#### PLANNING COMMISSION AGENDA REPORT

Meeting Date: August 24, 2023

From: Ken Johnson, Senior Planner

Subject 5 Beatty Ave; 2023-UP-5, 2023-UP-6, 2023-EX-2; HC and C-1 districts; Baylands Interim Use Permit, Parking Modification Use Permit and Grading Permit to allow for parking of approximately 199 San Francisco District School buses and placement of an approximately 2,880 square foot office trailer for bus operations management on a 3.3 acre, gravel surfaced site, which was formerly used for San Francisco 49ers parking; with grading of approximately 493 cubic yards of cut and 240 cubic yards of fill to level certain settlement monitoring stations and soil berms; and finding that this project is categorically exempt from environmental review under CEQA Guidelines Section 15301 and 15304(a)(e); Travis Duncan, applicant; Baylands Development Inc. (BDI), owner.

**REQUEST:** The applicant requests approval of a 5-year Interim Use Permit to allow the prospective operator, Zum, to park approximately 199 San Francisco School District buses on the 3.3-acre, gravel surfaced site. The site was formerly used for 49ers overflow parking. A 2,880 square foot office trailer would also be placed at the site as a bus operations management office, for approximately 10 people. The site is located atop the Baylands landfill, which closed to operations in the 1960's. Prior to occupying the site with the proposed use, certain landfill settlement monitoring stations and soil berm areas, located within the parking area, would be graded to be level with the surrounding parking area, resulting in grading cut of approximately 493 cubic yards and fill of 240 cubic yards. Also, since the parking for the office trailer is proposed to be accommodated on the existing gravel surface and not paved, as provided in the off-street parking standards, a parking modification use permit is requested.

**RECOMMENDATION:** Approve Interim Use Permit application 2023-UP-5, 2023-UP-6, 2023-EX-2 via adoption of Resolution 2023-UP-5, 2023-UP-6, 2023-EX-2 containing the findings and conditions of approval (See Attachment A).

**ENVIRONMENTAL DETERMINATION:** The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per Sections 15301 and 15304(a)(e) - this project falls within a class of projects which the State has determined not to have a significant effect on the environment. The exceptions to this categorical exemption referenced in Section 15300.2 of the CEQA Guidelines do not apply.

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**APPLICABLE CODE SECTIONS:** Brisbane Municipal Code (BMC) Chapter 17.41, provides procedures, required findings and conditions for the approval of interim uses in the Baylands subarea. Required findings for interim use permits are provided in BMC Section 17.41.060 and mandatory conditions of approval are provided in Section 17.41.070. BMC Sections 17.40 and 17.34.050.I provides the procedures and findings for granting a parking modification use permit. BMC Sections 15.01.110 and 17.32.220 provides for Planning Commission review of grading of more than 250 cubic yards, with findings contained in Section 15.01.110.B.

Note that the General Plan designation is split for this proposed use area between the Heavy Commercial HC and Baylands Planned Development subareas. While the zoning is in the process of being updated through an ongoing specific plan process, the current more restrictive BMC zoning provisions of the Baylands interim use permit prevail for this application. Both subareas allow for the use by conditional use permit. However, the interim use permit limits the term to 5-years and has added findings for approval, as further detailed in Attachment A.

#### **ANALYSIS AND FINDINGS:**

#### **Background**

The site is located at the northwest corner of the 5 Beatty Ave property, on the same parcel that is used by Brisbane Recycling Co, but to the north of the soil recycling operations. The subject site area has previously been graded and surfaced with gravel and has historically been used for San Francisco 49ers overflow parking, as approved by the Planning Commission beginning with Use Permit UP-15-10 (9/23/10), then in 2012 by City Council, via Use Permit UP-5-12, for the 2012/2013 season. That was for parking up to 600 vehicles on game days. The 49ers moved to Santa Clara in 2014. Also, in 2014, Use Permit UP-3-14 was approved by the Commission for a Peterson Cat earth moving equipment demonstration event, utilizing the same area for event parking.

While the site has previously been surfaced with gravel for parking, there are a few isolated areas that are either a few feet lower or higher than the surrounding grade, either having soil berms or depressed areas that were used for landfill settlement monitoring stations. These stations are no longer in use and the applicant proposes to grade these to match the surrounding parking grade level.

#### **Description of Proposed Use**

The applicant has provided a project description, which describes the work needed to occupy the site and the day-to-day operations. See Attachments C and D for the applicant's project description and plans. The project is also described as follows.

The proposal is to park approximately 199 school buses at the site to serve the schools of the San Francisco School District. A 5-year term is requested. The entrance to the site is from a paved 2-lane entrance drive from Beatty Ave, which is near the on-off ramps to U.S. 101. The

driveway is shared with Brisbane Recycling Co. which is located to the south on the same parcel.

The bus parking yard would be supported by an approximately 2,880 square foot, mobile office trailer and a portable toilet facility. Approximately 10 office workers managing the bus operations would occupy the site. A 6-foot high perimeter fence is proposed around the use area with three gates. The installation of portable solar powered light standards and security cameras is also proposed.

The applicant has indicated that they would have electrical power service to the building from a nearby power pole located just south of the use area, on the site. Since the site is located atop a former landfill, excavation for water and sewer utilities would be a costly and time-consuming endeavor. Given the temporary nature of the use, it is proposed that the site would not be served by an off-site water supply or sewer. Instead, a portable toilet would be maintained on site. A water tank may also be located on site for fire suppression, as may be required by the North County Fire Authority through the building permit process. A condition is also included to require the operator to provide bottled drinking water.

The applicant has proposed minimal alterations to the site, in keeping with the requested time frames for this use and respecting the existing conditions of the site. Currently, stormwater infiltrates into the soil or runs off to a nearby stormwater collection swale and additional onsite stormwater collection and treatment facilities are not proposed.

As indicated above, the applicant's project description indicates that the modular office would be staffed by approximately 10 people and approximately 199 drivers would come and go from the site. Typical hours of operation would be Monday through Friday from 5 am to 7 pm, although most of the bus activity would be between 7 am and 4 pm. Roughly 30 percent of the bus routes return to the parking facility during the day, while the remainder stays close to their pick-up and drop off locations during the day. Occasionally, there would be other trips outside these hours for extracurricular activities. These may include some weekend trips in support of special school events. The applicant has provided a route map, which shows that the bus trips would be directly on Beatty Ave to and from U.S. 101, with some bus trips to or from Tunnel Ave under unusual circumstances, such as road closures or local serving buses as may be approved by the Planning Director. The highest concentration of hourly vehicle trips would occur between 6 and 7 am on weekdays, estimated at approximately 100, trips, including arriving personal cars. The applicant's project description showed significantly fewer personal car trips are estimated versus bus trips each day, which is attributed to the use of public transportation and carpooling.

