOT DIRECTIONALS
SITE PLAN NO	POST SP-06
SHEET NO	S2



PANELS REQ'D	
A=	I=
B=	J=
C=	K=
D=	L=
E=	M=
F=	N=
G=	O=
H=	P=
G=	Q=
H=	R=

TOTAL = ROW MARKERS

EXACT NUMBER OF MARKERS TO BE DETERMINED

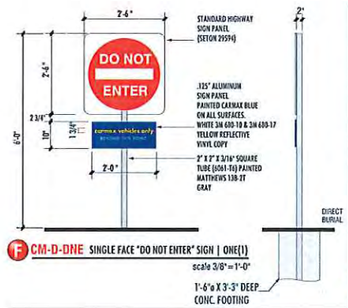
ABCDEFGH
IJKLMNOPQ
RSTUVWXYZ

FUTURA MED. FONT

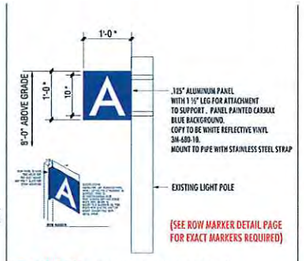
OPTIONS FOR ROW MARKER INSTALLATION

OPERATIONAL SIGNS (non-illuminated)

OPERATIONAL SIGNS

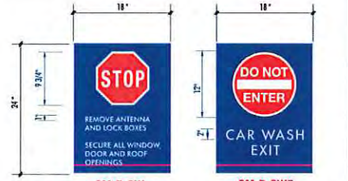


F CM-D-DNE SINGLE FACE "DO NOT ENTER" SIGN | ONE(1)
scale 3/8"=1'-0"



G CM-D-RM DOUBLE FACE ROW MARKER SIGN PANELS
scale 3/4"=1'-0"

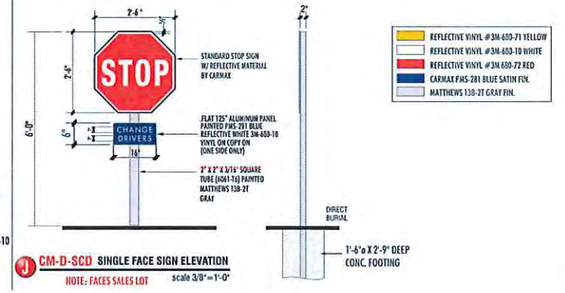
H CM-D-ESCORT SINGLE FACE SIGN ELEVATION
scale 3/4"=1'-0"



I CM-D-CW WALL PANEL scale 3/4"=1'-0"
3 SQ. FT.

CM-D-CWE WALL PANEL scale 3/4"=1'-0"
3 SQ. FT.

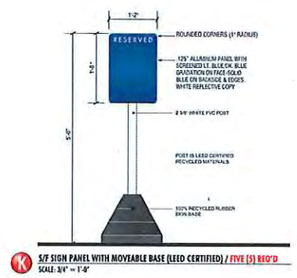
FLAT .125" ALUMINUM PANEL W/ CARMAX BLUE BACKGROUND
"STOP SIGN/DO NOT ENTER"- RED 3M-680-72 W/ COPY TO BE WHITE 3M-680-10
MAIN COPY TO BE 3M 680-10 WHITE
ALL SIGNS ARE TO BE MOUNTED FLUSH TO WALL AT ENTRANCE/EXIT LANES
ON CAR WASH BUILDING - 4'-0" ABOVE GRADE



J CM-D-SCD SINGLE FACE SIGN ELEVATION
NOTE: FACES SALES LOT scale 3/8"=1'-0"

OPERATIONAL SIGNS (non-illuminated)

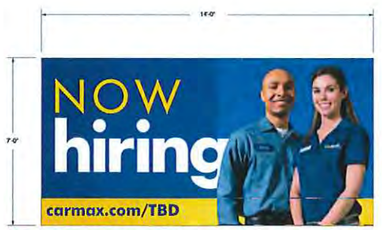
OPERATIONAL SIGNS



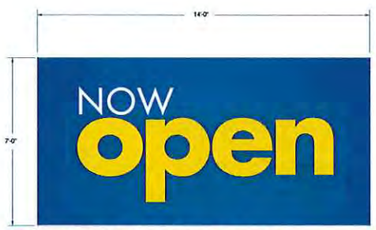
K S/F SIGN PANEL WITH MOVEABLE BASE (LEED CERTIFIED) / FIVE (5) REQ'D
SCALE: 3/4" = 1'-0"

NEXT GEN RESERVED (non-illuminated)

NEXT GEN RESERVED



L TEMPORARY SIGN | 98 SF | ONE (1) REQ'D
WHITE BANNER MATERIAL WITH DIGITALLY PRINTED BLEED GRAPHICS.
BANNER TO BE HEMMED AND TO HAVE GROMMETS EVERY 12" ON ALL SIDES



M TEMPORARY SIGN | 98 SF | ONE (1) REQ'D
WHITE BANNER MATERIAL WITH DIGITALLY PRINTED BLEED GRAPHICS.
BANNER TO BE HEMMED AND TO HAVE GROMMETS EVERY 12" ON ALL SIDES.
THIS BANNER TO REPLACE THE NOW HIRING BANNER
AND IS INSTALLED IN SAME LOCATION.

TEMPORARY BANNERS

TEMPORARY BANNERS

NOT RELEASED FOR CONSTRUCTION

APPROVAL

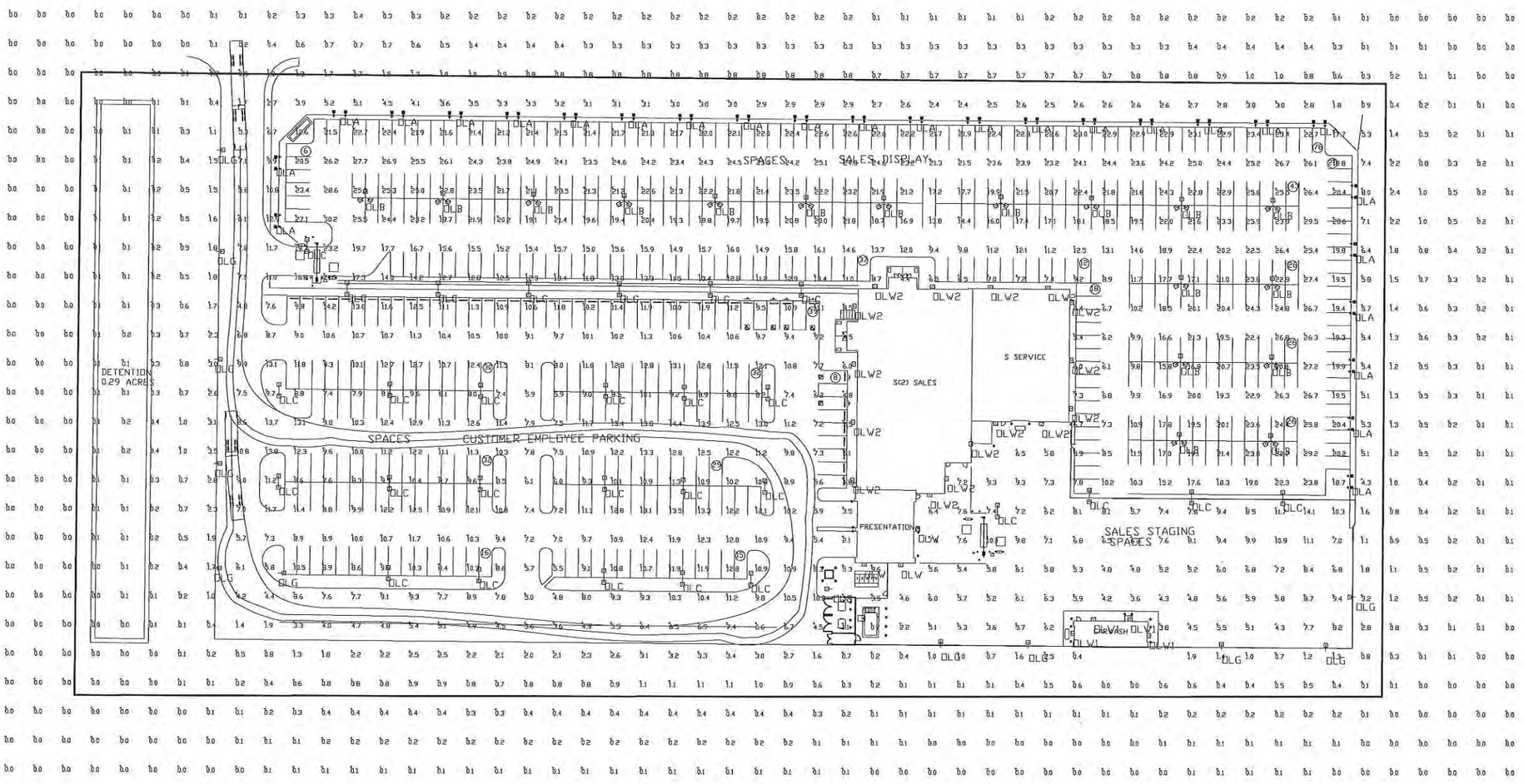
REVISIONS

REV. NO	DATE	DESCRIPTION	BY

CARMAX

STORE NO. 6068
455 SERRAMONTE BLVD.
COLMA, CA

PROJECT NO	19817.000
DATE	10/16/15
SHEET TITLE	OPERATIONAL SIGNS AND TEMPORARY BANNERS
SITE PLAN NO	POST SP-06
SHEET NO	S3



SALES LOT

Total Watts = 35559.19

C/E LOT

Total Watts = 12501.2

SALES STAGING

Total Watts = 2902

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

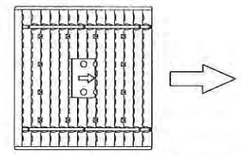
This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted.

NOTE: ALL 24' POLES TO BE MOUNTED ON CONCRETE PEDESTALS 2' ABOVE GRADE, FOR A TOTAL MOUNTING HEIGHT OF 26'.

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	6.70	30.2	0.0	N.A.	N.A.
C/E LOT	Illuminance	Fc	10.00	14.4	2.1	4.76	6.86
LONG DRIVE	Illuminance	Fc	6.13	10.8	1.4	4.38	7.71
SALES LOT	Illuminance	Fc	19.62	30.2	4.4	4.46	6.86
SALES STAGING LOT	Illuminance	Fc	6.74	14.1	0.7	9.63	20.14

Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Lumens/Lamp	Arr. Lum. Lumens	Arr. Watts
	26	DLA	D180 ROTATED	XGBM-FT-LED-HO-CW-HSS-24	0.900	N.A.	42328	575.2
	17	DLB	3 @ 120 DEGREES	XGBM-5-LED-HO-CW-24	0.900	N.A.	76392	900
	28	DLC	BACK-BACK	XGBM-5-LED-HO-CW-24	0.900	N.A.	50928	600
	12	DLG	SINGLE	XGBM-FT-LED-HO-CW-HSS-24	0.900	N.A.	21164	287.6
	3	DLW	SINGLE	XGBWM3-FT-LED-48-450-CW-UE-13' MH	0.900	N.A.	5900	72
	4	DLW1	SINGLE	XGBWM3-FT-LED-48-450-CW-UE-15' MH	0.900	N.A.	5900	72
	16	DLW2	SINGLE	XGBWM3-FT-LED-48-450-CW-UE-19' MH	0.900	N.A.	5900	72

IMPORTANT



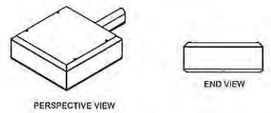
ROTATED REFLECTOR

NOTE: Reflector MUST be field rotated by the CONTRACTOR to correspond with the direction indicated by the arrows on this layout.

EXAMPLE OF DIRECTIONAL ARROW

XGBM

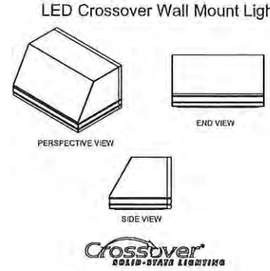
LED Crossover Area Light



Crossover SOLID-STATE LIGHTING

XGBWM3

LED Crossover Wall Mount Light



Crossover SOLID-STATE LIGHTING

Total Project Watts
Total Watts = 52162.41

Invenlux

LIGHTING PROPOSAL LO-128573-2

CARMAX
COLMA, CA
(SP-08)

BY:MK	DATE:7/24/15	REV:10/15/15	SHEET 1 OF 1

SCALE: 1"=40' 0 40

Attachment D

PLACEWORKS

February 2016 | Public Review Draft

CARMAX PROJECT ENVIRONMENTAL REVIEW

Initial Study/Mitigated Negative Declaration

for the Town of Colma

February 2016
Public Review Draft

Prepared By:

PlaceWorks
1625 Shattuck Avenue, Suite 300
Berkeley, California 94709
510.848.3815
510.848.4315 (f)

CARMAX PROJECT ENVIRONMENTAL REVIEW

Initial Study/Mitigated Negative Declaration

for the Town of Colma

In Association With:

Hexagon Transportation Consultants, Inc.

Table of Contents

LIST OF FIGURES

LIST OF TABLES

INITIAL STUDY CHECKLIST

The proposed CarMax Project is a project under the California Environmental Quality Act (CEQA). This Initial Study was prepared by PlaceWorks for the Town of Colma. This Initial Study was prepared pursuant to the CEQA (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations).

1.	**Project Title:**	CarMax Project Environmental Review
2.	**Lead Agency Name and Address:**	Town of Colma Planning Department 1190 El Camino Real Colma, CA 94014
3.	**Contact Person and Phone Number:**	Michael P. Laughlin, City Planner (650) 757-8896
4.	**Project Location:**	435-455 Serramonte Boulevard Colma, CA 94014
5.	**Project Applicant's Name and Address:**	Amanda Steinle CenterPoint Integrated Solutions 1240 Bergen Parkway, Suite A-250 Evergreen, CO 80439
6.	**General Plan Land Use Designation:**	See Land Use and Zoning Designation section below.
7.	**Zoning:**	See Land Use and Zoning Designation section below.
8.	**Description of Project:**	See Project Description section below.
9.	**Surrounding Land Uses and Setting:**	See Surrounding Conditions section below.
10.	**Required Permits and Approvals:**	See Required Permits and Approvals section below.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

- ☒ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Geology & Soils
- ☐ Greenhouse Gas Emissions
- ☒ Hazards & Hazardous Materials
- ☐ Hydrology & Water Quality
- ☐ Land Use & Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population & Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation & Traffic
- ☐ Utilities & Service Systems
- ☐ Mandatory Findings of Significance

Determination:
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Steve Noack, AICP, Principal
PlaceWorks (Consultant)

2/4/16
Date

Approved by:

Michael P. Laughlin, AICP, City Planner
Town of Colma Planning Department

2/4/16
Date

A. Overview and Background

This Initial Study checklist was prepared to assess the environmental effects of the CarMax Project, herein referred to as the "Project." This Initial Study consists of a depiction of the existing environmental setting and the Project description followed by a description of potential environmental effects that may result from the construction and operation of the Project.

1. Regional and Local Location

As shown in Figure 1, the Project site is located in the Town of Colma (Colma), California, in San Mateo County, along the San Francisco Peninsula. Colma is located approximately 11 miles south of San Francisco and 47 miles north of San Jose.[1]

Regional vehicular access to the site is provided via Interstate 280 (I-280), Highway 1, and State Route 82 (El Camino Real), located west of the Project site, as well as Hillside Boulevard (transitioning to Sister Cities Boulevard and Interstate 101 in South San Francisco), located east of the Project site.

The Project site is bounded by Serramonte Boulevard to the north, a casino to the east, Home of Peace Cemetery to the south, and an auto dealership to the west. Vehicular access to the site is provided via Serramonte Boulevard.

Public transportation is provided via San Mateo County Transit District (SamTrans) which runs along El Camino Real west of the Project site, the Colma BART Station, located 1 mile north of the Project site, and the South San Francisco BART Station, located 1.6 miles south of the site in South San Francisco.

2. Project Site Setting

The Project site consists of two parcels totaling 8.85 acres, and comprised of 435 Serramonte Boulevard, 445 Serramonte Boulevard, and 455 Serramonte Boulevard. The Assessor Parcel Numbers (APNs) are listed below:

- 011-341-350 (435 Serramonte Boulevard)
- 011-341-340 (445 and 455 Serramonte Boulevard)

3. Existing Site

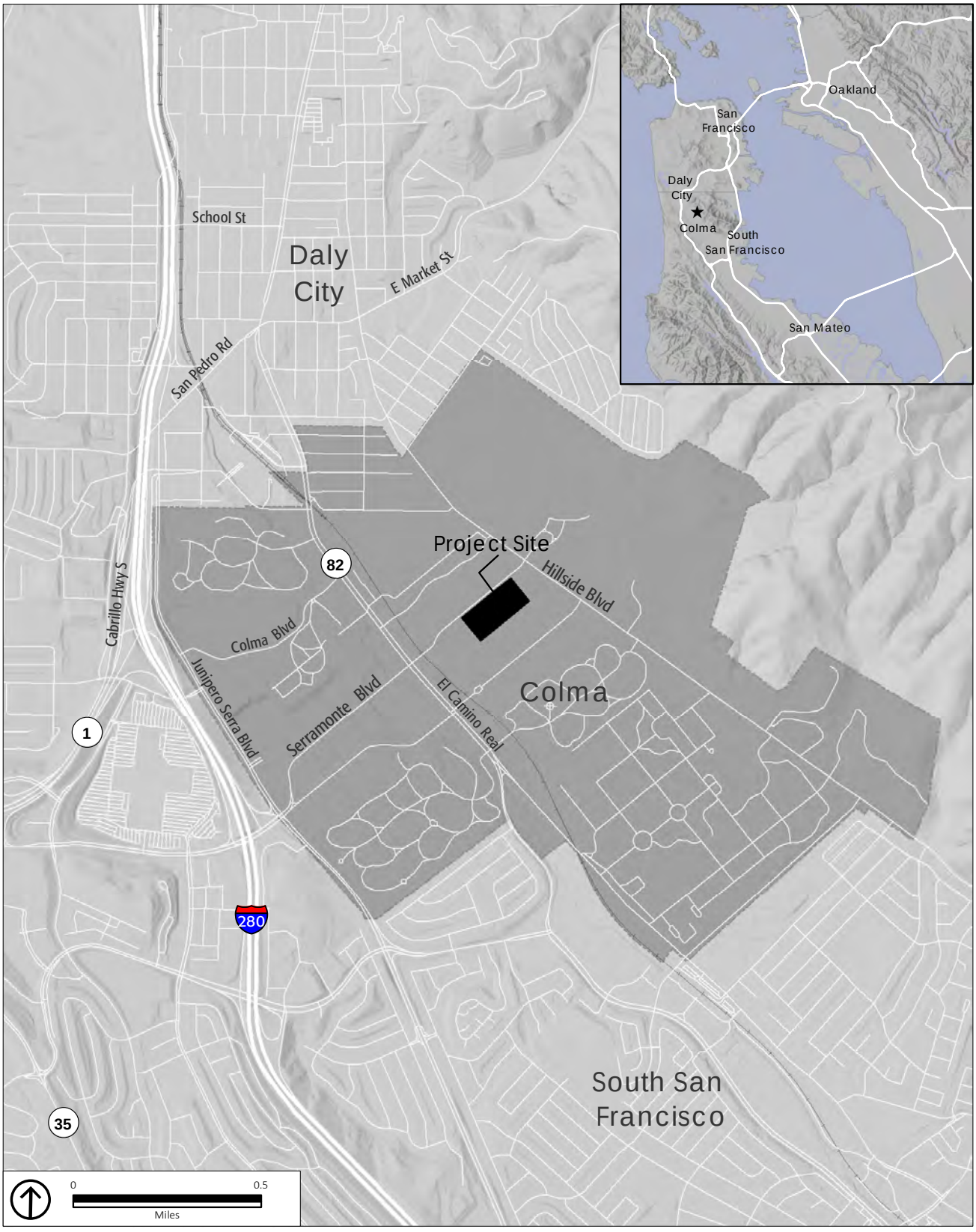
As shown on Figure 2, the existing Project site consists of three buildings totaling 81,981 square feet, each surrounded by surface parking lots. All existing structures are industrial use buildings, one of which currently operates as an auto collision repair shop, and the other two vacant; although formerly operated as auto service centers, as further described below. The existing structures were constructed in the 1980s and 1990s.[2]

a. 435 Serramonte Boulevard

435 Serramonte Boulevard consists of a single-story 22,093 square foot structure currently used as an automotive repair shop. The building is largely surrounded by surface parking lots and includes ornamental landscaping and trees along Serramonte Boulevard, as well as a row of trees along its eastern edge serving as a buffer between the Lucky Chances Casino at 1700 Hillside Boulevard, which borders this parcel.

[1] Mileage reference considers distance from 435 Serramonte Boulevard, Colma, CA to the corner of Van Ness Avenue and Market Street in San Francisco, CA, and from 435 Serramonte Boulevard to Downtown San Jose.

[2] ENGEO, Phase 1 Environmental Site Assessment, CarMax Automotive Dealership, Colma, California, prepared for CenterPoint Integrated Solutions, LLC, May 19, 2015, page 20.

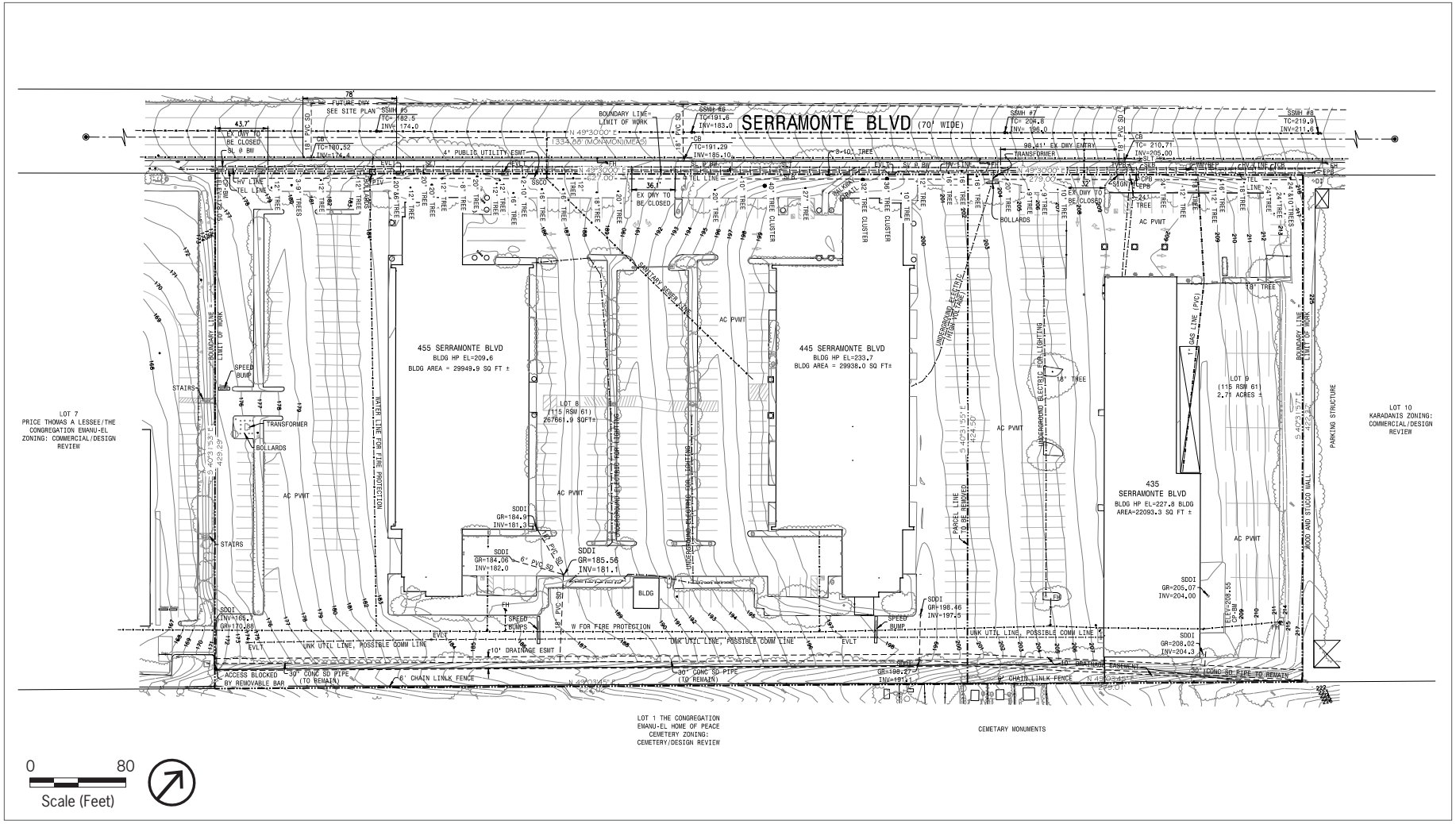


Source: PlaceWorks, 2015.

FIGURE 1

City Limit

Regional and Local Location



Source: MacKay & Somps, 2015.

Figure 2
Existing Site Plan

b. 445 Serramonte Boulevard

445 Serramonte Boulevard consists of a single-story 29,938 square foot structure formerly used as an automotive service center to support an auto sales business at 1500 Collins Avenue. The building is currently vacant and is surrounded by surface parking and includes ornamental landscaping and trees along Serramonte Boulevard, as well as throughout the parking lot.

c. 455 Serramonte Boulevard

455 Serramonte Boulevard consists of a single-story 29,950 square foot structure formerly used as an automotive service center to support an auto sales business at 1500 Collins Avenue. The building is currently vacant and is surrounded by surface parking and includes ornamental landscaping and trees along Serramonte Boulevard, as well as throughout the parking lot.

4. Surrounding Conditions

The Project site is located along a strip of industrial, service, and commercial uses on Serramonte Boulevard and is generally surrounded by cemeteries and memorial parks along three of its boundaries. North of the Project site across Serramonte Boulevard is the Salem Memorial Park, east of the Project site across Hillside Boulevard is the Cypress Lawn Hillside Gardens and Memorial Park, and south of the site is Home of Peace Cemetery. Land uses west of the Project site includes a mix of auto sales and service, commercial, big box retail, cemeteries and memorial parks, as well as the Town of Colma Town Hall and Police Station.

5. Land Use and Zoning Designation

The Project site has a General Plan Land Use designation Service Commercial, and is zoned Commercial/Design Review (C/DR). Under the Commercial (C) zoning designation, uses such as a commercial establishment; light industrial; commercial center; retail merchandising unit; supportive housing; transitional housing; and other uses which are found by the City Council to be of a similar nature to the other uses described, are permitted subject to issuance of a use permit.[3] The Design Review (DR) designation is combined with the Commercial designation to ensure a consistent site, landscape and building design theme for the Project and design compatibility with adjoining buildings. The Design Review design standards were amended in July 2015 by the Town of Colma City Council to allow other architectural styles, other than Spanish-Mediterranean themes, in specified locations.

Under the Commercial General Plan Designation[4], the Town of Colma provides maximum building lot coverage of 50 percent and a maximum floor area ratio (FAR) of 1.5:1 for a land use such as CarMax that is consistent with the Commercial Core Area. The C/DR zoning standards specify a maximum height of 40 feet. This zoning designation also includes parking standards for vehicle repair and sales uses including 1 space per 200 square feet of vehicle repair,[5] and 1 space per 200 square feet of sales area. Required setbacks in the C/DR designation include minimum rear and side yard setbacks of 5 feet from the property line to any structure. Although the front setback from Serramonte Boulevard is established at a minimum of 5 feet, the Project site's existing Conditional Use Permit establishes a minimum 20 foot setback requirement from Serramonte Boulevard which would remain in effect. A landscape strip of 36 ½ feet in depth is proposed to be provided along the Project frontage, as measured to the back of the sidewalks on Serramonte Boulevard. The building would be set back approximately 135 feet from the front property line on Serramonte Boulevard.

[3] Town of Colma, Colma Municipal Code, Zoning, January 2015, Section 5.03.090, page 5.03-10 to 5.03-11.

[4] Town of Colma, General Plan Land Use Element, June 1999, Section 5.02.133, page 5.02.12)

[5] Vehicle repair bay spaces counted toward the requirement of 1 space per 200 square feet of vehicle repair.

B. Project Description

This section provides detailed descriptions of anticipated development. As shown on Figure 3, the Project would construct a single structure for vehicle presentation, sales, and service, as well as a freestanding non-public carwash that would be located south of the main building. The Project would include 11,171 square feet of sales area, 6,141 square feet of service area, 1,965 square feet of presentation area, and a 936-square-foot car wash, totaling 20,213 square feet.

1. Construction Schedule

Demolition activities are expected to begin in mid- to late 2016 and would last for approximately 2 months, and construction is expected to begin in early 2017 and last for approximately 7 months.

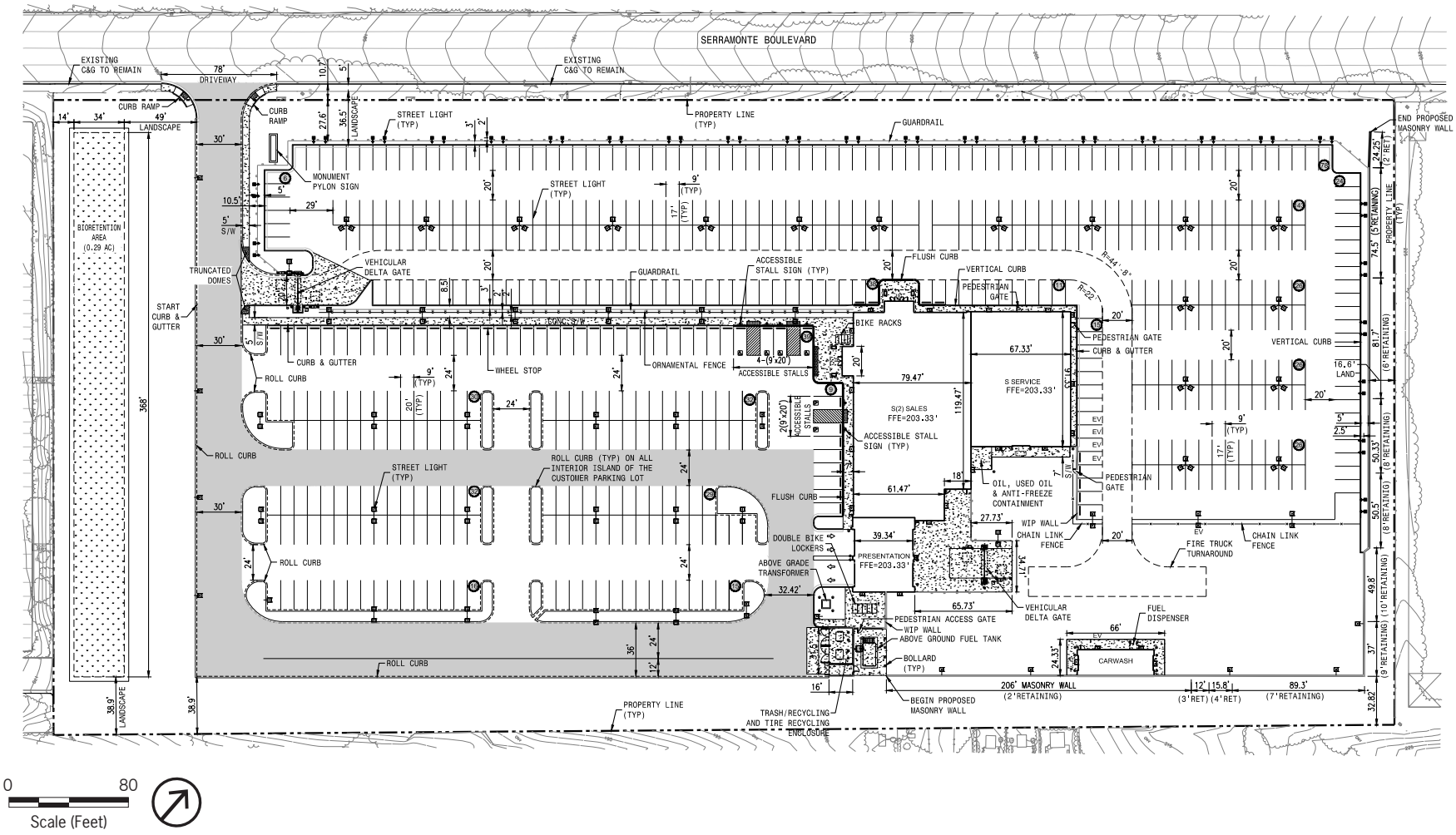
2. Demolition and Site Preparation

A total of 81,981 square feet of existing structures would be demolished to accommodate the Project, as well as removal of existing landscape/hardscape and surface parking lot medians. Additionally, three existing driveways, including one providing access to 435 Serramonte Boulevard and two providing access to 445 and 455 Serramonte Boulevard would be removed, as well as removal of one illuminated sign at 435 Serramonte Boulevard. Although the Project would remove existing ornamental trees along Serramonte Boulevard and along the western and eastern borders to accommodate new landscape, existing trees along the southern boundary of the Project site would be preserved to the greatest extent practical to serve as a buffer between the cemetery and the Project site. As part of the site preparation, the Project would remove a total of 122 trees. As shown on Figure 4, trees proposed for removal are generally located along the western and eastern border of the property and along two parking medians in the interior of the site to accommodate the new buildings. As mentioned previously, the trees that line the southern boundary of the Project site would remain. As listed in Table 1, a variety of species of trees would be removed, with trunk diameters ranging from 1 to 43 inches.

TABLE 1 TREES PROPOSED FOR REMOVAL

Tree Species	Trunk Diameter (inches)	Number of Trees for Removal
Water gum	1 to 9	48
Red iron bark	10 to 28	25
Monterey cypress	6 to 43	21
Myoporum	3 to 20	14
Leyland cypress	11 to 25	6
Crape myrtle	1	4
Cajeput tree	6 to 12	2
Blackwood acacia	17	1
Monterey pine	14	1
Total		**122**

Source: MacKay & Somps, 2015.



Source: MacKay & Somps, 2015.

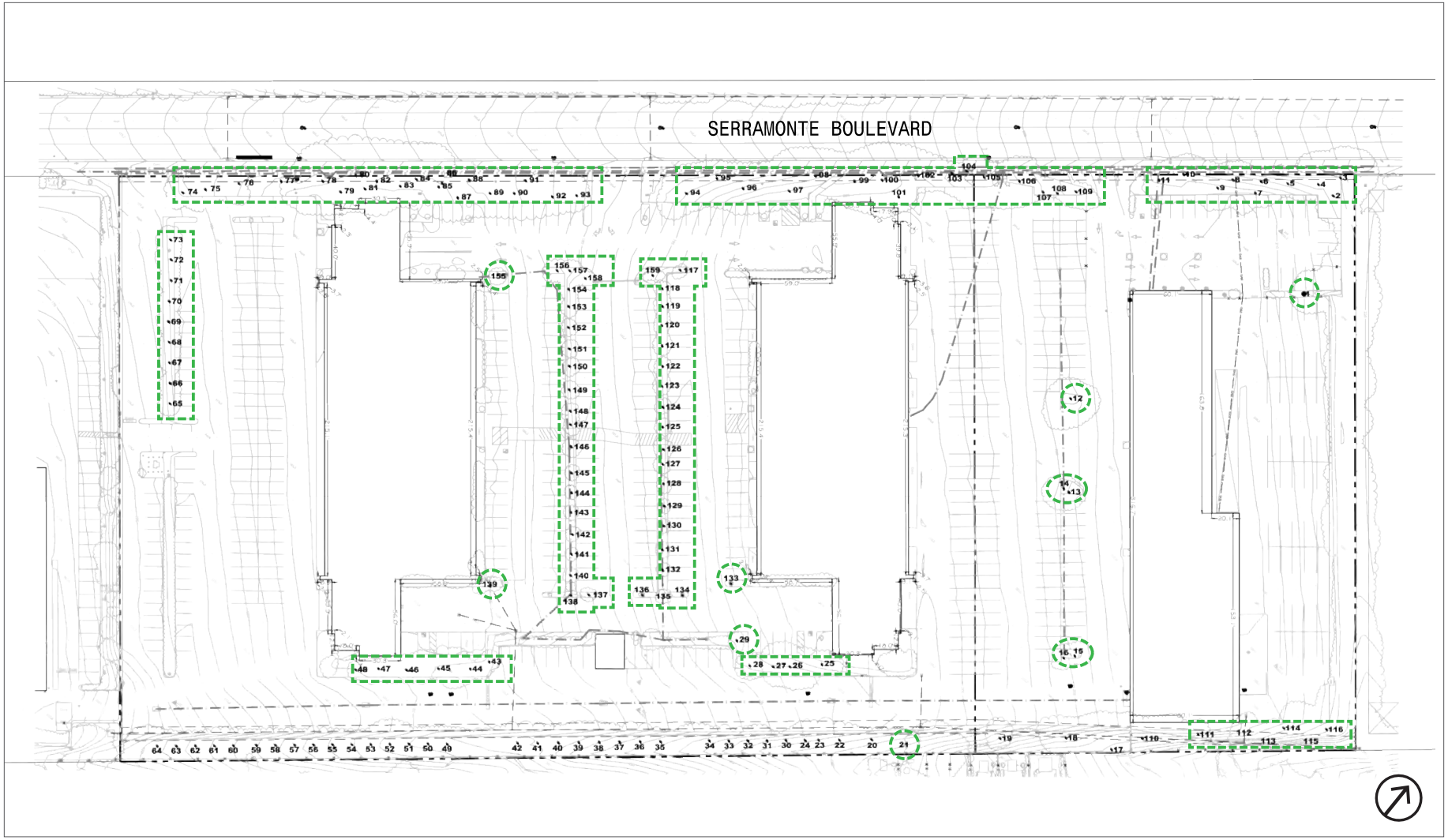
Heavy duty pavement

Light duty pavement

Concrete sidewalk

Figure 3

Proposed Site Plan



Source: MacKay & Somps, 2015.

Existing Trees Proposed for Removal

Figure 4
Existing Tree Assessment Plan

3. Sales Inventory Lot

The sales inventory lot would be located at the front of the Project site along Serramonte Boulevard. The sales lot would be able to accommodate up to 393 vehicles and consist primarily of a surface lot secured by ornamental fencing approximately 4 feet in height, guard rail, and a delta security gate. The sales lot would include a test drive gate that exits onto the main site driveway off Serramonte Boulevard. The security gate would be equipped with a security system that allows access by the Fire Department. The lot includes four electrical vehicle charging stations for electrical vehicle inventory.

4. Main Building and Carwash

As mentioned above, the Project would construct a single 20,213 square-foot structure comprised of sales, service, and presentation area, as well as a freestanding carwash. The sales floor would occupy the largest portion of the CarMax building at 11,171 square feet, and situated at the front of the property along Serramonte Boulevard, the 6,141 square-foot service area would be located adjacent to the east of the sales area, and the 1,965 square-foot presentation area would be located adjacent to the south of the sales area. Additionally, a 936 square-foot carwash would be located south of the main building.

The sales floor area would serve as the main area where customers would conduct vehicle sales transactions, wait for vehicle service, and where the vehicle showroom would be located.

The service building would be located adjacent to the sales building south of the display area. The Project would include automotive reconditioning services including routine maintenance, repairs, and minor body work. All auto maintenance would occur inside the fully enclosed service building. Additionally, common materials used for vehicle maintenance such as oil, used oil, and anti-freeze would be located on the outside of the service building, but within a secured area.

The vehicle staging area would be located behind the service building, and would be surrounded by a six foot chain-link fence with privacy slats for security. This area would include temporary storage of retail service vehicles and vehicles awaiting disposition, a non-public carwash and one 4,000 gallon above ground fuel storage tank with a non-public fuel pump to fuel inventory vehicles as needed. The non-public carwash would be used by employees to clean vehicles prior to being placed in the vehicle display area or presented to customers. One electric vehicle charging station is proposed in the vehicle staging area.

The main building would be constructed at a maximum height of 24 feet; however, at the north and west customer entry vestibules, the peak height would be 33 feet 6 inches, as shown on Figure 5 and Figure 6. The carwash would be constructed at a maximum height of 17 feet 4 inches, as shown on Figure 7.