The buses would range in size from minimans to standard school buses. Most of these will be shuttle bus size or smaller, less than 23 feet in length, which better serve the urban nature of San Francisco.

Since the proposal is to conduct the use on the existing gravel surfaced lot, dust control measures would be implemented on an ongoing basis, per a City approved dust control plan.

#### **Findings**

The proposal, including the conditions of approval, complies with all of the findings for approval. The listing and analysis of findings is provided in Attachment B.

In summary, the proposed use is consistent with the surrounding industrial uses. Its location provides for ready access to U.S. 101 for the buses and associated personal vehicles that would come and go from the site. A building permit will be required to establish the use. Lighting would provided via portable light standards and would be required to be directed downward onto the site and a dust control plan will be required by the City Engineer for both the initial establishment of the use and on an ongoing basis.

Finally, this application was provided to the Building Dept, North County Fire Authority, Dept of Public Works, Police Dept, County Health Dept, and the Regional Water Quality Control Board, San Francisco PUC, and Bayshore Sanitary District for review and comment. Recommended conditions of approval have been provided by some of these departments and are included in the draft resolution. Given the conditions of approval, none of the departments or agencies raised objections to the proposed use

#### **ATTACHMENTS**

- A. Draft Resolution 2023-UP-5, 2023-UP-6, 2023-EX-2
- B. Site Location Map/Vehicle Routing
- C. Applicant's Project Description
- D. Applicant's Plans

Ken Johnson, Senior Planner

John Swiecki, Community Development Director

#### **ATTACHMENT A**

#### Draft

#### RESOLUTION 2023-UP-5, 2023-UP-6, 2023-EX-2

A RESOLUTION OF THE PLANNING COMMISSION OF BRISBANE
CONDITIONALLY APPROVING INTERIM USE PERMIT, PARKING MODIFICATION AND GRADING
PERMIT 2023-UP-5, 2023-UP-6, 2023-EX-2
AT 5 BEATTY AVE

WHEREAS, following a public hearing on August 24, 2023, the Planning Commission granted Interim Use Permit 2023-UP-5, Parking Modification Use Permit 2023-UP-6, Grading Permit 2023-EX-2 to utilize a vacant, approximately 3.3 acre portion of the Baylands, located at the north end of 5 Beatty Ave, which approvals took effect on August 31, 2023 following closure of a 6-calendar day appeal period during which no appeals were filed; and

WHEREAS, the above-referenced permits have a pending expiration date of March 6, 2023, five years following the effective date of UP-8-16; and

WHEREAS, Travis Duncan, the applicant, applied to the City of Brisbane for Interim Use Permit 2023-UP-5, Parking Modification Use Permit 2023-UP-6, Grading Permit 2023-EX-2, with 2023-UP-5 being for a 5-year term, as provided in BMC Section 17.41.080.D; and

WHEREAS, on August 24, 2023, the Planning Commission conducted a public hearing on the applications, publicly noticed in compliance with Brisbane Municipal Code Chapters 1.12 and 17.54, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, the Planning Commission reviewed and considered the staff memorandum relating to said applications, the applicant's plans and supporting materials, and the written and oral evidence presented to the Planning Commission in support of and in opposition to the application; and

WHEREAS, the Planning Commission finds that the proposed project is categorically exempt from the provisions of the California Environmental Quality Act; pursuant to Section 15304(e) of the State CEQA Guidelines; and

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

NOW THEREFORE, based upon the findings set forth hereinabove, the Planning Commission of the City of Brisbane, at its meeting of August 24, 2023, did resolve as follows:

Interim Use Permit 2023-UP-5, Parking Modification Use Permit 2023-UP-6, Grading Permit 2023-EX-2, is approved for a period of 5 years, per the findings and conditions of approval contained in Exhibit A to this resolution.

ADOPTED this twenty-fourth day of August, 2023, by the following vote:

AYES:		
NOES:		
ABSENT:		
	ROEL FUNKE	
	Chairperson	
ATTEST:		
IOHN A SWIFCKI, Community Develop	ment Director	

#### Draft EXHIBIT A

**Action Taken:** Conditionally approve 2023-UP-5, 2023-UP-6, 2023-EX-2 per the staff memorandum with attachments, via adoption of Resolution 2023-UP-5, 2023-UP-6, 2023-EX-2

#### **Findings:**

#### **Standard Use Permit Findings**

- 1. In considering an application, the planning commission has considered and given due regard to the nature and condition of all adjacent uses and structures, and to general plan. A specific plan has not yet been adopted for the area in question.
- 2. The planning commission has determined that the establishment, maintenance or operation of the use applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, nor will it be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city.

#### **Interim use permit Findings**

- 3. The proposed interim use and the conditions under which it would be operated will not be detrimental to the public health, safety or welfare, or injurious to properties or improvements in the vicinity.
- 4. The proposed interim is CEQA categorically exempt, as detailed in the agenda report and resolution, and the use will not create any significant unmitigated adverse environmental impacts.
- 5. The proposed interim use will not obstruct, interfere with, or delay the intended redevelopment of the property in accordance with the uses anticipated in the general plan or any adopted specific plan applicable to the site.
- 6. The public utilities and other infrastructure improvements required in order for the interim use to be conducted in a safe, sanitary, and lawful manner are either available at the site or shall be installed by the applicant, prior to occupancy, in a manner approved by the city engineer. This includes power for a nearby pole and sanitation facilities will be provided by portable toilet and water tank facilities.
- 7. The use will provide the benefit provision of needed services of school bus transportation to children.

8. In accordance with Policy No. 328.2 of the general plan, a program will be established by the operator of the interim use to encourage employment of Brisbane residents, to the extent it is reasonably possible to do so, in the construction and operation of the interim use. Implementation of such program shall be made a condition of the interim use permit.

#### **Parking Modification Findings**

- 9. Strict enforcement of the specified regulation, of paved and striped parking for the administrative office, is not required by either present or anticipated future traffic volume or traffic circulation on the site; and
- 10. The granting of the use permit will not create or intensify a shortage of on-street parking spaces, given. Per the condition of approval street parking is not permitted.
- 11. Full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints, given its location atop a landfill.

#### **Grading Review Findings**

- 12. The proposed grading will reflect or fit comfortably with the site context and natural topography. In this case, the existing flat topography of the site.
- 13. The proposed grading will not include retaining walls.
- 14. The proposed grading will not result in removal of trees.

#### **CONDITIONS OF APPROVAL:**

#### **Prior to Occupancy**

- A. The operator shall obtain a business license through the City's Finance Dept.
- B. A building permit, for placement of the modular structures and fencing, shall be obtained from the City and the improvements shall comply with all requirements imposed by the City and applicable outside agencies, including the County Environmental Health Division. Specific conditions of approval are detailed below, but additional conditions may be applied by the individual departments or agencies through the building permit process:
  - a. North County Fire Authority:

- i. Provide on-site water supply acceptable to NCFA for firefighting operations.
- ii. Provide site access per CFC Appendix D & NCFA apparatus requirements.
- iii. Key Box is required for gated access. Apply for approved hardware at NCFA Administration.
- iv. Portable fire extinguishers(s) are required for building. Mount fire extinguishers 3-5 feet above floor.

#### b. Building Dept:

- i. Accessible parking and path of travel shall be provided for the office trailer and restroom.
- c. Public Works/City Engineer
  - i. See dust control plan requirement and grading permit requirement below
- d. Bayshore Sanitary District
- e. San Mateo County Environmental Health
  - All structures on the footprint of the Brisbane landfill will require methane detection systems (e.g., temp restroom(s) and trailer for the yard)
  - ii. Any structure that sits flush to the surface of the asphalt will require a geomembrane or like, to prevent methane intrusion (i.e., If the trailer is lifted via wheels to allow air passage, no membrane is needed).
  - iii. An action plan is required for activities that may result in exhuming waste for activities to complete the project (e.g., gate posts, grading activities, etc.)

#### f. Planning:

- i. The project shall comply with the Water Board's C.3 requirements. If new impervious surfaces exceed 5,000 sq ft, the project shall be considered a regulated project.
- ii. Submit the documentation of the Bayshore Sanitary District (BSD) approval of the exemption allowing for a portable toilet along with the building permit plans.
- C. A grading permit application shall be provided to the City Engineer for approval prior to grading.
- D. A dust control and monitoring plan shall be provided to the City Engineer for approval prior to grading. The dust control plan shall address both construction and ongoing operations.
- E. In case the operator desires to occupy the site with buses prior to placement of the office building, a plan for this phased work shall be submitted to the Planning Director for approval prior to such occupancy. All other applicable conditions shall still apply.

F. Although not anticipated with this scope of work, excavation into waste will require immediate notification to the Water Board and San Mateo County Health Division and will require repair of the landfill cap in compliance with Title 27.

#### **Operational Conditions**

- G. The operator's business license shall be maintained in good standing on an ongoing basis.
- H. The Interim Use Permit is approved for school bus parking for approximately 199 buses and a temporary office and portable restroom as detailed in the agenda report. Increase of more than 10 percent in the total buses shall require notice to the Planning Director and may be referred to the Planning Commission for modification of the interim use permit.
- I. Typical hours of operation are to be Monday through Friday from 5 am to 7 pm.
- J. Typical bus routing is to be directly to and from Beatty and U.S. 101, except under unusual circumstances, such as road closures or local serving buses as may be approved by the Planning Director.
- K. Fire access gates and drive aisles shall be maintained, to the satisfaction of the NCFA and Planning Director.
- L. The operator shall provide bottled drinking water in the office for employees.
- M. On-site maintenance of vehicles and storage of non-operable vehicles is prohibited.
- N. All parking shall be provided on site. No street parking is permitted for this use.
- O. The site shall not be open to the public. Access shall be restricted to the operator's employees, contractors and representatives and security maintained by the operator.
- P. Gravel shall be maintained to prevent water from ponding on the site and to provide for dust control, to the satisfaction of the City Engineer and San Mateo County Environmental Health Department.
- Q. The project shall comply with all applicable stormwater NPDES requirements, including compliance with the site's Stormwater Pollution Prevention Plan.
- R. Aside from the initial grading for removal of settlement stations and berms identified in the plans and maintenance of the existing gravel surface, this project does not include sitework, such as paving with an impervious surface or other sitework. Any such

- proposal would be subject to further review and approval by the City departments and outside agencies.
- The perimeter fencing shall comply with the provisions of BMC Section 17.32.050, including use of green or black, vinyl coated chain link fencing. Barbed wire and razor wire are not permitted.
- T. Security lighting shall be shielded and directed downward to avoid offsite light spillage and glare. The Planning Director at his/her discretion may require lighting to be adjusted if deemed to be a hazard or nuisance.
- U. The portable toilet facility shall be properly maintained for use by employees.
- V. Trash shall be collected interior to the building and shall be legally and regularly disposed of, so as not to become a nuisance or hazard. Any exterior trash collection area shall be subject to approval by the City through a building permit.
- W. The site shall be maintained free of weeds, trash and debris.
- X. The operator will submit job openings to the Brisbane Public Library for posting on the library bullen board. In addition, job openings will be sent to the Brisbane Chamber of Commerce for posting to the Chamber's website.

#### **Hold Harmless Requirements**

Y. The permittee agrees to indemnify, defend and hold the City and its officers, officials, boards, commissions, employees and volunteers harmless from and against any claim, action or proceeding brought by any third party to attack, set aside, modify, or annul the approval, permit or other entitlement given to the applicant, or any of the proceedings, acts or determinations taken, done or made prior to the granting of such approval, permit or entitlement.

#### Mandatory Conditions for Interim Use Permits, per BMC Section 17.41.070

Z. The permit shall require both the owner and the operator to furnish the city with an agreement (or a copy of a lease containing such agreement) that: (i) the operator's right to possession of the premises for the purpose of conducting the interim use is dependent upon the interim use permit having been granted and maintained in full force and effect; and (ii) the operator's right to possession of the premises for the purpose of conducting the interim use will terminate upon any expiration or revocation of the interim use permit; and (iii) it shall be the responsibility of the owner to terminate the operator's possession of the premises upon any expiration or revocation of the

- interim use permit if the operator continues to utilize the premises for the conduct of such interim use.
- AA. Each permittee shall be jointly and severally liable for all costs and expenses, including attorneys' fees, the city may incur to enforce the conditions of the interim use permit upon any breach thereof by the permittee, or to abate and remove the interim use upon any failure by the permittee to discontinue such use, or to evict the operator of such use, upon the expiration or revocation of the interim use permit.

#### Interim Use Permit Cessation, Revocation Procedures and Term Limit

- BB. In the event that the continuation of the use approved with this interim use permit would obstruct, interfere with, or delay the intended redevelopment of the property in accordance with the uses anticipated in the general plan or any adopted specific plan applicable to the site, the operator shall vacate the site and remove improvements as required by the City or property owner, within 90 days written notice by the City or property owner.
- CC. Minor modifications may be approved by the Community Development Director in conformance will all requirements of the Municipal Code.
- DD.Material violation of any of the Conditions, including material deviations from the approved project description, may be cause for revocation of this permit and termination of all rights granted there under.
- EE. This Interim Use Permit is subject to the revocation procedures established in Brisbane Municipal Code Chapter 17.41.100 Revocation of Interim Use Permit.
- FF. This Interim Use Permit is for a 5-year term from the effective date of the permit. The expiration date is August 31st, 2028.