5. Site Access and Circulation

As mentioned above, the Project would involve closing three existing driveways and would construct one new driveway off Serramonte Boulevard providing access to the Project site. Site access and circulation are shown on Figure 8. The proposed driveway would provide access to and from the site by customers, employees, and delivery drivers. Additionally, the Project site would provide sufficient space for fire trucks to turnaround at the main customer/employee parking lot area as well as another turnaround in the vehicle staging area to reach all sides of the main building. The main customer/employee parking lot would be located west of the main building and would provide parking for up to 202 vehicles, including six Americans with Disabilities Act (ADA) compliant spaces. Sidewalks would be located around the perimeter of the building, as well as bicycle parking adjacent to the sales floor area.

Sales & Service - North

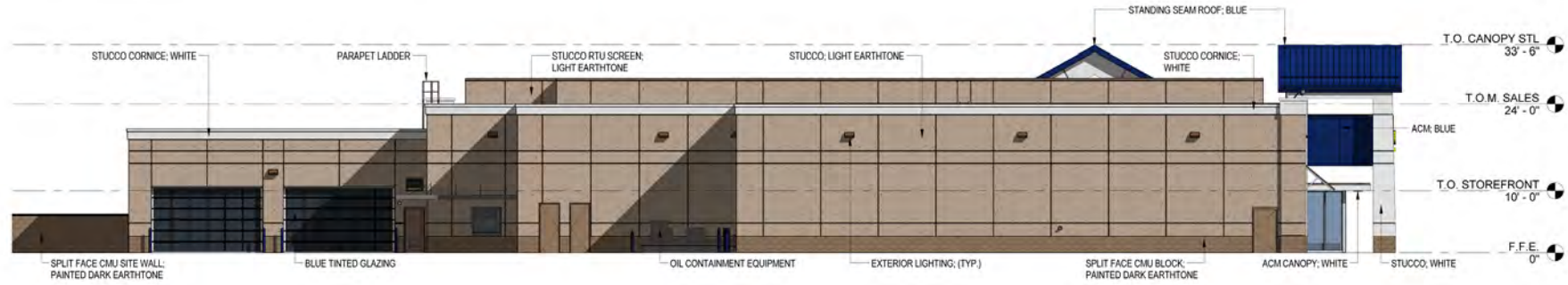
Sales & Service - South

0 32
Scale (Feet)

Source: Charles J. O'Brien Architect, 2015.

Figure 5
Proposed North and South Elevations

Sales & Service - West

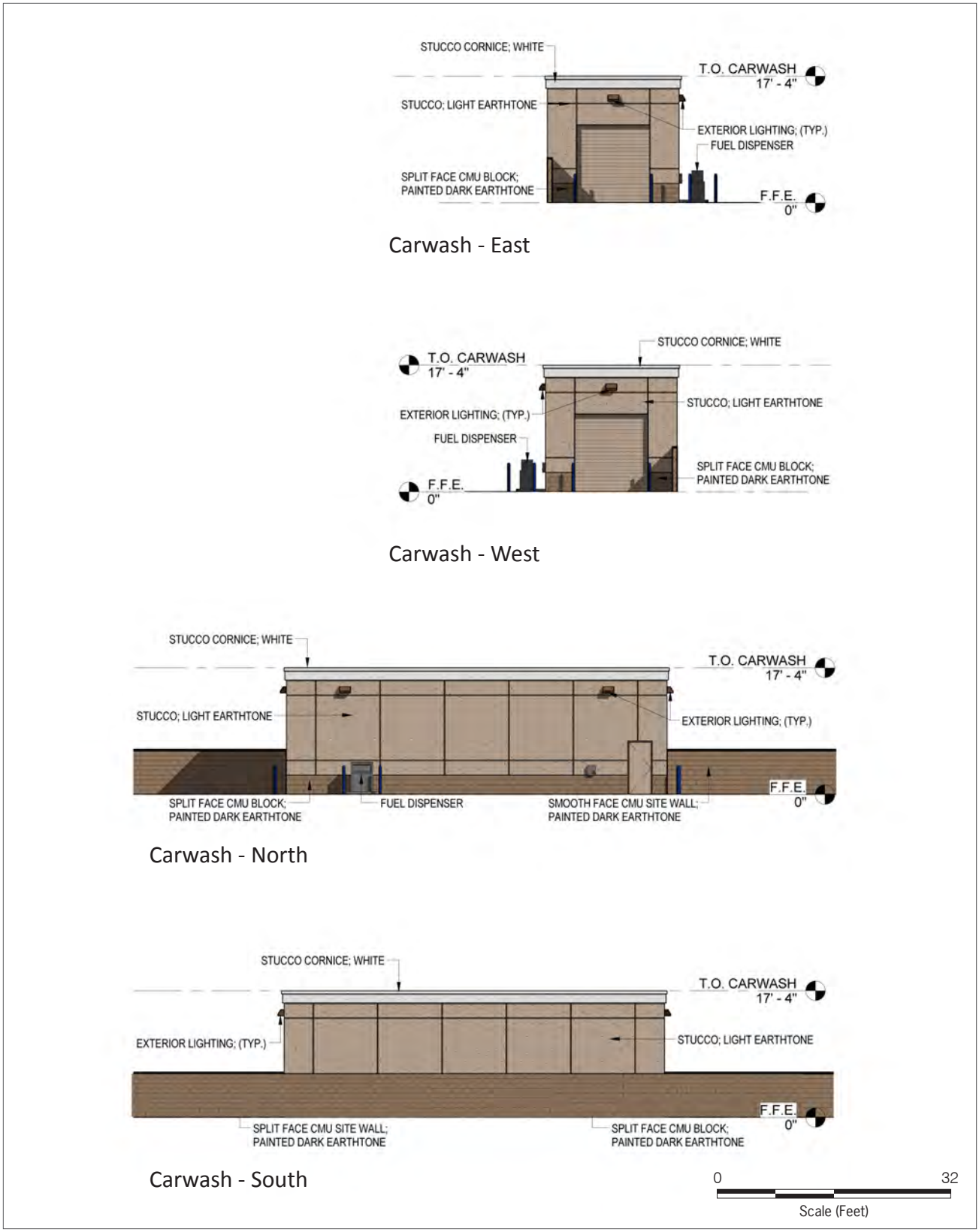


Sales & Service - East

0 32
Scale (Feet)

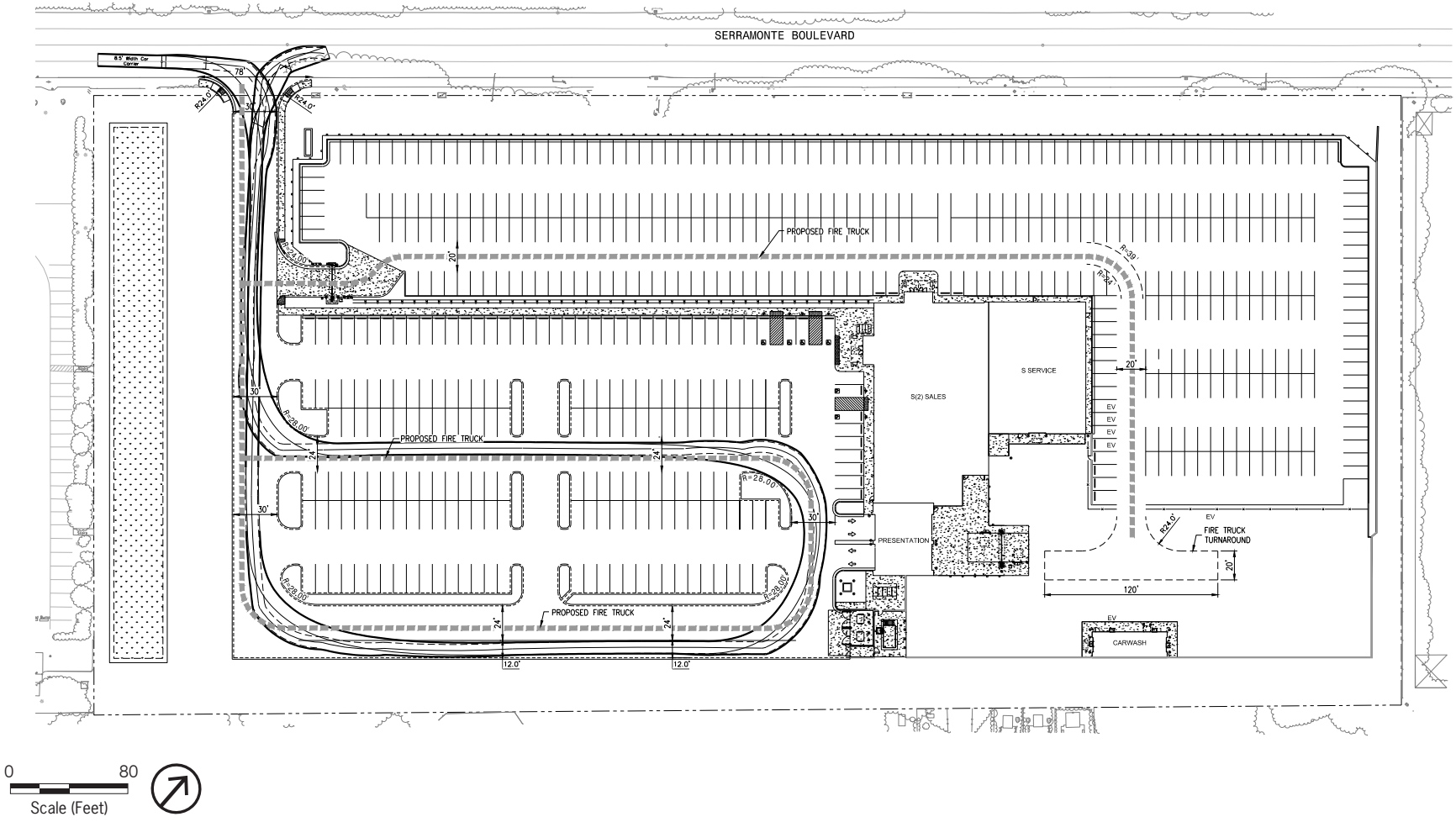
Source: Charles J. O'Brien Architect, 2015.

Figure 6
Proposed East and West Elevations



Source: Charles J. O'Brien Architect, 2015.

Figure 7
Proposed Carwash Elevations



Source: MacKay & Somps, 2015.

Figure 8
Proposed Site Access and Circulation

6. Parking and Deliveries

The customer and employee parking area would consist of 202 vehicle parking spaces on a paved surface lot located west of the main building for use by customers and employees. Although the vehicle staging area described above would be able to accommodate parked vehicles, the number of parking spaces in that area is not designated on the plan due to the continually changing, temporary nature of vehicle storage and staging. The organization of the vehicles in the staging area is a private CarMax operation.

Deliveries of vehicles, parts and supplies would be made on-site, and would require the presence of vehicle carriers and employees to receive the delivery. The vehicle carriers would enter the site through the main access at Serramonte Boulevard and load and unload vehicles in the designated carrier unloading area, located on the southwest side of the customer and employee parking lot.

7. Landscape Design

As shown on Figure 9, the Project would install a variety of ornamental trees and shrubs along the perimeter of the Project site, as well as throughout the customer/employee parking lot, including a 0.29 acre bio-retention basin along the western edge of the Project site to collect and filter surface runoff. In total, the Project proposes installation of 124 trees. The landscaping along the perimeter provides buffers between the Project site and adjacent land uses. In addition to landscaping, the Project proposes a masonry retaining wall along the eastern boundary of the site, partially extending around the southern boundary of the site, and would range from 2 feet at its lowest height to 9 feet at its maximum height near the southeast corner of the Project site.

8. Site Lighting and Security

The Project would include "shoebox" style lighting fixtures, mounted on 26 foot light poles for visibility and security purposes throughout the sales display area (i.e., sales lot, and sales inventory area) and customer/employee parking lots. The light fixtures would include a flat lens and downcast to reduce light spill onto adjacent properties. Further, exterior lights would be mounted on the outside of the building providing illumination throughout the Project site.

For security, the Project would include interior and exterior security cameras, as well as the use of security fencing and gates throughout the site. The sales display areas would be secured by a 4 foot ornamental fence, guardrail and an embassy-style gate accessed with the use of a secured key card. The vehicle staging areas would consist of a surface lot secured with a 6-foot high chain-link fencing with privacy slats, a security gate and highway guardrail. Additionally, the sales display area would be separated from the customer/employee parking lot by 4-foot high ornamental wrought-iron fencing and guardrail.

9. Architectural Design and Signage

As shown above in Figures 5 through 7, the main building would consist of a light earth-tone stucco exterior, with a white stucco cornice along the roofline. Further, areas around the entrances would include blue-tinted glazed glass encased in aluminum framing, with dark earth-toned concrete masonry unit (CMU) block along the bottom edge of the building. The entrances would be pronounced by the white stucco columns and blue standing steam roof at the entrances where the CarMax logo is located. Standing steam roof awnings of a terracotta color would be added to the north and west facades. The carwash would be constructed using a light earth-tone exterior, with white stucco cornice, similar to the main building.

As shown on Figure 10a, the Project would include a variety of illuminated and non-illuminated signs. For example, one 35 foot high and 19 foot wide monument pylon sign located at the main entrance, which would be mounted on aluminum painted covered steel support beams; however, the actual illuminated portion (e.g., CarMax logo) would be 5 feet 3 inches in height by 19 feet in width. The main building would also include two

illuminated CarMax logo signs (one at each main entrance), and would be constructed with letters 2 feet 2 ½ inches in height, as well as one illuminated sign for service, with letters 1 foot 8 inches in height. Additionally, non-illuminated way-finding signage would be located throughout the Project site and would consist primarily of signs mounted on two support beams at a height of 4 feet and width of 3 feet 2 inches. Operational signs with letters to designate sections of the parking lot are proposed on poles approximately 8 feet in height, as shown on Figure 10b.

10. Operations

The Project would include operation of the sales display area between 9:00 a.m. and 9:00 p.m. Monday through Saturday and 12:00 p.m. to 7:00 p.m. on Sunday. The service department would operate between 7:30 a.m. and 6:00 p.m. Monday through Friday, and would be closed on Saturdays and Sundays. Employees would be working on-site for several hours prior to and after the Project operating hours. Further, the Project would not use outdoor loudspeakers during operation as employees use individual pagers or cellular phones for communications.

11. Solid Waste and Recycling

The Project would include an enclosed waste receptacle of adequate size to handle three types of waste generated by the facility (green waste and food scraps, mixed recycling and trash). The enclosure would consist of a roof, be fully enclosed and not highly visible from Serramonte Boulevard, and accessible for the refuse company. The enclosure would also include a drain connected to the sanitary sewer. The site is currently served by Allied Waste Services. The Town of Colma is in the process of going out to bid for these services, and the provider selected would begin in 2016.

12. Utilities

The Project would continue to be served by existing utility services, including water, stormwater, sanitary sewer, and gas and electric. The Project's proposed utility infrastructure and connections are shown on Figure 11.

a. Water Supply

California Water Service Company provides water service to the Town of Colma. The Project would continue to be served by the California Water Service Company.

b. Sanitary Sewer Service

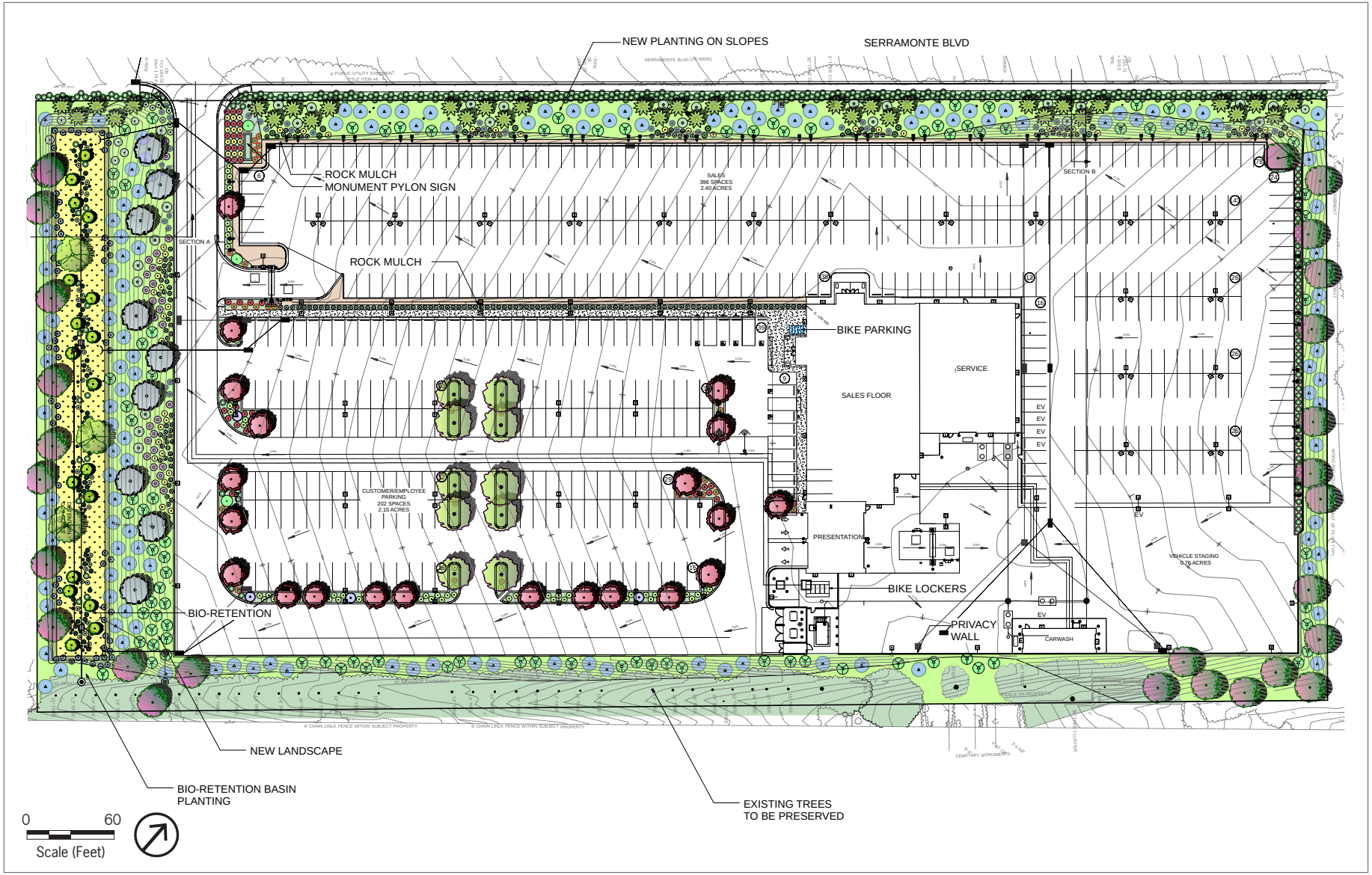
Sanitary sewer service would continue to be provided by the South San Francisco Sanitary District (with infrastructure maintained by the Town of Colma) and treated at the South San Francisco Sanitary Treatment Plant.

c. Utilities and Services

Electricity and natural gas would continue to be provided to the Project site by Pacific Gas and Electric (PG&E).

d. Stormwater Management

The stormwater management strategy for the site would consist of a 0.29 acre bio-retention basin located at the western end of the site. The site slopes down from east to west so all stormwater would naturally drain to this bio-retention basin, with the exception of certain areas which would be served by drain inlets that would pipe the stormwater to the bio-retention basin. There would be an increase of 28,494 square feet of pervious surfaces (reduction of 28,494 square feet of impervious surfaces).



Source: MD Fotheringham Landscape Architects, 2015.

Figure 9
Proposed Landscape Plan

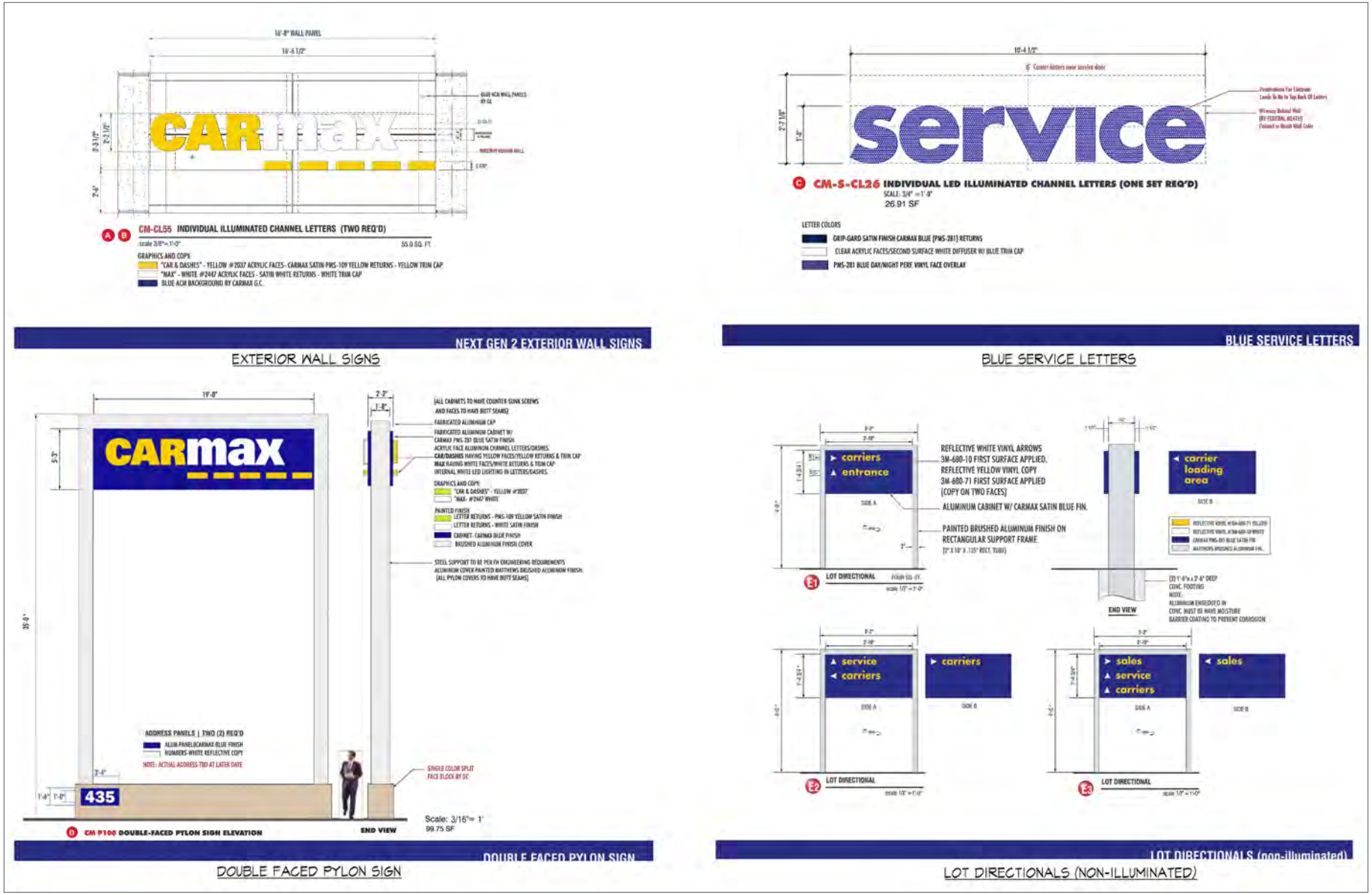


Figure 10a

Proposed Illuminated and Non-Illuminated Signage

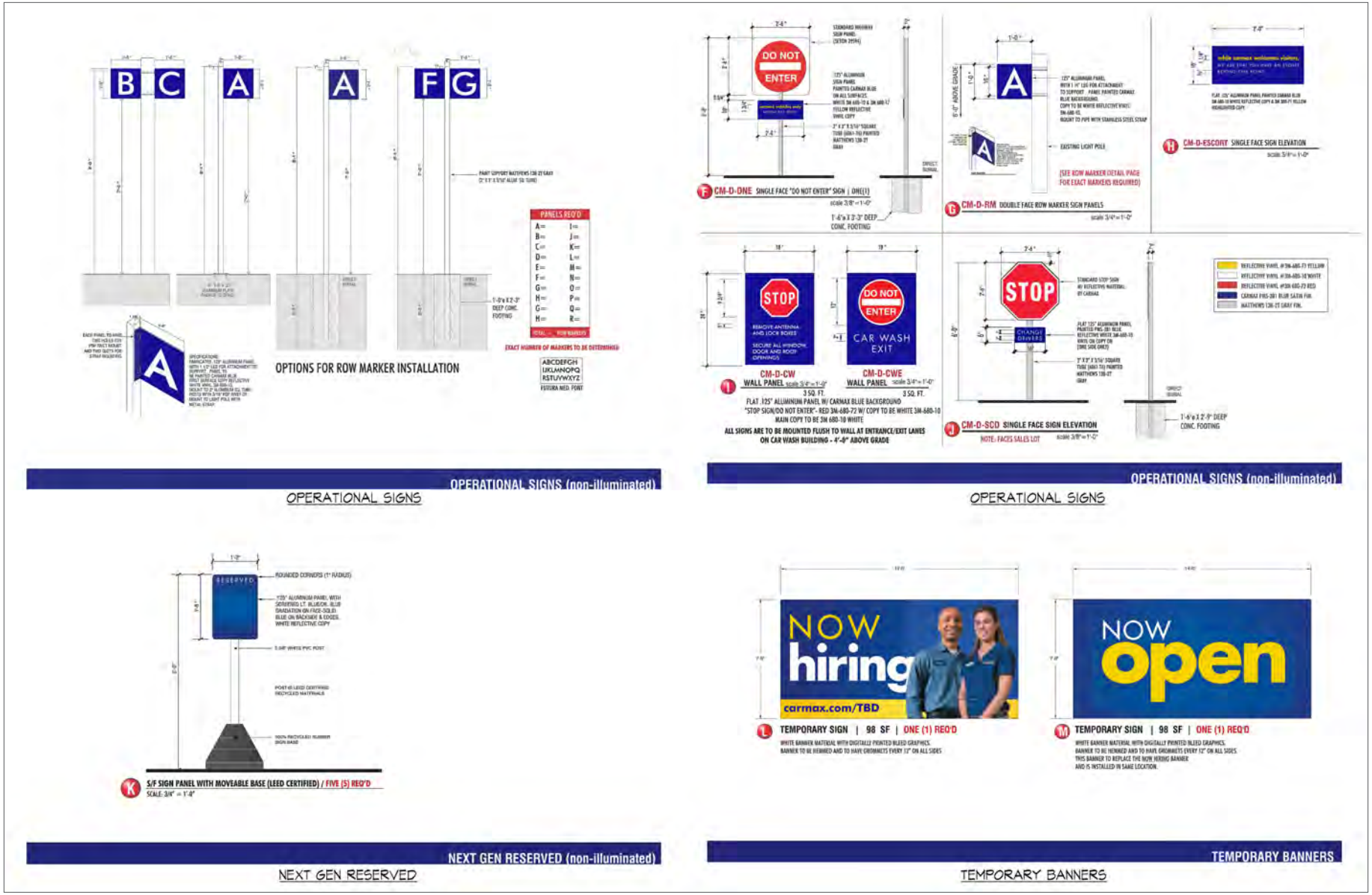
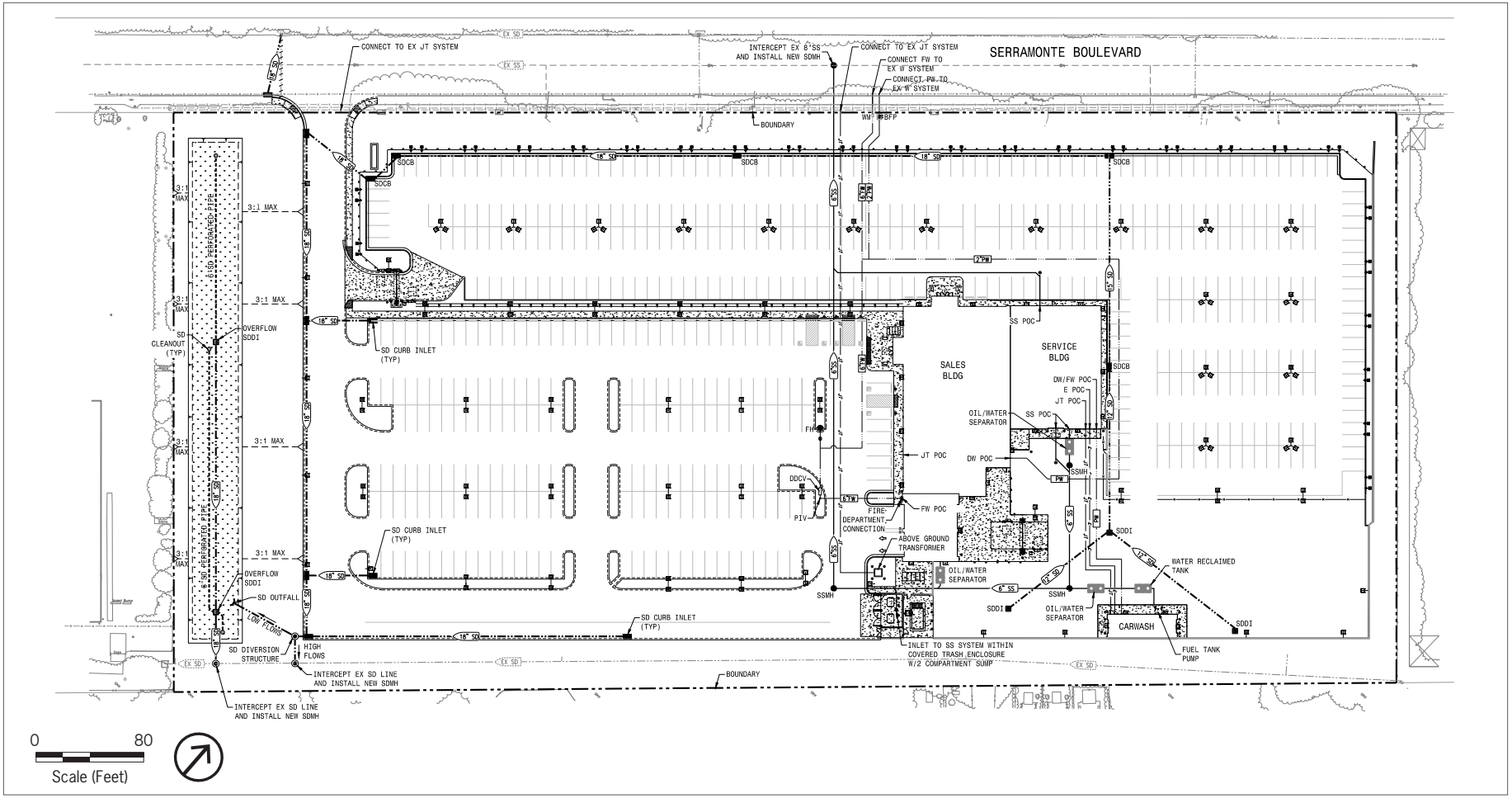


Figure 10b
Proposed Operational Signage



Source: MacKay & Somps, 2015.

ABBREVIATIONS

BFP	BACK FLOW PREVENTER
DDCV	DOUBLE DETECTOR CHECK VALVE
DW	DOMESTIC WATER
EX	EXISTING
FH	FIRE HYDRANT
FW	FIRE WATER
JT	JOINT TRENCH
MAX	MAXIMUM
PIV	POST INDICATOR VALVE
PW	POTABLE WATER
SD	STORM DRAIN
SDCB	STORM DRAIN CATCH BASIN
SDDI	STORM DRAIN DROP INLET
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
(TYP)	TYPICAL
W	WATER
WM	WATER METER
W/	WITH

NOTE:
ALL EXISTING ONSITE UTILITIES SHALL BE REMOVED/RELOCATED/ABANDONED AS APPROPRIATE.

LEGEND

EXISTING	PROPOSED	
		SANITARY SEWER & MANHOLE
		STORM DRAIN & INLET
		WATER MAIN / POTABLE WATER
		FIRE SERVICE
		JOINT TRENCH
		ELECTRICAL LINE
		EXISTING UTILITY TO BE ABANDONED

EXISTING	PROPOSED	
		FIRE HYDRANT WITH VALVE
		STORM DRAIN MANHOLE
		STORM DRAIN FIELD INLET
		STORM DRAIN CURB INLET
		SANITARY SEWER MANHOLE
		SANITARY SEWER CLEAN OUT
		STREET LIGHTS (SEE LIGHTING PLAN)

Figure 11
Proposed Utility Plan

C. Required Permits and Approvals

The Town of Colma requires the following permits and approvals for the Project; however, the entitlement process may identify other required permits or approvals not anticipated by the following list:

- Conditional Use Permit
- Design Review
- Lot Line Adjustment to remove lot line
- Tree Removal Permit
- Grading Permit
- Street Improvement Plans
- Building Permit

ENVIRONMENTAL CHECKLIST

Items identified in each section of the environmental checklist below are discussed following that section. Required mitigation measures are identified, where necessary, to reduce a projected impact to a level that is determined to be less than significant.

All documents cited in this report and used in its preparation are hereby incorporated by reference into this Initial Study. Copies of documents referenced herein are available for review at the Town of Colma Planning Department, 1190 El Camino Real, Colma, CA 94014.

1. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	■	☐	☐

Discussion

a) Would the project have a substantial adverse effect on a scenic vista?

The Town of Colma General Plan Circulation Element identifies El Camino Real, Hillside Boulevard, and Junipero Serra Boulevard as scenic routes within Colma.[6] As shown above on Figure 1, the Project site is within close proximity to these town-designated scenic routes. According to Section 3.611 of the General Plan Circulation Element, "…every effort should be made to protect the overall visual experience along each of the identified scenic corridors." Further, Section 5.03.620 of the General Plan Circulation Element establishes criteria for site planning in scenic corridors, such as requiring that development within scenic corridors be located, sited, and designed carefully to fit within its environment, be compatible with adjacent development, and protect public views within and from Scenic Corridors. In addition, the Project site is zoned C/DR, which allows a maximum building height of up to 40 feet.

As described above, there are currently three commercial structures located across 435, 445, and 455 Serramonte Boulevard, one of which operates as a collision repair shop, and the other two vacant; although formerly operated as auto service centers. The proposed Project would include demolition of the existing three structures to accommodate a single 20,213 square-foot structure at a maximum height of 33 feet 6 inches. The Project would also include installation of 35-foot high sign at the proposed entrance to the site at Serramonte Boulevard, as shown above on Figure 3. As mentioned above, the Project would remove an illuminated sign, currently located at the existing entrance to 435 Serramonte Boulevard. Although the proposed sign would be taller than the existing sign, it would comply with the Town's 35 foot height limit for signs and would be

[6] Town of Colma, General Plan Circulation Element, 2014, page 5.03.31.

constructed at a similar height to the monument signs in the area, such as the neighboring auto dealership. Further, the Project would include landscape improvements throughout the Project site, and way-finding signage.

Although the Project would include construction of a new structure at a height of 33 feet 6 inches, this would be below the allowable maximum height for buildings within the C/DR zoning designation by more than 6 feet. Further, the proposed demolition of three existing structures could improve public views in the area as a result of fewer overall structures on the site. Lastly, the C/DR designation requires the Project to undergo design review to ensure a consistent site, landscape and building design theme for the Project and design compatibility with adjoining buildings, and to ensure the protection of views. Overall, because the Project would result in a structure at a height below the maximum height allowed under the C/DR zoning designation, would remove three existing structures which could improve views in the area, and because the Project would undergo design review to ensure compatibility with adjacent buildings and protection of views, the Project would result in a *less-than-significant* impact with respect to having a substantial adverse effect on a scenic vista.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

The Project site is located approximately 1.5 miles from Interstate 280 (I-280), which is a designated State scenic highway by the California Department of Transportation (Caltrans) Scenic Highway Program.[7] However, due to the surrounding topography, existing development between the Project site and I-280, and distance from I-280, the Project would not substantially damage scenic resources from a State scenic highway. Therefore, *no impact* would occur as a result of the Project.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The existing Project site is located along Serramonte Boulevard and is bounded by an existing auto sales/service business to the west, and a casino to the east. Although there are existing cemeteries to the north and south of the Project site, this stretch of Serramonte Boulevard has typically included commercial and auto sales/service uses. The existing character of the site and its surroundings includes structures setback from Serramonte Boulevard typical of auto sales/service, such as single story buildings that include service shops, as well as large areas of paved parking lots to display vehicles for sale. Serramonte Boulevard is characterized by paved sidewalk on its southern side fronting the businesses, as well as strips of turf, ornamental landscaping, and trees serving as a buffer between the paved parking areas and Serramonte Boulevard. The general design and character of the existing structures consists of large, rectangular commercial/industrial buildings with flat roofs. The sides of the buildings generally include large roll-up doors where vehicles can enter the structures for service, and the front of the buildings (facing Serramonte Boulevard) are characterized by a limited number of windows. The colors are similar for the existing structures, and generally include a bluish grey exterior color.

As mentioned above, the Project includes construction and operation of an auto sales/service business. The design of the building would be consistent with the colors and design of the CarMax brand. The main building would consist of a light earth-tone stucco exterior, with a white stucco cornice along the roofline. Areas around the entrances would include blue-tinted glazed glass encased in aluminum framing, with dark earth-toned CMU block along the bottom edge of the building. The entrances would be pronounced by the white stucco columns and blue standing steam roof at the entrances where the CarMax logo is located. Standing steam roof awnings

[7] California Department of Transportation, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed on December 10, 2015.

of a terracotta color would be added to the north and west facades. The carwash would be constructed using a light earth-tone exterior, with white stucco cornice, similar to the main building.

The Project would also include a variety of illuminated and non-illuminated signs as described in detail under the Project Description, and as shown above on Figures 10a and 10b. The location of the proposed monument sign is shown on Figure 3. Additionally, non-illuminated way-finding signage would be located throughout the Project site and would consist primarily of signs mounted on two support beams at a height of 4 feet and width of 3 feet 2 inches.

Further, as shown on Figure 9, the Project would include landscape improvements by installing new plants and trees along the perimeter of the Project site, including along Serramonte Boulevard, consistent with the existing character.

As mentioned above, the Project includes construction of a new single structure and freestanding carwash to replace existing structures that were developed in the 1980s. Further, the Project proposes new landscape throughout the site, such as ornamental trees, shrubs, and plants which would enhance the overall character of the site with an increased amount of landscape area over the existing conditions. Lastly, the Project's design would be updated when compared to the existing structure and would reflect the Town's current design standards. Consequently, although buildout of the Project would alter the site by replacing three existing structures with a single structure, the changes and updates would be designed and constructed to provide overall visual improvements when compared to the existing visual quality of the Project site. Further, the Project site would undergo design review to ensure a consistent site, landscape and building design theme for the Project and design compatibility with adjoining buildings. Although there could be temporary visual impacts during demolition and construction associated with buildout of the Project, which could include demolition debris, excavation, and stockpiles of building materials, these impacts would be temporary and would last only during demolition and construction activities and would not substantially degrade the existing visual character.

Overall, because the Project would result in construction and operation similar to the existing site and its surroundings, as well as be subject to design review to ensure design compatibility with adjacent structures, the Project would result in a *less-than-significant* impact with respect to substantially degrading the existing visual character or quality of the site and its surroundings.

d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Light

The existing site includes three commercial structures, one of which currently operates as an auto collision repair shop and the other two are vacant; although formerly operated as auto service businesses. In addition to existing interior and exterior lighting at the Project site, other sources of existing light and glare in the area result from the auto dealership located west of the Project site, as well as the casino directly adjacent to the east of the Project site, which operates 24 hours per day, 7 days per week.

The Project site has been historically developed and currently includes sources of light and glare. Although the Project would create additional sources of light and glare, it is not expected to be adversely different or more intense than existing conditions given that the proposed use of the Project site is similar to existing conditions, as well as consistent with the site's historical automotive use. Sources of nighttime light include parking

lighting, lighting illuminated from the new sales/service building and carwash, illuminated signage, and outdoor security lighting, resulting in an increase in the total amount of light emanating from the Project site.