#### **ATTACHMENT B**

#### **Analysis of Findings for Approval**

The proposal, including the conditions of approval, complies with all of the findings for approval. The findings for approval are outlined below in italics and underlined followed by staff's analysis on each finding. Note that specific findings are provided for each permit type 1) interim use permit 2) parking modification use permit and 3) grading permit. Additionally, the standard use permit conditions of approval are also referenced in the provisions for approval of the parking modification, but are reviewed holistically for the use.

#### **Standard Use Permit Findings (per BMC Section 17.40.060)**

The following two findings are standard for uses in most of Brisbane's zoning districts, except on the Baylands where interim use permits apply. However, they are also referenced for approval of a parking modification use permit, in addition to the parking modification findings, and so they are included with this suite of applications.

A. In considering an application, the planning commission shall consider and give due regard to the nature and condition of all adjacent uses and structures, and to general and specific plans for the area in question.

The area of the proposed use is at the northern boundary of the Baylands subarea, bordering Beatty Ave. This area is industrial in nature. Recology's waste recovery and processing facilities are located on the north side of Beatty Ave from this site and their parking facility is located immediately to the west. Also sharing the western border with 5 Beatty Ave is Avis' rental car parking lot. South of the proposed use area, but sharing the same parcel is the Brisbane Recycling Co. soil recycling operation.

The proposed use is consistent with these other uses and is not expected to have an impact on them.

The traffic volumes are seen as low, with a peak of up to 100 trips anticipated between 6 am and 7 am, and traffic was not raised as a concern by the City Engineer. Traffic to and from the site will have direct access to and from U.S. 101 from Beatty Ave. Due to the proposed use of a gravel yard surface, a City Engineer approved dust control plan will be required.

The use is consistent with the General Plan. The site is within both the Beatty Heavy Commercial (HC) and Baylands Planned Development Non-residential (PD-NR) subareas. Both subareas designate a commercial/industrial class of uses and fit the nature of the use. At the time of this application, there is no adopted specific plan for this area, although a draft Baylands specific plan is in the review process. Once adopted and the specific plan becomes effective, a condition of approval is included, that could require vacating the use to allow development to proceed. The timing of the specific plan and future development is not known at this time. In the interim, the Baylands Interim Use Permit is the operative tool for processing

this application, having the most restrictive use permit findings. The HC district does not place a 5-year limit on use permits.

Note also that, the improvements proposed for this operation are all temporary in nature and while a building permit will be required, there would be no permanent structures or facilities.

B. The planning commission shall determine whether or not the establishment, maintenance or operation of the use applied for will, under the circumstances of the particular case, be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, or whether it will be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city. If the planning commission finds that the aforementioned conditions will not result from the particular use applied for, it may grant the use permit.

The location of the use is generally hidden from view, being far from the nearest residence and neighborhood serving businesses, and therefore should have no impact on residential neighborhoods. As noted above, it is consistent with the neighboring industrial uses. For parking conformance, no parking for this use will be needed or allowed along Beatty Ave, but all parking will be maintained onsite. Also, lighting will be using portable, adjustable light standards and will be required to be adjusted downward and at heights that will not have a significant impact on neighboring properties or the public right-of-way.

#### Findings for issuance of interim use permit (per BMC Section 17.41.060)

A. <u>That the proposed interim use and the conditions under which it would be operated will not be detrimental to the public health, safety or welfare, or injurious to properties or improvements in the vicinity;</u>

The proposal complies with this finding. The site is in an industrial use, in an area that is industrial in character, and this outdoor vehicle storage use is consistent with that character.

The only use of the site would be storage and movement of vehicles and the management office. The intensity and operational characteristics of the proposed yard are consistent with the surrounding area and will not adversely impact nearby businesses or the public health, safety or welfare. The management office will be required to conform the applicable California Building Code (CBC) sections, as will be required through the processing of a building permit, to ensure safety of the workers.

B. <u>The proposed interim use will not create any significant unmitigated adverse environmental impacts, as determined by an environmental analysis pursuant to the California Environmental Quality Act;</u>

The proposal complies with this finding. The site overlies the former landfill and was previously used for parking of vehicles and is categorically exempt from CEQA, as noted in the Environmental Determination section above.

C. <u>The proposed interim use will not obstruct, interfere with, or delay the intended</u> redevelopment of the property in accordance with the uses anticipated in the general plan or any adopted specific plan applicable to the site;

As noted above, the project would not include any permanent buildings and the proposed perimeter fence may be readily removed upon termination of the use.

The site lies in proximity to the proposed extension of Geneva Avenue associated with the Baylands Specific Plan. Given that, portions of the site could be impacted by the future roadway alignment and/or associated grading. To ensure that the project would not interfere with the roadway extension, in the event that it proceeds during the term of the interim use permit and the use would be an obstruction, a condition of approval is included that the applicant is to cease operations upon 90-day notice from the City or property owner. Based on these considerations, the proposal complies with this finding.

D. All public utilities and other infrastructure improvements required in order for the interim use to be conducted in a safe, sanitary, and lawful manner are either available at the site or shall be installed by the applicant, prior to occupancy, in a manner approved by the city engineer;

This proposal complies with this finding. Electrical power may be supplied from a nearby power pole located on the site. Sanitary services will be provided with a portable toilet on a trailer, which will be regularly maintained and so plumbed water or sewer will not be required. In essence, the nature of the building is temporary. The Fire Dept has indicated that a fire suppression water supply may be provided from an onsite tank.

- E. The use will provide either or both of the following benefits:
  - 1. A benefit to the property, including, but not limited to, the elimination of blight or unsightly or hazardous conditions, or the installation of improvements that will facilitate redevelopment of the property, or
  - 2. <u>A benefit to the public, such as the creation of jobs or revenues or the provision of needed goods or services.</u>

The bus parking proposed for the site provides a public benefit by allowing for needed transportation for school-age children in San Francisco at a location immediate to the U.S. 101 on and off-ramps, at the San Francisco border.

F. <u>In accordance with Policy No. 328.2 of the general plan, a program will be established by the operator of the interim use to encourage employment of Brisbane residents, to the extent it</u>

<u>is reasonably possible to do so, in the construction and operation of the interim use.</u>

Implementation of such program shall be made a condition of the interim use permit.

The applicant reports that they will submit job openings to the Brisbane Public Library for posting on the library bullen board. In addition, job openings will be sent to the Brisbane Chamber of Commerce for posting to the Chamber's website. Additionally, the applicant has indicated that the jobs are union and have full benefits.

#### Parking Modification Findings (per BMC Section 17.40.060)

In addition to the findings required for the granting of a use permit, as set forth in Section 17.40.060, for a modification to a parking regulation the planning commission shall also find that:

1. <u>Strict enforcement of the specified regulation is not required by either present or anticipated</u> future traffic volume or traffic circulation on the site; and

The BMC provides that administrative office buildings provide paved parking at a ratio of 1 space per 300 square feet of office area (10 spaces for the proposed building), this would include any accessible spaces that are required by the CBC. The BMC does not provide separate standards for buildings that are temporary in nature. Also, the Building Official has indicated that the required accessible space may be provided with pervious surface alternatives, which would be implemented through the building permit process.

The BMC does allow for the Planning Commission grant exceptions to any of the parking standards through a parking modification use permit. In this case it would be to allow for an unpaved parking lot.

Given the large area of parking for both school buses and office workers relative the number of spaces, there would be more than adequate space on site and paving for those spaces is not necessary. Nor would the existing gravel surface versus a paved surface have any impact on the traffic volume or circulation on the site.

2. The granting of the use permit will not create or intensify a shortage of on-street parking spaces, given, for example, the availability of existing or improved on/off-street parking which may not fully meet the requirements of this chapter.

Given the size of the site, all parking can be accommodated on site. A condition of approval is included to specify no on-street parking will be allowed on Beatty Ave for this use.

3. <u>Full compliance with the parking requirements is not reasonably feasible due to existing</u> structural or site constraints.

Full compliance with the parking requirements for paving is not reasonably feasible given the site's location atop a former landfill site. Paving would result in alteration of the surface and

trigger additional requirements for stormwater capture and treatment under the Water Board's Municipal Regional Permit C.3 (new development) provisions and significantly impact the project and likely make it infeasible, due to improvement costs and delay. It would likely also necessitate more grading than the minimal grading proposed to capture and treat stormwater on site.

#### **Grading Review (per BMC Section 15.01.110)**

Where planning commission review of an application for a grading permit is required by subsection A of Section 15.01.110, the review shall be based upon a consideration of the following potential impacts of the proposed grading. The City Engineer will take into account the Planning Commission's findings in his/her review of the grading permit, which is to be submitted to the City Engineer following this review.

1. Will the proposed grading be designed to reflect or fit comfortably with the site context and natural topography?

The proposed grading would serve to level former settlement station level depressions and berms to match the surrounding area. While there is no "natural topography", since the entire area is Bay fill, it would reflect and fit with the existing site context.

2. Will the proposed grading be designed to ensure that retaining walls visible to the public are designed to be as visually unobtrusive as possible by means including, but not limited to:
(i) Ensuring walls are architecturally integrated with proposed or existing structures on the site;
(ii) Ensuring wall faces are decorative and treated with color, texture, architectural features, trelliswork or other means to visually break up the wall expanses;
(iii) Screening with water conserving, non-invasive landscaping that at maturity will soften and reduce the visible expanse of walls?

There are no retaining walls proposed. Rather the grading would level out the graded areas with the surrounding grade. Additionally, except for distant hillside views, the site is largely screened from public view by an area of shrubs along the south edge of Beatty Ave. These shrubs will remain.

3. Will the proposed grading be designed to minimize removal of:

(i) Existing street trees (see Section 12.12.020); (ii) Any California Bay Laurel, Coast live Oak or California Buckeye trees; (iii) Three (3) or more trees of any species on the same site having a circumference of at least thirty (30) inches measured twenty-four (24) inches above grade?

No street trees will be removed and no trees of the size or species identified are located within the proposed use area.

4. Where removal of existing trees is necessary, will the landscape plans for the project include the planting of appropriate replacement trees?						
Not applicable.						

## ATTACHMENT C APPLICANT'S DESCRIPTION

#### **Description of the Proposed Use:**

This project proposes to park school buses on a portion of the land currently vacant and unimproved at 5 Beatty, the NE corner of the Baylands property. See the site plan for the leasable premises. The site is currently a gravel lot and the shared access road (also serves "Brisbane Recycling Company") is paved. A perimeter 6' fence will be installed for security and include screen for privacy and dust control purposes. The fence will have two main ingress/egress points and will have security cameras at the entry points. North County Fire has requested a gate to the southern end of the leasable area, which is included but will be generally locked with fire department access available in an emergency. The site also includes a fire access drive aisle at the request of the Assistant Fire Marshall.

In the north east corner of the site, a temporary office trailer and restroom trailer will be installed. These temporary facilities (trailer and restroom) will not be connected to permanent utilities. As this site is above the landfill, permanent utilities are not possible to be brought to the site under this interim use. The restroom will be served by a water tank and septic system which will be hauled offsite. Bayshore Sanitary District has approved of this condition in their July meeting. Furthermore, as this project cannot limit the development timeline of the Baylands project and is thus temporary in nature, limited to 5 years initial term per the interim use permit. Power will be provided by an existing power pole just south of the project, run overhead and connected to the trailer and lights across the parking field. Light towers will be utilized to illuminate the site for bus maneuvering. These lights will be pointed downward and shielded from public view and only active during hours of operation.

The existing surface on site is compacted gravel which will remain, there will be some minor earth moving (see grading plan) to remove a couple of mounds, and fill in a couple of small depressions. A Grading Permit Application is also being processed concurrently for the site. There is an existing SWPPP covering the Baylands property (the document is included in the resubmittal "background information" folder). Per the SWPPP prepared by Burns and McDonnell in 2018 and the Existing Conditions Plan on C1.0, the site currently slopes towards an existing catch basin located on the northeast end of the site. This existing catch basin collects the site runoff and conveys the stormwater to the storm drain main in Beatty Avenue which drains to the SFPUC's Sunnydale storm drain facility which detains and pumps flows for treatment. The site's drainage pattern will remain the same, we propose no changes to the existing drainage condition. Furthermore, the project proposes to disturb less than 5,000sf of area as part of this project and is thus exempt from C3 requirements.



See Plans included in submittal for details existing conditions, topography and proposed condition.

#### **Supporting Statements - CONDITIONAL USES PER DISTRICT REGULATIONS**

1. How has the project been designed and operated in order to be compatible with the nature and condition of all adjacent uses and structures, and with general and specific plans for the area in question?