As described above, the Project would include "shoebox" style light-emitting diode (LED) lighting fixtures, mounted on 26 foot light poles for visibility and security purposes throughout the sales display area and customer/employee parking lots. The light fixtures would include a flat lens and downcast to reduce light spill onto adjacent properties. Further, exterior lights would be mounted on the outside of the building providing illumination throughout the Project site, in addition to a monument sign at the entrance to the Project site. A conceptual lighting plan submitted with the application includes a photometric study which demonstrates that lighting levels at adjoining property lines is as low as possible while meeting the project objectives. In addition, the applicant has indicated that light levels would reduce to approximately 50 percent once the store closes and then to approximately 25 percent once employees leave. The illuminated (and non-illuminated) signage would be required to comply with Municipal Code Subchapter 4.07, which establishes sign regulations such as requiring lighted signs to be fitted with a device to adjust lighting intensity, and permits for monument and building faces signs to ensure compliance with the Town regulations regarding signs. Overall, compliance with Municipal Code Section 4.07 and implementation of Mitigation Measure AES-1 would ensure that impacts regarding light be *less-than significant*.

> **Mitigation Measure AES-1:** The Project applicant shall submit a final lighting plan to the Town of Colma Planning Department prior to obtaining a building permit that demonstrates that proposed light levels are comparable to the conceptual lighting plan submitted with the application on September 9, 2015. The lighting plan shall demonstrate that proposed lighting has been designed to minimize spillover lighting to all surrounding properties immediately adjacent to the Project site. If spillover beyond what is approved is observed during operation, the Project applicant shall be required to correct the lighting by one or more of the following measures: adjusting light fixtures to reduce lighting levels; adding diffusers or hoods; or reducing wattage of bulbs.

Glare

Existing sources of glare at the Project site include reflection off of building surfaces, signs, and windshields of vehicles parked at the adjacent casino, awaiting service or pick-up at the auto collision repair shop, or from the adjacent auto dealership.

The Project site would increase sources of glare resulting from new way-finding signage and glare associated from reflection off of vehicle windshields; however, these sources of glare would be typical of those already in the vicinity of the Project site. As mentioned above, the Project site is adjacent to an auto sales/service business, as well as a 24 hour casino, which includes surface parking lots where parked vehicles could emit glare from the windshields. In addition, the Project site itself is generally surrounded by ornamental trees and landscaping which would serve as a buffer between the Project site and surrounding areas which would minimize any impacts resulting from glare. Consequently, glare impacts from the Project are expected to be *less than significant*.

2. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of State Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❒	❒	❒	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❒	❒	❒	■
c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?	❒	❒	❒	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	❒	❒	❒	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	❒	❒	❒	■

Discussion

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of State Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The Project site does not contain any farmland and is classified as Urban and Built-Up Land by the Department of Conservation's Farmland Mapping and Monitoring Program.[8] Therefore, there would be *no impact* to important farmlands.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project site is designated by the Town of Colma General Plan for Service Commercial land use[9], and is zoned Commercial/Design Review (C/DR).[10] The Project site is not within a Williamson Act contract. Therefore, the Project would have *no impact* with regards to conflict with agricultural use or a Williamson Act contract.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

The Project site is designated by the Town of Colma General Plan for Service Commercial use, and is zoned Commercial/Design Review (C/DR). Therefore, the Project would have *no impact* with regards to conflicts with existing zoning of forest land, timberland, or timber production.

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[8] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2012, San Mateo County Important Farmland, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/smt12.pdf, accessed September 24, 2015.

[9] Town of Colma General Plan, Land Use Element, 1999, page 12, http://www.colma.ca.gov/index.php/codes/general-plan/2-land-use-element-1/368-5-02-000-5-02-200-land-uses-1/file, accessed September 24, 2015.

[10] Town of Colma Zoning Map, 1999, page 7, http://www.colma.ca.gov/index.php/codes/municipal-code/9-zoning-maps-1/571-colma-zoning-1/file, accessed September 24, 2015.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

According to 2006 mapping data from the California Department of Forestry and Fire Protection, the Project site does not contain woodland or forest land cover.[11] Therefore, the Project would have *no impact* with regards to the loss of forest land.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

As shown above on Figure 2, the existing site is developed and does not contain any farmland, forestland, or agricultural land. Therefore, construction of the Project would have *no impact* with regard to changing the existing environmental that could result in the conversion of farmland or forestland.

3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	❒	❒	■	❒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❒	■	❒	❒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?	❒	❒	■	❒
d) Expose sensitive receptors to substantial pollutant concentrations?	❒	❒	■	❒
e) Create objectionable odors affecting a substantial number of people?	❒	❒	■	❒

Existing Conditions

This section analyzes the types and quantities of air pollutant emissions that would be generated by the construction and operation of the proposed Project. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the Project site, and air quality modeling can be found in Appendix A to this Initial Study.

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the National and California Clean Air Act, respectively. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, all of them except for ROGs are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. The National and California AAQS are the levels of air quality

[11] California Department of Forestry and Fire Protection Fire and Resource Assessment Program, Land Cover map, http://frap.cdf.ca.gov/webdata/maps/statewide/fvegwhr13_map.pdf, accessed on September 24, 2015.

considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Toxic Air Contaminants

In addition to criteria air pollutants, both the State and federal government regulate the release of Toxic Air Contaminants (TACs). The California Health and Safety Code define a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code §7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (Cal/EPA), acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

Where available, the significance criteria established by the Bay Area Air Quality Management District (BAAQMD) may be relied upon to make the following determinations:

Discussion

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Large projects that exceed regional employment, population, and housing planning projections have the potential to be inconsistent with the regional inventory compiled as part of BAAQMD's *2010 Bay Area Clean Air Plan*. The proposed Project consists of construction of a single structure for vehicle presentation, sales, and service and a freestanding non-public carwash. There is no screening-level size for an auto dealership outlined in the CEQA Guideline Section 15206. The proposed Project would not exceed the level of population or housing foreseen in city or regional planning efforts; therefore, it would not have the potential to substantially affect housing, employment, and population projections within the region, which is the basis of the *2010 Bay Area Clean Air Plan* projections. Furthermore, the increase in regional emissions generated by the proposed Project would be less than the BAAQMD's emissions thresholds (see (b)). These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed Project would not exceed these thresholds, the proposed Project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants. Therefore, the proposed Project would not conflict with or obstruct implementation of the *2010 Bay Area Clean Air Plan* and impacts would be considered *less than significant*.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors including, ROG, NO_x, PM_{10} and $PM_{2.5}$. Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The following describes changes in regional impacts from short-term construction activities and long-term operation of the proposed Project.

Construction Emissions

Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM_{10} and $PM_{2.5}$) from demolition and soil-disturbing activities, such as grading and excavation. Air pollutant emissions from construction activities on site would vary daily as construction activity levels change. Construction activities associated with the Project would result in emissions of ROG, NOx, CO, PM_{10}, and $PM_{2.5}$.

Fugitive Dust

Ground disturbing activities during construction would generate fugitive dust. Fugitive dust emissions (PM_{10} and $PM_{2.5}$) are considered to be significant unless the proposed Project implements the BAAQMD's Best Management Practices (BMPs) for fugitive dust control during construction. PM_{10} is typically the most significant source of air pollution from the dust generated from construction. The amount of dust generated during construction would be highly variable and is dependent on the amount of material being disturbed, the type of material, moisture content, and meteorological conditions. If uncontrolled, PM_{10} and $PM_{2.5}$ levels downwind of actively disturbed areas could possibly exceed State standards. Consequently, impacts related to fugitive dust would be less than significant with the incorporation of BMPs as mitigation measures.

Mitigation Measure AIR-1: The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM_{10} and $PM_{2.5}$:

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

Adherence to the BAAQMD's BMPs for reducing construction emissions of PM_{10} and $PM_{2.5}$ would ensure that ground-disturbing activities would not generate a significant amount of fugitive dust. Fugitive dust impacts would be *less than significant* with mitigation.

Construction Exhaust Emissions

The proposed Project would entail demolition of the three existing buildings and subsequent construction of a 21,213 square foot structure and freestanding carwash. Construction emissions are based on the preliminary construction schedule developed by the applicant for the Project. To determine potential construction-related air quality impacts, criteria air pollutants generated by Project-related construction activities are compared to the BAAQMD significance thresholds in Table 2 for average daily emissions. Average daily emissions are based on the annual construction emissions divided by the total number of active construction days. As shown in Table 2, criteria air pollutant emissions from construction equipment exhaust would not exceed the BAAQMD average daily thresholds. Consequently, construction-related criteria pollutant emissions from exhaust would be *less than significant*.

TABLE 2 CARMAX PROJECT CONSTRUCTION-RELATED CRITERIA AIR POLLUTANT EMISSIONS ESTIMATES

	Criteria Air Pollutants (tons/year)[a]					
Year	ROG	NO_x	Fugitive PM_{10}[b]	Exhaust PM_{10}	Fugitive $PM_{2.5}$[b]	Exhaust $PM_{2.5}$
2016	<1	1	<1	<1	<1	<1
2017	<1	3	<1	<1	<1	<1
Total Construction Emissions	<1	3	<1	<1	<1	<1
	Criteria Air Pollutants (average lbs/day)[a]					
	ROG	NO_x	Fugitive PM_{10}[b]	Exhaust PM_{10}	Fugitive $PM_{2.5}$[b]	Exhaust $PM_{2.5}$
Average Daily Construction Emissions all Phases[c]	5	34	2	2	1	2
BAAQMD Average Daily Project-Level Threshold	54	54	BMPs	82	BMPs	54
Exceeds Average Daily Threshold	**No**	**No**	**NA**	**No**	**NA**	**No**

Notes: Emissions may not total to 100 percent due to rounding. BMP = Best Management Practices; NA: not applicable
a. Construction phasing is based on the preliminary information provided by the Town. Where specific information regarding Project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.
b. Includes implementation of best management practices for fugitive dust control required by BAAQMD as mitigation, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and daily street sweeping.
c. Average daily emissions are based on the construction emissions divided by the total number of active construction days. The total number of construction days is estimated to be 199.
Source: CalEEMod 2013.2.2.

Operational Emissions

Long-term air pollutant emissions generated by an auto dealership project are typically associated with the burning of fossil fuels in cars (mobile sources); energy use for cooling, heating, and cooking (energy); and landscape equipment use (area sources). The primary source of long-term criteria air pollutant emissions generated by the proposed Project would be emissions produced from Project-generated vehicle trips. The

existing auto collision repair shop at the project site generates nominal operational criteria air pollutant emissions. Criteria air pollutant emissions for the proposed Project were modeled using CalEEMod. The Project would generate a net increase of 293 average daily trips during weekdays and up to 351 additional trips on the weekend.[12] Table 3 identifies the criteria air pollutant emissions associated with the Project.

As shown in Table 3, the operational emissions generated by the Project would not exceed the BAAQMD daily or annual thresholds. Consequently, the Project would not cumulatively contribute to the nonattainment designations of the Air Basin, and regional operational phase air quality impacts would be *less than significant*.

TABLE 3 CARMAX PROJECT NET INCREASE IN CRITERIA AIR POLLUTANTS EMISSIONS FORECAST

	Criteria Air Pollutants (average lbs/day)			
Category	**ROG**	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	4	<1	<1	<1
Energy	<1	<1	<1	<1
On-Road Mobile Sources	1	1	1	<1
Total	**5**	**1**	**1**	**<1**
BAAQMD Average Daily Project-Level Threshold	54	54	82	54
Exceeds Average Daily Threshold	**No**	**No**	**No**	**No**
	Criteria Air Pollutants (tons/year)			
Category	**ROG**	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Project Tons per Year (tpy)	1	<1	<1	<1
BAAQMD Annual Project-Level Threshold	10 tpy	10 tpy	15 tpy	10 tpy
Exceeds Annual Threshold	**No**	**No**	**No**	**No**

Note: Emissions may not total to 100 percent due to rounding. New buildings would be constructed to the 2016 Building & Energy Efficiency Standards (effective January 1, 2017). Average daily emissions are based on the annual operational emissions divided by 365 days.
Source: CalEEMod 2013.2.2. Based on year 2017 emission rates.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?

The San Francisco Bay Area Air Basin (SFBAAB) is currently designated as a nonattainment area for California and National ambient air quality standards (AAQS) for ozone (O_3) and for $PM_{2.5}$, and a nonattainment area under the California AAQS for PM_{10}.[13] Any project that does not exceed or can be mitigated to less than the BAAQMD significance levels, used as the threshold for determining major projects, does not add significantly to a cumulative impact.[14] The proposed Project would have less than significant construction impacts (with mitigation for fugitive dust), operational impacts (including 2010 Bay Area Clean Air Plan consistency, odors,

[12] Hexagon Transportation Consultants, Inc., 2015. CarMax, Colma, Traffic Impact Analysis.

[13] California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps, http://www.arb.ca.gov/desig/adm/adm.htm, April 17.

[14] Bay Area Air Quality Management District (BAAQMD), 2011 Revised, California Environmental Quality Act Air Quality Guidelines.

and CO hotspots), and on-site community risk and hazards. Consequently, the proposed Project's contribution to cumulative air quality impacts would be *less than significant*.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

The following describes changes in localized impacts from short-term construction activities and long-term operation of the proposed Project.

Construction Off-Site Community Risk Hazards

BAAQMD has developed Screening Tables for Air Toxics Evaluation During Construction that evaluate construction-related health risks associated with residential, commercial, and industrial projects.[15] According to the screening tables, construction activities occurring within 574 feet (175 meters) of sensitive receptors would result in potential health risks and warrant a health risk analysis. Sensitive receptors generally include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. Additionally, residential areas are also considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, since the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the population.

The closest sensitive land uses in the vicinity of the proposed Project are the single-family residential land uses located approximately 1,400 feet to the northwest of the Project site. The adjacent casino is a commercial land use that generally does not include sensitive receptors. Likewise, while the project is adjacent to an existing cemetery, visitor and burial activity in proximity to the project site is extremely limited due to the age of this section of the cemetery, and, therefore, is not considered a sensitive receptor area. Thus, construction activities in relation to sensitive receptors would not occur within the BAAQMD construction-related health risks screening distance of 574 feet (175 meters). Therefore, the proposed Project would not expose sensitive receptors to substantial concentrations of air pollutant emissions during construction, and impacts would be *less than significant*.

CO Hotspot Analysis

Areas of vehicle congestion have the potential to create pockets of carbon monoxide (CO) called hotspots. These pockets have the potential to exceed the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. The proposed Project would not conflict with the City/County Association of Governments of San Mateo County (C/CAG) Congestion Management Program (CMP) because it would not hinder the capital improvements outlined in the CMP or alter regional travel patterns. C/CAG's CMP must be consistent with the Metropolitan Transportation Commissions' (MTC) and the Association of Bay Area Government's (ABAG) Plan Bay Area. An overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled, and associated GHG emissions reductions. The proposed Project is a redevelopment project and would be consistent with the overall goals of the MTC's/ABAG's Plan Bay Area. Furthermore, the proposed

[15] Bay Area Air Quality Management District, 2010. Screening Tables for Air Toxics Evaluation During Construction, Version 1.0, May.

Project would not increase traffic volumes at affected intersections by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., bridges and tunnels).[16] Trips associated with the proposed Project would not exceed the screening criteria of the BAAQMD. Therefore, impacts associated with CO hotspots for the proposed Project would be *less than significant*.

e) Would the project create objectionable odors affecting a substantial number of people?

Nuisance odors are regulated under BAAQMD Regulation 7, *Odorous Substances*, which requires abatement of any nuisance generating an odor complaint. BAAQMD's Regulation 7, Odorous Substances, places general limitations on odorous substances and specific emission limitations on certain odorous compounds. [17] In addition, odors are also regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that "no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property."

The proposed Project is an auto dealership commercial development with vehicle presentation, sales, and service and a freestanding non-public carwash.
The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. During operation, the Project could intermittently generate odor from chemicals typical of auto-servicing, such as gasoline, industrial or commercial grade car detailing products, or paint application. The sensitive land uses in the vicinity of the proposed Project are single-family residential land uses located approximately 1,400 feet to the northwest of the Project site. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Therefore, operation of the auto dealership would not generate substantial odors or be subject to odors that would affect a substantial number of people. Therefore, the Project would result in *less-than-significant* impacts with respect to odors during operation of the Project.

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Therefore, the Project would result in *less-than-significant* impacts with respect to odors during construction of the Project.

[16] Hexagon Transportation Consultants, Inc., 2015. CarMax, Colma, Traffic Impact Analysis.

[17] It should be noted that while restaurants can generate odors, these sources are not identified by BAAQMD as nuisance odors since they typically do not generate significant odors that affect a substantial number of people. Larger restaurants that employ five or more people are subject to BAAQMD Regulation 7, Odorous Substances.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, of special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	❒	■	❒	❒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	❒	❒	❒	■
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means?	❒	❒	❒	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife sites?	❒	❒	❒	■
e) Conflict with any local ordinances or policies protecting biological resources, such as tree preservation policy or ordinance?	❒	❒	■	❒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	❒	❒	❒	■

Discussion

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive, or special-status species?

Special-status species are plants and animals that are legally protected under the State and/or federal Endangered Species Acts or other regulations, as well as other species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat.

On June 22, 2015, WRA Environmental prepared a letter summarizing a biological reconnaissance database review for the Project site, included as Appendix B. The Project site was evaluated using a combination of aerial photographs, literature, and databases to determine the potential to support the presence of aquatic features and special-status plants and wildlife. For example, databases that were reviewed included the California Department of Fish and Wildlife's (CDFWs) California Natural Diversity Database (CNDDB), the San Francisco South USGS 7.5' quadrangle map (1980), the National Wetland Inventory (NWI), the California Native Plant Society (CNPS) online database, and species habitat requirements as noted in available literature. As indicated in the letter, the Project site is unlikely to support a majority of special-status plant and wildlife species that occur in the vicinity[18], as further discussed below.

[18] WRA Environmental Consultants, Biological Reconnaissance Database Review letter, June 22, 2015.

Vegetation and Aquatic Communities
The majority of the Project site is developed and covered by impervious surfaces. The perimeter of the site is landscaped with ornamental shrubs and trees, including Monterey cypress (*Hesperocyparis macrocarpa*) and eucalyptus (*Eucaluptus sp.*). Minimal vegetation is present within the interior of the Project site.[19]

Special-Status Plant Species
Although three special-status plant species were identified within the vicinity of the Project site, including the robust spineflower (*Chorizanthe robusta* var. *robusta*, 1B), Kellog's horkelia (*Horkelia cuneate* var. *sericea*, 1B), and showy Rancheria clover (*Trifolium amoenum*, 1B), there were no occurrences of these or any other special-status plant species on the Project site.[20]

Special-Status Wildlife Species
Although two special-status wildlife species were identified in the vicinity of the Project site, including the callippe silverspot butterfly (*Speyeria callifppe ssp. Callippe*, FE), and Mission blue butterfly (*Plebejus icarioides ssp. Missionensis*, FE), there were no occurrences of these species at the Project site, nor does the site provide suitable habitat for these species, or other special-status animal species.[21]

Overall, the biological reconnaissance letter concluded that the Project site does not contain any endangered species, sensitive habitats, or areas of potential jurisdictional wetlands. In addition, the Project site is unlikely to support special-status plant and wildlife species. Although the Project site does not support any special-status plant or animal species, there remains a potential for nesting by one or more species of birds, which could be affected by construction-related activities. Nests of birds in active use are protected under the Migratory Bird Treaty Act and California Department of Fish and Game Code. Further, General Plan Policy 5.04.382 states that tree removal should be subject to an investigation of the presence of active raptor nests. In addition to the protection of migratory birds under existing federal and State regulation, as well as General Plan Policy 5.04.382, implementation of Mitigation Measure BIO-1 would further ensure that the proposed Project result in a *less-than-significant* impact with regards to having a substantial adverse effect on habitat modifications on a plant or animal population.

> **Mitigation Measure BIO-1:** Construction activities, such as tree removal, shall be performed between September 1 and January 31 to avoid the general nesting period for birds. If construction cannot be performed during this period, pre-construction surveys shall be prepared by a qualified biologist no more than 14 days prior to construction activities to determine the presence of any bird nests. In the event that active bird nesting is identified on the Project site or its immediate vicinity, appropriate protections to the nest shall be taken, including but not limited to, establishing a minimum 100-foot buffer for passerine birds and 250-foot buffer for raptors, and ensuring that construction activities shall avoid buffered zones. Any tree containing active nesting shall not be removed until the nest is no longer active.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community type?

As indicated in the biological reconnaissance database review for the Project site, there are no creeks or riparian habitat located on the Project site. Further, as described above under section 4.a, the Project site is unlikely to support any special-status plant or animal species due to lack of suitable habitat. Therefore, *no impacts* are

[19] WRA Environmental Consultants, Biological Reconnaissance Database Review letter, June 22, 2015, page 1.
[20] WRA Environmental Consultants, Biological Reconnaissance Database Review letter, June 22, 2015, page 2.
[21] WRA Environmental Consultants, Biological Reconnaissance Database Review letter, June 22, 2015, page 2.

anticipated with regards to having a substantial adverse effect on any riparian habitat or other sensitive natural community.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, through direct removal, filling, hydrological interruption, or other means?

On June 22, 2015, WRA Environmental prepared a letter summarizing results for determining the presence of jurisdictional waters at the Project site, included as Appendix C. As concluded in the letter, the Project site is entirely developed with impervious surfaces and no aquatic features were observed within the Project site. As a result, there are no areas of the Project site that meet the jurisdictional requirements under Section 404 or Section 401 of the Clean Water Act.[22] Therefore, *no impacts* to jurisdictional wetlands and waters are anticipated.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, their wildlife corridors or nursery sites?

As described above, the Project site is located in an urbanized area that precludes the presence of any important wildlife movement corridors across the Project site. Further, the Project site contains no creeks or aquatic habitat that would support fish and proposed development would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nurseries. Overall, given the urbanized setting of the Project site and its immediate vicinity, and because there are no creeks or other aquatic habitat present at the Project site, there would be *no impact* related to the interference with the movement of wildlife species.

e) Would the project conflict with any local ordinances or policies protecting biological resources?

The proposed Project would involve demolition of existing structures and construction of new structures, as well as landscape improvements. Although the Project site does not contain biological resources for protection, the Project would include removal of existing trees, which could provide habitat for nesting birds or other animals. As part of the site preparation, the Project would remove a total of 122 trees; however, pursuant to Colma Municipal Code Subsection 5.06.030, the Project would require a tree removal permit. A tree removal permit is required for the removal of any tree, regardless of type or species, which is larger than 12 inches in diameter. A decision to approve or deny an application includes proximity to proposed structures or improvements. In this case, the proposed improvements necessitate tree removal. If trees are approved for removal, the Town requires a revegetation plan that includes that planting of a comparable number of trees. Although 122 trees are proposed for removal (not all of which are subject to the tree ordinance since many are less than 12 inches in diameter), the Project proposes installation of 124 trees (and complete site landscaping) which would increase the total number of trees on site at buildout. Compliance with Colma Municipal Code Subsection 5.06.030 would ensure that the Project result in a *less-than-significant* impact with regard to conflicting with a local ordinance or policy protection biological resources.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

The Project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan as no such plans encompassing the vicinity of the Project site, have been adopted. Consequently, *no impacts* would occur with regard to conflicting with an adopted Habitat Conservation Plan.

[22] WRA Environmental Consultants, Jurisdictional Status letter, June 22, 2015, page 2.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	❒	❒	■	❒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	❒	■	❒	❒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❒	■	❒	❒
d) Disturb any human remains, including those interred outside of formal cemeteries?	❒	■	❒	❒
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	❒	■	❒	❒

Discussion

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

On May 20, 2015, Basin Research Associates prepared a Cultural Resources Due Diligence Review for the project site, included as Appendix D. The report provides results of a records search conducted by the California Historical Resources Information System, Northwest Information Center (CHRIS/NWIC), Sonoma State University; a limited literature review of materials on file with Basin Research Associates; and a request for review of the Sacred Lands Inventory by the Native American Heritage Commission.

The types of cultural resources that meet the definition of historical resources under CEQA generally consist of districts, sites, buildings, structures, and objects that are significant for their traditional, cultural and/or historical associations. Commonly, the two main resource types that are subject to impact, and that may be impacted related to buildout of the Project, are historical archaeological deposits and historical architectural resources, as discussed below. Archaeological resources are addressed in section 5.b., and human remains are addressed in section 5.d below.

Cultural resources are protected by federal and State regulations and standards, including but not limited to, the National Historic Preservation Act, the California Public Resources Code, and CEQA. Also, the Office of Historic Preservation (OHP) has determined that structures in excess of 45 years of age should be considered potentially important historical resources, and former buildings and structure locations could be potentially important archaeological sites. Typically, if the Project site or adjacent properties are found to be eligible for listing on the California Register, the development would be required to conform to the current Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, and Restoring Historic Buildings, which require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.

According to the Cultural Resources Due Diligence Review, there were no prehistoric or historic sites recorded or identified in or adjacent to the Project site.[23] However, the Town of Colma includes several historic cemeteries, including the Italian Cemetery, Eternal Home Cemetery, Salem Memorial Park, Home of Peace/Hills of Eternity Cemetery, Cypress Lawn Memorial Park, and Holy Cross Cemetery, collectively known as the Colma Cemeteries, are listed in the National Register of Historic Places (#78003501).[24] The Project site is bounded by the Home of Peace Cemetery/Hills of Eternity Cemetery to the south and is adjacent to the Salem Cemetery, located across the Serramonte Boulevard. However, because the Project site itself does not contain any historical resources and because the proposed Project entails redevelopment of a previously developed site, there would be no substantial adverse change to a historical resource. Additionally, the Cultural Resources Due Diligence Review concluded that the Project would not affect the setting or cultural landscape of the adjacent and nearby cemeteries given that the Project would occur within an already urbanized commercial setting.[25] Therefore, a *less-than-significant* impact would occur.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

As mentioned above, a Cultural Resources Due Diligence Review was prepared on May 20, 2015. As described in the report, Native American occupation and use of the general area appears to have extended over 5,000 to 7,000 years and potentially longer. Archaeological information suggests an increase in the prehistoric population over time with an increasing focus on permanent settlements with large populations in later periods. The general Project area was within an environmentally advantageous area for Native Americans located between the resources of the San Francisco bayshore and the foothills. North-south travel would have been relatively easy east of the Project between the bayshore and hills along the approximate route of Junipero Serra Boulevard and El Camino Real. The aboriginal lifeway disappeared by 1810 due to its disruption by Euro American diseases and declining birth rate. [26] Although Native Americans have historically occupied the area, the Cultural Resources report concluded that there were no known ethnographic or contemporary Native American resources, including villages, sacred places, traditional or contemporary use areas in or adjacent to the Project site.[27]

Spanish settlers began to traverse the San Francisco Peninsula in the late 1760s and 1770s. The Project site is within the far northern part of the Rancho Buriburi just west of the western boundary of Rancho Canada de Guadalupe la Visitacion y Rodeo Viejo. The closest Hispanic Era dwellings associated with the Rancho Buriburi west of El Camino Real approximately 0.3 miles from the Project site.[28] Although Spanish settlers have historically occupied the area, the Cultural Resources report concluded that there were no known Hispanic era archaeological resources recorded or identified in or adjacent to the Project site.[29]

Around 1848, population began to increase with the gold rush, and European immigration and the development of the dairy industry had an impact on growth in the area. Until World War II, San Mateo County was predominantly agricultural or rural. Today, Colma is notable for its cemeteries and, as of the year 2000, cemeteries or land dedicated for future cemetery us occupied nearly three-quarters of the land within the Town

[23] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 6.

[24] Environmental Science Associates, Serramonte Ford Expansion Intial Study/Mitigated Negative Declaration, prepared for the Town of Colma, September 2014, page 37 and 38.

[25] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 8.

[26] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 2.

[27] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 7.

[28] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 5.

[29] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 7.

limits.[30] Although Euro American settlers have historically occupied the area, the Cultural Resources report concluded that there were no known American period archaeological resources recorded or identified in or adjacent to the Project site.[31]

The Cultural Resources report also concluded that the Project site had no listed, determined or pending archeological site, significant local, State, or federal historic properties, or landmarks. Further, the Project site and its vicinity have a low sensitivity for prehistoric archaeological resources.[32] Nevertheless, the Project would include ground-disturbing activities, such as excavation, trenching, and grading, as part of site preparation and construction of the proposed Project, which could have the potential to uncover archaeological resources that have not yet been discovered. Overall, because the site is considered low sensitivity for presence of archaeological resources, and because there have been no recorded or identified archaeological resources at the site, it is unlikely that the Project would result in a substantial adverse change to an archaeological resource. Further, implementation of Mitigation Measure CULT-1 would ensure a *less-than-significant* impact would occur.

Mitigation Measure CULT-1: The Project shall comply with the following measures during construction of the Project:

- A pre-construction training meeting will be held by a qualified archaeologist with all construction personnel working at the job site to explain possible archaeological resources that may be discovered and the protocol for work stoppage and notification.
- If archaeological remains are found, work at the place of discovery shall be halted immediately until a qualified archaeologist can evaluate the finds [CEQA Guidelines Section 15064.5(f)].
  - Prehistoric site indicators generally include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); and bedrock outcrops and boulders with mortar cups.
  - Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).
- If archaeological remains are found and judged potentially significant, a treatment plan shall be developed and executed.
- All cultural materials recovered as part of the Project shall be subject to scientific analysis and a report prepared according to current professional standards.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

A significant impact would occur if the project would destroy a unique paleontological resource or site, or a unique geologic feature. Paleontological resources are the fossilized evidence of past life found in the geologic record. However, the Town of Colma General Plan does not identify any paleontological or unique geologic features at the Project site or within its immediate vicinity. Further, the Project site is currently developed and therefore it is unlikely that construction activities related to the redevelopment of the site would discover or disturb paleontological or unique geological resources.

As mentioned above the Project would include ground disturbing activities during demolition and construction activities; however, the site has been previously disturbed and is relatively flat therefore excavation and other

[30] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 5.
[31] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 7.
[32] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 7.

ground-disturbing activities (e.g., grading and filling) is expected to be minimal in order to accommodate the Project. Although there have been no paleontological or unique geologic features identified at the Project site, the potential still remains that ground-disturbing activities during construction could accidently destroy or disturb unknown resources. Given the low probability of destroying or disturbing paleontological and geologic features, and with implementation of Mitigation Measure CULT-2, impacts would be *less-than-significant*.

> **Mitigation Measure CULT-2:** A pre-construction training meeting will be held by a qualified paleontologist with all construction personnel working at the job site to explain possible paleontological resources that may be discovered and the protocol for work stoppage and notification. If fossils are discovered during construction, ground-disturbing activities shall halt immediately until a qualified paleontologist can assess the significant of the discovery. Depending on determinations made by the paleontologist, work may either be allowed to continue once the discovery has been recorded, or if recommended by the paleontologist, recovery of the resource may be required, in which ground-disturbing activity within the area of the find would be temporarily halted until the resource has been recovered. In the event that treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology guidelines and current professional standards. The Town of Colma will ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

The Project would result in a significant impact if it would disturb any human remains, including those interred outside of formal cemeteries. The Project would include ground-disturbing activities during construction of the Project, which could potentially disturb human remains. Since the site has been developed in the past, ground disturbing activities are likely to have already disturbed or resulted in the discovery of any buried human remains that may exist on the site. Additionally, the Cultural Resources report concluded that there have been no cultural resources identified at or within the vicinity of the Project site, thus it is unlikely that the Project would disturb any human remains. Nonetheless, it is possible that unknown human remains could be discovered through ground-disturbing construction activities. However, implementation of Mitigation Measure CULT-3 would ensure that accidental discovery or disturbance to human remains would be *less than significant.*

> **Mitigation Measure CULT-3:** In the event of discovery or recognition of any human remains during construction activities, ground-disturbing activities shall halt immediately within 100 feet of the discovery until the San Mateo County Coroner has been notified to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) shall be contacted within 24 hours if the remains are determined to be Native American. The NAHC shall then identify the most likely descendant in order to determine and make recommendations to the Town of Colma for the appropriate means of treating the human remains.

e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?

A recent addition to the CEQA process is the Native American Historic Resource Protection Act (Assembly Bill 52 or AB 52), which is intended to minimize conflict between Native American and development interests. AB 52 adds "tribal cultural resources" (TCR) to the specific cultural resources protected under CEQA, and it requires lead agencies to notify relevant tribes about development projects. It also mandates lead agencies to consult with tribes if requested by the tribe, and sets the principles for conducting and concluding consultation. Projects subject to AB 52 are those that file a notice of preparation for an EIR or notice of intent to adopt a negative or mitigated negative declaration on or after July 1, 2015. The Governor's Office of Planning and

Research (OPR) has until July 1, 2016, to develop guidelines, and the Native American Heritage Commission (NAHC) has until then to inform tribes which agencies are in their traditional area. In absence of the adopted guidelines, OPR suggests including addressing if the project would cause a substantial adverse change in the significance of a TCR as defined in Public Resources Code 21074. In response to AB 52, the Town of Colma has not received any request from any Tribes in the geographic area with which it is traditionally and culturally affiliated with or otherwise to be notified about projects in the Town of Colma. Nonetheless, the evaluation of potential impacts to TCRs is addressed below.

A TCR is defined under AB 52 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources, or included in a local register of historical resources, or if the Town of Colma, acting as the lead agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.

As discussed under criteria 5b) and 5d) no known archeological resources, ethnographic sites or Native American remains are located on the project site. As discussed under criterion 5b) implementation of Mitigation Measure CULT-1 would reduce impacts to unknown archaeological deposits, including tribal cultural resources, to a less-than-significant level. Further, as discussed under criterion 5d) compliance with State and federal regulations and Mitigation Measure CULT-3 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans. Therefore, implementation of Mitigation Measures CULT-1 and CULT-3, along with compliance with State and federal regulations related to the protection of human remains would reduce impacts to tribal cultural resources to a *less-than-significant* level.

Mitigation Measure CULT-4: Implement Mitigation Measures CULT-1 and CULT-3.

6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	❒	❒	■	❒
ii) Strong seismic ground shaking?	❒	❒	■	❒
iii) Seismic-related ground failure, including liquefaction?	❒	❒	■	❒
iv) Landslides?	❒	❒	■	❒
b) Result in substantial soil erosion or the loss of topsoil?	❒	❒	■	❒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	❒	❒	■	❒

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
d) Be located on expansive soil, creating substantial risks to life or property?	❒	❒	■	❒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	❒	❒	❒	■

Existing Conditions

The Project site and the surrounding parts of the Town of Colma, California lie in the San Francisco Peninsula which is set within the Coast Ranges Geomorphic Province. This province is characterized by northwest-southeast trending mountain ranges that stretch from the Oregon border on the north to Point Conception on the south. In the San Francisco Bay area, most of the Coast Ranges are underlain by the tectonically complex, Jurassic to Cretaceous bedrock of the Franciscan Complex.

The topography in the immediate vicinity of the Project site is typified by a southeast-trending valley that flanks Colma Creek, with undulating to locally steep hills to the northeast and southwest. Present-day elevations at the Project site range from roughly 170 to 220 feet above mean sea level (amsl), whereas San Bruno Mountain to the northeast locally exceeds 1,300 feet amsl. Stormwater runoff in the Project site vicinity flows southwest towards Colma Creek, whose drainage eventually discharges to San Francisco Bay.

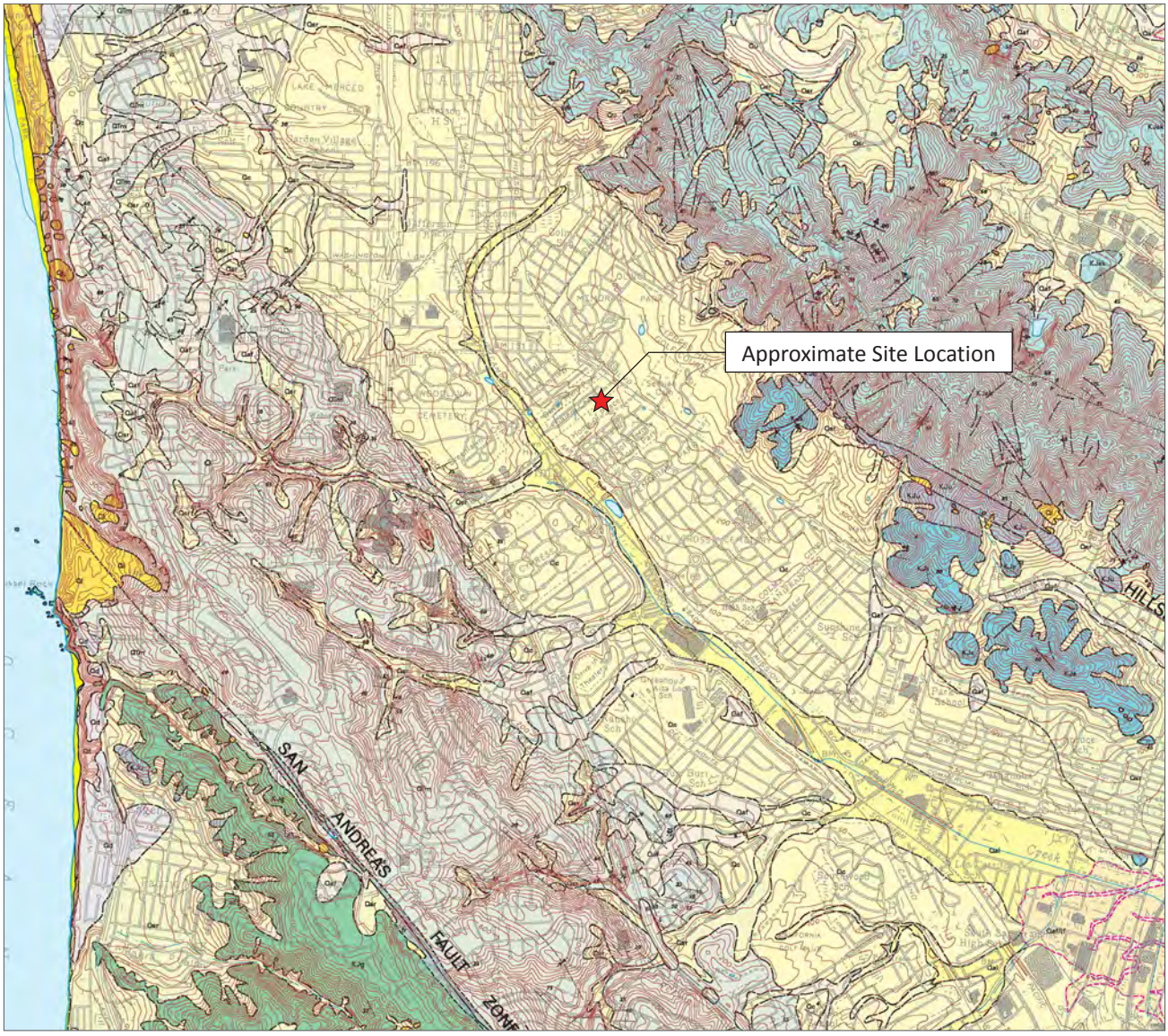
Based on geologic mapping by the US Geological Survey (USGS), the Project site is underlain by clastic sediments (i.e., fine- to medium-grained sand and sandy clay) of the Late Pleistocene Colma Formation that lie stratigraphically above the Jurassic to Cretaceous sedimentary, low-grade metamorphic, and altered igneous rocks of the Franciscan Complex (refer to Figure 12).[33]

A geotechnical investigation of the Project site was prepared on July 17, 2015 (included as Appendix E), and found artificial fill of varying thickness, beneath which were poorly graded sands and silty sands that were assigned to the aforementioned Colma Formation.[34]

The potential for seismicity in the vicinity of the Project site is dominated by the nearby San Andreas Fault Zone, whose main trace lies as close as 2.1 miles southwest of the Project site. Other prominent earthquake faults in the San Francisco Bay Area include the Hayward Fault which lies roughly 16 miles to the east, the Calaveras Fault which is approximately 25 miles to the east, and the San Gregorio Fault, whose trace passes as close as 9 miles southwest of the Project site. No mapped earthquake faults pass through or lie adjacent to the Project site.

[33] US Geological Survey (USGS), 1998. Preliminary Geologic Map of the San Francisco South 7.5' Quadrangle and Part of the Hunter's Point 7.5' Quadrangle, San Francisco Bay Area, California, by M. G. Bonilla, Open File Rpt. 98-354.