RESPONSE: The site is currently a gravel lot, unoccupied and unused. Previously the site has been used for overflow parking at Candlestick park, which was the last permitted use on the site – though not for nearly 10 years. To the south is Brisbane Recycling Company, an industrial use, and to the west is Avis where they park vehicles. To the north is Recology. The proposed use of a school bus parking yard is complementary to the surrounding uses; it is permitted by zoning; and it has been previously used for a very similar use. Further, its proximity to the 101 allows for quick and easy access north to SF where all of the buses will be headed. See Bus routing and timing below. A new perimeter fence will be installed which will improve the aesthetics of the private paved interior drive aisle that Brisbane Recycling Company uses. Finally, buses operate at regular hours with defined schedules and are highly compatible with the other uses surrounding. In summary, the project is designed and operates to be compatible with the nature and condition of all of the adjacent uses and with the general and specific plans for the area.

2. How will the propose use be designed and operated in order to not be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood?

**RESPONSE:** The site location in the north east corner of Brisbane, with direct connectivity via Beatty to HWY 101 makes the impact on the community extremely limited. Please see the attached Bus Routing Map to see the ingress and egress from the site north to San Francisco. None of these Zum buses serve any jurisdiction but San Francisco, so all the buses will be travelling northbound when leaving the site, or exiting at Beatty and entering the site upon returning. It is possible that a tiny minority of buses utilize Tunnel Ave, to implement a route serving a non-standard pickup or drop off (e.g. a field trip, sporting event, etc.) This project is making little change to the existing condition, except to add a perimeter fence and some temporary trailers. As such, the proposed project will not be detrimental to the health, safety, comfort, and general welfare of the persons residing or working in the neighborhood.

3. How will the proposed use be designed and operated in order to not be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city?

**RESPONSE:** Zum is a professional organization serving the needs of the community's children. As they are working with children, their drivers are highly trained, unionized and competent. Zum's business is quickly and effectively picking up and dropping off children and, specifically they utilize the "right" bus for the job. For example, a route with only a handful of students may utilize a car or van, instead of a normal bus, this leads to quicker pick up and drop off, more efficient rides for students, and reduced emissions vs traditional bus companies. Furthermore, as outlined in the responses above the proposed project makes not significant changes to the current site. Please visit RideZum.com for additional information on Zum and their programs. In

summary, Zum's operations will not be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the city.

Days and Hours of Operation: The typical hours of operations are Monday through Friday, 5am to 7pm. Though most bus activity will be at the start and end of school times (approx. 7am and 4pm). During the early hours of the day, office and dispatch staff arrive around 5am, with drivers arriving around 5:45am inspect buses and mobilize onto their routes. During most of the day, the majority of buses are in the field and there is likely to be little activity on the site. Roughly 30% of bus routes have buses return to the parking facility during the day, the reminder stay closer to their pick up and drop off location during the day. At the end of the day, buses return between 4-6pm and prepare for the following day. Occasionally, there will be trips later on weekdays and on weekends for extracurricular events, sporting events, etc. Times will vary based on the needs of the students and teacher. See the approximate typical bus schedule in Exhibit 1.

Number of Employees on Site: Approx. 10 on site staff and approx. 199 bus drivers.

**Company vehicles and equipment on site:** Approx. 199 buses will be stored on site. Buses vary in size, see plan Sheet C2.0 for an outline of the sizes of the spaces proposed.

List the types and quantities of hazardous, toxic, flammable or explosive materials or wastes are involved with the use: None

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

**List any materials and equipment which will be stored outside and explain how these will be screened from public view:** The School Buses will be stored outside which will be behind the perimeter fence with screen.

Will the use generate air emissions, odors, smoke or dust? If so, how will these be controlled? The parking of school buses will not be contributing any significant odors, or smoke. Dust will be limited as the site is currently a gravel lot and the shared access road with "Brisbane Recycling Company" is paved. The perimeter of the site will have a fence with dust screen, and the Baylands has a stand-by water truck to be used as needed. A Construction Dust Control Plan (DCP) will be provided to the City prior to starting work on site, and at minimum this Construction DCP shall include watering the site during grading. A, Operations DCP will be provided to the City prior to starting operations, and at minimum will include watering the site once per week.

Will the use generate noise or vibration? If so, how will these be controlled? The proposed project will not generate any significant noise or vibration

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

Will the use generate waste materials? If so, how will these be disposed? Any trash produced by the temporary office will be picked up by at minimum weekly janitorial service and hauled offsite.

How will waste materials from the use be prevented from polluting storm water runoff? Any trash produced by the temporary office will be picked up by at minimum weekly janitorial service and hauled offsite. The janitorial service will also include a sweep of the lot picking up any debris at minimum once per week.

What utilities and other infrastructure are required for your use? Are these existing on the site? If not, how will they be provided? The proposed project only requires power which is currently available on site. The temporary restroom will be served by water tank and septic storage which will be hauled off the site (no drainfield will be utilized). Due to the site's location above the landfill, getting permanent utilities at this site would be nearly impossible – thus NO PERMANENT water or sewer utility connections are proposed. This has been reviewed and approved by the Bayshore Sanitary District in their July Board Meeting. The existing drainage condition for the site will be maintained per the approved SWPPP.

The Brisbane Municipal Code requires that your use benefit the property. List the benefits below:

- (a) eliminating blight or unsightly or hazardous conditions,
- (b) by installing improvements that will facilitate redevelopment of the property,
- (c) other:

The proposed project improves the site from its current vacant and unused state into a job rich use that enables children to get to school. By bringing in a reputable user, they will ensure that the property is kept in good repair, attractive and well-utilized. This use enhances the current condition and provides a much-needed public service to the community.

The Brisbane Municipal Code requires that your use benefit the public. List the public benefits below:

- (a) creating jobs,
- (b) generating revenues,
- (c) providing needs goods or services,
- (d) other:

The proposed project will create jobs in Brisbane as the drivers and employees of Zum will be closer to Brisbane and likely to increase their retail spending in town – this knock-on spending effect will serve to bolster the local economy. Furthermore, these jobs are good-paying and unionized without requiring higher education. There will be additional tax revenue to the City of Brisbane through the business licensing, and of course, Zum is providing a critical service to the region by enabling children to get to school. The proposed project meets the goals and objectives of (a), (b) and (c).

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

The focus of Zum's hiring efforts take place in the summer prior to the start of the school year – they have a strong emphasis on local hiring as it improves employee satisfaction and increases employee retention when they live nearby. Zum will submit job openings to the Brisbane Public Library for posting on the library bulletin board. In addition, job openings will be sent to the Brisbane Chamber of Commerce for posting to the Chamber's website. The jobs are union (via SMART), well paid (\$40/hr), and have full benefits. Zum also runs a comprehensive training program for new drivers.