[34] ENGEO, 2015. Geotechnical Exploration, CarMax Automotive Dealership, Colma, California, dated July 17, 2015.



Source: US Geological Survey, Preliminary Geological Map of San Francisco South 7.5' Quadrangle and Part of the Hunter's Point 7.5' Quadrangle, San Francisco Bay Area, California, M.G. Bonilla, Open-File Report 98-354, 1998.

water

QUATERNARY
Holocene

Qaf Artificial fill
Clay, silt, sand, rock fragments, organic matter, and man-made debris

Qaf/tf Artificial fill over tidal flat
Clay, silt, sand, rock fragments, organic matter, and man-made debris placed over tidal flats

Qafs Artificial fill, Native American shellmound
Dark silty to sandy soil containing shell fragments and rare intact shells

Ql Landslide deposits
Composition and structure depend on the geologic formation involved and type of landslide

Qal Alluvium
Mostly sand and silt but locally contains clay, gravel, or boulders, generally gray to brown

Qb Beach Deposits
Predominantly well sorted medium-grained loose gray sand, locally consists of sand, gravel and cobbles

Qm Bay mud
Soft (moist) to firm (dry) clay and silt, locally contains shell fragments, plant remains, and thin beds of sand

Qd Dune sand
Well sorted fine-grained sand, gray and loose in most places, grayish orange to reddish brown and firm in a few places. Age extends into Pleistocene

Pleistocene

Qt Marine terrace deposits
Predominantly friable well sorted fine grained yellowish orange to gray sand; includes alluvial gravel and colluvial clay

Qsr Slope debris and ravine fill
Stony silty to sandy clay, locally silty to clayey sand or gravel, yellowish orange to medium gray, unstratified or poorly stratified. Where it overlies the Merced or Colma Formation it is commonly a silty to clayey sand, or gravel

Qc Colma Formation
In northwest and central parts of area, friable well sorted fine to medium sand containing a few beds of sandy silt, clay, and gravel. In southeast part of area, mostly sandy clay and silty sand; yellowish orange to gray

Qu Sedimentary deposits, undifferentiated

fr Fault rocks
Zone of gouge, breccia, fractured and sheared rock along the San Andreas fault. Gradational contact with surrounding rocks. Limits poorly known. Age extends into Holocene

TERTIARY AND QUATERNARY
Pleistocene and Pliocene

QTm Merced Formation
Friable to firm sand, silt, and clay; minor amounts of gravel, lignite, and volcanic ash; medium gray to yellowish orange

CRETACEOUS AND JURASSIC
Franciscan Complex and associated rocks

KJs Sandstone and shale
Interbedded sandstone and shale, hard where fresh and intact, soft where weathered or sheared. Commonly medium dark gray where fresh, olive gray to yellowish brown where moderately weathered, and yellowish orange to yellowish gray where highly weathered

KJsk Sandstone and shale
Sandstone generally containing more than two percent potassium feldspar

KJc Chert
Hard chert interbedded with firm shale; chert layers generally two or three inches thick, shale layers less than one inch thick, generally grayish red

KJg Greenstone
Altered volcanic rocks, fine grained, mostly basalt, hard where fresh, but weathered and firm to soft in most exposures, commonly grayish olive to moderate olive gray where moderately weathered, dark yellowish orange to light brown where highly weathered

KJm Metamorphic rocks
Hard to firm, fine- to coarse-grained schistose, gneissose, or granulose metamorphic rocks, dark gray, dark greenish gray, or dark bluish gray

sp Serpentine
Hard to soft, generally greenish gray, contains small bodies of gabbro and diabase

KJu Sheared rocks
Small to large fragments of hard rock in matrix of sheared rock. Matrix generally coherent and firm, but soft in places, especially where weathered. Dark gray where fresh, yellowish brown where weathered. Derived mostly from shale and sandstone of Franciscan Complex and serpentine

Figure 12
Geologic Map

Although it has not been classified as an "active" fault (i.e., having ruptured in the past 11,000 years) by the California Geological Survey (CGS), the Hillside Fault Zone, a northwest-trending fault on the southwest flank of San Bruno Mountain, is interpreted by the USGS to lie roughly 0.5-mile northeast of the Project site. According to the available research, there is no evidence of recent seismic activity on this fault. A second, inferred fault, known as the San Bruno Fault, has been shown on some geologic maps of the Project vicinity. Recent investigations have called the very existence of this fault into question. For example, geologic mapping by the USGS in the late 1990s concluded that the "…geological data found no evidence supporting the existence of the hypothetical San Bruno fault as a mappable structure (U.S. Geological Survey, 1997), and the fault has been deleted." [35]

Regional seismic shaking studies conducted by the US Geological Survey (USGS) and California Geological Survey (CGS) show that the Project site is located in an area with violent seismic shaking potential, equivalent to level IX on the Modified Mercalli Intensity scale (MMI).[36] It should be noted that many parts of the San Francisco Bay Area are characterized by similar forecasted levels of seismic shaking.

Liquefaction is the rapid transformation of saturated, loose, fine-grained sediment to a fluid-like state due to seismic ground shaking. Liquefaction could damage foundations, disrupt utility service, and cause damage to roadways. The CGS has not yet published a liquefaction hazard or landslide hazard map for the central and southern parts of the South San Francisco 7.5-minute quadrangle, where the Project site is located. A 2000 USGS study of liquefaction hazardous potential of the San Francisco Bay Area mapped the recent alluvium that flanks Colma Creek as an area of "high" liquefaction potential, while the older valley alluvium including the sediments that comprise the Colma Formation (i.e., where the Project site is located) was mapped as an area of "low" or "very low" liquefaction potential.[37]

A landslide is a mass of rock, soil, or debris displaced down a slope by sliding, flowing, or falling. Landslides can be a direct result of an earthquake, or can be caused by other natural events, such as heavy rainfall. Landslides can also be the result of human activities, such as grading or removal of vegetation. Although the CGS has not mapped seismically induced landslide hazard zones in the vicinity of the Project site, the gentle topography and lack of steep slopes suggest that the potential for landslides is likely to be low. Mapping by the USGS in 1972 is consistent with this conclusion; only isolated landslides on the steeper slopes of San Bruno Mountain were identified in that study.[38]

Although there appears to be a low potential for significant impacts related to primary fault rupture, or seismically induced liquefaction and landslides, the potential for strong seismic ground shaking remains and is regarded as a potentially significant impact.

Discussion

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake

[35] USGS, 1998. See citation above.

[36] Association of Bay Area Governments, San Mateo Earthquake Shaking Scenarios Map, http://gis.abag.ca.gov/website/Hazards/?hlyr=northSanAndreas&co=6081, accessed on October 1, 2014.

[37] USGS, 2000, Mapping of Quaternary Deposits and Liquefaction Susceptibility, Nine-County San Francisco Bay Region, California, by Keith L. Knudsen, Janet M. Sowers, Robert C. Witter, Carl M. Wentworth, and Edward J. Helley, Open File Report 00-444.

[38] USGS, 1972. Preliminary Map of Landslide Deposits in San Mateo County, California, Miscellaneous Field Studies Map 344, by E. E. Brabb and E. H. Pampeyan.

Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ii) strong seismic ground shaking; iii) seismic-related ground failure, including liquefaction; iv) landslides?

The Project site is not located within or adjacent to a State-designated Alquist-Priolo Earthquake Fault Zone.[39] Similarly, no active or potentially active faults have been mapped at the Project site and none were identified during the July 2015 geotechnical investigation. In light of this information, the probability of earthquake fault rupture at the Project site appears low.

According to seismic forecasts by the USGS, the Project site could be subjected to strong or even violent seismic ground shaking during an earthquake on a nearby fault, such as the San Andreas Fault roughly 2 miles to the southwest, or another active fault in the San Francisco Bay Area. To mitigate seismic shaking effects, new construction at the Project site should be designed using sound engineering judgment and the current California Building Code (CBC) requirements, as required under Section 5.04.050 of the Town of Colma Municipal Code. Current seismic design provisions of the CBC prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces of dead-and-live loads (refer to Chapter 16 Section 1613 of the 2013 CBC).

As previously discussed, regional mapping conducted by the USGS concluded that the Project site and vicinity are situated in an area with a low to very low liquefaction potential. A recent site-specific geotechnical investigation of the Project site reached a similar conclusion, stating that the risks associated with liquefaction-related ground settlement were "negligible."

At the present time, the CGS has not yet mapped seismically induced landslide hazard zones in the vicinity of the Project site. Nevertheless, the prevailing gentle topography and lack of steep slopes at the Project site suggest that the potential for landslides is low. Landslide maps published by the USGS in 1972 are consistent with this interpretation. Only isolated landslides on the steeper slopes of San Bruno Mountain to the northeast were identified in that study.

Considering the preceding information, the potential impacts of Project development associated with rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), and landslides would be *less than significant*.

b) Would the project result in substantial soil erosion or the loss of topsoil?

The Project site is situated in an area of gentle topography, with typical slopes of less than 5 percent. Even so, grading and earth-moving activities associated with Project construction could result in substantial erosion or loss of topsoil. Compliance with regulatory requirements during construction, including the grading provisions of the California Building Code (adopted under Section 5.04.050 of the Town of Colma Municipal Code), as well as the erosion control and grading provisions of Subchapter 5.07 of the Town of Colma Municipal Code and associated permits, would help reduce development-related erosion to the extent practicable. Prior to the issuance of a grading permit, the City Engineer is empowered with the discretionary authority to require the completion of a detailed site-specific soils and/or geotechnical investigation prior to permit issuance. These safeguards, when taken as a whole, would ensure that development-related impacts associated with soil erosion or the loss of topsoil is reduced to a *less-than-significant* level.

[39] State of California Department of Conservation, 1982, Special Studies Zones map, San Francisco South, http://gmw.consrv.ca.gov/shmp/download/quad/san_francisco_south/maps/sanfrancisco_so.pdf, accessed on October 2, 2014.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Existing developments in the immediate vicinity of the Project site, constructed on sites typified by similar topography and underlying geology, have not experienced landslides, lateral spreading, subsidence, liquefaction, or collapse. Furthermore, the July 2015 geotechnical investigation of the Project site concluded that the likelihood of ground lurching and lateral spreading is low and that risks associated with liquefaction-induced settlement is negligible. Given this information, and assuming faithful implementation of geotechnical-based foundation design recommendations, the impact of Project development with respect to landsliding, lateral spreading, subsidence, liquefaction, or collapse would be *less than significant*.

d) Would the project be located on expansive soil, creating substantial risks to life or property?

As previously discussed in this section, a detailed, site-specific geotechnical investigation was recently completed at the Project site. Although the investigation did not attempt to measure soil properties such as Atterberg Limits (one way in which expansive soils can be identified), it did include detailed sampling and logging of 30 exploratory soil borings, five cone-penetrometer tests, and four excavated test pits. The predominant soil type encountered was fine-grained silty sand with local fine to coarse gravel. Based on the observed textural and likely mineralogical properties, such soils are unlikely to exhibit significant shrink-swell behavior. Exceptions to the dominant silty sand lithology were locally noted as relatively thin, discontinuous horizons of poorly graded sand with clay. Considering the findings of this detailed, site-specific geotechnical investigation, the impact of Project development with respect to expansive soils (and associated risks to life and property) would be *less than significant*.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The Project would be serviced by the existing sanitary sewer system and the use of septic tanks or alternative wastewater disposal systems will not be necessary. The existing system is maintained by the Maintenance Division of the Town's Public Works/Engineering Department. That department also oversees and calculation and collection of annual sewer fees, as well as sanitary sewer overflow regulatory reporting that may be periodically needed. For these reasons, Project development would result in *no impact* with respect to soils that might be incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

7. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	❒	❒	■	❒
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	❒	❒	■	❒

Existing Conditions

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source

of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[40,41] This section analyzes the proposed Project's contribution to global climate change impacts in California through an analysis of project-related GHG emissions. A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Discussion

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Operation of the proposed Project does not generate enough GHG emissions on its own to influence global climate change; therefore, the GHG analysis measures the proposed Project's contribution to the cumulative environmental impact. The proposed Project would contribute to global climate change through direct emissions of GHG from on-site area sources and vehicle trips generated by the proposed Project, and indirectly through off-site energy production required for on-site activities, water use/wastewater generation, and waste disposal. In addition, construction activities would generate a short-term increase in GHG emissions. The GHG emissions associated with the proposed Project are shown in Table 4.

BAAQMD does not have thresholds of significance for construction-related GHG emissions. GHG emissions from construction activities are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the proposed Project. One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires the first major renovation.[42] As shown in Table 4, when amortized over an average 30-year project lifetime, average annual construction emissions from the proposed Project would represent a nominal source of GHG emissions and would not exceed BAAQMD's de minimus bright line threshold of 1,100 $MTCO_2e$. Construction emissions are *less than significant*.

As shown in Table 4, development of the proposed Project would result in a nominal increase of GHG emissions of 233 $MTCO_2e$/year. The proposed Project would not exceed the BAAQMD bright line threshold of 1,100 $MTCO_2e$/year. Therefore, Project-related GHG emissions impacts would be *less than significant*.

b) Would the project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, the Metropolitan Transportation Commission's (MTC)/Association of Bay Area Governments' (ABAG) Plan Bay Area, and the Town of Colma's Climate Action Plan. A consistency analysis with these plans is presented below.

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[40] Intergovernmental Panel on Climate Change, 2001, Third Assessment Report: Climate Change 2001, New York: Cambridge University Press.

[41] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant.

[42] International Energy Agency.2008, *Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings,* March.

TABLE 4 PROJECT NET INCREASE IN GHG EMISSIONS

	GHG Emissions ($MTCO_2e$/Year)	
Category	**Project**	**Percent of Total**
Construction Emissions		
Total Construction Emissions (Years 2016-2017)	429	N/A
30-Year Amortized Construction	14	N/A
Operation Emissions		
Area	<1	<1%
Energy	112	45%
On-Road Mobile Sources	117	47%
Waste	15	6%
Water/Wastewater	4	2%
Total	248	**100%**
Total Without Waste Generation Emissions[a]	**233**	**N/A**
BAAQMD Bright-Line Threshold	1,100 $MTCO_2e$/Year	N/A
Exceeds BAAQMD Bright-Line Screening Threshold?	**No**	**N/A**

Note: Emissions may not total to 100 percent due to rounding. New buildings would be constructed to the 2016 Building & Energy Efficiency Standards (effective January 1, 2017).
a. BAAQMD did not include solid waste emissions when developing the per capita significance thresholds. Therefore, total GHG emissions with and without the Waste Generation sector are included.
Source: CalEEMod 2013.2.2.

CARB's Scoping Plan

In accordance with Assembly Bill 32 (AB 32), the California Air Resources Board (CARB) developed the *2008 Scoping Plan* to outline the State's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected Statewide 2020 business as usual (BAU) GHG emissions (i.e., GHG emissions in the absence of statewide emission reduction measures). CARB identified that the State as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32.[43] The GHG emissions forecast was updated as part of the First Update to the Scoping Plan. In the First Update to the Scoping Plan, CARB projected that statewide BAU emissions in 2020 would be approximately 509 million $MTCO_2e$.[44] Therefore, to achieve the AB 32 target of 431 million $MTCO_2e$ (i.e., 1990 emissions levels) by 2020, the State would need to reduce emissions by 78 million $MTCO_2e$ compared to BAU conditions, a reduction of 15.3 percent from BAU in 2020.[45,46]

[43] California Air Resources Board (CARB), 2008. *Climate Change Proposed Scoping Plan, a Framework for Change,* October.

[44] The BAU forecast includes GHG reductions from Pavley and the 33% Renewable Portfolio Standard (RPS).

[45] California Air Resources Board (CARB), 2014. *First Update to the Climate Change Scoping Plan: Building on the Framework, Pursuant to AB 32, The California Global Warming Solutions Act of 2006, May 15.*

[46] If the GHG emissions reductions from Pavley I and the Renewable Electricity Standard are accounted for as part of the BAU scenario (30 million $MTCO_2e$ total), then the State would need to reduce emissions by 108 million $MTCO_2e$, which is a 20 percent reduction from BAU.

Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations; California Building Standards (i.e., CALGreen and the Building and Energy Efficiency Standards); California Renewable Energy Portfolio standard; changes in the corporate average fuel economy standards (e.g., Pavley I and California Advanced Clean Cars); and other measures that would ensure the State is on target to achieve the GHG emissions reduction goals of AB 32. Statewide GHG emissions reduction measures that are being implemented over the next five years would reduce the proposed Project's GHG emissions.

New structures would meet the current Building and Energy Efficiency Standards. The 2016 Building and Energy Efficiency Standards become effective January 1, 2017. The 2016 Standards are 33.5 percent more energy efficient than the 2008 standards for non-residential buildings. The new buildings would also be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems. The proposed Project would not conflict with statewide programs adopted for the purpose of reducing GHG emissions. Therefore, impacts would be *less than significant.*

MTC's/ABAG's Plan Bay Area

To achieve MTC's/ABAG's sustainable vision for the Bay Area, the Plan Bay Area land use concept plan for the region concentrates the majority of new population and employment growth in the region in Priority Development Areas (PDAs). PDAs are transit-oriented, infill development opportunity areas within existing communities. Overall, well over two-thirds of all regional growth by 2040 is allocated within PDAs. PDAs are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs. Consequently, an overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled, and associated GHG emissions reductions. The proposed Project is within the El Camino Real Corridor PDA. In addition, the proposed Project is a redevelopment project in the Town of Colma and would be consistent with the overall goals of Plan Bay Area. Therefore, the Project would not conflict with land use concept plan in Plan Bay Area and the impacts would be *less than significant*.

Town of Colma Climate Action Plan

The Town of Colma adopted a Climate Action Plan (CAP) in 2013. The measures identified in the CAP represent the Town's actions to achieve the GHG reduction targets of AB 32 for target year 2020. The proposed Project is in compliance with the CAP. [47] A consistency analysis with the proposed Project to the applicable measures in the CAP is shown in Table 5. The proposed Project would not conflict with the Town of Colma's CAP and there would be *no impact*.

[47] Town of Colma, 2013, Climate Action Plan (CAP). May.

TABLE 5 PROPOSED PROJECT CONSISTENCY WITH TOWN OF COLMA'S CLIMATE ACTION PLAN

Applicable Measures	Consistency Analysis
Planning and Land Use/Increased Opportunities for Alternative Transportation	
Promote mandatory Transportation Demand Management (TDM) strategies to new businesses with more than 50 employees. Continue to promote public transit use, carpooling, vanpooling, walking and bicycling. Provide incentives for employees to use alternatives. Continue to work with regional programs to reduce vehicle miles travelled and promote commute alternatives for businesses. Make large employers aware of the provisions of SB 1339.	*Consistent.* The proposed Project would have bicycle parking adjacent to the sales floor area. Additionally, CarMax employs more than 50 full-time employees in the Bay Area; and therefore is subject to BAAQMD's Bay Area Commuter Benefits Program under Regulation 14, Rule 1. Under this regulation, employers with 50 or more full-time employees in the Bay Area must provide pre-tax benefits, employer-provided subsidies, employer-provided transit, or similar alternative commuter benefits. Compliance with this regional program would ensure consistency with this CAP measure.
Implement parking policies for new developments and renovation projects that require prioritized parking for low carbon fuel vehicles and bicycle parking and unbundle parking from property costs.	*Consistent.* The proposed Project would have bicycle parking adjacent to the sales floor area. Additionally, the proposed Project would have four electrical vehicle charging stations in the sales inventory lot and one electrical vehicle charging station in the vehicle staging area for the electrical vehicle inventory.
Recycling and Waste Reduction	
Increase recycling and waste diversion to meet recycling diversion rate of 80%. Evaluate new cost-effective opportunities to expand commercial and residential recycling programs under the new Request for Proposal for Recycling and Solid Waste Collection Services. Require all businesses to recycle (exceed AB 341 requirements) and ensure compliance of commercial recycling requirements. Increase recycling by adding new program for food waste/organics to commercial and residential collection. Consider banning yard waste, cardboard and other materials in landfills.	*Consistent.* The proposed Project would comply with mandates to increase recycling in compliance with Assembly Bill 341 and the City's waste diversion goals. The proposed Project would include an enclosed waste receptacle of adequate size to handle three types of waste generated by the facility (green waste and food scraps, mixed recycling and trash).

Source: Town of Colma, 2013, Climate Action Plan (CAP). May.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❒	❒	■	❒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❒	❒	■	❒
c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❒	❒	■	❒

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	❒	■	❒	❒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people living or working in the project area?	❒	❒	■	❒
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people living or working in the project area?	❒	❒	❒	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❒	❒	■	❒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❒	❒	■	❒

Discussion

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

On July 17, 2015, ENGEO prepared Pre-Demolition Asbestos and Lead Inspection Reports for each of the three existing structures (435 Serramonte Boulevard, 445 Serramonte Boulevard, and 455 Serramonte Boulevard), including a summary report of the findings, which are included as Appendix F. The results of each of the reports are summarized below under the discussions for 435, 445, and 455 Serramonte Boulevard.

Asbestos-containing materials (ACMs) are materials that contain asbestos, a naturally-occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. When left intact and undisturbed, ACM does not pose a health risk to building occupants. Potential for human exposure occurs only when ACM becomes damaged to the extent that asbestos fibers become airborne and are inhaled. These airborne fibers are carcinogenic and can cause lung disease. The principal federal government agencies regulating asbestos are the Occupational Safety and Health Administration (OSHA) and the U.S. Environmental Protection Agency (EPA). The U.S. EPA recommends a proactive in-place management program be implemented wherever undamaged ACM are found in a building. The U.S. EPA recommends that damaged ACM be removed, repaired, encapsulated, or enclosed, and that all ACM are removed prior to any demolition or major renovation activities. The age of a building is directly related to its potential for containing elevated levels of ACM; generally, all untested materials are presumed to contain asbestos in buildings constructed prior to 1981.

Lead-based paint (LBP), which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACM, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance will result in hazardous exposure. In 1978, the use of LBP was federally banned by the Consumer Product Safety Commission. Therefore, only buildings built before 1978 are presumed to contain LBP, as well as buildings built shortly thereafter, as the phase-out of LBP was gradual.

The US EPA prohibited the use of Polychlorinated Biphenyls (PCBs) in the majority of new electrical equipment starting in 1979, and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act, 15 U.S. Code Section 2601 *et seq*. Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State of California regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed of accordingly. At lower concentrations for non-liquids, regional water quality control boards may exercise discretion over the classification of such wastes.

The existing Project site includes three commercial structures constructed in the 1980s and 1990s which have previously operated as auto-related service uses; however, only one of the existing structures is currently in operation as an auto collision/repair shop.

435 Serramonte Boulevard
According to the Pre-Demolition Asbestos and Lead Inspection Reports summary letter dated July 17, 2015, asbestos was identified in the black/gray roofing shingle/mastic. Further, the existing structure was determined to contain lead-based paint in areas such as the interior wall (white/cream paint); paint on poles (brown/white paint); paint on the floor (gray paint); paint on the lobby door and door frames (blue paint); and exterior paint (grey/cream/green paint). [48] In addition, this structure contained fluorescent fixture ballasts and thermostats which could contain PCBs.[49]

445 Serramonte Boulevard
According to the Pre-Demolition Asbestos and Lead Inspection Reports summary letter dated July 17, 2015, asbestos was identified in the roofing tar. Although it was suspected that lead could be contained in approximately 50,000 square feet of paint-coated steel materials throughout the structure, sampling of the material did not identify detectable concentrations of lead.[50] In addition, this structure contained fluorescent fixture ballasts which could contain PCBs.[51]

455 Serramonte Boulevard
According to the Pre-Demolition Asbestos and Lead Inspection Reports summary letter dated July 17, 2015, asbestos was not identified in any of the materials located on the interior or exterior of the structure. Although it was suspected that lead could be contained in approximately 50,000 square feet of paint-coated steel materials throughout the structure, sampling of the material did not identify detectable concentrations of lead.[52] In addition, this structure contained fluorescent fixture ballasts which could contain PCBs.[53]

Although the Project would likely involve the use and handling of similar hazardous materials as under existing conditions, the use, storage and/or disposal of fuels (i.e., gasoline, diesel, and oil), petroleum products,

[48] ENGEO, Pre-Demolition Asbestos and Lead Inspection Reports summary letter, July 17, 2015.
[49] KELLCO, Pre-Demolition Asbestos and Lead Inspection Report, 435 Serramonte Boulevard July 17, 2015, page 2.
[50] ENGEO, Pre-Demolition Asbestos and Lead Inspection Reports summary letter, July 17, 2015.
[51] KELLCO, Pre-Demolition Asbestos and Lead Inspection Report, 445 Serramonte Boulevard July 17, 2015, page 5.
[52] ENGEO, Pre-Demolition Asbestos and Lead Inspection Reports summary letter, July 17, 2015.
[53] KELLCO, Pre-Demolition Asbestos and Lead Inspection Report, 455 Serramonte Boulevard July 17, 2015, page 2.

adhesives, paints, and solvents, could reasonably be expected to increase as a result of the Project given that it would increase the intensity and ability to service vehicles compared to existing operations at the site compared to existing conditions. In addition, cleaning and landscape maintenance products during the course of building maintenance, operation, and landscaping upkeep would also be used. Given that the Project would provide vehicle service and maintenance, large quantities of materials (i.e., oil, gasoline, and other vehicle fluids) would be permanently used or stored at the Project site. The Project also would also include an aboveground fuel storage tank. Further, demolition of existing structures on the Project site could expose construction workers, the public, or the environment to hazardous materials, such as lead-based paint, asbestos, and PCBs. However, removal of these materials would by contractors licensed to remove and handle these materials in accordance with existing federal, State and local regulations, would ensure that risks associated with the transport, storage, use, and disposal of such materials be reduced to the maximum extent practicable.

One of the primary agencies that regulate hazardous materials is the California Environmental Protection Agency (CalEPA), which is authorized by the EPA to enforce and implement federal hazardous materials laws and regulations. The California Department of Toxic Substance Control (DTSC), a department of the CalEPA, protects California and Californians from exposure to hazardous waste, primarily under the authority of the federal Resource Conservation Recovery Act (RCRA) of 1976 and the California Health and Safety Code.[54] DTSC requirements include the need for written programs and response plans, such as Hazardous Materials Business Plans (HMBPs). DTSC programs include dealing with aftermath clean-ups of improper hazardous waste management, evaluation of samples taken from sites, enforcement of regulations regarding use, storage, and disposal of hazardous materials, and encouragement of pollution prevention.

Further, the California Health and Safety Code Chapter 6.95 and 19 California Code of Regulations Section 2729 set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on site. A business which uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.

Other regulations include the San Mateo County Environmental Health Department (SMEHD), in the DTSC Certified Unified Program Agency (CUPA), is charged with implementing and enforcing State and local policies relating to hazardous materials in San Mateo County, including the Project site.[55] This includes administration of the Hazardous Materials Business Plan Program, Hazardous Waste Generator Program, Underground Storage Tank (UST) Program, California Accidental Release Program, Tiered Permitting Program, and Aboveground Storage Tank (AST) Program.

Overall, compliance with existing regulations regarding the storage, use, handling, and removal of hazardous materials would ensure that associated impacts from the demolition, construction, and operation of the Project would be *less than significant*.

[54] Department of Toxic Substances Control website http://www.dtsc.ca.gov/InformationResources/DTSC_Overview.cfm#Overview_of_DTSC, accessed on December 10, 2015.

[55] San Mateo County Health, System, Toxic Programs/Regulatory Programs (CUPA), http://smchealth.org/environ/toxic, accessed on December 10, 2015.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As discussed above in section 8.a, operation of the Project would involve the use, storage and/or disposal of fuels (i.e., gasoline, diesel, oil, etc.), petroleum products, adhesives, paints, and solvents. Project operation also could involve use of cleaning and landscape maintenance products during the course of building maintenance, operation, and landscaping upkeep. However, as described above, the storage and use of these materials would be subject to existing federal, State, and local regulations. Therefore, compliance with those regulations would ensure that the Project result in a *less-than-significant* impact to the public or the environment with respect to hazardous materials.

c) Would the project emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?

The Project site is not located within one-quarter mile of any existing or proposed schools. The nearest school to the Project site is the Early Learning Academy, located at 398 F Street, which is approximately one mile from the Project site. Additionally, compliance with existing regulations regarding the use, handling, disposal, and transportation of hazardous materials, would ensure that the Project not pose any significant risk to the public or environment. Consequently, given that the Project site is located more than one-quarter mile from an existing or proposed school and because the Project is not expected to result in adverse risks related to the hazardous materials, a *less-than-significant* impact would occur.

d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

On May 19, 2015, ENGEO prepared a Phase I Environmental Site Assessment (Phase I), included as Appendix G. Based on the findings of the Phase I, ENGEO prepared a Phase II Environmental Site Assessment on July 10, 2015, included as Appendix H.

According to the Phase I, there was no indication of soil, soil gas, or groundwater impairments at the Project site. Further, it was concluded that there was no indication of hazardous materials violations or discharge on the Project site, with the exception of a 20-gallon release of diesel fuel from a damaged fuel tank at 445 Serramonte Boulevard that occurred in 2014; however, the release was contained and less than 1 liter of diesel was discharged to an on-site storm drain.[56] In addition, there was a 2,000 gallon underground storage tank (UST) containing waste oil installed in June 1986 between 445 and 455 Serramonte Boulevard; however, was removed May 7, 2015. Since the removal of the UST, no further action was recommended and was considered case closed.[57]

According to the Phase II, there were detectable concentrations of several pesticides as a result of the sites past agricultural uses prior to being developed; however, the concentrations are below the applicable US Environmental Protection Agencies (EPA) standards for industrial screening levels.[58] In addition, metals, including chromium, lead, nickel, and zinc were detected in the soils at the Project site; however, were below their respected screening levels. Although chromium concentrations were generally below screening levels and therefore considered typical of background conditions, one soil sample indicated chromium concentrations above screening levels. While this does not represent an environmental concern for the Project site, if the soil at the Project sire is excavated for disposal, additional testing will need to be undertaken to determine

[56] ENGEO, Phase I Environmental Site Assessment, May 19, 2015, page 23.
[57] ENGEO, Phase I Environmental Site Assessment, May 19, 2015, page 23.
[58] ENGEO, Phase II Environmental Site Assessment, July 10, 2015, page 5 and 6.

appropriate transport, handling procedures, and disposal options.[59] In addition, the Phase II indicated that soil samples also detected petroleum odor and volatile organic compounds (VOCs), such as 1,3 –butadine, carbon disulfide, acetone, benzene, and other VOCs; however, all were below their respective screening thresholds and are not expected to pose any sort of significant risk to the environment or public.[60]

In addition, a search of the Department of Toxic Substance Control's (DTSC's) online EnviroStor database on December 10, 2015 revealed that the Project site is not included on a list of hazardous material sites compiled pursuant to Government Code section 65962.5.[61]

Consequently, although the Phase I and Phase II did not find any potential hazards that would pose a risk to the environment or people, the past and current automotive-related uses of the Project site could inadvertently expose people or the environment to small areas of potentially impacted soils during construction related activities (i.e., excavation, or grading) that were not identified during soil sampling. However, implementation of Mitigation Measure HAZ-1 would ensure that a *less-than-significant* impact occur with regards to exposure of people or the environment to hazardous materials.

> **Mitigation Measure HAZ-1:** Prior to the start of construction activities, the applicant shall prepare and submit to the Town of Colma Planning Department a Soils Management Plan (SMP) to outline the procedures and protocols for the handling, transport, and disposal of potentially impacted soils. The Soils Management Plan shall be prepared according to current professional standards and shall generally include information such as the purpose and objectives of the SMP, site description and background, applicability of regulatory and/or institutional requirements, soil management procedures for potentially impacted soils (e.g., dust-control, erosion control, soil stockpile management, and soil disposal), health and safety, and any special considerations related to the handling, transport, and disposal of potentially impacted soils.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people living or working in the project area?

The public airport nearest to the Project site is San Francisco International Airport, which is located over six miles away from the Project site. The project site is included in illustrations in the Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport, and is within the "Boundary for Airport Influence Area B" and within the "Outer Boundary of TERPS Approach and OEI Departure Surfaces" as shown in Exhibits IV-2, IV-10, IV-17 of the plan. (Source: Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport.)[62] However, the Project site is well below the 400 foot elevation of the official aeronautical surface and more than 150 feet above ground level above the project site (Exhibit IV-17) so the site will not be impacted by airport operations. In addition, the Project site is outside the 65 dB noise contour; therefore, noise impacts from the airport would not result in a safety hazard for people in the vicinity of the Project and a *less-than-significant* impact would occur.

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[59] ENGEO, Phase II Environmental Site Assessment, July 10, 2015, page 6.

[60] ENGEO, Phase II Environmental Site Assessment, July 10, 2015, page 6.

[61] Department of Toxic Control Substances, EnviroStor, http://www.envirostor.dtsc.ca.gov/public, accessed on December 10, 2015.

[62] Prepared for City/County Association of Governments of San Mateo County Prepared by Ricondo and Associates, November 2012 http://ccag.ca.gov/wpcontent/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf)

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people living or working in the project area?

There are no private airstrips located within two miles of the Project site. Therefore, the Project would have *no impact*.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed Project would not be expected to impair existing circulation and access to the Project site. As mentioned above, the Project proposes demolition of the three existing structures to accommodate a single structure and freestanding carwash, which could improve overall circulation throughout the Project site by permanently removing existing structures. Although the Project would remove three existing driveways and construction one new driveway, the Project site would provide sufficient space for fire trucks to turnaround at the main customer/employee parking lot area as well as another turnaround in the vehicle staging area to reach all sides of the main building. With the exception of the changes to the driveway providing access to and from the site, the Project does not propose any changes to the existing roadway network. As a result, the Project would not interfere with the ability to implement emergency response. Further, compliance with the provisions of the California Fire Code and the California Building Code would ensure that buildout of the Project would result in a *less-than-significant* impact with respect to interference with an adopted emergency plan or emergency evacuation plan.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires?

The Project site is located within an urbanized area served by the Colma Fire Protection District (CFPD) and is generally surrounded by other urban development and cemeteries. Therefore, the Project would not likely expose people or structures to a significant risk of loss, injury or death involving wildland fires. However, due to the site's close proximity to San Bruno Mountain, the site is within a "fire threatened communities" (category 1) wildland-urban interface area.[63] Given the intervening land uses (casino, Hillside Boulevard, Cypress Lawn Cemetery), a fire on San Bruno Mountain is unlikely to spread to the Project site. If a fire were to occur, the site may be temporarily impacted by smoke, ash and traffic delays due to emergency vehicles and equipment.in the vicinity. Further, as mentioned above, the Project would be constructed in compliance with all applicable fire codes, such as the California Fire Code and California Building Code. Additionally, the Project would undergo plan review by the CFPD to ensure that the Project comply with applicable fire codes. Therefore, a *less-than-significant* impact would occur as a result.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	❒	❒	■	❒

[63] Association of Bay Area Governments, Resilience Program Mappinghttp://gis.abag.ca.gov/website/Hazards/?hlyr=wui, accessed January 7, 2016.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	❒	❒	■	❒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of runoff in a manner which would result in substantial erosion, siltation or flooding on- or off-site?	❒	❒	■	❒
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	❒	❒	■	❒
e) Provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality?	❒	❒	■	❒
f) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❒	❒	❒	■
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❒	❒	❒	■
h) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	❒	❒	❒	■
i) Be inundated by seiche, tsunami, or mudflow?	❒	❒	❒	■

Existing Conditions

Urban development has two potential impacts to stormwater runoff hydrology. Impervious surfaces, such as roads, parking lots, and buildings, prevent the natural infiltration of stormwater into the soil and create higher runoff volumes. In addition, more rapid transport of runoff over impermeable surfaces, combined with higher runoff volumes, causes elevated peak flows. This increase in flows may adversely impact stormwater drainage systems.

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the federal Clean Water Act (CWA) to regulate municipal and industrial discharges to surface waters of the United States from their municipal separate storm sewer systems (MS4s). In California, the State Water Resources Control Board (SWRCB) has broad authority over water quality control issues for the State. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the CWA. The Town of Colma is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB) Region 2. The San Francisco Bay RWQCB adopted a Water Quality Control Plan for the San Francisco Bay Basin (the Basin Plan) that designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan.[64]

[64] San Francisco Bay RWQCB, 2015, *Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin*, http://www.swrcb.ca.gov/rwqcb2/basin_planning.shtml, accessed on December 18, 2015.

Construction activities that disturb one or more acres of land must comply with the requirements of the SWRCB Construction General Permit (99-08-DWQ) and submit Permit Registration Documents (PRDs) to the SWRCB along with a Stormwater Pollution Prevention Plan (SWPPP). In addition, an interim erosion and sediment control plan for construction is required for submittal to the City Engineer prior to the issuance of grading permits. A final erosion and sediment control plan also must be designed and submitted for the completed project. A new Municipal Regional Stormwater NPDES Permit (MRP) has been issued by the San Francisco Bay RWQCB (Order No. R2-2015.0049) and includes the Town of Colma under its coverage. Under Provision C.3 of the MRP, new development and redevelopment projects are required to implement appropriate source control, site design, and stormwater treatment measures. The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) is a partnership of each incorporated city and town within San Mateo County, San Mateo County, and the City/County Association of Governments, which all share the MRP. The SMCWPPP requires submittal of the C.3 and C.6 Development Review Checklist for new development and redevelopment projects to ensure that the appropriate construction best management practices (BMPs), source control measures, low impact development (LID) site design measures, and stormwater treatment measures will be implemented.

Discussion

a) Would the project violate any water quality standards or waste discharge requirements?

During construction, the Town would be required to comply with the NPDES permit and submit Permit Registration Documents (PRDs) to the SWRCB prior to the start of construction. The PRDs include a Notice of Intent (NOI) and a site-specific construction Stormwater Pollution Prevention Plan (SWPPP), since the Project would disturb one or more acres. The SWPPP describes the incorporation of Best Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The SWRCB also requires the construction SWPPP to include post-construction treatment measures aimed at minimizing stormwater runoff.

In addition, all new development and redevelopment projects that disturb 10,000 square feet or more of impervious surface (or 5,000 square feet of impervious space for uncovered parking and restaurant uses) are required to incorporate water quality improvements into the site design, as per the SMCWPPP requirements. Implementation of these SWPPP measures would minimize post-development impacts to water quality; therefore, impacts would be *less than significant*.

Stormwater generated from the Project site and surrounding area is directed to the Town of Colma's storm drain system and eventually discharged into San Francisco Bay via Colma Creek. San Francisco Bay RWQCB's Basin Plan lists Colma Creek as having the following beneficial uses: Warm freshwater habitat, wildlife habitat, water contact recreation, and noncontact water recreation. In addition, Colma Creek is listed on the SWRCB's 303(d) list as impaired for trash. However, the Project would be required to comply with post-construction requirements of the new MRP (Order No. R2-2015.0049), which is intended to improve the quality of water entering Colma Creek and ultimately discharging to San Francisco Bay. The Project developer proposes to construct a 0.29-acre bio-retention basin on the west side of the property, which would remove pollutants from the stormwater prior to entering the Town's storm drain system. Conformation to NPDES permit requirements and required permit approvals by the Town of Colma would ensure that implementation of the Project would result in a *less than significant* impact to water quality.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?

The Project site and the Town of Colma are served by California Water Company (Cal Water), South San Francisco District (SSFD). The SSFD serves South San Francisco, the Town of Colma, a portion of Daly City, and an unincorporated area of San Mateo County known as Broadmoor. The SSWD purchases most of its water supply (>80 percent) from the San Francisco Public Utilities District (SFPUC), which uses surface water sources. Approximately 10 to 15 percent of SSFDs water demand is met by the pumping of groundwater from Cal Water owned wells.[65] Construction of the Project could lead to an increased demand for water, which could lead to an increase in groundwater pumping.

Although the 2010 Urban Water Management Plan shows a potential deficiency in water supply for years 2035 and 2040, implementation of the Water Shortage Contingency Plan, increased water conservation measures by the Town of Colma, and the development of alternative water supplies would ensure an adequate supply of water. Additional details regarding water supply are provided in Section 17, Utilities and Service Systems. In addition, the Project would be required to comply with the Water Efficient Landscape Regulations in the Colma Municipal Code (Subchapter 5.11) and the California Green Building Code, which requires water efficiency and conservation measures, such as low flow toilets and faucets.