#### Will your use include any of the following?

The manufacture, processing, handling, treatment, transportation, recycling, or storage of hazardous, toxic, flammable or explosive materials or wastes in quantities for which a permit is required from any governmental agency.

No, the proposed project is not subject to any such permits

The dumping, processing, sorting, recycling, recovery or storage of garbage, debris, scrap materials, or similar items (excluding the recycling of concrete or brick and the storage and processing of soils, rock, and other similar materials).

No, the proposed project will not include any of those items.

Uses that create unsightly visual impacts or the appearance of blight as seen from any other location with the city, such as automotive dismantling and wrecking yards, junk yards, outside storage of used equipment, trailers, or vehicles not being offered for sale, and outside storage of glass, metal, paper, cardboard, or other material collected for recycling or disposal (except as otherwise permitted).

No, the proposed project will not include any of those items.

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

No, the proposed project will not include any of those items.

#### What is the length of time for which you are applying for an Interim Use Permit?

We propose an initial term of 5 years, subject to renewal options under the interim use and conditions use application guidelines.

#### Exhibit 1 – Facility Operations, Bus Timing & Routing Diagram

As all of the buses on site will be serving San Francisco, there will be no bus traffic heading south.

Inbound Route: South on 101, Exit Tunnel Ave, Turn into site
Outbound Route: Exit project site onto Alana Way, turn right onto Harney Way, North on 101

It is possible that a bus might utilize Tunnel Ave if a non-standard route (sporting event, field trip, etc) took them down that direction, but would be highly unusual.



Approximately 25% of employees commuting to site will use public transportation, while another 30% will carpool to the site. The remaining employees use their personal vehicles and park in the bus spaces. When buses start up in the morning, they idle for approximately 10-15 minutes. Upon arrival, they idle for only 1-2 minutes.

## Approximate Schedule of Bus Departures and Arrivals on a Typical Day:

Hour	Buses Departing	Buses Arriving	Cars Departing	Cars Arriving	Note
6:00 -	Doparting	Zunving	ouro Boparting	10	Buses departing /
7:00	90	-			Morning staff arrive
7:00 -					Buses departing
8:00	90	-			
8:00 -					Buses departing
9:00	19	-			
9:00 10:00	-	-			
10:00 – 11:00		70			Approx 35% of buses return midday, remainder stay in the field
11:00 -	-	70			lieid
12:00	-	-			
12:00 –					
1:00	-	-			
13:00 – 14:00	35	-			Buses that returned depart
14:00 -			10	10	Morning Staff Depart /
15:00	35	-			Afternoon Staff Arrive
15:00 –					
16:00	-	-			ļ
16:00 –					Buses arriving
17:00	-	65			
17:00 -					Buses arriving
18:00	-	69	40		<del></del>
18:00 — 19:00	-	65	10		Buses arriving / Afternoon staff departing

Note: Number of buses exceeds count as approximately 70 make two trips. A few buses may depart prior to 6am, and arrive after 6am based on field trips or athletic needs.

#### **Exhibit 2 - Photos of the Site:**

#### Photo Description List:

Project: 5 Beatty Avenue, Brisbane, CA

Photographer: Sam Khoja, Baylands

Date: 5/30/2023

#### PHOTO LEGEND:



Image #1407: Photo taken facing to the north, from the southern section of the property.



Image #1414 – Photo taken facing to the north, from the east side of the property



Image #1421: Photo taken facing to the east, from the northern section of the property.

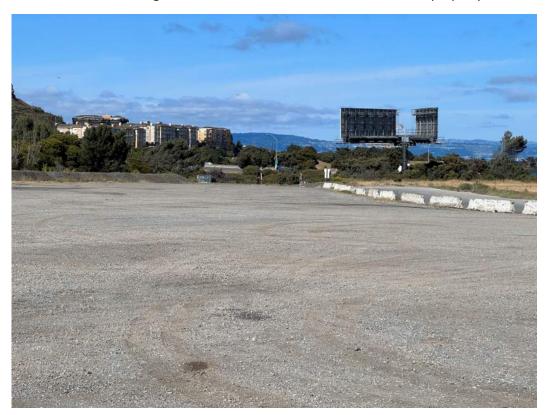


Image #1455: Photo taken facing east, from the center of the property.

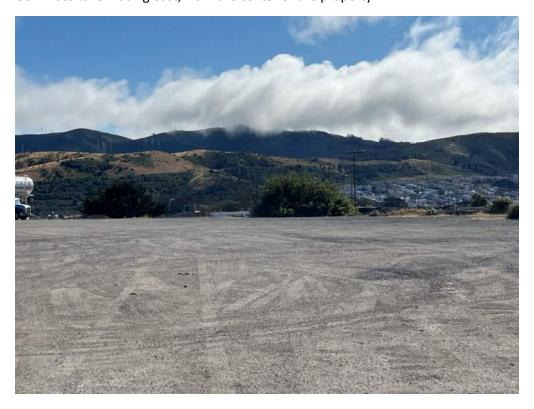


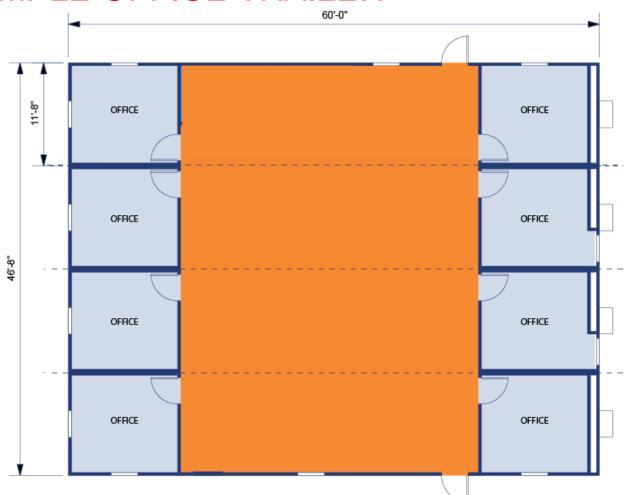
Image #1468: Photo taken facing south, from the southern portion of the property.