The replacement of three existing structures on the site with one structure that is more water efficient would reduce the water demand. Also, the proposed Project (car sales), which could have up to 100 employees, is generally not a land use category that uses a significant amount of water. In addition, the proposed car wash would have a recycled water system. Since only a small portion of the total water supplied by Cal Water is groundwater and there is limited water demand for the Project, it would not result in a depletion of groundwater supplies or result in a lowering of groundwater levels.

Groundwater recharge could be reduced if areas currently available for the infiltration of rainfall runoff are reduced and permeable areas are replaced by impervious surfaces. . The Project site is currently developed with approximately 87 percent impervious surfaces. Implementation of the Project would result in a reduction of approximately 42,157 square feet of impervious surface with construction of a 0.29-acre bioretention basin and additional landscaping. Therefore, the Project would result in an increased potential for groundwater recharge and impacts to groundwater supplies and groundwater recharge would be *less than significant.*

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of runoff in a manner which would result in substantial erosion, siltation or flooding on- or off-site?

The Project would be constructed on developed parcels that are currently connected to the Town of Colma's storm drain system. There are no streams, rivers, or other water features that would be affected by the Project. Once the Project is built, drainage patterns would be similar to existing conditions, with the exception that there would be a reduction of impervious surface by 42,157 square feet and a 0.29-acre bioretention basin would be constructed in the west portion of the site as an infiltration/stormwater treatment feature.

Potential erosion, siltation, and/or flooding impacts are often associated with construction-related activities. The Project would involve clearing and grading activities, drainage and utility improvements, and other site preparation activities, which could result in the potential for erosion or sedimentation and increased stormwater runoff. However, development would be subject to the NPDES construction permit requirements,

[65] California Water Service Company, 2011. *2010 Urban Water Management Plan, South San Franciso District.*

including preparation of a SWPPP. In addition, the Town of Colma requires preparation and submittal of an Erosion and Sediment Control Plan prior to the issuance of a grading permit. These control measures reduce the potential for erosion or siltation.

In addition, development of the Project would require compliance with the NPDES permit requirements that include post-construction design measures, including stormwater treatment measures, and post-construction source control measures to prevent stormwater pollution. The Project applicant has submitted the C.3 and C.6 Development Review Checklist, which describes what construction BMPs, source controls, LID site design measures, and stormwater treatment measures will be implemented for the Project. These measures, including the construction of a 0.29-acre bioretention pond, will minimize the rate and amount of stormwater runoff generated by the Project as well as improve the water quality of stormwater that is discharged off-site. With implementation of the C.3 requirements and construction BMPs, the proposed Project would not substantially alter drainage patterns such that it would result in erosion, siltation, or flooding on-site or off-site and the impact would be *less than significant*.

d) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?

If the Project resulted in a significant increase in impervious surfaces, this could result in an increase in stormwater runoff which in turn could exceed the capacity of the existing storm drain system. The Project site is currently developed with approximately 87 percent impervious surfaces. The proposed Project would reduce the amount of impervious surfaces by 42,157 square feet with additional site landscaping and the construction of a 0.29-acre bioretention pond. In addition, the C.3 requirements of the NPDES permit require stormwater treatment measures that are designed to temporarily retain and treat stormwater prior to discharge to the Town's storm drain system. These measures are specified in the C.3 and C.6 Development Review Checklist, which must be approved prior to the start of construction. With implementation of these measures and a reduction in runoff due to a decrease in impervious surfaces, the Project would not result in an exceedance of the capacity of the storm drain system and the impact would be *less than significant.*

e) Would the project provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality?

The proposed Project would substantially degrade water quality if construction and/or operational activities could introduce significant amount of pollutants into stormwater. During the construction phase, the Project must comply with the NPDES General Construction Permit requirements to minimize construction pollutants, which includes preparation of a SWPPP, implementation of construction BMPs, and preparation of an erosion and sediment control plan. The operational phase of the Project would include source control, LID site design, and stormwater treatment features to comply with the C.3 provisions of the MRP, which would improve water quality and thus reduce stormwater pollution. In addition, the Project would be required to execute an operations and maintenance (O&M) agreement to maintain all stormwater treatment measures at the property for perpetuity. Compliance with these regulatory requirements and implementation of on-site stormwater treatment measures would ensure that the impacts of the Project on water quality would be *less than significant.*

f) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The Project site is located within FEMA flood hazard Zone X, which indicates that it is outside of both the 100-year and 500-year floodplain, as mapped by the Flood Insurance Rate Map (FIRM) No. 06081C0037E.[66] In addition, there is no housing associated with the Project. Therefore, there would be *no impact*.

g) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The Project site is located within FEMA flood hazard Zone X, which indicates that it is outside of both the 100-year and 500-year floodplain, as mapped by the Flood Insurance Rate Map (FIRM) No. 06081C0037E.[67] Therefore, no structures would be placed within a 100-year floodplain and there would be *no impact*.

h) Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

The Project site and the Town of Colma are not within a dam inundation area, as mapped by the California Office of Emergency Services (OES).[68] Therefore, there would be *no impact*.

i) Would the project be inundated by seiche, tsunami, or mudflow?

The Project site is not located in close proximity to the Pacific Ocean or San Francisco Bay and is not within a mapped tsunami inundation zone.[69] Because there are no large bodies of water, such as reservoirs or lakes, in close proximity to the project site, there is no potential for seiches to impact the project site. In addition, the Project site is in a relatively flat area and is outside of the ABAG mapped zones for earthquake-induced landslides or debris flow source areas.[70] Therefore, there is no potential for mudflows or debris slides to occur. There would be *no impact* with respect to these issues.

10. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	❒	❒	❒	■

[66] National Flood Insurance Program, 2012. FIRM Flood Insurance Rate Map, San Mateo County, California. Map No. 06081C0037E. Dated October 16, 2012.

[67] Ibid.

[68] California Office of Emergency Services (OES), 2009. *Dam Inundation Registered Images and Boundary Files in Shape File Format, Version DVD3*. Dated April 2009.

[69] California Office of Emergency Services (OES), 2009. *Tsunami Inundation Map for Emergency Planning, San Francisco South Quadrangle (Pacific Coast)*.

[70] Association of Bay Area Governments (ABAG), 2015. *Landslide Maps and Information: Existing Landslides, Debris Flow Source Areas, and Earthquake-Induced Landslides*. Accessed at http://resilience.abag.ca.gov/landslides/ on December 18, 2015.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❐	❐	■	❐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	❐	❐	❐	■

Discussion

a) Would the project physically divide an established community?

Construction of the Project would have a significant environmental impact if it were sufficiently large or otherwise configured in such a way as to create a physical barrier or other physical division within an established community. The Project would remain within an existing urbanized site, and is surrounded by other commercial development including an auto dealership west of the Project site, and a casino located to the east. Although there are cemeteries to the north and south of the site, they would not be disturbed as a result of buildout of the Project. The existing Project site was previously developed in the 1980s and 1990s and consists of a total of three structures at 435, 445, and 455 Serramonte Boulevard. The Project would include demolition of the existing structures to accommodate a single structure and freestanding carwash; therefore, reducing the overall square-footage of buildings on the Project site. All improvements associated with buildout of the Project would be constructed within the boundaries of the Project site and does not include or propose expansion beyond the existing boundaries of the Project site, nor does the Project include changes to the existing roadway network. As a result, the Project would not physically divide an established community given that it includes redevelopment of a previously developed site with a similar use, and *no impact* would occur with regards to physically dividing an established community.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Construction of the Project would have a significant environmental impact if it would conflict with community goals as expressed in adopted plans, policies, or regulations. The Project would redevelop a site currently zoned as C/DR and designated as Service Commercial by the Town of Colma General Plan. The General Plan intends for these designations to include auto servicing, light manufacturing, warehousing, contractors' suppies, and other non-retail uses. According to Section 5.02.133 of the General Plan Land Use Element, service commercial uses should be contained within a building that includes no open, uncovered storage of materials, supplies or refuse, and all repair or manufacturing work must be done inside of a building that meets fire codes for its use. In addition, auto repair and servicing facilities should provide sufficient off-street parking for each employee, vehicles waiting for service or repair, and repaired or serviced vehicles awaiting pick-up.

As discussed in the Project Description, the Project proposes a customer and employee parking area that would consist of 202 vehicle parking spaces on a paved surface lot located west of the main building. Further, the Project would include a vehicle staging area at the southeast area of the site behind the service area where

vehicles awaiting service or pick-up would be located. Further, the Project would include an enclosed vehicle service area, consistent with Section 5.02.133 of the Land Use Element.

Overall, the Project site has historically operated as auto-related uses and currently includes a collision repair shop, and would redevelop the site to operate as an auto sales/service use, which would remain consistent with the site's General Plan and zoning designations, as well as the provisions in Section 5.02.133 of the Town's Land Use Element regarding development in Service Commercial Areas. Therefore a *less-than-significant* impact would occur.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

The Project site is not within the boundary of this any local Habitat Conservation Plan. Therefore, there would be *no impact*.

11. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	❒	❒	❒	■
b) Result in the loss of availability of a locally-important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan?	❒	❒	❒	■

Discussion

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

The California Department of Conservation, Geological Survey (CGS) classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their General Plans.[71] The Town of Colma has no General Plan land use designation for mineral resources.[72]

The Project site is not designated by the State or the Town of Colma General Plan as an area with existing mineral resources. Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. Furthermore, as the site is currently developed, the Project would not alter its status with respect to the availability of mineral resources. Therefore, implementation of the Project would not result in any impacts related to the availability of a known mineral resource or a locally-important mineral resource recover site. Therefore there would be *no impact* to the loss of known mineral resources within the Project site.

[71] Public Resources Code Section 2762(a)(1).

[72] Town of Colma, General Plan, Zoning Map, adopted July 14, 1999 by Ord. 557.

b) Would the project result in the loss of availability of a locally-important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan?

The Project site contains no known mineral resources, delineated as a locally important mineral resource site in the Town General Plan, nor is the Project site within a Mineral Resource Zone as delineated on the California Department of Conservation.[73] Therefore, there would be *no impact* with regard to the loss of a valuable mineral resource.

12. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards?	❒	❒	■	❒
b) Expose people to or generate excessive groundborne vibration or groundborne noise levels?	❒	❒	■	❒
c) Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒
d) Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	❒	❒	❒	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❒	❒	❒	■

Existing Conditions

The primary sources of noise in Colma include cars, trucks, commercial uses, and activities associated with neighborhoods and schools. The primary source of noise at the project site is from traffic noise on surrounding roadways; primarily from Serramonte Boulevard. Secondary roadway noise sources include Hillside Boulevard to the northeast, El Camino Real to the southeast and, to a lesser extent, Olivet Parkway to the northwest.

Upon completion of the proposed Project, the functions at the existing use would be effectively replaced by similar operations at the proposed CarMax facility. Sales of cars at the Project site, along with on-site vehicle movements, would be very similar to past activities (when the Hyundai dealership occupied the site) and to current activities at the neighboring auto dealerships. From a community noise standpoint, therefore, the before-project and after-project conditions are expected to be comparable and they would be consistent with the vicinity's general environment.

Noise-generating activities on the site would include moving cars on the site and moving car-carrier semi-trucks, operation of the free-standing, non-public carwash, and vehicle service activities at the service building;

[73] California Department of Conservation, 2006 Update of Mineral Land Classification: Aggregate Materials in the South San Francisco Bay Production/Consumption Region, page 8.

as is done presently. The service building would be located adjacent to the sales building south of the display area. The Project would include automotive re-conditioning services including routine maintenance, repairs, and minor body work. All auto maintenance would occur inside the fully enclosed service building. As mentioned above, the Project would not use outdoor loudspeakers during operation as employees use individual pagers or cellular phones for communications.

The Project would include operation of the sales area between 9:00 a.m. and 9:00 p.m. Monday through Saturday and 12:00 p.m. to 7:00 p.m. on Sunday. The service department would operate between 7:30 a.m. and 6:00 p.m. Monday through Friday, and would be closed on Saturdays and Sundays. Employees would be working on-site for several hours prior to and after the Project operating hours.

Colma Noise Element

The Noise Element of the Town's General Plan exists to protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment. The Noise Element also provides overall goals, policies, and over-arching strategies for controlling and/or reducing community-wide noise environments within the town. For example, Policy 5.06.311 directs the Town's Planning Department staff to "review proposed development with regard to potential noise generation impacts, to ensure that the tranquil atmosphere for the Town's memorial parks is maintained."[74]

The General Plan Noise Element also provides land use compatibility and interior and exterior noise standards, which are based on the State of California's Noise Compatibility Guidelines. These land use standards are designed to ensure that proposed land uses are compatible with the predicted future noise environment. At different exterior noise levels, individual land uses are classified as "normally acceptable," "conditionally acceptable," "normally unacceptable," or "unacceptable." A "conditionally acceptable" designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements.

Office buildings have a standard of 50 to 70 a-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) for "normally acceptable" and 70 to 75 dBA CNEL for "conditionally acceptable." The same standards apply for Industrial, Manufacturing, Utilities, and Agriculture land use designations. Cemeteries have a standard of up to 65 dBA CNEL for "normally acceptable" and from 65 to 70 dBA CNEL for "conditionally acceptable." The basic land use of the project site, as well as the underlying acceptability, would not change as a result of the proposed project.

The Noise Element identifies the primary source of noise in Colma as traffic noise from Interstate 280 and arterial roadways in the community, specifically El Camino Real, Serramonte Boulevard, and Junipero Serra Boulevard. Ambient exterior noise levels at the project site are estimated to be a minimum of 70 dBA based on these noise sources.

Colma Noise Ordinance

In general, noise is primarily a concern with regard to noise-sensitive land uses such as residences, schools, churches, and hospitals. The nearest sensitive receptors to Project site are residential uses about 1,500 feet to the southwest, near the intersection of Serramonte Blvd and El Camino Real. Other residential uses are approximately 1,600 feet to the north/northwest, near the intersection of Hillside Boulevard and F Street. The closest

[74] Town of Colma General Plan Noise Element, June 1999, Administrative Code, Page 5.06.15.

cemetery uses are 275 feet east of the center of the Project site or 160 feet east of the presentation lanes portico.

Noise emissions within the Town of Colma are regulated by Section 2.05.020 of the Town Municipal Code. The Code does not list quantitative noise thresholds for interior or exterior noise standards. Rather, the Noise Limitations focus on subjective traits for community noise, such as annoyance, disturbance, and offensiveness. Specifically, subsection (a) of Section 2.05.020 reads:

(a) It shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud and unnecessary noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standards which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

(1) The level of the noise;
(2) Whether the nature of the noise is usual or unusual
(3) Whether the origin of the noise is natural or unnatural;
(4) The level and intensity of the background noise, if any;
(5) The proximity of the noise to residential sleeping facilities;
(6) The nature and zoning of the area within which the noise emanates;
(7) The density of the inhabitation of the area within which the noise emanates;
(8) The time of the day and night the noise occurs;
(9) The duration of the noise; and
(10) Whether the noise is recurrent, intermittent, or constant.

The above noise limitations are exempt for construction activities, provided said construction is conducted per the requirements of Section 5.04 of the Town Municipal Code. Since the project site is not within 500 feet of a residential structure, the restrictions listed below do not apply to the project but are included for reference.
This section of the Town Municipal Code was amended by the City Council on January 13, 2016 to further restrict construction hours within residential districts and within 500 feet of a residential structure. The amendment defines "Noise Generating Construction Activity" and limits this activity to the following hours:

- Monday through Friday 8:00 AM through 7:00 PM
- Saturday 9:00 AM through 5:00 PM
- Sunday 12:00 PM through 5:00 PM
- Federal Holidays Prohibited

The Building Official or his/her designee may grant an exception for special conditions when requested in writing and approved by the Building Official. The above requirements do not apply to emergency repair work, work for public utility and street repair, street sweeping, garbage collection and emergency response warning systems.

Since the project site is not in close proximity to residential properties, the proposed construction hours are:

- Monday through Friday 7:00 AM through 8:00 PM
- Saturday and Sunday 8:00 AM through 5:00 PM

Pertinent Acoustical Industry Considerations

With respect to projected increases, noise impacts can be broken down into three categories. The first is "audible" impacts, which refer to increases in noise level that are perceptible to humans. Audible increases in

general community noise levels generally refer to a change of 3 dB or more since this level has been found to be the threshold of perceptibility in exterior environments. The second category, "potentially audible" impacts, refers to a change in noise level between 1 and 3 dB. This range of noise levels was found to be noticeable to sensitive people in laboratory environments. The last category includes changes in noise level of less than 1 dB that are typically "inaudible" to the human ear except under quiet conditions in controlled environments. Only "audible" changes in noise levels at sensitive receptor locations (i.e., 3 dB or more) are considered potentially significant. Note that a doubling of traffic flows (i.e., 10,000 vehicles per day to 20,000 per day) would be needed to create a 3 dB increase in traffic-generated noise levels.

Discussion

a) Would the project expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

a. General Plan

The Project site has a General Plan Land Use designation Service Commercial, and is zoned Commercial/Design Review (C/DR).[75] The proposed use and new structures are consistent with the intent of that zoning district and are consistent with past and current land uses at the site and at surrounding facilities. As such, the basic land use of the site, as a whole, would not change and the proposed Project would be an appropriate land use with respect to the Noise Compatibility matrix within the Town's Noise Element.[76]

Additionally, the future-scenario (Year 2015) noise level contours in the Town's Noise Element[77] indicate that the site is within traffic-generated noise levels between approximately 58 and 70 dBA CNEL. These results were confirmed by inspecting an updated contour map; generated for the Town in March of 2014 by CSDA Design Group.[78] As discussed above, office buildings, industrial, manufacturing, utilities, and agriculture land use designations have a standard of 50 to 70 dBA CNEL for "normally acceptable" noise conditions. Therefore, the site conditions are consistent with the "normally acceptable" designation for land use noise compatibility.

Lastly, these compatible community noise environments would not appreciably change as a result of project implementation. That is, per the project's traffic study[79], the Project is estimated to generate 293 net weekday daily trips and 351 net daily trips on Saturdays.[80] Worst case conditions would be 8 trips occurring during the AM peak hour (4 in and 4 out) and 26 trips occurring during the PM peak hour (11 in and 15 out) on weekdays. For Saturdays, the project is estimated to 56 trips occurring during the midday peak hour (28 in and 8 out). In comparison to existing daily traffic flows on Hillside Boulevard, Serramonte Boulevard, and El Camino Real – which have approximate average daily flows of 14,000, 11,000, and 18,000 vehicles[81],

[75] Under the Commercial (C) zoning designation, uses such as a commercial establishment; light industrial; commercial center; retail merchandising unit; supportive housing; transitional housing; and other uses which are found by the City Council to be of a similar nature to the other uses described, are permitted subject to issuance of a use permit. This information is per the Town of Colma, Colma Municipal Code, Zoning, January 2015, Section 5.03.090, pages 5.03-10 to 5.03-11.

[76] Presented as Figure N-2, *Projected 2015 Noise Contours* the Town of Colma General Plan Noise Element, June 1999, Administrative Code, Page 5.06.13.

[77] Presented as Table N-3, *Land Use Compatibility of Community Noise Environments* within the Town of Colma General Plan Noise Element, June 1999, Administrative Code, Page 5.06.8.

[78] Town of Colma, Noise Countours (sic) of March 2014 by CSDA Design Group

[79] Hexagon Transportation Consultants, Inc. report of November 19, 2015, entitled CarMax, Colma, CA.

[80] These figures include a trip credit for existing uses on the site.

[81] Estimates from Google-Earth Pro's U.S. Daily Traffic Counts function.

respectively – the Project contribution represents an increment of less than 3 percent. This small increment in flows translates into less than 0.2 dB of traffic-generated noise. This increase would be well below the threshold of audibility and well below the 3 dB threshold of significance.

Given the uniformity with the current zoning, the consistency with the land use compatibility, and the negligible (and inaudible) increment in community noise levels, the proposed Project would not generate noise levels in excess of standards established in the General Plan.

Noise Ordinance

On-site heating, ventilation, and air conditioning (HVAC) units and associated equipment attached to the proposed sales/office building and service building would be acoustically engineered with appropriate procurement specifications, sound enclosures, and/or parapet walls to minimize noise – all in accordance with Town of Colma noise emissions requirements (per Section 2.05.020 of the Town Municipal Code). Additionally, the nearest cemetery uses would be at a minimum of 400 feet to the southeast of the proposed office building (where mechanical equipment might be located). This distance would further attenuate noise generated from the project's on-site mechanical equipment and the noise from these items would not be notably different than are currently experienced from the existing repair facility. Thus, it is anticipated that noise generated from the Project's mechanical equipment would comply with the pertinent Town noise regulations, would be comparable to existing, similar sources, and would be overshadowed by roadway noise sources. Therefore, impacts from noise generated by on-site stationary noise sources would be less than significant. Therefore, implementation of the Project would not expose people to or generate noise levels in excess of the standards in the General Plan or in the Noise Ordinance, and impacts would be *less than significant*.

b) Would the project expose people to or generate excessive groundborne vibration or groundborne noise levels?

Potential vibration impacts are usually related to: (a) the use of heavy construction equipment during demolition and grading phases of construction and/or (b) the operation of vibration-inducing equipment during project operations. The Town of Colma does not set quantitative standards for vibration impacts. In lieu of local standards, this analysis uses the Federal Transit Administration (FTA) standards of 0.200 peak particle velocity (PPV) in inches per second (in/sec) for vibration-induced architectural damage (for typical wood-framed buildings) and 78 vibration decibels (VdB) for human annoyance at residential uses.

Construction Activities

Construction activities can generate ground vibration that varies depending on the construction procedures, equipment used, and proximity to vibration-sensitive uses. Such vibrations may have two types of potential impacts: (a) architectural damage to nearby buildings and (b) annoyance to vibration-sensitive receptors. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance. Table 6 shows the peak particle velocities of some common construction equipment and haul trucks (loaded trucks).

The Project would include demolition of the existing buildings and construction of a single building and free-standing carwash, located south of the main building. Demolition activities are expected to begin in mid- to late 2016 and would last for approximately 2 months, and construction is expected to begin in early 2017 and last for approximately 7 months.[82]

[82] This timeframe is approximate and the actual construction schedule may vary slightly.

TABLE 6 TYPICAL VIBRATION LEVELS PRODUCED BY COMMON CONSTRUCTION EQUIPMENT

	Peak Particle Velocity in inches per second		
Equipment	at 25 ft.	at 50 ft.	at 150 ft.
Vibratory Roller	0.210	0.074	0.014
Large Bulldozer	0.089	0.031	0.006
Loaded Trucks	0.076	0.027	0.005
Jackhammer	0.035	0.012	0.002
Small Bulldozer	0.003	0.001	0.000

Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment, 2006.

Given existing site conditions, relatively little heavy earthwork would be required for the proposed Project. Further, there would be limited use of vibration-inducing construction equipment such as bulldozers, graders, jackhammers, and loaders/backhoes. Construction equipment would primarily employ items that would not generate substantial levels of vibration, including forklifts, cranes, and haul trucks. The use of high-vibration equipment, such as pile drivers or vibratory rollers, is not anticipated.

Vibration-Induced Architectural Damage

The threshold at which there is a risk of architectural damage to typical wood-framed buildings is 0.2 in/sec.[83] Building damage is not normally a factor unless the project requires blasting and/or pile driving.[84] No blasting, pile driving, or hard rock ripping/crushing activities are anticipated for the proposed project. Small construction equipment generates vibration levels less than 0.1 PPV in/sec at 25 feet away.

The nearest structures to the construction areas that involve demolition are cemetery-related buildings near the border between the project site and the Home of Peace Cemetery (to the south). All of these structures are at least 275 feet from the demolition area and at least 75 feet from the project boundary. Therefore, vibration levels at these structures would be well below thresholds.

Since no vibration-intensive activities will take place, the maximum construction-related vibration level would be below the 0.2 PPV in/sec criteria for vibration-induced architectural damage at nearby structures and architectural-damage vibration impacts from construction would be *less than significant*.

Vibration Annoyance

The threshold for vibration annoyance at vibration-sensitive uses is 78 VdB. Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. It is typically not perceptible outdoors, and therefore impacts are based on the distance to the nearest building.[85] The effect on buildings near a construction site depends on soil type, ground strata, and receptor building construction.

[83] Federal Transit Administration (FTA). 2006, May. *Transit Noise and Vibration Impact Assessment*. U.S. Department of Transportation (DoT). FTA-VA-90-1003-06.

[84] Federal Transit Administration (FTA). 2006, May. *Transit Noise and Vibration Impact Assessment*. U.S. Department of Transportation (DoT). FTA-VA-90-1003-06.

[85] Federal Transit Administration (FTA). 2006, May. *Transit Noise and Vibration Impact Assessment*. U.S. Department of Transportation (DoT). FTA-VA-90-1003-06.

Vibration can range from no perceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels.

Since vibration dissipates quickly with distance and the nearest residences are at least 275 feet from the construction zone, vibration levels would be below the 78 VdB threshold for vibration-induced annoyance. Additionally, construction would take place during the least sensitive hours of the day when less people would be expected to be in the nearby residences.

Operational Impacts
Sales and service activities, and car washing operations would not involve mechanical equipment that would induce significant groundborne vibration. Thus, vibration impacts during project operations would be less than significant.

In summary, both construction and operation activities would not create substantial groundborne vibration or groundborne noise. This impact would be *less than significant*.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As previously discussed in section 12.a above, implementation of the Project would induce negligible long-term increases in area traffic flows, as well as the associated community noise levels. Thus, noise levels from project-related traffic flows would be less than significant and no mitigation measures are necessary.

Also per the discussion in section 12.a above, on-site mechanical equipment would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls, as necessary, to minimize noise and to adhere to allowable noise limits. Since these types of equipment items would be consistent with similar equipment at existing facilities in the area, no substantial noise level increases would occur due to the contributions of the proposed project. Thus, noise levels from Project mechanical equipment would be less than significant and no mitigation measures are necessary.

Therefore, there would be no increases in either roadway-related noise or stationary-source noise in the Project vicinity as a result of implementation of the Project and there would be a *less-than-significant* impact related to permanent increases in ambient noise levels.

d) Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The Town of Colma recognizes that the control of construction noise is difficult at best and provides an exemption for this type of noise when the work is performed within 500 feet of a residential structure, which is not the case for the project. The Noise Ordinance also provides for modification of construction hours on a project-by-project basis by the Building Official, or his/her designee based on the evaluation of potential noise –related impacts on surrounding uses.

The operation of construction equipment would result in the generation of both steady and episodic noise significantly above the ambient levels currently experienced near the Project site. Noise produced from construction decreases at a rate of approximately 6 decibels (dB) (or more) per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and/or shielding/scattering effects). For example, in a study of composite construction noise (by phase) done by Bolt,

Beranek, and Newman,[86] construction noise for earthwork and finish-work related to industrial development was presented as 89 dBA L_{eq}[87] when measured at a distance of 50 feet from the construction effort. This basic, composite noise level would diminish with distance to about 83 dBA L_{eq} at 100 feet (i.e., 6 dB less than at 50 feet) and about 12 dB less or 77 dBA L_{eq} at 200 feet (and so forth).

The Project is to be placed in an already-developed area and would entail little heavy earthwork. Since Project construction would primarily consist of demolition, foundation, utility trenching, and assembly of a new sales/service buildings, construction will require less heavy equipment and therefore would produce lower noise levels; as compared to a classic scenario of heavy-equipment earthwork during the site preparation phase. However, as a worst-case scenario, the 89 dBA L_{eq} value is used to assess the impact of construction.

The nearest receptors, albeit temporary, would be patrons and visitors at the adjacent Home of Peace Cemetery (to the south) which would be approximately 275 feet from the center of construction activities and as close as 60 feet to potential equipment at the Project's property boundary. As such, these cemetery visitors may experience intermittent periods of construction activities with average noise levels in the mid- to upper-80's dBA L_{eq}. Conversely, the nearest noise-sensitive uses (other than cemetery visitors) are the residential uses about 1,500 feet to the southwest (near the intersection of Serramonte Blvd and El Camino Real). Other residential uses are approximately 1,600 feet to the north/northwest (near the intersection of Hillside Boulevard and F Street). At these distances, construction noise would dissipate by spreading loss alone from at least 30 dB (while conservatively neglecting other attenuation effects from air absorption, ground effects, barrier/shielding reductions, and/or scattering effects). Therefore, construction noise at these distant residences would be in the mid- to upper-50's dBA L_{eq} and would be completely overshadowed by traffic-related noise on the adjacent streets.

Overall, project construction would be temporary, would be limited to a relatively short demolition phase, and would not entail the use of heavy earthwork equipment. Further, substantial construction noise would be infrequent and short-lived throughout the least noise-sensitive portions of the day. Consequently, construction-related noise impacts would be *less than significant* at the nearby residences, as well as at the adjacent memorial park.

e) For a project located within an airport land use plan, or where such as plan has not been adopted, within 2 miles of an airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Project site is not within an airport land use plan or within two miles of a public use airport. SFO) is located about 6 miles to the southeast of the project site.[88] The Project site is not located within the airport 60 dBA CNEL noise contour for the airport. Additionally, the Town of Colma is somewhat near, but completely outside of SFO's Fly Quiet departure 'gap' that guides departing aircraft northwestward from SFO. The departure 'gap' flight path is controlled via a set of departure quality "gates" which are virtual windows in the sky that commercial aircraft are supposed to pass through during their northwest departures. Departure quality ratings are given to pilots based on both flying through the gates and their pass-through altitude (the greater the altitude, the better the rating). These gates are above the cities of San Bruno, South San Francisco, and Daly City. There are no Fly-Quiet gates in the Town of Colma. The closest gate is in the City of Daly City and is approximately 0.3 miles from the Town of Colma boundary and 1.1 miles from the Project site. As such,

[86] Bolt, Beranek, and Newman (BBN), 1971.

[87] "dBA L_{eq}" denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing.

[88] Airnav.com (Airnav). 2015. Airport Information. http://www.airnav.com/airports/. Site accessed 12/10/15.

departing aircraft flying northwestward from SFO would have to significantly deviate from the Fly-Quiet gap route to fly over the Town of Colma (or the project site). Further, the closest point of the SFO 65 dBA CNEL contour line is approximately 1.8 miles south of the Project site. Therefore, given the distance from the Project site to the nearest public airport, workers or CarMax personnel at the Project site would not be exposed to excessive noise from aircraft using a public-use airport, and there would be *no impact*.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The nearest private airstrips are heliports that are operated by various private or city/county agencies. However, there are no such private heliports or private use airports within 2 miles of the Project site. The nearest heliport is the San Francisco Police Pistol Range heliport (identifier code 16CA), which is 3.75 miles to the northwest of the project site. The next closest heliports are in the City of San Francisco with the closest – at 6.9 miles from the Project site being University of California San Francisco (UCSF) Medical Center (at Mission Bay) Heliport (identifier code 18CN). As such, workers or CarMax personnel at the Project site would not be exposed to excessive noise from aircraft using a private airport or heliport in the vicinity, and there would be *no impact*.

13. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial unexpected population growth or growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	❒	❒	■	❒
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■

Discussion

a) Would the project induce substantial unexpected population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The existing Project site consists of three buildings totaling 81,981 square feet, each surrounded by surface parking lots. All existing structures are commercial/industrial use buildings, one of which currently operates as an auto collision repair shop, and the other two vacant. The Project would include demolition of the existing structures, construction of a single structure, and a freestanding carwash, located south of the main building. The Project does not include a residential component and therefore would not directly result in population growth resulting from construction of new residential units. Although the Project could result in a slight increase in the number of employees at buildout, the use of the Project site as an automotive service/industrial use is similar to existing conditions and would not likely induce substantial unexpected population growth as a result of additional employees. Further, the Project site is located within a previously developed area that currently accommodates automotive service/industrial uses and would not require the extension of roads or other infrastructure to serve the Project. Therefore, the Project would not indirectly induce substantial

unexpected population related to the extension of roads or other infrastructure. Consequently, a *less-than-significant* impact would occur with respect to population growth.

b) Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?

The Project would redevelop a site that currently includes automotive service/industrial uses and does not contain existing housing units. Therefore, the Project would have *no impact* associated with the displacement of existing housing units.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

See section 13.b above.

14. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?	❒	❒	■	❒
b) Police protection?	❒	❒	■	❒
c) Schools?	❒	❒	■	❒
d) Parks	❒	❒	■	❒
e) Other public facilities?	❒	❒	■	❒

Discussion

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Fire protection services for the Project site are provided by the Colma Fire Protection District (CFPD). CFPD is the only paid-on-call fire department in the Bay Area, with over 36 firefighters, a command officer staff and a department chief. The CFPD operates Station 85 located at 50 Reiner Street in Colma, which is approximately 1.3 miles northwest of the Project site. CFPD operates three fire engines and one truck and is staffed with at least one on-duty paramedic 24 hours per day, 7 days per week. CFPD is able to meet a response time under 6

minutes and 59 seconds for code 3 responses on a consistent basis.[89] Revenues for the CFPD are derived from assessments levied on properties within the CFPD, and are collected with the property tax bill. The Project would generate additional revenue for the District that can be used to maintain or increase service levels.

The Project would include demolition of the existing three structures on the site to accommodate a single 20,213 square-foot structure comprised of sales, service, and presentation area, as well as a freestanding carwash. At buildout the Project expects a staff of up to 100 employees, consisting of up to 80 full-time employees and 20 part-time employees, which could increase the amount of calls for service to the site over existing conditions. Given that the existing site currently has three structures, one of which is in operation, and the other two vacant; although historically have operated as auto service and sales uses, the increase in calls for service is not expected to impact service response times that would result in the construction of a new fire station.

Further, the Project would be required to comply with standard fire code requirements such as the California Fire Code and California Building Code, as well as undergo plan review by the CFPD to ensure that adequate fire protection measures are incorporated into the Project design and that the design complies with all applicable fire codes.

Consequently, the Project would not create a need for new or physically altered facilities to maintain adequate service ratios, response times, or other performance objectives, the construction of which could result in environmental impacts. Therefore, a *less-than-significant* impact would occur.

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for law enforcement services?

The Colma Police Department (CPD) provides police protection services to the Town of Colma, including the Project site. The Colma Police Station is located at 1199 El Camino Real, which is approximately a half-mile west of the Project site. The CPD consists of a staff of 26 officers, which includes a motorcycle officer, a member part of the Daly City/North San Mateo County Special Weapons and Tactics (SWAT) team, a tactical SWAT dispatcher, and a Community Service Officer.[90]

As mentioned above, the Project would include demolition of the existing three structures on the site to accommodate a single 20,213 square-foot structure comprised of sales, service, and presentation area, as well as a freestanding carwash, and expects a staff of up to 100 employees, consisting of up to 80 full-time employees and 20 part-time employees, which could increase the amount of calls for service to the site over existing conditions. Given that the existing site currently has three structures, one of which is in operation, and the other two vacant; although historically have operated as auto service and sales uses, the increase in calls for service is not expected to impact police protection services that would result in the construction of a new police station. Further, given the close proximity between the Project site and the CPD Station, it is unlikely that response times for police protection services would be adversely affected to the point of requiring a new police station.

[89] Environmental Science Associates, Serramonte Ford Expansion ISMND prepared for the Town of Colma, September 2014, page 69.

[90] Town of Colma website, Colma Police Department, Department Profile, http://www.colma.ca.gov/index.php/town-departments/police/police-1, accessed on December 10, 2015.

Consequently, the Project would not create a need for new or physically altered facilities to maintain adequate service ratios, response times, or other performance objectives, the construction of which could result in environmental impacts. Therefore, a *less-than-significant* impact would occur.

c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools?

The Project site is within the Jefferson Elementary School District and the Jefferson Union High School District. There are two pre-schools, eleven elementary schools, and three middle schools in the Jefferson Elementary School District, with a total enrollment of approximately 7,111 students for the 2014-2015 school year.[91] There are five high schools in the Jefferson Union High School District, with a total enrollment of approximately 4,490 for the 2014-2015 school year.

Typically, student generation rates (i.e.; the estimated number of children anticipated with the building of new dwelling units) are associated with residential units. The Project proposes to redevelop an existing site to accommodate an auto-sales and service use and does not include any residential units. It is reasonable to expect that new employees would be primarily from the existing labor pool (e.g., as opposed to new residents), and although some new employees could relocate to the area for employment, it is not expected that it would result in an adverse impact to the schools to the point that existing schools would need to be physically altered or new schools constructed. Therefore, a *less-than-significant* impact would occur.

d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks?

The potential environmental impacts related to parks are addressed below in section 15, Recreation.

e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for other public facilities?

The potential environmental impacts related to other public facilities are addressed below in section 15, Recreation.

[91] California Department of Education DataQuest, http://dq.cde.ca.gov/dataquest/, accessed on November 6, 2015.

15. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	❒	❒	■	❒
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	❒	❒	■	❒

Discussion

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

The Project would include redevelopment of an existing automotive service/industrial site to construct a single structure for vehicle presentation, sales, and service, as well as a freestanding non-public carwash. The Project does not include construction or expansion of recreational facilities or parks, nor does it include any residential development. As discussed above in section 13, Population and Housing, the Project is not expected to result in any direct or indirect increase in population and therefore would not increase the number of residents in the area using existing neighborhood and regional park facilities. Although employees and/or customers could utilize nearby parks, these impacts would be temporary and not expected to result in any adverse effects to parks or other governmental or recreational facilities. Therefore, the Project would have a *less-than-significant* with regards to use of existing neighborhood and regional parks or other recreational facilities that would result in the substantial deterioration of the facility.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

See section 15.a above.

16. TRANSPORTATION AND TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	❒	❒	■	❒
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	❒	❒	■	❒

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❒	❒	❒	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❒	❒	❒	■
e) Result in inadequate emergency access?	❒	❒	❒	■
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	❒	❒	❒	■

Existing Conditions

This section evaluates the potential for implementation of the Project to result in transportation and traffic impacts in the Town of Colma. The analysis in this section is based in part on the Carmax Colma Traffic Impact Analysis (TIA), Hexagon Transportation Consultants, November 19, 2015. This TIA was prepared in consultation with the Town and according to its requirements to prepare traffic impact studies. The TIA is included in Appendix I of this ISMND.

Roadway Network

Regional access to the Project site is provided by Interstate 280, State Route 1, and State Route 35. Regional access to the Project site is provided by Interstate 280 (I-280), State Route 1, and State Route 35, these facilities are described below:

- I-280 is a north/south freeway that extends from San Francisco to San Jose. In the vicinity of the Project, I-280 has four lanes in each direction and has posted speed limit of 65 miles per hour. The project is served by interchanges at Serramonte Boulevard and Hickey Boulevard. The Serramonte Boulevard interchange contains southbound off-ramps and northbound on-ramps to I-280. The Hickey Boulevard interchange provides full access with on- and off-ramps to both northbound and southbound I-280.
- State Route 1 is a north/south freeway that runs along most of the Pacific coast of California. State Route 1 provides regional access to the project site from San Francisco in the north and Half Moon Bay in the south via an interchange with I-280.
- State Route 35 (Skyline Boulevard) is a north-south route that extends from State Route 1 in the San Francisco to Highway 17 in Santa Clara County. Skyline Boulevard provides a route to the project area with an intersection at Hickey Boulevard and an interchange with State Route 1.

Local access to the Project site is provided via El Camino Real (State Route 82), Junipero Serra Boulevard, Serramonte Boulevard, Hickey Boulevard, and Hillside Boulevard. These facilities are described below:

- El Camino Real (SR82) is a four- to six-lane, north-south road that extends between San Francisco to San Jose. The posted speed limit on this roadway is 40 miles per hour near the Project site. El Camino Real intersects Serramonte Boulevard in the vicinity of the project.

- Junipero Serra Boulevard is a four-lane, north-south roadway with a posted speed limit of 40 miles per hour near the Project site. The facility extends from South San Francisco to Daly City. Junipero Serra Boulevard provides access to the site via Serramonte Boulevard.
- Serramonte Boulevard is a four-lane, east-west road that extends from Hillside Boulevard in the east to St. Francis Boulevard in the west (Daly City). Serramonte Boulevard provides direct access to the project site. The posted speed limit is 30 miles per hour in the project vicinity.
- Hickey Boulevard is a four-lane, east-west road with a posted speed limit of 35 miles per hour. Hickey Boulevard primarily serves as a connection between major facilities in the east (I-280, Junipero Serra Boulevard, and El Camino Real) and residential land uses to the west in Daly City.
- Hillside Boulevard is a two- to four-lane, generally north-south roadway that extends from Daly City to South San Francisco (where the name changes to Sister Cities Boulevard). In the vicinity of the Project, this facility has a posted speed limit of 40 miles per hour. Hillside Boulevard provides access to the site via Serramonte Boulevard.

The study intersections were identified based on the traffic operations analysis presented in the recently completed Serramonte Shopping Center Expansion EIR, March 2015 and consultation with the Town of Colma staff. The study intersections are listed below:

1. I-280 SB Off-Ramp and Serramonte Boulevard
2. I-280 NB On-Ramp and Serramonte Boulevard
3. Junipero Serra Boulevard and Serramonte Boulevard
4. Serra Center Driveway and Serramonte Boulevard (unsignalized)
5. El Camino Real and Serramonte Boulevard
6. Hillside Boulevard and Serramonte Boulevard
7. I-280 SB Ramps and Hickey Boulevard
8. I-280 NB Ramps and Hickey Boulevard
9. Junipero Serra Boulevard and Hickey Boulevard
10. Hillside Boulevard and Lawndale Boulevard

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. A description of the methodology utilized to calculate LOS and the correlation between average delay and level of service for unsignalized and signalized intersections is discussed in Chapter 1 of the TIA. To calculate intersection LOS, the data required for the analysis were obtained from the Town of Colma, the Serramonte Shopping Center Expansion EIR, Serramonte Ford Initial Study, field observations, and new traffic counts. The existing intersection lane configurations are presented in Figure 3 of the TIA and the traffic volumes are included in Figures 4 and 5 of the TIA.

The results of the intersection LOS analysis under Existing conditions are summarized in Table 7 below. The analysis shows that all signalized study intersections currently operate at acceptable LOS D or better during all three analysis periods under Existing conditions. The results show that the unsignalized intersection of Serramonte Boulevard/Serra Center operates at unacceptable LOS F during the Saturday midday peak hour under Existing conditions.

TABLE 7 EXISTING CONDITIONS INTERSECTION OPERATIONS

Intersection	Peak Hour	Existing Conditions	
		Delay	LOS
I-280 SB Off-Ramp & Serramonte Boulevard	AM	6.7	A
	PM	13.5	B
	SAT	26.2	C
I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.5	A
	PM	3.3	A
	SAT	3.8	A
Junipero Serra Boulevard & Serramonte Boulevard	AM	27.1	C
	PM	36.1	D
	SAT	42.4	D
Serra Center Driveway & Serramonte Boulevard	AM	13.7	B
	PM	31.9	D
	SAT	**51.8**	**F**
El Camino Real & Serramonte Boulevard	AM	22.5	C
	PM	26.4	C
	SAT	31.7	C
Hillside Boulevard & Serramonte Boulevard	AM	20.3	C
	PM	22.1	C
	SAT	37.4	D
I-280 SB Off-Ramp & Hickey Boulevard	AM	10.4	B
	PM	15.1	B
	SAT	13.9	A
I-280 NB Off-Ramp & Hickey Boulevard	AM	26.3	C
	PM	39.2	D
	SAT	37.8	D
Junipero Serra Boulevard & Hickey Boulevard	AM	35.7	D
	PM	38.0	D
	SAT	13.6	B
Hillside Boulevard & Lawndale Boulevard	AM	13.0	B
	PM	10.8	B
	SAT	10.4	B

Source: Hexagon, November 2015.

In addition to the LOS calculations above, traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. Overall most study intersections operated adequately during both the AM, PM and Saturday midday peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that queuing and traffic not being able to clear in one intersection cycle during the peak commute hours. These issues occurred at:

- Junipero Serra Boulevard and Serramonte Boulevard
- Junipero Serra Boulevard and Hickey Boulevard
- I-280 NB Ramps and Hickey Boulevard

It was concluded that the queuing and occasion traffic not clearing in one intersection cycle did not affect traffic operations. A detailed description of these issues is provided in pages 17 and 18 of the TIA.

Transit Network

Existing transit service to the Project site and its vicinity is provided by BART and SamTrans. The BART and SamTrans services are discussed below and shown on Figure 6 of the TIA.

The Colma BART Station is located at 365 D Street, approximately one mile north of the Project site. This BART station services the Red and Yellow BART lines. The Red Line is a weekday route only that travels between Richmond and Millbrae with 15 minute headways during the weekday commute hours. The Yellow Line travels between Pittsburg/Bay Point and Millbrae with 15 minute headways during the weekday commute hours and 20-minute headways on weekends.

In addition, SamTrans provides Route ECR, Route 112, Route 120, and Route 122. The nearest route is ECR with bus stops located approximately 0.25 miles from the site.

Bicycle and Pedestrian Network

Pedestrian facilities in the study area consist of sidewalks located on the south side of Serramonte Boulevard and both sides of El Camino Real in the project vicinity. The intersection of El Camino Real/Serramonte Boulevard has pedestrian crosswalks and signal heads across all four legs. There are sidewalks located along the entire route from the project site to the bus stops on El Camino Real and Junipero Serra Boulevard. For pedestrians traveling between the Colma BART station and the project site, there are sidewalks along the east side of El Camino Real.

Bicycle facilities include bike paths, bike lanes, and bike routes. Bike paths (Class I facilities) are pathways separate from roadways that are designated for use by bicycles. Bike lanes (Class II facilities) are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes (Class III facilities) are existing right-of-ways that accommodate bicycles but are not separate from the existing travel lanes.

Class II bicycle facilities (bike lanes) are provided along the following roadways in the study area:

- Hillside Boulevard, between Serramonte Boulevard and Chestnut Avenue
- Hillside Boulevard, between Hoffman Street and Serramonte Boulevard
- Lawndale Boulevard, between Mission Road and Hillside Boulevard
- Mission Road, between Lawndale Boulevard and El Camino Real
- Junipero Serra Boulevard, between Westborough Boulevard and D Street

Class III bike facilities (bike routes) are provided along Hillside Boulevard, between Serramonte Boulevard and Market Street.

Discussion

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The Project would involve the redevelopment of a site currently utilized as an auto collision repair shop. The site would be developed with auto dealer buildings totaling 20,213 square feet. Trip generation for the proposed auto dealership was based on published trip rates presented in the Institute of Transportation Engineers' (ITE), Trip Generation Manual, for Automobile Sales. The proposed Project would receive credit for trips generated by existing uses on site. Driveway counts were conducted to verify the trips generated by the existing uses on site.

The trip generation estimates are presented in Table 8. As shown in Table 8, after receiving trip credit for existing uses on site, the Project is estimated to generated a total of 293 net weekday daily trips with eight trips occurring during the AM peak hour (four in and four out) and 26 trips occurring during the PM peak hour (11 in and 15 out). For Saturdays, the Project is estimated to generate a total of 351 net daily trips with 56 trips occurring during the midday peak hour (28 in and 28 out).

TABLE 8 PROJECT TRIP GENERATION

	AM Peak Hour			PM Peak Hour			Saturday Midday Trips			Daily Trips	
Land Use	In	Out	Total	In	Out	Total	In	Out	Total	Weekday	Saturday
Proposed											
Auto Dealership	29	10	39	25	37	62	41	40	81	653	601
Existing											
Body Shop	-25	-6	-31	-14	-22	-36	-13	-12	-25	-360	-250
Net Project Trips	*4*	*4*	*8*	*11*	*15*	*26*	*28*	*28*	*56*	*293*	*351*

Source: Hexagon, November 2015.

The Town of Colma General Plan states that Colma should seek to achieve LOS D or better; however, LOS E and F should be tolerated during peak demand periods.[92] A significant impact would generally occur if the proposed Project resulted in additional vehicle trips that would cause a delay such that the level of service would fall below LOS D unless it is within peak hours, in which case LOS E or LOS F would be considered acceptable and therefore would not be considered a significant impact.

Existing Plus Project Conditions

Existing Plus Project peak hour traffic volumes were estimated by adding to Existing traffic volumes the net traffic generated by the Project. Existing Plus Project conditions were evaluated relative to existing conditions in order to determine potential project impacts. The results of the intersection Level of Service analysis under Existing Plus Project conditions are summarized in Table 9. The results show that all signalized study

[92] Town of Colma General Plan, Circulation Element, 2014, page 5.03.8.

TABLE 9 EXISTING PLUS PROJECT CONDITIONS INTERSECTION OPERATIONS

Intersection	Peak Hour	Existing Conditions		Existing + Project		Delay Increase
		Delay	LOS	Delay	LOS	
I-280 SB Off-Ramp & Serramonte Boulevard	AM	6.7	A	6.7	A	0.0
	PM	13.5	B	13.5	B	0.0
	SAT	26.2	C	26.2	C	0.0
I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.5	A	1.5	A	0.0
	PM	3.3	A	3.3	A	0.0
	SAT	3.8	A	3.8	A	0.0
Junipero Serra Boulevard & Serramonte Boulevard	AM	27.1	C	27.2	C	0.1
	PM	36.1	D	36.2	D	0.1
	SAT	42.4	D	42.8	D	0.4
Serra Center Driveway & Serramonte Boulevard	AM	13.7	B	13.7	B	0.0
	PM	31.9	D	33.6	D	1.7
	SAT	**51.8**	**F**	**53.1**	**F**	1.3
El Camino Real & Serramonte Boulevard	AM	22.5	C	22.5	C	0.0
	PM	26.4	C	26.8	C	0.4
	SAT	31.7	C	32.5	C	0.8
Hillside Boulevard & Serramonte Boulevard	AM	20.3	C	20.3	C	0.0
	PM	22.1	C	22.5	C	0.4
	SAT	37.4	D	37.8	D	0.4
I-280 SB Off-Ramp & Hickey Boulevard	AM	10.4	B	10.4	B	0.0
	PM	15.1	B	15.2	B	0.1
	SAT	13.9	A	14.0	B	0.1
I-280 NB Off-Ramp & Hickey Boulevard	AM	26.3	C	26.3	C	0.0
	PM	39.2	D	39.4	D	0.2
	SAT	37.8	D	37.9	D	0.1
Junipero Serra Boulevard & Hickey Boulevard	AM	35.7	D	35.7	D	0.0
	PM	38.0	D	38.0	D	0.0
	SAT	13.6	B	13.5	B	-0.1
Hillside Boulevard & Lawndale Boulevard	AM	13.0	B	13.0	B	0.0
	PM	10.8	B	10.8	B	0.0
	SAT	10.4	B	10.4	A	0.0

Notes: The intersection of Serra Center Driveway & Serramonte Boulevard is unsignalized.
Source: Hexagon 2015.

intersections would continue to operate at acceptable LOS D or better during the weekday AM and PM peak hours and Saturday midday peak hour under Existing Plus Project conditions. The unsignalized intersection of Serra Center Driveway/Serramonte Boulevard would continue to operate at unacceptable LOS F during the Saturday midday peak hour under Existing Plus Project conditions.

Background Project Conditions

Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for Background conditions comprise existing traffic volumes plus traffic generated by other approved developments in the vicinity of the site. The transportation network under Background conditions was assumed to be the same as the Existing transportation network, except for the unsignalized intersection of Serra Center Driveway/Serramonte Boulevard. This intersection is assumed to be converted from a three-way stop to a four-way stop, as a new south leg would be provided at this intersection to provide access to a Ford dealership. Background Plus Project peak hour traffic volumes were estimated by adding to Background traffic volumes the net traffic generated by the Project. Project conditions were evaluated relative to Background conditions in order to determine potential project impacts. The results of the intersection LOS analysis under Background Without, and With the Project is summarized in Table 10.

The results show that all signalized study intersections would continue to operate at acceptable LOS D or better during the weekday AM and PM peak hours and Saturday mid-day peak hour under Background Plus Project conditions. The unsignalized intersection of Serra Center Driveway/Serramonte Boulevard would continue to operate at LOS F during the weekday PM peak hour and Saturday mid-day peak hour under Background Plus Project conditions. However, as mentioned above, according to the Town of Colma's General Plan, LOS E or LOS F is acceptable during peak commute periods. Given that the proposed Project would increase the average delay at the intersection by only 0.5 seconds during the PM peak hour and by 1.9 seconds during the Saturday mid-day peak hour, the project would not create a significant impact at this intersection.

Cumulative Project Conditions

Cumulative traffic volumes were based on the Cumulative Plus Project conditions from the Serramonte Shopping Center Expansion EIR. Cumulative Plus Project conditions were evaluated relative to Cumulative Conditions in order to determine potential project impacts. The intersection Level of Service under Cumulative and Cumulative Plus Project conditions are summarized in Table 11.

Under Cumulative conditions the following three intersections are expected to operate below LOS D during at least one peak hour:

- Junipero Serra Boulevard/Serramonte Boulevard (PM and Saturday): Cumulative conditions analysis for this intersection shows that it would operate at LOS F during the Saturday midday peak hour. The Project would add 42 trips to this intersection during the Saturday midday peak hour which is less than 1 percent of the cumulative no project traffic volumes entering this intersection. The Project would increase the average intersection delay by 3.0 seconds during the Saturday midday peak hour and the intersection would continue to operate at LOS F. However, as described above, and according to the Town of Colma General Plan, LOS E and LOS F should be tolerated during the peak hour periods. Given the relatively low increase in delay and because LOS F is acceptable during peak hours, the proposed Project would not cause a significant impact at this intersection. No mitigation measures would be required.

TABLE 10 BACKGROUND CONDITIONS INTERSECTION OPERATIONS

Intersection	Peak Hour	Background		Background + Project		Delay Increase
		Delay	LOS	Delay	LOS	
I-280 SB Off-Ramp & Serramonte Boulevard	AM	6.9	A	7.0	A	0.1
	PM	15.0	B	15.0	B	0.0
	SAT	35	D	35.1	D	0.1
I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.6	A	1.6	A	0.0
	PM	3.6	A	3.6	A	0.0
	SAT	4.3	A	4.3	A	0.0
Junipero Serra Blvd. & Serramonte Boulevard	AM	28.4	C	28.4	C	0.0
	PM	37.0	D	37.1	D	0.1
	SAT	45.7	D	46.1	D	0.4
Serra Center Driveway & Serramonte Boulevard	AM	14.3	B	14.4	B	0.1
	PM	**35.2**	**E**	**35.7**	**E**	**0.5**
	SAT	**53.3**	**F**	**55.2**	**F**	**1.9**
El Camino Real & Serramonte Boulevard	AM	22.7	C	22.8	C	0.1
	PM	27.0	C	27.3	C	0.3
	SAT	32.6	C	33.4	C	0.8
Hillside Boulevard & Serramonte Boulevard	AM	20.4	C	20.4	C	0.0
	PM	22.7	C	22.8	C	0.1
	SAT	38.5	D	38.6	D	0.1
I-280 SB Off-Ramp & Hickey Boulevard	AM	10.3	B	10.3	B	0.0
	PM	15.1	B	15.2	B	0.1
	SAT	13.9	B	14.0	B	0.1
I-280 NB Off-Ramp & Hickey Boulevard	AM	26.5	C	26.5	C	0.0
	PM	39.9	D	40.1	D	0.2
	SAT	38.4	D	38.6	D	0.2
Junipero Serra Boulevard & Hickey Boulevard	AM	36.0	D	36.0	D	0.0
	PM	38.8	D	38.9	D	0.1
	SAT	15.4	B	15.5	B	0.1
Hillside Boulevard & Lawndale Boulevard	AM	12.9	B	12.9	B	0.0
	PM	10.8	B	10.8	B	0.0
	SAT	10.3	B	10.3	B	0.0

Notes: The intersection of Serra Center Driveway & Serramonte Boulevard is unsignalized.
Source: Hexagon 2015.

TABLE 11 CUMULATIVE CONDITIONS INTERSECTION OPERATIONS

Intersection	Peak Hour	Cumulative		Cumulative + Project		Delay Increase
		Delay	LOS	Delay	LOS	
I-280 SB Off-Ramp & Serramonte Boulevard	AM	8.0	A	8.0	A	0.0
	PM	15.6	D	15.6	B	0.0
	SAT	38.4	D	38.5	D	0.1
I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.8	A	1.8	A	0.0
	PM	4.4	A	4.4	A	0.0
	SAT	5.5	A	5.5	A	0.0
Junipero Serra Blvd. & Serramonte Boulevard	AM	37.9	D	38.0	D	0.1
	PM	75.6	**E**	**76.8**	**E**	1.2
	SAT	94.2	**F**	**97.2**	**F**	3.0
Serra Center Driveway & Serramonte Blvd.	AM	**36.1**	**E**	**36.2**	**E**	0.1
	PM	**67.6**	**F**	**67.7**	**F**	0.1
	SAT	**66.6**	**F**	**66.6**	**F**	0.0
El Camino Real & Serramonte Boulevard	AM	28.6	C	28.7	C	0.1
	PM	49.8	D	51.1	D	1.3
	SAT	**105.6**	**F**	**109.2**	**F**	3.6
Hillside Boulevard & Serramonte Boulevard	AM	20.4	C	20.4	C	0.0
	PM	25.9	C	29.0	C	3.1
	SAT	49.5	D	50.0	D	0.5
I-280 SB Off-Ramp & Hickey Boulevard	AM	10.6	B	10.6	B	0.0
	PM	17.1	B	17.2	B	0.1
	SAT	14.5	B	14.6	B	0.1
I-280 NB Off-Ramp & Hickey Boulevard	AM	28.6	C	28.6	C	0.0
	PM	46.7	D	46.9	D	0.2
	SAT	45.7	D	45.8	D	0.1
Junipero Serra Boulevard & Hickey Boulevard	AM	42.0	D	42.0	D	0.0
	PM	48.3	D	48.4	D	0.1
	SAT	23.0	C	22.9	C	-0.1
Hillside Boulevard & Lawndale Boulevard	AM	12.8	B	12.8	B	0.0
	PM	10.5	B	10.5	B	0.0
	SAT	9.9	A	9.8	A	-0.1

Notes: The intersection of Serra Center Driveway & Serramonte Boulevard is unsignalized.
Source: Hexagon 2015.

- Serra Center Driveway/Serramonte Boulevard (AM, PM, and Saturday): Cumulative conditions analysis for this intersection show that it would operate at an LOS E during the AM peak hour and LOS F during the PM and Saturday midday peak hours. It would continue to operate at LOS E during the AM peak hour and LOS F during the PM and Saturday peak hours. According to the Town of Colma's General Plan, LOS E or LOS F is acceptable during peak commute periods and the proposed project would increase the average delay at the intersection by not more than 0.1 seconds during all three analysis periods. Given the relatively low increase in delay and because LOS F is acceptable during peak hours, the Project would not create a significant impact at this intersection.
- El Camino Real/Serramonte Boulevard (Saturday): Cumulative conditions analysis for this intersection shows that it would operate at an LOS F during the Saturday midday Peak Hour. The CarMax project would add 50 trips to this intersection during the Saturday midday peak hour which is around 1 percent of the cumulative no project traffic volumes entering this intersection. The project would increase the average intersection delay by 3.6 seconds during the Saturday midday peak hour and the intersection would continue to operate at LOS F. According to the Town of Colma General Plan, LOS E and LOS F should be tolerated during the peak hour periods. Given the relatively low increase in delay and because LOS F is tolerated during peak hours, the proposed Project would not cause a significant impact at this intersection.

In summary, this analysis concluded that a few study intersections would operate at LOS E and F, which are below the LOS D which the Town of Colma strives for, but are tolerated during the peak traffic hours. Consequently, the Project would not cause a substantial increase in delay at any of the study intersections and a *less-than-significant* impact would occur as it relates to a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The City/County Association of Governments of San Mateo County's (C/CAG) is the Congestion Management Agency for San Mateo County. C/CAG is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The 2013 CMP is the current version that has been adopted.

The CMP includes elements to evaluate the performance of the roadway system and adopts LOS standards for CMP facilities. For CMP facilities the LOS standard is E, unless the facility was operating at LOS F at the time the standard was established. No study area intersections and roadways are CMP intersections. The nearest CMP intersection is located approximately 2 miles from the site at El Camino Real and San Bruno Avenue. The Project would generate only 56 peak hour trips on Saturday. As the 56 trips get distributed thru the circulation network, the number of trips at the CMP facility would be nominal and would not cause a substantial delay at any CMP intersection. In addition, the number of trips to Interstate 280 and State Route 82 would be nominal compared to the existing traffic on these facilities. Consequently, a *less-than-significant* impact would occur as it relates to impacts at CMP facilities.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The Project is not located within two miles of a public or a private use airport, nor is it within the land use compatibility plan for any airport. Given that the Project would not generate air traffic and would not be located in close proximity to any facilities used by aircraft and since it would not be of sufficient height to

interfere with typical aircraft operations, the Project would not result in changes to aircraft patterns in terms of location. Consequently, *no impact* would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project proposes a single full access driveway that would be located in the northwest corner of the Project site. This driveway would provide access to the customer/employee parking lot. The Project is not expected to cause any significant queuing delays attributed to project traffic turning into the site from Serramonte Boulevard. Therefore, no queueing that would block thru traffic or cause cars spilling to the Serramonte Boulevard would occur.

As discussed in page 39 of the TIA, adequate sight distance would be provided at the project exit driveway. Adjacent to the project site, there are no roadway curves, on-street parking, or landscaping features that obstruct the vision of exiting drivers. The site plan does not show any landscaping features that would interfere with the sight distance at the Project driveway.

In summary, the Project would not create hazardous conditions on the roadways and entryways along the perimeter of the Project site; therefore, *no impact* would occur as it relates to hazards due to a design feature.

e) Would the project result in inadequate emergency access?

The Project would provide adequate connectivity through the parking area for vehicles. The internal drive aisles would include four east-west aisles and 3 north-south aisles that are all wide enough to accommodate one vehicle in each direction. The width of the drive aisles within the parking areas would allow sufficient room for vehicles to maneuver in and out of the parking spaces.

The site access was evaluated to determine the adequacy of the site plan for emergency vehicles and truck access. Emergency vehicles and trucks would have access to the site from Serramonte Boulevard. These vehicles would have access to the sales and service areas via the customer/employee parking lot. In addition, the Project would include a gated entrance to the car sales staging area that would be accessible from the main driveway entrance for emergency vehicles and trucks. The Project design would be reviewed by the Town of Colma Planning Department and the Colma Fire Protection District to ensure that adequate widths would be provided between all aisles of the car sales staging area to allow emergency vehicles and trucks to maneuver in and out. Overall, it's expected that adequate internal circulation and site access would be provided, and the Project would not result in inadequate emergency access. Therefore, *no impact* would occur with regards to the Project resulting in inadequate emergency access.

f) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation?

The Project site is served by pedestrian facilities including sidewalks and pedestrian crosswalks with signal heads that would provide adequate pedestrian travel and connection to the bus stops on El Camino Real and Junipero Serra Boulevard. Bicycle lanes are also present in the vicinity of the Project. The sidewalks and bikeways in the Project vicinity are expected to be adequate to serve the employees and visitors that walk or bike to the site. Further, transit service is provided to the Project site and its vicinity that could serve employees and visitors. However, the traffic volumes expected to occur as a result of the Project would not likely affect existing bus services. Finally, the Project would not generate a significant amount of pedestrian, bicycle, or transit traffic, and would not displace any transit stop or interfere with an existing pedestrian and bicycle

facility. Therefore the Project would not conflict with adopted policies, plans, or programs supporting alternative transportation, *no impacts* would occur.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❒	❒	■	❒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	❒	❒	■	❒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❒	❒	■	❒
f) Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❒	❒	■	❒
g) Comply with federal, State, and local statutes and regulations related to solid waste?	❒	❒	■	❒

Discussion

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The South San Francisco/San Bruno Water Quality Control Plan (WQCP) provides wastewater treatment for the cities of South San Francisco, San Bruno, and the Town of Colma. The average dry weather flow through the facility is 9 million gallons per day (MGD) and the average peak wet weather flows can exceed 60 MGD.[93]

Through an agreement with South San Francisco and San Bruno, Colma can contribute maximum flows of up to 450,000 gallons per day (gpd) to the WQCP for treatment and disposal. However, on average, Colma contributes around 225,000 gpd, which is half of its permissible capacity.[94] The Project would be connected to an existing eight-inch sanitary sewer main located along Serramonte Boulevard. Further, the Project land use type is service commercial and would operate as a vehicle sales/service lot. Wastewater effluent associated with this land use would not substantially increase pollutant loads, as there is neither heavy industrial use nor agricultural processing where pollutant loads and wastewater volumes are heavy. In addition, because Colma is

[93] City of South San Francisco website, Water Quality Control Plant, http://www.ssf.net/506/Water-Quality-Control-Plant, accessed on December 9, 2015.

[94] Environmental Science Associates (ESA), Serramonte Ford Expansion Initial Study/Mitigate Negative Declaration prepared for the Town of Colma, September 2014, page 86.

currently contributing half of its permissible daily flow, it is not expected that the Project would conflict with wastewater treatment requirements. Therefore, construction of the Project is not expected to exceed the discharge limits established by the San Francisco Bay Regional Water Quality Control Board (RWQCB) impacts to sanitary wastewater quality would be *less than significant*.

b) Would the project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed Project would both preserve existing water and wastewater infrastructure in place and install new extensions. These new water and wastewater lines would connect to areas already affected by installation of the original utility infrastructure. Although the Project expects a staff of up to 100 employees, consisting of up to 80 full-time employees and 20 part-time employees, which could increase waste generation over existing conditions, the increase is not expected to result in adverse effects to the WQCP such that expansion of existing facilities, or construction of new facilities would be warranted. Further, as stated above in section 17.a, Colma currently contributes only half of its permissible capacity to the WQCP; therefore, the WQCP has the capacity to accommodate Project. Consequently, because Colma is only contributing half of its permitted capacity to the WQCP and because the Project would largely preserve in place existing water and wastewater infrastructure, a *less-than-significant* impact would occur.

c) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed in section 9.d, the Project site is currently developed with approximately 87 percent impervious surfaces. The proposed Project would reduce the amount of impervious surfaces by 42,157 square feet with additional site landscaping and the construction of a 0.29-acre bioretention pond. In addition, the C.3 requirements of the NPDES permit require stormwater treatment measures that are designed to temporarily retain and treat stormwater prior to discharge to the Town's storm drain system as well as allow for some infiltration. These measures are specified in the C.3 and C.6 Development Review Checklist, which must be approved prior to the start of construction.

Because compliance with these regulatory measures would offset potential runoff from the Project site, and given that the Project would reduce the amount of impervious surface over existing conditions, it is unlikely that runoff site would exceed the capacity of the existing storm drain system. Consequently, this impact would be considered *less than significant*.

d) Would the project have insufficient water supplies available to serve the project from existing and identified entitlements and resources?

The Project site receives water from the California Water Company (Cal Water) South San Francisco District (SSFD). Cal Water is an investor-owned public utility supplying water service to 1.7 million Californians through over 435,000 connections through 24 separate water systems serving over 63 communities throughout the state.[95] Cal Water SSFD is located in northern San Mateo County approximately six miles south of the City of San Francisco. The SSFD serves the South San Francisco, Colma, a portion of Daly City, and some unincorporated areas of San Mateo County known as Broadmoor.

The SSFD receives its water supply from a combination of purchased water and groundwater from Cal Water owned wells. Cal Water has annual purchased water supply from the San Francisco Public Utilities Commission

[95] California Water Service Company, 2010 Urban Water Management Plan South San Francisco District, page 11.

(SFPUC) of 35.68 million gallons per day (MGD) in normal hydrologic years, which is shared among the Bear Gulch, Mid-Peninsula, and South San Francisco Districts. The amount available to the SSFD varies in any given year and depends on the availability of local supplies in the Bear Gulch and SSFD. The Mid-Peninsula District does not currently produce any local supply. SFPUC sources are expected to provide the majority of supply in the SSFD.[96]

Under normal-years the 2010 Urban Water Management Plan (UWMP) South San Francisco District anticipates being able to sufficiently meet its demands through 2030; however, in years 2035 and 2040 expects a supply deficiency of 768 AFY and 2,113 AFY, respectively.[97] Further, single- and multiple-dry years are anticipated to result in a supply deficiency through 2040 resulting from a 10 percent reduction in purchased water supply from SFPUC for single dry years, and up to a 20 percent reduction in supply from SFPUC during multiple dry years. However, the reduction in supply during dry years would need to be met through a combination of customer demand reductions from implementation of the Water Shortage Contingency Plan, increased water conservation, and the development of alternative water supplies.[98] Cal Water implements a four stage approach to drought response that corresponds to specific levels of water supply shortage. At each higher stage Cal Water requires more aggressive water use reductions from its customers. Stage 1 covers water shortages of up to 10 percent, Stage 2 between 10 and 20 percent, Stage 3 between 20 and 35 percent, and Stage 4 between 35 and 50 percent. In the earlier stages, conservation measures include requesting voluntary conservation, increasing educational programs regarding water supply, development of drought ordinances, and increased monitoring of water use. In the later or more aggressive stages, measures such as flow restrictors for high water users, mandatory conservation, restricting potable water use for landscape, and service shutoff for repeat offenders of these measures could be implemented.

As described above in the Project Description, the Project proposes demolition of 81,981 square feet of existing structures to accommodate construction of a 20,213 square-foot structure comprised of sales, service, and presentation area, as well as a 936 square foot freestanding carwash. At buildout the Project expects a staff of up to 100 employees, consisting of up to 80 full-time employees and 20 part-time employees. Although there are three structures currently on site, only one is currently in operation as an automotive repair shop. Based on water demand factor of 2,124 gallons of water per month per 1,000 square feet of industrial use,[99,100] the existing Project site currently generates approximately 46,926 gallons of water per month.[101] Applying this same water demand factor, the proposed Project would generate approximately 42,932 gallons of water per month.[102] Although applying the water demand factor indicates that the proposed Project could generate less demand for water, the overall intensity of the site would increase over existing conditions as a result of the Project, as well as, the number of employees generated by the Project. However, the increase in intensity and the number of employees is not likely to substantially increase the water use on the site as a whole given that the Project would construct the buildings in compliance with California Green Building Codes and other water efficient regulations, as further described below.

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[96] California Water Service Company, 2010 Urban Water Management Plan South San Francisco District, page 43.

[97] California Water Service Company, 2010 Urban Water Management Plan South San Francisco District, page 69.

[98] California Water Service Company, 2010 Urban Water Management Plan South San Francisco District, page 71.

[99] Water demand rates used from the Water Demand Factor Update Report prepared by Water Resources Division of the City of Santa Barbara, October 2009, Table 1, Water Demand Factors, page 4.

[100] Based on the Water Demand Factor Report, Industrial Uses result in a water demand of 2.84 hundred cubic feet (HCF) of water per month per 1,000 square feet of industrial space. 1 HCF = 748 gallons. 2.84 HCF = 2,124 gallons.

[101] 22,093 sf of existing industrial space / 1,000 = 22.093 x 2,124 gallons per month per 1,000 sf = 46,925.5 gallons per month.

[102] 20,213 sf of proposed industrial space / 1,000 = 20.213 x 2,124 gallons per month per 1,000 sf = 42,932.4 gallons per month.

While the 2010 UWMP indicated water supply deficiencies during single- and multiple dry years, the water conservation measures under the 2010 UWMP as described above, along with Town of Colma measures related to water conservation, would ensure adequate supply of water. For example, Subchapter 5.11, Water Efficient Landscape Regulations, of the Colma Municipal Code establishes regulations for the efficient design and operation of a projects irrigation system in order to conserve water and ensure that landscape is consistent with the provisions of any local water conservation programs or drought response laws, rules, policies, and regulations. Further, the Project would include drought tolerant landscape and a bio-retention along the site's western edge which would result in an increase in the amount of pervious surface at the Project site given that there is currently no bio-retention on site. Lastly, the Project would be constructed using the most recent California Green Buildings Code (Part 11, Title 24, known as "CALGreen"), which among other things, require construction to incorporate water efficiency and conservation measures, such as the installation of low flow toilets and faucets. For those reasons, the Project is not expected to substantially increase water use to the extent that it could not be served by existing entitlements; therefore, a *less-than-significant* impact would occur with regard to water supply.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

See discussion 17.a and 17.b above.

f) Would the project not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solid waste collection for the Project site is provided by Allied Waster. Allied waste collects solid waste from residential, commercial and industrial customers and transfers it to the Daly City Mussel Rock Transfer Station. From there, the solid waste is transported to the Ox Mountain Sanitary Landfill, located two miles northeast of Half Moon Bay off Highway 92. Ox Mountain is a class III sanitary landfill that is expected to be in operation until 2018, and has a total capacity of 69,000,000 cubic yards, of which 26,898,089 cubic yards are remaining as of 2011.[103] The Ox Mountain Landfill has a daily permitted capacity of 3,598 tons per day.

The Town of Colma's solid waste disposal rate in 2014 was 2.3 pounds per day (ppd) per employee, which was well below the CalRecyle target rate of 12.5 ppd per employee.[104] According to CalRecycle, auto dealer and service station uses generate approximately 0.9 pounds of solid waste per 100 square feet of space. Given that the Project proposes a total of 20,213 square feet, the Project would generate approximately 182 pounds of solid waste per day, or the equivalent of 66,499 pounds per year.[105] This would represent less than 0.01 percent of the landfill's daily permitted maximum of 3,598 tons per day. Further, the Project would include demolition of three existing structures, one of which is operational and the other two are vacant. The existing structure operates as an auto collision repair shop and is 22,093 square feet. Applying the same solid waste generation of 0.9/lbs per 100/square feet of auto service use, the Project would result in a reduction in solid waste generation given that buildout would result in slightly less square footage than the existing structure that is currently in operation. Therefore, because the Project would result in a reduction in overall square footage over existing

[103] CalRecycle, Corinda Los Trancos Landfill (Ox Mountain), http://www.calrecycle.ca.gov/SWFacilities/Directory/41-AA-0002/Detail/, accessed on December 10, 2015.

[104] CalRecycle, Jurisdiction Diversion/Disposal Rate Summary (2007-current), Colma.

[105] 20,213 square feet / 100 = 202.13 x 0.9 = 181.917 lbs of trash per day or 66,399.705 lbs per year.

conditions and the solid waste generation from the Project would represent less than 0.01 percent of the daily permitted capacity at Ox Mountain Landfill, impacts would be *less-than-significant*.

g) Would the project not comply with federal, State, and local statutes and regulations related to solid waste?

In compliance with State Law Senate Bill (SB) 1016, the Project would target a California Integrated Waste Management Board (CIWMB) target of 12.5 pounds of waste per day per employee. As mentioned above, Colma had a disposal rate of 2.3 ppd per employee in 2014, which was well below the target of 12.5.

Subchapter 3.05 of the Municipal Code regulates the collection and disposal of solid waste within the Town, and establishes provisions to comply with the recycling and reporting requirements of the CIWMB. For example, Section 3.05.130 establishes mandatory recycling requirements for both commercial and residential customers. Other sections relate to the general collection, handling, and proper disposal of solid waste.

The Project would redevelop an existing site as an auto service use, which would generally be consistent with the site's current use providing auto-related services. Further, the Project site would continue to be serviced by Allied Waste and therefore would not conflict with existing solid waste operations or regulations. Also, the Project would be subject to the requirements of Municipal Code 3.05, regulating the disposal, handling, and transport of solid waste in the Town to ensure compliance with State regulations, such as meeting the Town's target disposal rate of 12.5 ppd per employee. Overall, the Project is expected to comply with federal, State, and local regulations regarding solid waste and a *less-than-significant* impact would occur.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	❐	❐	■	❐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	❐	❐	■	❐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❐	❐	■	❐

Discussion

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant

or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As discussed above, the proposed Project would not result in significant impacts to biological resources or cultural resources with implementation of Mitigation Measures BIO-1, and Mitigation Measures CULT-1 through CULT-4. In addition, impacts to the other fifteen resource topic areas would be considered less-than-significant with implementation of Mitigation Measures as identified in certain topic areas. Therefore, a *less-than-significant* impact would result with implementation of the Mitigation Measures identified throughout this Initial Study.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Increases in air quality may occur as a result of construction activities, but would be temporary in nature and could be mitigated to a less-than-significant level. In addition, mitigation measures have been included to mitigate for the potential for biological and cultural resource impacts to occur on site. None of these impacts would be cumulatively considerable because they are either temporary in nature or of such a nature that they only have the potential to affect the direct environment. Therefore, the proposed Project would result in a *less-than-significant* cumulative impact.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

As discussed previously, the proposed Project would not result in a significant impact that could not be mitigated to a less-than-significant level, thus the proposed Project's environmental effects would be *less than significant*.

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PLACEWORKS

MEMORANDUM

DATE March 29, 2016

TO Michael P. Laughlin, AICP
Town of Colma

FROM Ricky Caperton

SUBJECT Responses to Public Comments on the CarMax Project Initial Study/Mitigated Negative Declaration

This memorandum provides responses to comments received on the Public Review Draft of the Initial Study/Mitigated Negative Declaration (IS/MND) for the CarMax Project. The IS/MND was circulated for a 30-day period from February 8, 2016 to March 8, 2016.

Although CEQA and the State CEQA Guidelines do not require a Lead Agency to prepare written responses to comments received on an IS/MND (as contrasted with a Draft Environmental Impact Report [see State CEQA Guidelines Section 15088]), the Town of Colma has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed Project.

A. Comment Letters Received

There were no comments received during the public review period, which ran from February 8 to March 8, 2016. However, on March 22, 2016, the California Department of Transportation (Caltrans) provided a letter (included as an attachment to this memo).

In general, the first page of the Caltrans comment letter serves as an introduction to the comments that follow by providing an overview of the project understanding, and the responsibilities of the Town of Colma regarding project mitigation that may be required as part of the proposed Project. Therefore, the comments on the first page do not question the adequacy of the analysis in IS/MND, and no response is required.

The second page of the Caltrans comment letter provides the following comments:

Comment-01: Please submit a copy of the traffic signal optimization improvement plan for the El Camino Real/Serramonte Boulevard intersection for our review.

Comment-02: Please provide a 95 percentile queuing analysis for the two intersections listed below. It needs to be determined whether or not the project generated trips will cause queues to extend beyond the storage capacity of the left turn pockets. If the project trips will have a significant or cumulative impact on the state highway system, mitigation measures need to be provided:

Attachment E

a. Junipero Serra Blvd./Serramonte Blvd./Interstate-280 northbound on-ramp; and
b. El Camino Real/Serramonte Blvd.

B. Response to Comments

The following are responses to the two comments as listed above.

Response to Comment-01: The traffic study quoted "signal optimization" at the El Camino Real/Serramonte Boulevard based on the recommendations in the Serramonte Mall Expansion Environmental Impact Report (EIR), which stated that the traffic operations would improve with optimization under cumulative conditions. Based on the Town of Colma's criteria, the Project would not cause a significant impact as LOS E and F conditions should be tolerated during peak periods. In addition, the project would add only 2 trips to the westbound left-turn lane and 2 trips to the southbound left-turn lane during the Saturday peak hour. Based on observation of existing conditions, the addition of 2 trips to each of these movements is not likely to cause any spill backs into the adjacent through lane.

Response to Comment-02: The Project would add approximately 8 trips to westbound Serramonte Boulevard turning left onto Junipero Serra Boulevard during the Saturday peak hour. This translates to approximately 1 car every 8 minutes which is not likely to cause the left-turn queue to extend beyond the storage capacity. Therefore, a queuing analysis is not necessary for the proposed Project.

As indicated, the minimal amount of vehicle trips the Project would result in less-than-significant impacts and does not warrant preparation of either a signal warrant analysis or queuing analysis for the proposed Project.

Thank you,

Michael P. Laughlin, AICP
City Planner

Trsiha Dudala

Trsiha Dudala, P.E.
Associate, Hexagon Transportation Consultants, Inc.

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
http://www.dot.ca.gov/dist4/

Serious Drought.
Help save water!

March 22, 2016

SM082300
SM-82-22.8
SCH# 2016022025

Mr. Michael Laughlin
Planning Division
Town of Colma
1190 El Camino Real
Colma, CA 94014

Dear Mr. Laughlin:

CarMax Project Environmental Review – Mitigated Negative Declaration

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. We seek to reduce statewide Vehicle Miles Travelled (VMT) and increase non-auto modes of active transportation. To ensure a safe and efficient transportation system, we encourage coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network.

Project Understanding
The project proposes to demolish three existing industrial auto service structures totaling 81,981 square feet (SF) and construct a single structure for auto presentation, sales, and service. A free-standing non-public carwash would be located south of the main building. The project is located at 435-455 Serramonte Boulevard (Blvd.) one block from State Route 82 in the Town of Colma (Town).

Mitigation Responsibility
As the lead agency, the Town is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring Reporting Plan of the environmental document. We recommend the completion of all roadway improvements prior to the issuance of a Certificate of Occupancy.

Traffic Impact Study

1. Please submit a copy of the traffic signal optimization improvement plan for the El Camino Real/Serramonte Boulevard intersection for our review.

2. Please provide a 95 percentile queuing analysis for the two intersections listed below. It needs to be determined whether or not the project generated trips will cause queues to extend beyond the storage capacity of the left turn pockets. If the project trips will have a significant or cumulative impact on the state highway system, mitigation measures need to be provided:
    a. Junipero Serra Blvd./Serramonte Blvd./Interstate-280 northbound on-ramp, and
    b. El Camino Real/Serramonte Blvd.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

Patc

PATRICIA MAURICE
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

STAFF REPORT

TO:	Mayor and Members of the City Council
FROM:	Brad Donohue, Director of Public Works
VIA:	Sean Rabé, City Manager
MEETING DATE:	April 13, 2016
SUBJECT:	Authorizing Change Orders to Mass Grading and Site Improvements Contract for Town Hall Renovation Project

RECOMMENDATION

Staff recommends that the City Council adopt the following resolution:

> RESOLUTION AUTHORIZING CHANGE ORDERS TO THE CONSTRUCTION CONTRACT WITH FARALLON COMPANY, INC. FOR THE MASS GRADING AND SITE IMPROVEMENT PROJECT FOR THE COLMA TOWN HALL RENOVATION PROJECT, IN THE AMOUNT OF $310,000, AND AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE CHANGE ORDERS UP TO THE TOTAL CONTRACT AMOUNT OF $1,451,317, ALL PURSUANT TO CEQA GUIDELINE 15303, 15331 AND 15332

EXECUTIVE SUMMARY

The City Council's adoption of the resolution would authorize changes orders and allocate additional funds needed to cover new and unforeseen work needed to complete the mass grading and retaining walls for the Town Hall Renovation Project. The resolution would authorize the City Manager to negotiate and execute these change orders up to the new contract amount.

FISCAL IMPACT

The authorization of change orders and allocation of additional funding does not add to the total project costs since most of this work would have been completed during the final phase of construction. Unforeseen and additional items of work exceed the City Council's previously-approved amount of $1,141,317 (including 15 percent contingency) by $249,358. Staff is requesting approximately 5 percent contingency (or $60,642) to be added to cover any other unforeseen items that might arise through the end of this phase of construction. This will add a total of $310,000 to the previously-approved contract, which will increase the total contract amount to $1,451,317.

BACKGROUND

To stay on schedule with the overall project, bid documents for this phase of the Town Hall Renovation project were released with conceptual retaining walls and foundations. Now that the design of all retaining walls and foundations has been completed, staff can proceed with the construction of these items within the mass grading phase of work. These additional items need to be built either now or as part of the renovation and addition phase.

Staff feels strongly that this is the appropriate phase to complete this additional work since it is integral to the work that Farallon Construction has started. Since the current contractor specializes in concrete and grading activities and is already mobilized onsite, it is more cost and time efficient to complete the additional work now. The additional work includes additional structural steel, concrete walls and foundations.

As in any construction project, unforeseen conditions and processes are uncovered that must be addressed in order to successfully move the project forward. In this case, the separation of the historic 1941 building from the 1986 structure exposed that the foundation (footing) of the 1941 building was insufficient for the necessary underpinning of the 1941 building. Underpinning the 1941 building is a critical safeguard against settlement during the excavation activities adjacent to the building. Additional temporary shoring of the second floor of the 1941 building was required to support the second floor until the permanent exterior wall can be constructed.

The most recent unforeseen condition was the unstable sub-grade and condition of the soil once excavated. The soil was very loose and wet and could not be dried out within a reasonable time frame because of site constraints. The contractor, Town staff and the consulting geotechnical engineer determined the only feasible way to stay on schedule and budget was to underlay the soil with stabilization fabric and to add a cement additive to the soil at a rate of 2 percent per yard. This helps expedite the drying out the soil and strengthens the sub-grade, which is beneficial to supporting the building foundations.

ANALYSIS

Staff recommends that the City Council authorize changes orders in the amount of $310,000 to complete the work outlined by the following changes in scope and process:

Additional items of work that would have to be completed as part of the next phase if not included in Mass Grading Phase:

Installation of combined footer, walls and sheeting of 1941 building	(+) $56,261
Additional structural steel per revised plan	(+) $31,700
Additional concrete and steel for elevator pit, and mechanical well	(+) $11,050
Increase in design strength of all concrete	(+) $7,170
Removal of 6 additional trees	(+) $6,600
Installation of new concrete footers, rebar and steel per new plans	(+) $157,660
Installation of additional footers, rebar, pilasters, grade and tie beams	(+) $101,234
SUBTOTAL:	**$ 371,675**

Unforeseen conditions items:

Force account work to remove wall and install temp framing/shoring	(+) $18,182
Revised shoring and underpinning needed due to eccentric loads	(+) $66,846
Purchase cement additive, fabric, mixer and additional labor NTE budget	(+) $69,572
SUBTOTAL:	**$ 154,600**
Additional Contingency Fund approximately 5 percent	**(+) $60,642**
Deductions from Base Bid Schedule B (work no longer needed)	**(-) $128,050**
Current Contingency Fund	**(-) $148,867**
Net Total Amount =	**$ 310,000**

Staff recommends maintaining a 5 percent contingency ($60,642) for the remainder of this phase of work. With that contingency included (and with the deductions subtracted as outlined above), staff recommends the City Council authorize change orders for $310,000 to complete this phase of work.

COUNCIL ADOPTED VALUES

Approving the attached resolution authorizing change orders and additional funding is the ***responsible*** action because the City Council would allow the project to proceed in the most timely and cost efficient way.

SUSTAINABILITY IMPACT

The design has been vetted with the latest energy and green building codes and the goals that are within the Towns Climate Action Plan.

ALTERNATIVES

The City Council could choose to not approve the attached resolution. Doing so is not recommended, however, because the majority of the work contemplated by the change orders would need to be completed in the next phase of the project at a potentially-higher cost. Additionally, the portion of the work created by unforeseen conditions must be completed before the next phase of the project can move forward.

CONCLUSION

Staff recommends the City Council adopt the attached resolution authorizing change orders to the construction contract with Farallon Company in the amount of $310,000 and authorize the City Manager to negotiate and execute change orders up to the total contract amount of $1,451,317.

ATTACHMENTS

A. Resolution
B. Change Order Request

TOWN OF COLMA
COLMA
AUGUST 5, 1924
CALIFORNIA

RESOLUTION NO. 2016-XX
OF THE CITY COUNCIL OF THE TOWN OF COLMA

RESOLUTION AUTHORIZING CHANGE ORDERS TO THE CONSTRUCTION CONTRACT WITH FARALLON COMPANY, INC. FOR THE MASS GRADING AND SITE IMPROVEMENT PROJECT FOR THE COLMA TOWN HALL RENOVATION PROJECT, IN THE AMOUNT OF $310,000, AND AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE CHANGE ORDERS UP TO THE TOTAL CONTRACT AMOUNT OF $1,451,317, ALL PURSUANT TO CEQA GUIDELINE 15303,15331 AND 15332

The City Council of the Town of Colma does hereby resolve:

1. Background.

(a) On December 9, 2015, the City Council awarded a construction contract to Farallon Company, Inc. for the mass grading and site improvement project for the Colma Town Hall Renovation Project.

(b) Pursuant to Resolution No. 2015-50 making that award, the City Council authorized the City Manager to approve any change orders, in an amount up to 15% of the total contract amount of $992,450 or $148,867.50 for a total of $1,141,317.50.

(c) Overall, the contract was competitively bid in accordance with the Town's Purchasing Ordinance and the Public Contract Code and the City Council was legally authorized to award the contract to Farallon Company, Inc.

(d) Due to new and unforeseen work needed to complete the mass grading and retaining walls for the Town Hall Renovation Project, staff is now asking the City Council to authorize change orders in the amount of $310,000 and to direct the City Manager to negotiate and execute those change orders up to the new total amount of $1,451,317.50.

(e) Pursuant to the existing competitively bid construction contract, change orders are allowed and would be subject to all of the General Conditions in the construction contract.

2. Order.

(a) The City Council hereby authorizes changes orders to the construction contract with Farallon Company, Inc. for the Mass Grading and Site Improvement Project for the Colma Town Hall Renovation Project in the amount of $310,000, and authorizes the City Manager to negotiate and execute change order up to the new total contract amount of $1,451,317.50.

Certification of Adoption

I certify that the foregoing Resolution No. 2016-__ was duly adopted at a regular meeting of said City Council held on April 13, 2016 by the following vote:

Name	Counted toward Quorum	Not Counted toward Quorum

	Aye	No	Abstain	Present, Recused	Absent
Diana Colvin, Mayor	X				
Joanne del Rosario					X
Helen Fisicaro	X				
Raquel Gonzalez	X				
Joseph Silva	X				
Voting Tally	4	0			

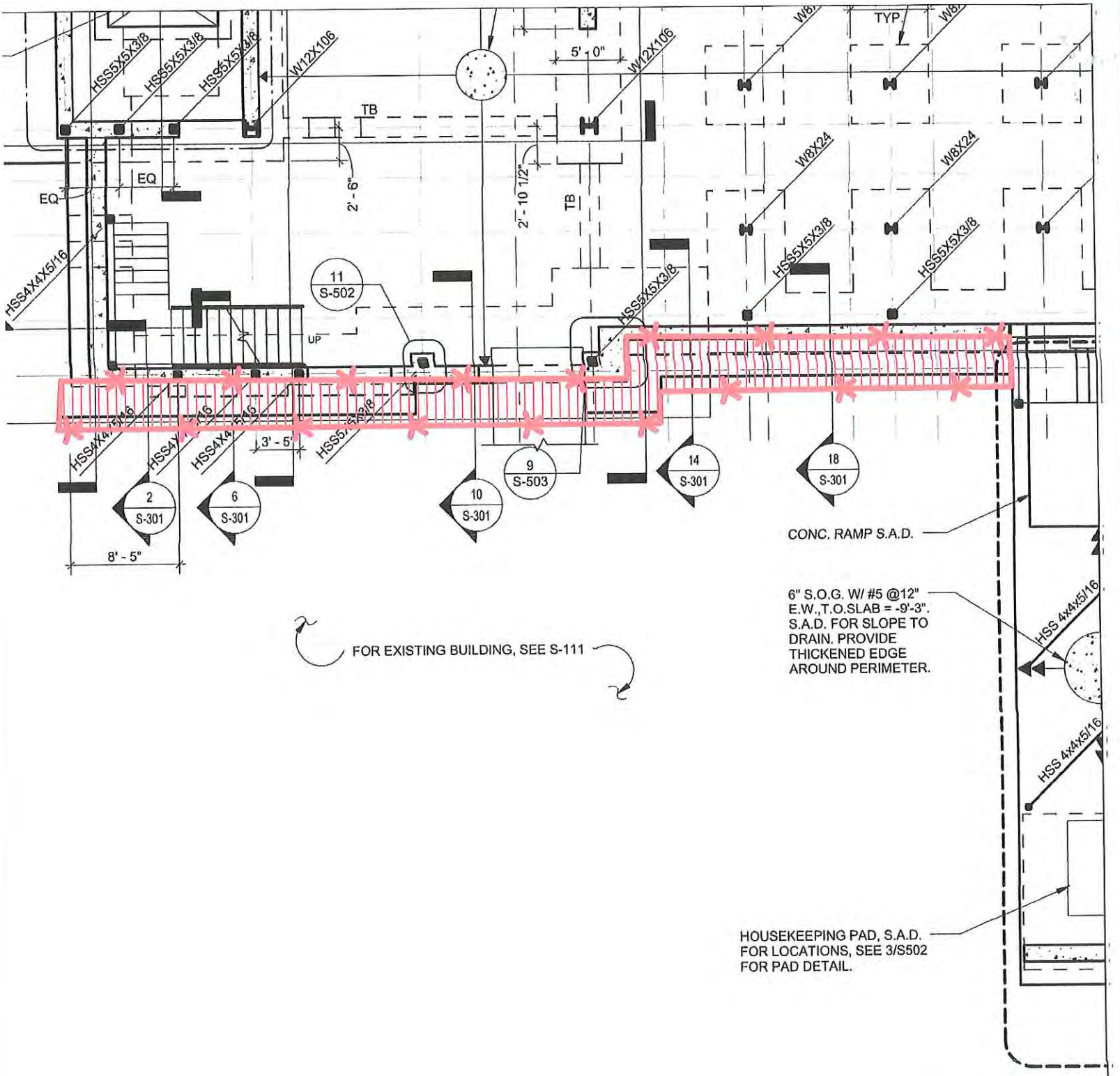
Dated _____

_____
Diana Colvin, Mayor

Attest: _____
Caitlin Corley, City Clerk

ONE

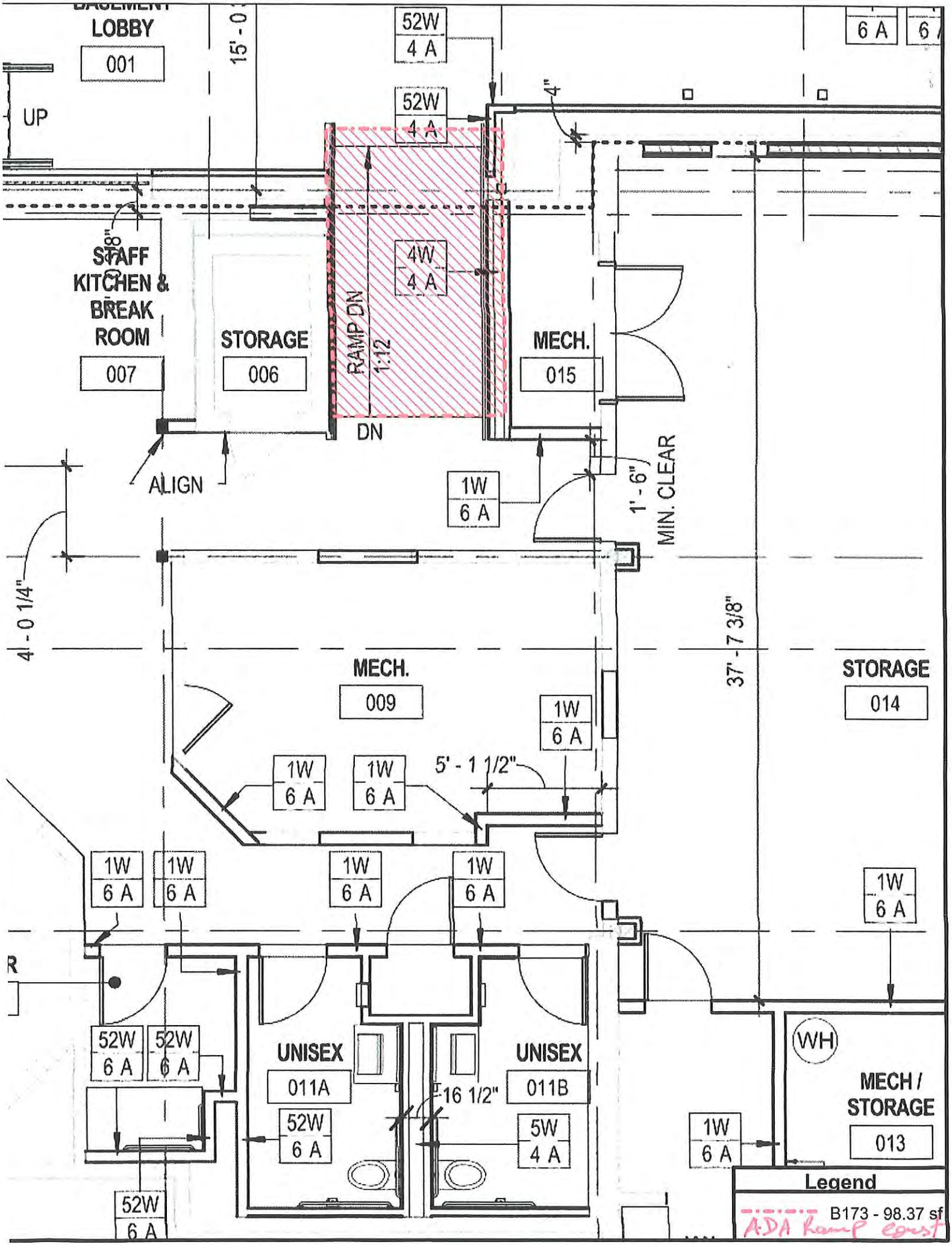
FARALLON COMPANY								Project #	1601	DATE:		REVISED:				
							PRIVATE WORK RATE			2/29/2016		3/6/2016			PUBLIC WORK RATE	
JOB:	COLMA PROPOSAL REQ. #1															
	Line 2 Existing Building															
DESCRIPTION	MEASURE	UNIT	X	CONVERTED TOTAL	UNIT	%	UNIT $	TOT COST	LABOR$	TOT LABOR	ADD IN	SUB TOTAL	P/L #		HRS	RATE	LBRTOTAL
PRELIMINARY													1	*			
Administrative Services	20.0	hr		20.0			65.00	1300.00		0.00		1300.00	2	*		65.00	0.00
Saw Cutting	77.2	lf		77.2			15.00	1157.36		0.00		1157.36	2	*		20.00	0.00
Small Jobs - basement slab portion	285.5	sf		285.5			25.00	7136.75		0.00		7136.75	2	*		25.00	0.00
Saw Cutting	19.9	lf		19.9			15.00	298.87		0.00		298.87	2	*		20.00	0.00
Straight Curb	29.0	lf		29.0			120.00	3476.40		0.00		3476.40	2	*		125.00	0.00
ADA Ramps	98.4	sf		98.4			28.00	2754.35		0.00		2754.35	2	*		30.00	0.00
Doweling	25.0	ea		25.0			35.00	875.00		0.00		875.00	2	*		40.00	0.00
Gravel	2.0	cy	1.5	3.0	ton		75.00	225.00		0.00		225.00	2	*		85.00	0.00
Vapor Barrier	100.0	sf	1.1	110.0			2.00	220.00		0.00		220.00	2	*		2.50	0.00
Doweling	120.0	ea		120.0			35.00	4200.00		0.00		4200.00	2	*		40.00	0.00
Hold Downs & Anchor Bolts	5.0	ea		5.0			350.00	1750.00		0.00		1750.00	2	*		360.00	0.00
Custom Hardware & Brackets	10.0	ea		10.0			225.00	2250.00		0.00		2250.00	2	*		285.00	0.00
framing	92.6	lf		92.6			185.00	17130.64		0.00		17130.64	2	*		225.00	0.00
Remove Framing	92.0	lf		92.0			50.00	4600.00		0.00		4600.00	2	*		82.00	0.00
Concrete Pumping	2.0	X		2.0			1000.00	2000.00		0.00		2000.00	2	*		1100.00	0.00
Vapor Barrier	392.0	sf	1.1	431.2			2.00	862.41		0.00		862.41	2	*		2.50	0.00
												0.00					
											Subtotal	0.00					0.00
											COST	50,233.00				LABOR COST	0.00
										% ON MATERIAL:		0.00					
										%PROFIT:	6.0	3,014.00					
										% OVERHEAD:	6.0	3,014.00					
										BID:		$ 56,261.00					
										LABOR:		0.00					

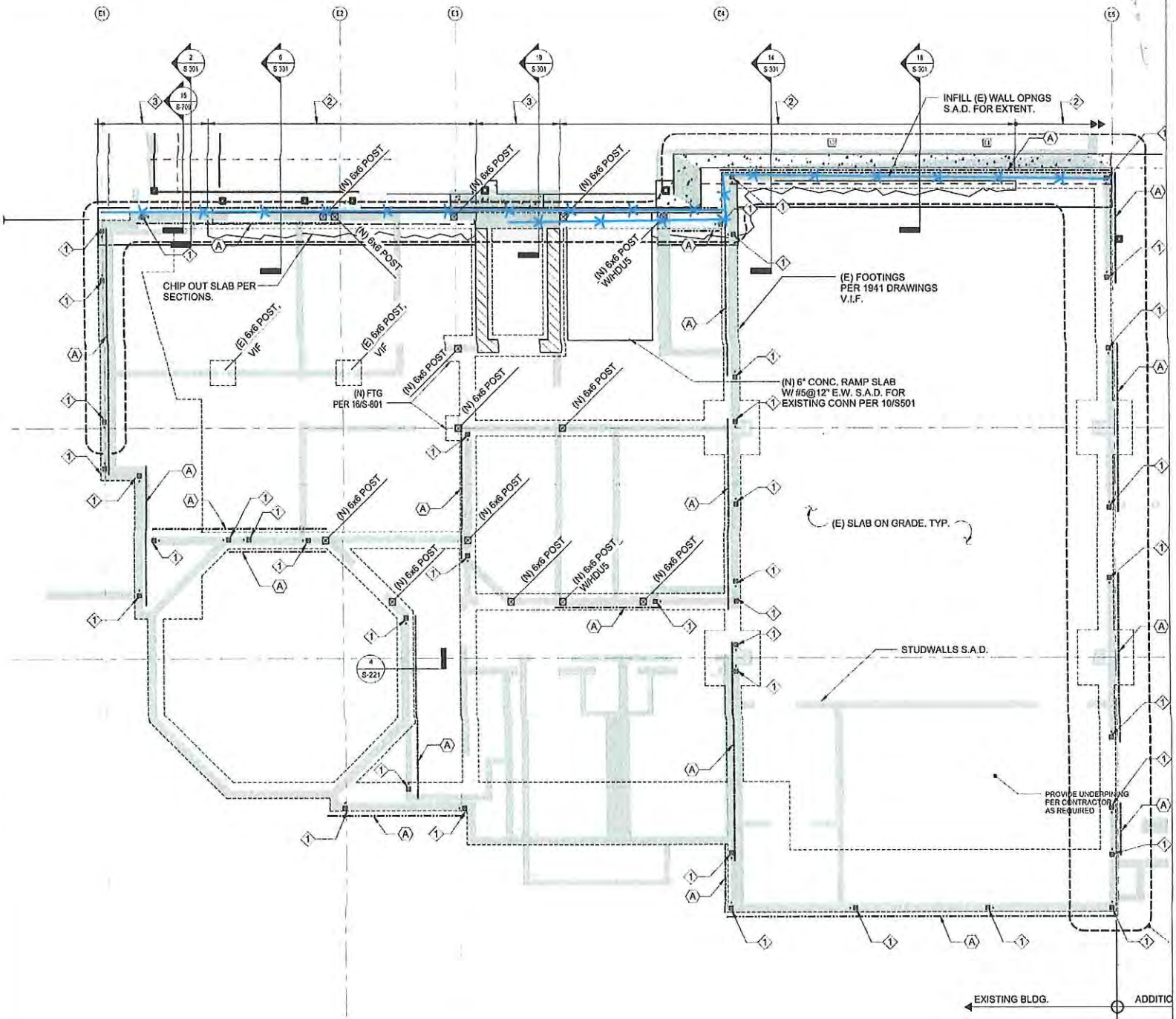


1941 Building Basement slab Portions Demo and reconstruction

Legend
B146 - 285.47 sf

BASEMENT PLAN


LOBBY
001
UP
15' - 0
52W
4 A
52W
4 A
4"
6 A
6
STAFF
KITCHEN &
BREAK
ROOM
007
STORAGE
006
RAMP DN
1:12
DN
4W
4 A
MECH.
015
ALIGN
1W
6 A
1' - 6"
MIN. CLEAR
4' - 0 1/4"
37' - 7 3/8"
MECH.
009
STORAGE
014
1W
6 A
1W
6 A
1W
6 A
5' - 1 1/2"
1W
6 A
1W
6 A
1W
6 A
1W
6 A
1W
6 A
52W
6 A
52W
6 A
UNISEX
011A
UNISEX
011B
16 1/2"
52W
6 A
5W
4 A
52W
6 A
WH
MECH /
STORAGE
013
1W
6 A
Legend
B173 - 98.37 sf
ADA Ramp Egress

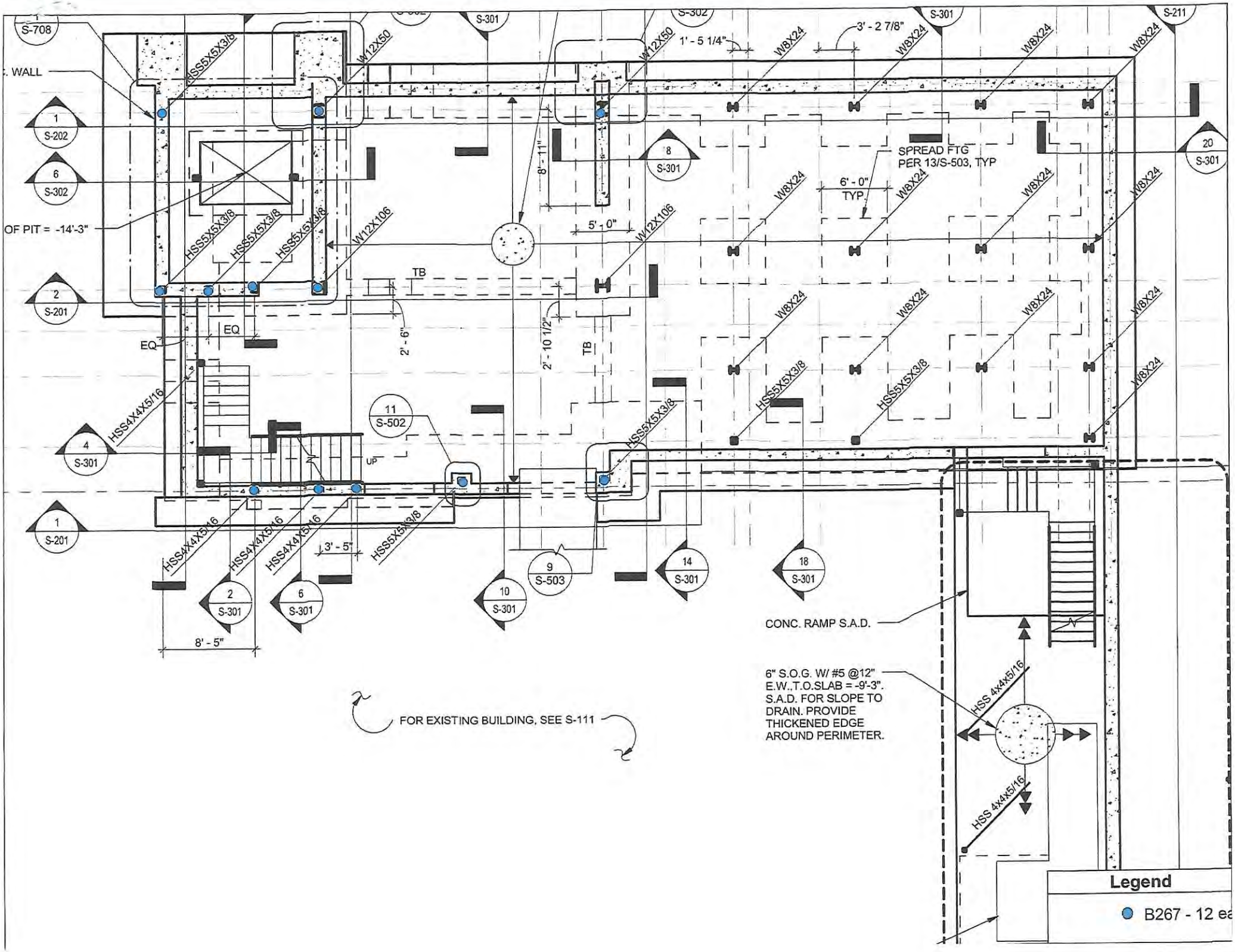


1 EXISTING BUILDING FOUNDATION PLAN
1/4" = 1'-0"

Framing of line ⊆ incl. H.D.s and sheerwall

Legend
B245 - 92.6 lf

FARALLON COMPANY								Project #	DATE:	REVISED:					
						PRIVATE WORK RATE		1601	2/29/2016	3/6/2016				PUBLIC WORK RATE	
JOB:	Proposal Request #1 Line 5=Optional														
DESCRIPTION	MEASURE	UNIT	X	CONVERTED TOTAL	CONVERTED UNIT	%	UNIT $	TOT COST	LABOR$ TOT LABOR	ADD IN	SUB TOTAL	P/L #		HRS	RATE	LBRTOTAL
												1 *				
PRELIMINARY																
Rigging	32.0	hr		32.0			97.00	3104.00	0.00		3104.00	5 *			120.00	0.00
Steel columns -3ft above conc. Walls	12.0			12.0			2100.00	25200.00	0.00		25200.00	5 *				0.00
											0.00					
										Subtotal	0.00					0.00
										COST	28,304.00			LABOR COST		0.00
									% ON MATERIAL:		0.00					
									%PROFIT:	6.0	1,698.00					
									% OVERHEAD:	6.0	1,698.00					
									BID:		$ 31,700.00					
									LABOR:		0.00					
									BID + LABOR:							


S-708
WALL
HSS5X5X3/8
W12X50
S-301
S-302
1' - 5 1/4"
W8X24
3' - 2 7/8"
S-211
S-202
S-201
8' - 11"
SPREAD FTG
PER 13/S-503, TYP
6' - 0"
TYP.
OF PIT = -14'-3"
W12X106
5' - 0"
TB
EQ
2' - 6"
2' - 10 1/2"
HSS4X4X5/16
S-502
UP
3' - 5"
8' - 5"
S-503
CONC. RAMP S.A.D.
6" S.O.G. W/ #5 @12"
E.W.,T.O.SLAB = -9'-3".
S.A.D. FOR SLOPE TO
DRAIN. PROVIDE
THICKENED EDGE
AROUND PERIMETER.
HSS 4X4X5/16
FOR EXISTING BUILDING, SEE S-111
Legend
B267 - 12 ea

Extra costs

Additional costs

1) Elevator pit – additional concrete & steel

10 cy x 850 = 8,500 –

8,500 –

AC1 + AC2 $11,050

2) Mechanical yard housekeeping pad

130 sf = 3 cy x 850 = 2,550 –

2,550 –

3) Concrete PSI changes to project (3,000 PSI to 4,000 PSI)

wall S-A = 80 cy

" S-B = 147 cy

" S-C = 138 cy

S-D = 21 cy

AC3 + AC4 $7,170

basement slab = 64 cy

Mechanical yard = 15 cy

total 465 cy @ 3,000 PSI per contract =

465 cy @ 4,000 PSI per revision = x10= 4,650 –

4) Concrete PSI changes for additional concrete cont. per proposal request # 1

PR #1 - line 2 = 9 cy

" line 3 = 165 cy

" line 4 = 78 cy

total 252 cy @ 3,000 PSI per contract =

252 cy @ 4,000 PSI per revision x10= = 2,520 –

5) Excavation per Base Bid schedule A = 4,000 cy

Excavation per field verification = 4,742 cy 16,179

36,399 –

FARALLON COMPANY
C.S.L. #578844

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****

P.O. BOX 848
NOVATO, CA 94948-848
SMALL/MICRO BUSINESS CERTIFICATION #58906
CONTRACTORS LICENSE #827633

Office# (415) 892-7760
Cell # (415) 716-4550
FAX# (415) 892-6871

==========

CHANGE ORDER REQUEST #1

2/7/16

CUSTOMER: Dave Bishop
Town of Colma
P.O. Box 1858
Colma, CA 94014
Phone #650-757-8889, Cell #650-333-0832
dave.bishop@colma.ca.gov

SUBJECT: **Mass Excavation & Site Improvements**
Colma Town Hall, 1188 El Camino Real, Colma, CA

SCOPE: **Tree & Stump Removal**

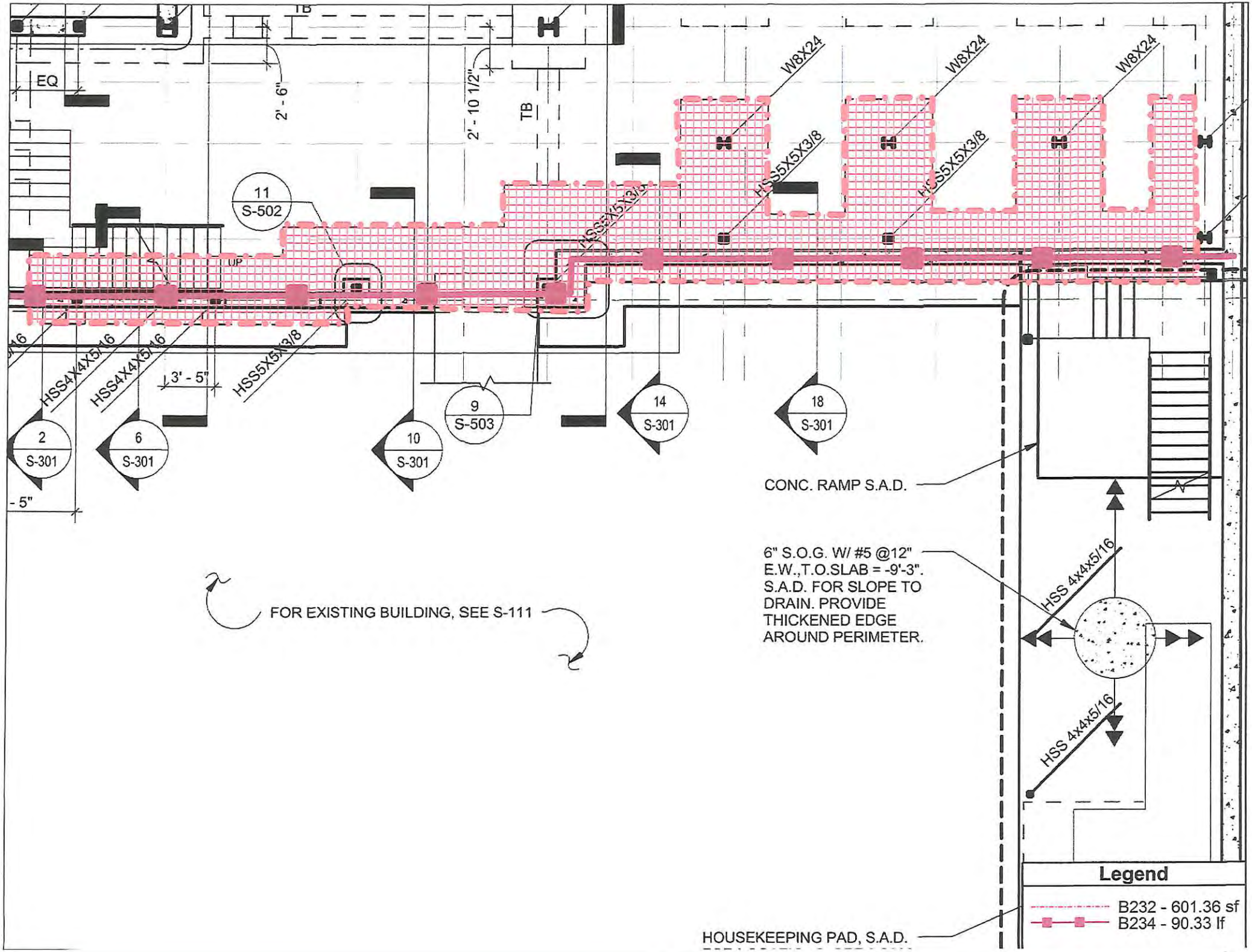
Farallon Company will supply all labor and materials necessary to complete the following:

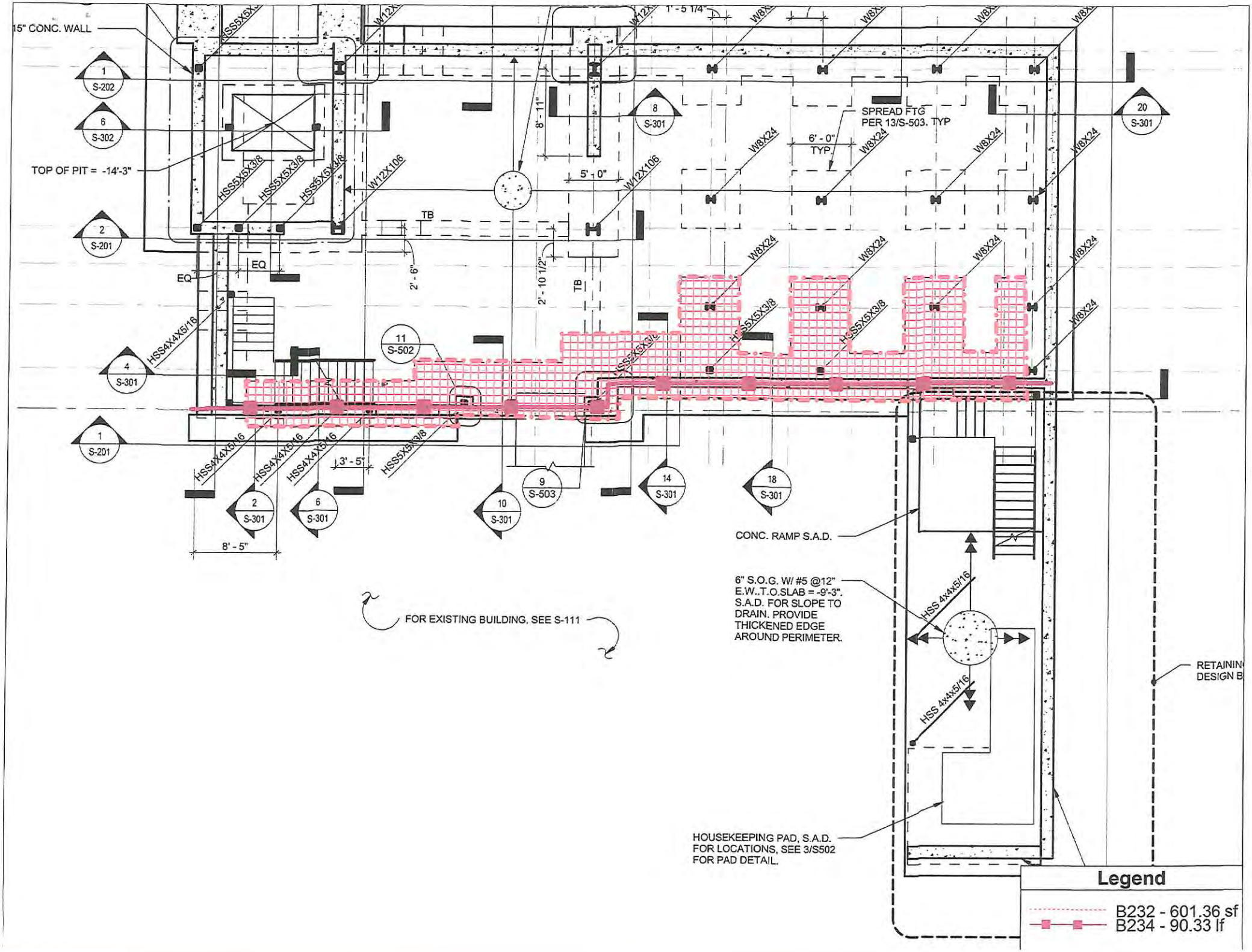
1) Removal of 6 trees and stumps along Serramonte Blvd side of project site, Line Item A2 on Bid Schedule	$6,600.00
TOTAL LABOR AND MATERIALS	***$6,600.00***

I, Dave Bishop, approve of this Change Order #1

_____ Date_____

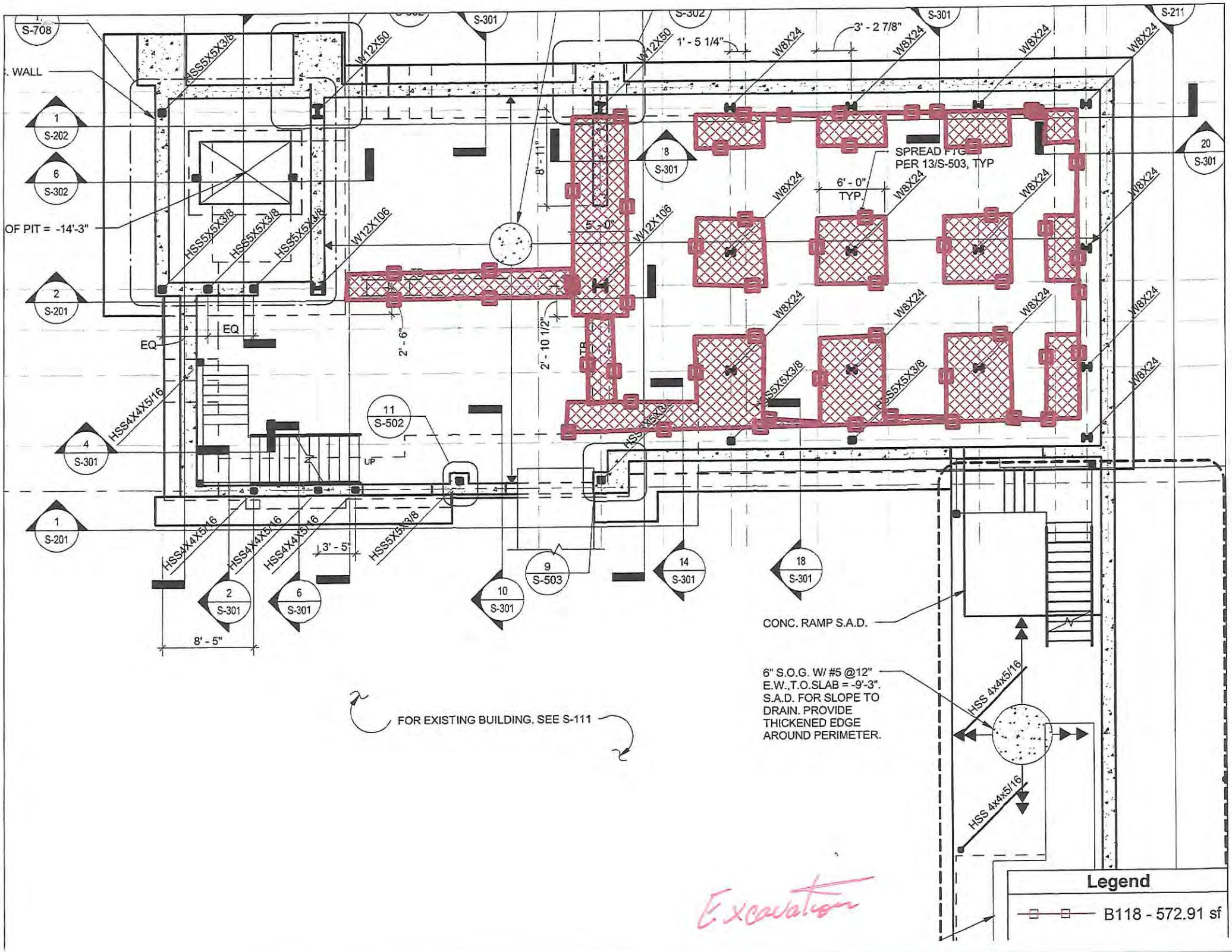
FARALLON COMPANY								Project #	1601	DATE:		REVISED:				
							PRIVATE WORK RATE			2/29/2016		3/6/2016			PUBLIC WORK RATE	
JOB:	COLMA PROPOSAL REQ. #1															
	Line 3 - Existing Building															
DESCRIPTION	MEASURE	UNIT	X	CONVERTED TOTAL	UNIT	%	UNIT $	TOT COST	LABOR$	TOT LABOR	ADD IN	SUB TOTAL	P/L #		HRS	RATE	LBRTOTAL
PRELIMINARY													1	*			
Footings --excavation	35.3	cy	1.3	45.8			75.00	3437.05		0.00		3437.05	3	*		125.00	0.00
Dental Work To Footings-exc.	16.0	hr		16.0			97.00	1552.00		0.00		1552.00	3	*		97.00	0.00
Spread Footing Line C new wall	87.9	cy	1.3	114.3			800.00	91416.00		0.00		91416.00	3	*		950.00	0.00
Stem Wall	40.1	cy	1.3	52.2			850.00	44363.64		0.00		44363.64	3	*		950.00	0.00
												0.00					
											Subtotal	0.00					0.00
											COST	140,768.00				LABOR COST	0.00
										% ON MATERIAL:		0.00					
										%PROFIT:	6.0	8,446.00					
										% OVERHEAD:	6.0	8,446.00					
										BID:		$ 157,660.00					
										LABOR:		0.00					
										BID + LABOR:							

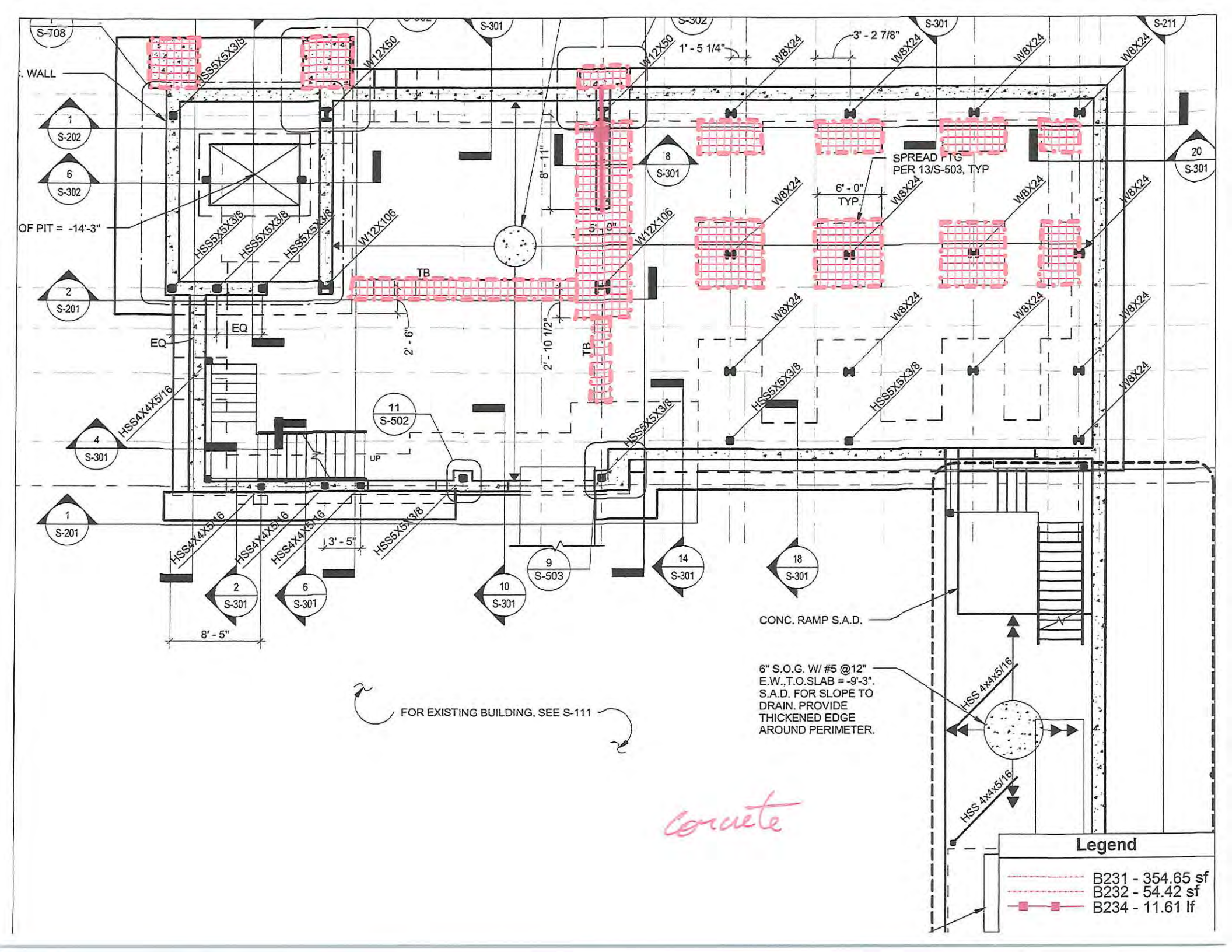

EQ
2' - 6"
2' - 10 1/2"
TB
TB
W8X24
W8X24
W8X24
HSS5X5X3/8
HSS5X5X3/8
HSS5X5X3/8
11
S-502
UP
HSS4X4X5/16
HSS4X4X5/16
3' - 5"
HSS5X5X3/8
2
S-301
6
S-301
10
S-301
9
S-503
14
S-301
18
S-301
- 5"
CONC. RAMP S.A.D.
6" S.O.G. W/ #5 @12" E.W.,T.O.SLAB = -9'-3". S.A.D. FOR SLOPE TO DRAIN. PROVIDE THICKENED EDGE AROUND PERIMETER.
FOR EXISTING BUILDING, SEE S-111
HSS 4x4x5/16
HSS 4x4x5/16
HOUSEKEEPING PAD, S.A.D.
Legend
B232 - 601.36 sf
B234 - 90.33 lf


15" CONC. WALL
TOP OF PIT = -14'-3"
SPREAD FTG PER 13/S-503, TYP
6' - 0" TYP.
5' - 0"
8' - 11"
1' - 5 1/4"
2' - 6"
2' - 10 1/2"
TB
EQ
W12X106
W8X24
HSS9X5X3/8
HSS5X5X3/8
HSS4X4X5/16
HSS5X5X5/16
3' - 5"
8' - 5"
CONC. RAMP S.A.D.
6" S.O.G. W/ #5 @12" E.W..T.O.SLAB = -9'-3". S.A.D. FOR SLOPE TO DRAIN. PROVIDE THICKENED EDGE AROUND PERIMETER.
HSS 4x4x5/16
HSS 4x4x5/16
HOUSEKEEPING PAD, S.A.D. FOR LOCATIONS, SEE 3/S502 FOR PAD DETAIL.
FOR EXISTING BUILDING, SEE S-111
RETAININ
DESIGN B
1 S-202
6 S-302
8 S-301
20 S-301
2 S-201
11 S-502
4 S-301
1 S-201
2 S-301
6 S-301
9 S-503
10 S-301
14 S-301
18 S-301
Legend
B232 - 601.36 sf
B234 - 90.33 lf

FARALLON COMPANY

								Project #	DATE:		REVISED:					
							PRIVATE WORK RATE	1601	2/29/2016		3/6/2016				PUBLIC WORK RATE	
JOB:	Proposal Request #	Line 4=														
DESCRIPTION	MEASURE	UNIT	X	CONVERTED TOTAL	UNIT	%	UNIT $	TOT COST	LABOR$	TOT LABOR	ADD IN	SUB TOTAL	P/L #		HRS	RATE	LBRTOTAL
													1	*			
PRELIMINARY																	
Mini Excavator	32.0	hr		32.0			125.00	4000.00		0.00		4000.00	4	*		135.00	0.00
Footings- excavation	42.4	cy	1.3	55.2			125.00	6896.17		0.00		6896.17	4	*		135.00	0.00
Dental Work To Footings	16.0	hr		16.0			97.00	1552.00		0.00		1552.00	4	*		97.00	0.00
Spread Footing x2.5	32.8	cy	1.2	39.4			800.00	31524.15		0.00		31524.15	4	*		900.00	0.00
Footing Pile In Line F2	20.2	cy	1.2	24.2			800.00	19348.01		0.00		19348.01	4	*		950.00	0.00
Stem Wall	11.6	cy	1.3	15.1			850.00	12828.65		0.00		12828.65	4	*		950.00	0.00
Custom Hardware & Brackets	32.0	ea		32.0			320.00	10240.00		0.00		10240.00	4	*		350.00	0.00
Concrete Pumping	4.0	X		4.0			1000.00	4000.00		0.00		4000.00	4	*		1100.00	0.00
												0.00					
											Subtotal	0.00					0.00
											COST	90,388.00			LABOR COST		0.00
										% ON MATERIAL:		0.00					
										%PROFIT:	6.0	5,423.88					
										% OVERHEAD:	6.0	5,423.88					
										BID:		101,234					
										LABOR:		0.00					
										BID + LABOR:							


S-708
WALL
1
S-202
6
S-302
OF PIT = -14'-3"
2
S-201
EQ
EQ
4
S-301
1
S-201
HSS5X5X3/8
W12X50
W12X106
HSS4X4X5/16
11
S-502
UP
2
S-301
6
S-301
8' - 5"
3' - 5"
HSS5X5X3/8
9
S-503
10
S-301
14
S-301
18
S-301
8' - 11"
5' - 0"
2' - 6"
2' - 10 1/2"
TR
1' - 5 1/4"
3' - 2 7/8"
W8X24
8
S-301
SPREAD FTG
PER 13/S-503, TYP
6' - 0"
TYP.
20
S-301
S-211
CONC. RAMP S.A.D.
6" S.O.G. W/ #5 @12"
E.W.,T.O.SLAB = -9'-3".
S.A.D. FOR SLOPE TO
DRAIN. PROVIDE
THICKENED EDGE
AROUND PERIMETER.
HSS 4x4x5/16
FOR EXISTING BUILDING, SEE S-111
Excavation
Legend
B118 - 572.91 sf


S-708
WALL
1
S-202
6
S-302
OF PIT = -14'-3"
2
S-201
1
S-201
4
S-301
HSS5X5X3/8
W12X50
W12X106
HSS4X4X5/16
HSS5X5X3/8
TB
EQ
2' - 6"
2' - 10 1/2"
8' - 11"
5' - 0"
1' - 5 1/4"
3' - 2 7/8"
6' - 0" TYP.
SPREAD FTG PER 13/S-503, TYP
W8X24
11
S-502
UP
3' - 5"
8' - 5"
2
S-301
6
S-301
10
S-301
9
S-503
14
S-301
18
S-301
8
S-301
20
S-301
S-301
S-302
S-211
CONC. RAMP S.A.D.
6" S.O.G. W/ #5 @12" E.W.,T.O.SLAB = -9'-3". S.A.D. FOR SLOPE TO DRAIN. PROVIDE THICKENED EDGE AROUND PERIMETER.
HSS 4x4x5/16
FOR EXISTING BUILDING, SEE S-111
concrete
Legend
B231 - 354.65 sf
B232 - 54.42 sf
B234 - 11.61 lf

FARALLON
COMPANY
C.S.L. #512844

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NOVATO, CA 94948-848
SMALL/MICRO BUSINESS CERTIFICATION #58906
CONTRACTORS LICENSE #827633

Office# (415) 892-7760
Cell # (415) 716-4550
FAX# (415) 892-6871

INVOICE #1

2/13/16

CUSTOMER: Dave Bishop
Town of Colma
P.O. Box 1858
Colma, CA 94014
Phone #650-757-8889, Cell #650-333-0832
dave.bishop@colma.ca.gov

SUBJECT: **Mass Excavation & Site Improvements**
Colma Town Hall, 1188 El Camino Real, Colma, CA

SCOPE: **Force Account**

Farallon Company will supply all labor and materials necessary to complete the following:

1) Daily Work Report #1	$5,566.82
2) Daily Work Report #2	$5,214.38
3) Daily Work Report #3	$5,608.24
4) Daily Work Report #4	$1,792.56
TOTAL LABOR AND MATERIALS	**$18,182.00**

Daily Work Report

DWR# 1

1188 El Camino Real, Colma, CA

Work Performed by Farallon Company

Date of Work 2/2/2016

Date of Report 2/13/2016

Description of Work: Basement Shoring

Qty	Equipment	Hours	Hrly Rate	Extended Amt
1	CAT 305 CR Mini-Excavator XE3U44		$ -	$0.00
1	Kobelco SK330 Excavator FX8C45		$ -	$0.00
1	Bobcat Mini-Excavator CM3G38		$ -	$0.00
1	Kobeleco ED 190 Excavator KM4H94		$ -	$0.00
1	CAT 953C Track Loader WP3J66		$ -	$0.00
1	CAT 951B Track Loader AV9A53		$ -	$0.00
1	Takeuchi TL126		$ -	$0.00
1	Bomag 142AD Sheepsfoot Roller PV4K73		$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
			Subtotal	$0.00

Subcontractor			
			$ -
			$ -
		Subtotal	$ -

Material			
Description	Qty	Unit Cost	Extended Amt
Hayward Lumber Order #37073161-00	Various		$1,969.71
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
		Subtotal	$1,969.71

Qty	Labor	Reg Hrs	OT Hrs	Hrly Rate	Extended Amt
1	Fernando Oliveira	7.5		$150.00	$1,125.00
1	Jonathan Oliveira			$126.00	$0.00
1	John Paulino	7.5		$97.00	$727.50
1	Jose Resendes	7.5		$97.00	$727.50
1	Luis Cermeno			$97.00	$0.00
1	Nelson Sousa	3.0		$97.00	$291.00
1	Tereso Dominguez			$97.00	$0.00
1	Mario Amado			$97.00	$0.00
					$0.00
				Subtotal	$2,871.00
				Total	$2,871.00

Other _____

Subtotal Cost of Labor	A	$2,871.00
Subtotal of Equipment, Materials, Other & Subs	B	$1,969.71
15% Markup on Labor Cost	(A)	$430.65
15% Markup - Equipment, Materials, Other & Subs	(B)	$295.46
5% Markup on Subs		$ -
Total		$5,566.82

Wendy Oliveira _____ Farallon Company

_____ Town of Colma

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Hayward Lumber Co

www.HaywardLumber.com
Hayward Redwood City
1775 East Bayshore Road
Redwood City, CA 94063

INVOICE

37073161-00

INVOICE DATE
02/02/16

TERMS
AR Net 10th

PAYMENT DUE BY
03/10/16

Bill To	Ship To
3700590 FARALLON COMPANY INC. P.O. BOX 848 NOVATO, CA 94948	FARALLON COMPANY INC. COLMA TOWN HALL / EXTRA 1198 EL CAMINO REAL COLMA, CA 94014

Instructions			
Placed by		Customer PO	EXTRA
Taken By	dav	Sales In: dav	Sales out: DAV

Ln#	Product Description	Quantity Ordered	Quantity B.O.	Quantity Shipped	Qty UM	Footage	Unit Price	Price UM	Amount (Net)
1	4X12-16 DF #1 BTR S4S 502141216	6	0	6	EA	1 384.00	917.72	MBF	352.41
2	2X6-20 PREMIUM DF #2 BTR S4S 502220620p	20	0	20	EA	2 400.00	550.63	MBF	220.25
3	2X6-08 PREMIUM DF #2 BTR S4S 502220608P	100	0	100	EA	2 800.00	550.63	MBF	440.51
4	3/8 4X8 CDX PLYWOOD 803003408	25	0	25	EA	3 800.00	474.68	MSF	379.75
5	WEDGE-ALL ANCHOR 5/8 X 8-1/2 MECH GALV SIMPWA62812MG	22	0	22	EA	22.00	5.39	EA	118.58
6	3-1/4 16D VC SINKER 50# NAIL16NSINK	1	0	1	BX	1.00	47.93	BX	47.93
7	3-1/4 X .131 GUN NAIL SM 21-DEG 4M GUNN314131SM	1	0	1	EA	1.00	47.65	EA	47.65
8	2-1/2 X .131 8D COMMON NAIL 21-DEG 5M GUNN212131SM	1	0	1	EA	1.00	53.03	EA	53.03
9	D0724A 7-1/4" 24t carb diablo blade FREUD0724A	10	0	10	EA	10.00	12.72	EA	127.20
10	AT 65101 5LB BLUE CHALK IRWI65101	1	0	1	EA	1.00	6.99	EA	6.99

10 Lines Total

2420.00	Subtotal	1794.30
	CA Lbr Fee	13.93
	Taxes	161.48
	Invoice Total	1969.71

Customer Copy

Daily Work Report

DWR# 2

Town of Colma
1188 El Camino Real, Colma, CA
Work Performed by Farallon Company

Date of Work 2/3/2016
Date of Report 2/13/2016

Description of Work: Basement Shoring

Qty	Equipment	Hours	Hrly Rate	Extended Amt
1	CAT 305 CR Mini-Excavator XE3U44		$ -	$0.00
1	Kobelco SK330 Excavator FX8C45		$ -	$0.00
1	Bobcat Mini-Excavator CM3G38		$ -	$0.00
1	Kobeleco ED 190 Excavator KM4H94		$ -	$0.00
1	CAT 953C Track Loader WP3J66		$ -	$0.00
1	CAT 951B Track Loader AV9A53		$ -	$0.00
1	Takeuchi TL126		$ -	$0.00
1	Bomag 142AD Sheepsfoot Roller PV4K73		$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
			Subtotal	$0.00

Subcontractor			
			$ -
			$ -
			$ -
		Subtotal	$ -

Material			
Description	Qty	Unit Cost	Extended Amt
Hayward Lumber Order #37073279-00	Various		$530.24
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
		Subtotal	$530.24

Qty	Labor	Reg Hrs	OT Hrs	Hrly Rate	Extended Amt
1	Fernando Oliveira	6.0		$150.00	$900.00
1	Jonathan Oliveira			$126.00	$0.00
1	John Paulino	8.0		$97.00	$776.00
1	Jose Resendes	8.0		$97.00	$776.00
1	Luis Cermeno			$97.00	$0.00
1	Nelson Sousa	8.0		$97.00	$776.00
1	Tereso Dominguez	4.0		$97.00	$388.00
1	Mario Amado	4.0		$97.00	$388.00
					$0.00
				Subtotal	$4,004.00
				Total	$4,004.00

Other _____

Subtotal Cost of Labor	A	$4,004.00
Subtotal of Equipment, Materials, Other & Subs	B	$530.24
15% Markup on Labor Cost	(A)	$600.60
15% Markup - Equipment, Materials, Other & Subs	(B)	$79.54
5% Markup on Subs		$ -
Total		$5,214.38

Wendy Garcia
Farallon Company

Town of Colma

HAYWARD
SO YOU CAN BUILD™

Hayward Lumber Co

www.HaywardLumber.com
Hayward Redwood City
1775 East Bayshore Road
Redwood City, CA 94063

INVOICE

37073279-00

INVOICE DATE
02/03/16

TERMS
AR Net 10th

PAYMENT DUE BY
03/10/16

Bill To	**3700590** **FARALLON COMPANY INC.** **P.O. BOX 848** **NOVATO, CA 94948**	*Ship To*	**FARALLON COMPANY INC.** **P.O. BOX 848** **NOVATO, CA 94948**

Instructions					
Placed by		*Customer PO*	**TOWN COLMA / EXTRA**		
Taken By	**GJC**	*Sales in*	**lv**	*Sales out*	**DAV**

Unit	Product Description	Quantity Ordered	Quantity B.O.	Quantity Shipped	Qty UM	Footage	Unit Price	Price UM	Amount (Net)
1	WEDGE-ALL ANCHOR 5/8 X 8-1/2 MECH GALV SIMPWA62812MG	22-	0	22	EA	22.00	5.39	EA	118.58-
2	D1244X GEN PURP BLADE 12"" 44THT FREUD1244X	1	0	1	each	1.00	34.05	each	34.05
3	1110 CORDED FOAM EARPLUG 3MCO1110	99	0	99	EA	99.00	0.79	EA	78.21
4	RESPIRATOR W/EXHALE VALVE 10PK 3MCO8511	1	0	1	EA	1.00	18.99	EA	18.99
5	72W A19 SOFT WHITE HALOGN BULB MED BSE 4PK SYLV50006	4	0	4	EA	0.00	6.99	EA	27.96
6	3W 15/125 VINYL CAP COOP4867BOX	2	0	2	EA	2.00	3.79	EA	7.58
7	CH ST1270 AIR TOOL OIL 8 OZ CAMPST1270	1	0	1	EA	1.00	2.79	EA	2.79
8	COOP 4887-BOX 3WIRE YELLOW CONNECTOR COOP4887BOX	2	0	2	EA	2.00	6.99	EA	13.98
9	9IN 14/18TPI DIABLO RECI BLADE METAL CUTTING 5PK FREUDS0914BF5	3	0	3	EA	0.00	17.39	EA	52.17
10	9IN 8/14TPI DIABLO RECI BLADE GEN PURPOSE 5PK FREUDS0914BGP5	3	0	3	EA	0.00	17.39	EA	52.17
11	3/4 X 6IN SPEEDBOR MAX DRILL BIT IRWI3041004	3	0	3	EA	3.00	7.99	EA	23.97
12	WBO4068M GLOVE GRAIN LEATHER M BOSS4068M	3	0	3	each	3.00	12.99	each	38.97
13	WBO4067M GLOVE GRAIN LEATHER M BOSS4067M	3	0	3	each	3.00	15.99	each	47.97
14	WEDGE-ALL ANCHOR 5/8 X 6IN MECH GALV SIMPWA62600MG	20	0	20	EA	0.00	3.14	EA	62.80
15	15A TWIST-LOCK ADAPTER COLE09084	1	0	1	EA	1.00	13.99	EA	13.99
16	CLEAR MARKING PAINT WATER BASE SPRAY 17OZ RUST1801838	2	0	2	EA	2.00	5.99	EA	11.98
17	FLUOR ORG MARKING PAINT WATER BASE SPRAY 17OZ RUST203036	4	0	4	EA	4.00	5.99	EA	23.96

Continued

Customer Copy

HAYWARD
SO YOU CAN BUILD™

Hayward Lumber Co

www.HaywardLumber.com
Hayward Redwood City
1775 East Bayshore Road
Redwood City, CA 94063

INVOICE

37073279-00

INVOICE DATE
02/03/16

TERMS
AR Net 10th

PAYMENT DUE BY
03/10/16

Bill To	**3700590** **FARALLON COMPANY INC.** **P.O. BOX 848** **NOVATO, CA 94948**	*Ship To*	**FARALLON COMPANY INC.** **P.O. BOX 848** **NOVATO, CA 94948**

Instructions					
Placed by		*Customer PO*	**TOWN COLMA / EXTRA**		
Taken By	**GJC**	*Sales in*	lv	*Sales out*	**DAV**

Ln#	Product Description	Quantity Ordered	Quantity B.O.	Quantity Shipped	Qty UM	Footage	Unit Price	Price UM	Amount (Net)
18	15A MALE TWISTLOCK ADAPTOR COLE09021	2	0	2	EA	2.00	9.99	EA	19.98
19	10038845 TEAL/CLR SAFETY GLASSES MSAI10038845	6	0	6	EA	6.00	7.59	EA	45.54
20	#2 PHIL DRYWALL BIT 20PK IRWI357120	2	0	2	EA	2.00	13.99	EA	27.98

20 Lines Total	154.00	Subtotal	486.46
		Taxes	43.78
		Invoice Total	530.24

Last Page

Customer Copy

Daily Work Report

DWR# 3

Town of Colma
1188 El Camino Real, Colma, CA
Work Performed by Farallon Company

Date of Work 2/4/2016
Date of Report 2/13/2016

Description of Work: Basement Shoring

Qty	Equipment	Hours	Hrly Rate	Extended Amt
1	CAT 305 CR Mini-Excavator XE3U44		$ -	$0.00
1	Kobelco SK330 Excavator FX8C45		$ -	$0.00
1	Bobcat Mini-Excavator CM3G38		$ -	$0.00
1	Kobeleco ED 190 Excavator KM4H94		$ -	$0.00
1	CAT 953C Track Loader WP3J66		$ -	$0.00
1	CAT 951B Track Loader AV9A53		$ -	$0.00
1	Takeuchi TL126		$ -	$0.00
1	Bomag 142AD Sheepsfoot Roller PV4K73		$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
			Subtotal	$0.00

Subcontractor			
			$ -
			$ -
			$ -
		Subtotal	$ -

Material			
Description	Qty	Unit Cost	Extended Amt
Home Depot 67073	Various		$41.73
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
		Subtotal	$41.73

Qty	Labor	Reg Hrs	OT Hrs	Hrly Rate	Extended Amt
1	Fernando Oliveira	3.00		$150.00	$450.00
1	Jonathan Oliveira	0.00		$126.00	$0.00
1	John Paulino	8.00		$97.00	$776.00
1	Jose Resendes	8.00		$97.00	$776.00
1	Luis Cermeno	0.00		$97.00	$0.00
1	Nelson Sousa	8.00		$97.00	$776.00
1	Tereso Dominguez	8.00		$97.00	$776.00
1	Mario Amado	8.00		$97.00	$776.00
					$0.00
				Subtotal	$4,330.00
				Total	$4,330.00

Other Debris Box Service 30 yard box #R3095	$505.00

Subtotal Cost of Labor	A	$4,330.00
Subtotal of Equipment, Materials, Other & Subs	B	$546.73
15% Markup on Labor Cost	(A)	$649.50
15% Markup - Equipment, Materials, Other & Subs	(B)	$82.01
5% Markup on Subs		$ -
Total		$5,608.24

Farallon Company

Town of Colma

91 COLMA BLVD. COLMA, CA 94014
650-757-9360

6655 00005 67073 02/04/16 02:57 PM
CASHIER HAZEL - HMS2252

0000-163-806 CHAIN <A>
PROOF COIL CHAIN ZINC 3/8"X1'
11@3.48 38.28

SUBTOTAL	38.28
SALES TAX	3.45
TOTAL	$41.73
XXXXXXXXXXXX2989 VISA	41.73
AUTH CODE 044453/4050332	TA

PRO XTRA MEMBER STATEMENT

PRO XTRA ###-###-7760 SUMMARY
THIS RECEIPT PO/JOB NAME: 1601

PRO XTRA SPEND THIS VISIT: $38.28

2016 PRO XTRA SPEND 02/03: $259.86

As of 02/04/2016 your Paint Rewards level is Pro Xtra Paint Rewards; Spend 2000.00 more in qualifying paint purchases to earn Bronze (10.0% off) on select paint items.

This purchase qualifies for FUEL DISCOUNTS and 60 DAYS TO PAY on The Home Depot Commercial Credit Card. Ask an Associate to learn more or go to homedepot.com/financeoptions.

RETURN POLICY DEFINITIONS

POLICY ID	DAYS	POLICY EXPIRES ON
A 1	90	05/04/2016

THE HOME DEPOT RESERVES THE RIGHT TO LIMIT / DENY RETURNS. PLEASE SEE THE RETURN POLICY SIGN IN STORES FOR DETAILS.

****

ENTER FOR A CHANCE TO WIN A $5,000 HOME DEPOT GIFT CARD!

Share Your Opinion With Us! Complete the brief survey about your store visit and enter for a chance to win at:

www.homedepot.com/opinion

COMPARTA SU OPINION EN UNA BREVE ENCUESTA PARA LA OPORTUNIDAD DE GANAR.

User ID:
H89 141090 134440

RDS REDWOOD DEBRIS BOX SERVICE

BILL TO
Farallon Company, Inc. P.O. Box 848 Novato, CA 94948

Invoice

DATE	INVOICE #
2/4/2016	148038

REFERENCE #	SERVICE DESCRIPTION	DATE	SIZE	TONS	RATE	AMOUNT
02'04R397A	Box Delivery: 1198 El Camino Real, Col	2/4/2016	30yd		505.00	505.00

2/17/16

Please include Invoice # on check

The beginning of the Ref. # is the box delivery date
EC indicates an extra charge when a box is dumped

* * * TERMS:NET 30. OPEN INVOICES OVER 30 DAYS ARE SUBJECT TO FINANCE CHARGE * * *

Total $505.00

350 Lang Road Burlingame, CA 94010 TEL (650) 872-2310 FAX (650) 697-4139

Daily Work Report

DWR# 4

Town of Colma
1188 El Camino Real, Colma, CA
Work Performed by Farallon Company

Date of Work 2/5/2016
Date of Report 2/13/2016

Description of Work: Basement Shoring

Qty	Equipment	Hours	Hrly Rate	Extended Amt
1	CAT 305 CR Mini-Excavator XE3U44		$ -	$0.00
1	Kobelco SK330 Excavator FX8C45		$ -	$0.00
1	Bobcat Mini-Excavator CM3G38		$ -	$0.00
1	Kobeleco ED 190 Excavator KM4H94		$ -	$0.00
1	CAT 953C Track Loader WP3J66		$ -	$0.00
1	CAT 951B Track Loader AV9A53		$ -	$0.00
1	Takeuchi TL126		$ -	$0.00
1	Bomag 142AD Sheepsfoot Roller PV4K73		$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
1			$ -	$0.00
			Subtotal	$0.00

Subcontractor			
			$ -
			$ -
			$ -
		Subtotal	$ -

Material			
Description	Qty	Unit Cost	Extended Amt
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
		Subtotal	$0.00

Qty	Labor	Reg Hrs	OT Hrs	Hrly Rate	Extended Amt
1	Fernando Oliveira	1.5		$150.00	$225.00
1	Jonathan Oliveira			$126.00	$0.00
1	John Paulino			$97.00	$0.00
1	Jose Resendes	1.0		$97.00	$97.00
1	Luis Cermeno			$97.00	$0.00
1	Nelson Sousa	4.25		$97.00	$412.25
1	Tereso Dominguez	4.25		$97.00	$412.25
1	Mario Amado	4.25		$97.00	$412.25
					$0.00
				Subtotal	$1,558.75
				Total	$1,558.75

Other _____

Subtotal Cost of Labor	A	$1,558.75
Subtotal of Equipment, Materials, Other & Subs	B	$0.00
15% Markup on Labor Cost	(A)	$233.81
15% Markup - Equipment, Materials, Other & Subs	(B)	$0.00
5% Markup on Subs		$ -
Total		$1,792.56

Wendy Oliveira
Farallon Company

Town of Colma

EXHIBIT A-1

CONDITIONAL WAIVER AND RELEASE UPON PROGRESS PAYMENT

TO: Dave Bishop, Town of Colma
(NAME)
1188 El Camino Real
(ADDRESS)
Colma CA 94014
(CITY) (STATE) (ZIP)

FROM: Farallon Company
(NAME)
CLAIMANT'S NAME
PO Box 848
(ADDRESS)
Novato CA 94948
(CITY) (STATE) (ZIP)

PROJECT: Mass Excavation & Site Improvements Force Account
(NAME)
1188 El Camino Real
(ADDRESS)
Colma CA 94014
(CITY) (STATE) (ZIP)

Upon receipt by the undersigned of a check from Town of Colma
(MAKER OF CHECK)
in the sum of $ $18,182.00 payable to Farallon Company and when
(AMOUNT OF CHECK) (PAYEE OR PAYEES OF CHECK)

the check has been properly endorsed and has been paid by the bank upon which it is drawn, this document shall become effective to release any mechanics' lien, stop notice, or bond right the undersigned has on the project of Mass Excavation & Site Improvements to the following extent.
(JOB SITE) FORCE ACCOUNT

This release covers a progress payment for labor, services, equipment, or material furnished to Town of Colma through 2/27/16
(YOUR CUSTOMER) only and does not cover any retentions retained before or after the release date; extras furnished before the release date for which payment has not been received; extras or items furnished after the release date. Rights based upon work performed or items furnished under a written change order which has been fully executed by the parties prior to the release date are covered by this release unless specifically reserved by the claimant in this release. This release of any mechanics' lien, stop notice, or bond right shall not otherwise affect the contract rights, including rights between parties to the contract based upon a rescision, abandonment, or breach of the contract, or the right of the undersigned to recover compensation for furnished labor, services, equipment, or material covered by this release if that furnished labor, services, equipment, or material was not compensated by the progress payment. Before any recipient of this document relies on it, said party should verify evidence of payment to the undersigned.

Dated: 2/1/16

Phone: 415 892-7760

827633
(CONTRACTOR'S LICENSE #)

Farallon Company
(NAME OF COMPANY OR NATURAL PERSON)
Wendy Olivera
(SIGNATURE OF CLAIMANT OR AGENT)
Acct to Corp
(TITLE)
PO Box 848
(STREET OR P.O. BOX)
Novato, CA 94948
(CITY, STATE, ZIP)

FARALLON COMPANY C.S.L. #578844

Can you build it?...We can build it!

****

P.O. BOX 848
NOVATO, CA 94948-848
SMALL/MICRO BUSINESS CERTIFICATION #58906
CONTRACTORS LICENSE #827633

Office# (415) 892-7760
Cell # (415) 716-4550
FAX# (415) 892-6871

==========

CHANGE ORDER REQUEST #2

3/12/16

CUSTOMER: Dave Bishop
Town of Colma
P.O. Box 1858
Colma, CA 94014
Phone #650-757-8889, Cell #650-333-0832
dave.bishop@colma.ca.gov

SUBJECT: **Mass Excavation & Site Improvements**
Colma Town Hall, 1188 El Camino Real, Colma, CA

SCOPE: **Revised Shoring & Underpinning to Existing 1941 Building Line C**

Farallon Company will supply all labor and materials necessary to complete the following:

1) Revised deep piers, steel beams, concrete & Polymer slurry system foundation drilling	$66,846.00
TOTAL LABOR AND MATERIALS	***$66,846.00***
NOTE: Additional time to contract- 5 Working Days	

I, Dave Bishop, approve of this Change Order Request #2

_____ Date_____

FARALLON COMPANY
C.S.L. #578844

Can you build it?...We can build it!

****

P.O. BOX 848
NOVATO, CA 94948-848
SMALL/MICRO BUSINESS CERTIFICATION #58906
CONTRACTORS LICENSE #827633

Office# (415) 892-7760
Cell # (415) 716-4550
FAX# (415) 892-6871

==========

Estimate

4/6/16

CUSTOMER: Dave Bishop
Town of Colma
P.O. Box 1858
Colma, CA 94014
Phone #650-757-8889, Cell #650-333-0832
dave.bishop@colma.ca.gov

SUBJECT: **Soil Stabilization**
Mass Excavation & Site Improvements
Colma Town Hall, 1188 El Camino Real, Colma, CA

SCOPE: **Revised Shoring & Underpinning to Existing 1941 Building Line C**

Farallon Company will supply all labor and materials necessary to complete the following:

A) Rentals & Materials	
1) Tractor & rototiller 3 week rental for soil-cement mixing	$4,000.00
2) Diesel fuel for rental tractor	$500.00
3) Bridging fabric at bottom of excavation- Mirafi RS380I 4.5 rolls	$9,591.31
4) Cement Type I &II for soil stabilization- 1,500 bags at $12.47 ea	$18,705.00
Rental & Material Sub-Total	$32,796.31
5) Profit & Overhead 15%	$3,935.56
A- TOTAL RENTALS AND MATERIALS	$36,731.87
B) Labor	
1) Labor for Material Mixing- regular time- 240 hrs x $97	$23,280.00
2) Operator for rental tractor for soil mixing- regular time 60 hrs x $126	$7,560.00
3) Operations engineer- regular time 10 hrs x $200	$2,000.00
B- TOTAL LABOR	***$32,840.00***
A&B TOTAL	***$69,571.87***

BASE BID SCHEDULE B

(No Walls Concept)

NO.	ITEM DESCRIPTION	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM COST
B1.	Additional Mobilization	LS	1	—	1,200 -
B2	Additional Demolition, Recycling and Off-haul of fill, AC Paving, Concrete, and other miscellaneous metals including Railing and top 2 feet of retaining Wall.	LS	1	—	22,500 -
B3	Additional Underpinning of the existing 1941 Building for Zone D as shown on Attachment 0 with Helical Anchors or an approved equal. Per linear foot of building supported.	LF	50 -5'	550.00	27,500 -
B4	Remove and Recompact Existing Fill (to 95% Relative Compaction) Below Level 1 to 5 feet outside of the footprint of the footing from Elevation 184 to existing grade. Recompact in place from Elev 182 to 184. Per Sheet C-200 Bid Schedule 2 concept. Incremental increase quantity only above and beyond Bid Schedule A quantities.	CY	400	24.50	9800 -
B5	Additional Import of fill needed to replace the exported unsuitable material to restore existing grades.	CY	60	30.00	1,800 -
B6	Additional Shoring Systems for Deep Excavations and Backfill as needed to prevent sloughing adjacent to excavation and beneath 1941 building.	LS	1	10%	65,000 -
B7	Additional Dewatering Systems for Deep Excavations and Backfill as needed to lower groundwater table to 5 foot below bottom of excavation per geotechnical report.	LS	1	—	7,500 -
B8	Additional Site Erosion Control	LS	1	—	2,000 -
TOTAL BASE BID SCHEDULE B					137,300.00

-9,250

128,050