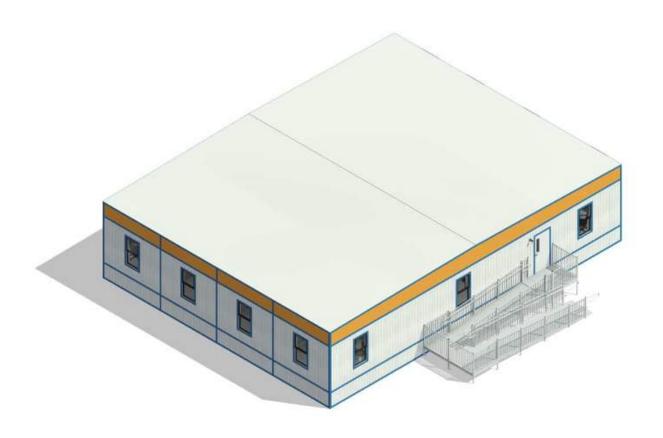
# 60' X 48' MODULAR OFFICE BUILDING A-B-B-D MODEL



## **EXAMPLE OFFICE TRAILER**





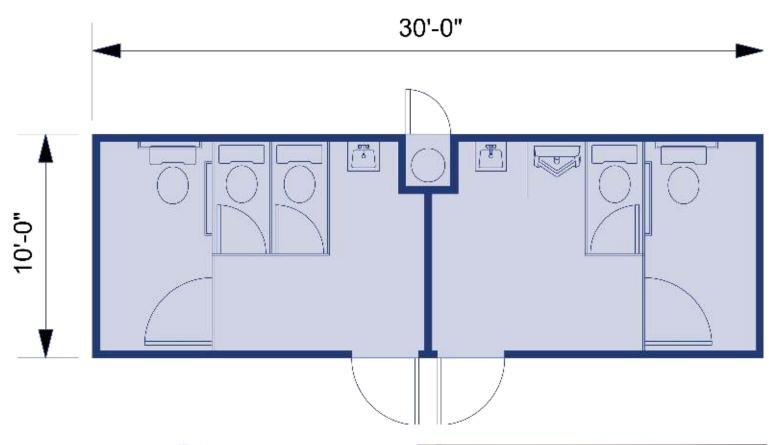


**EXAMPLE OFFICE TRAILER** 

### 10' X 30' MODULAR RESTROOM



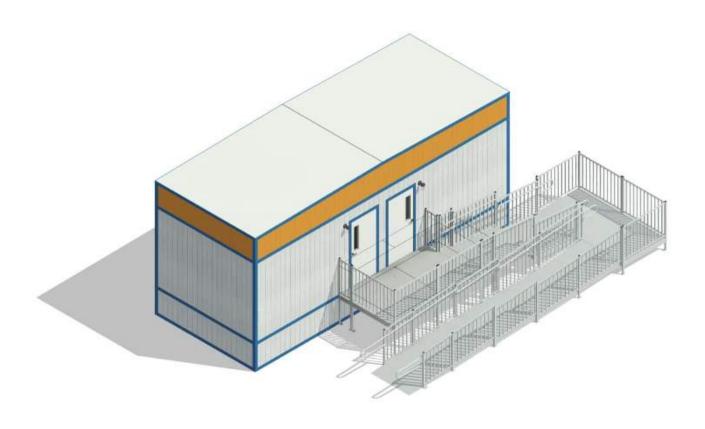
## **EXAMPLE RESTROOM TRAILER**



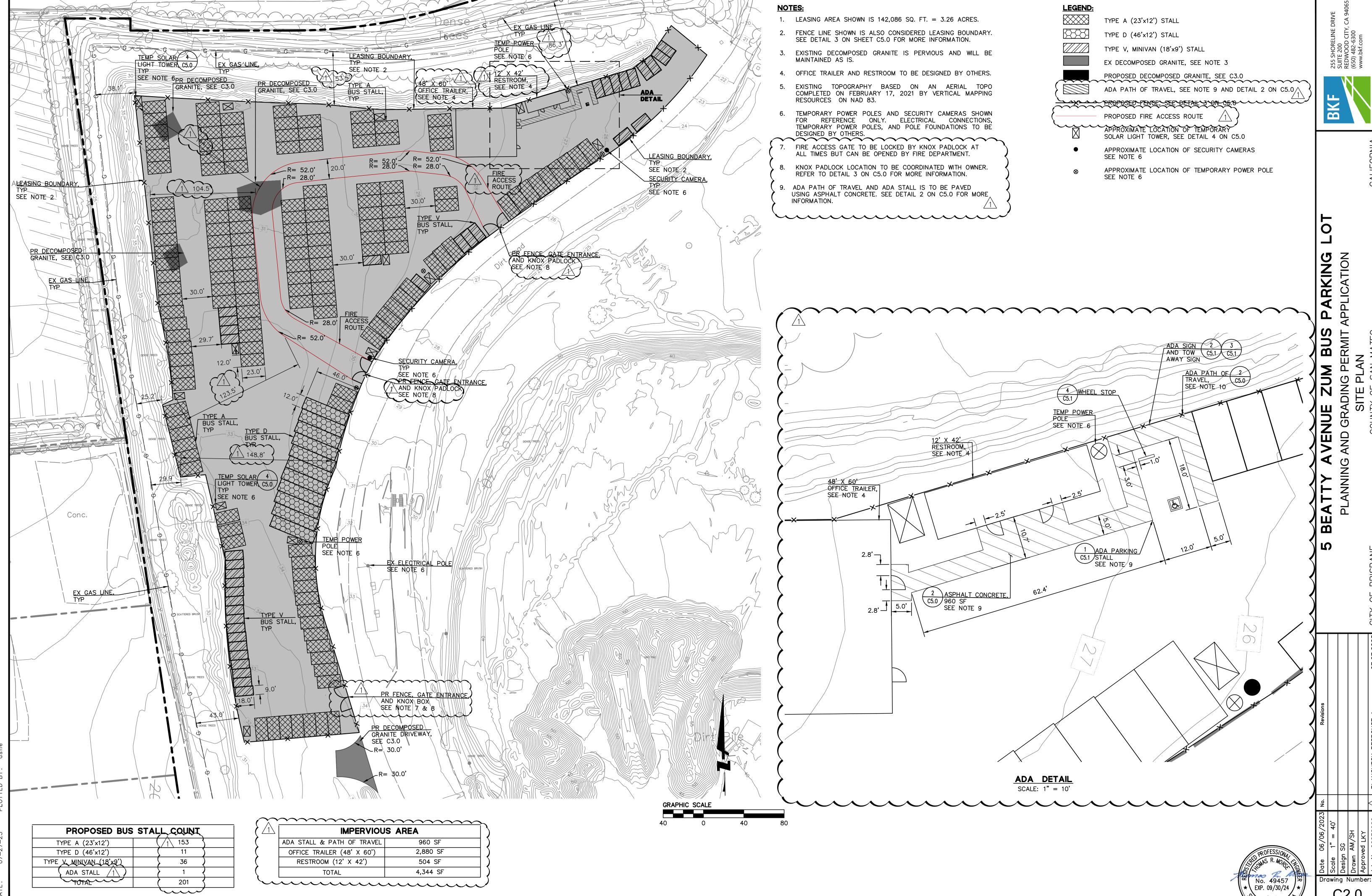




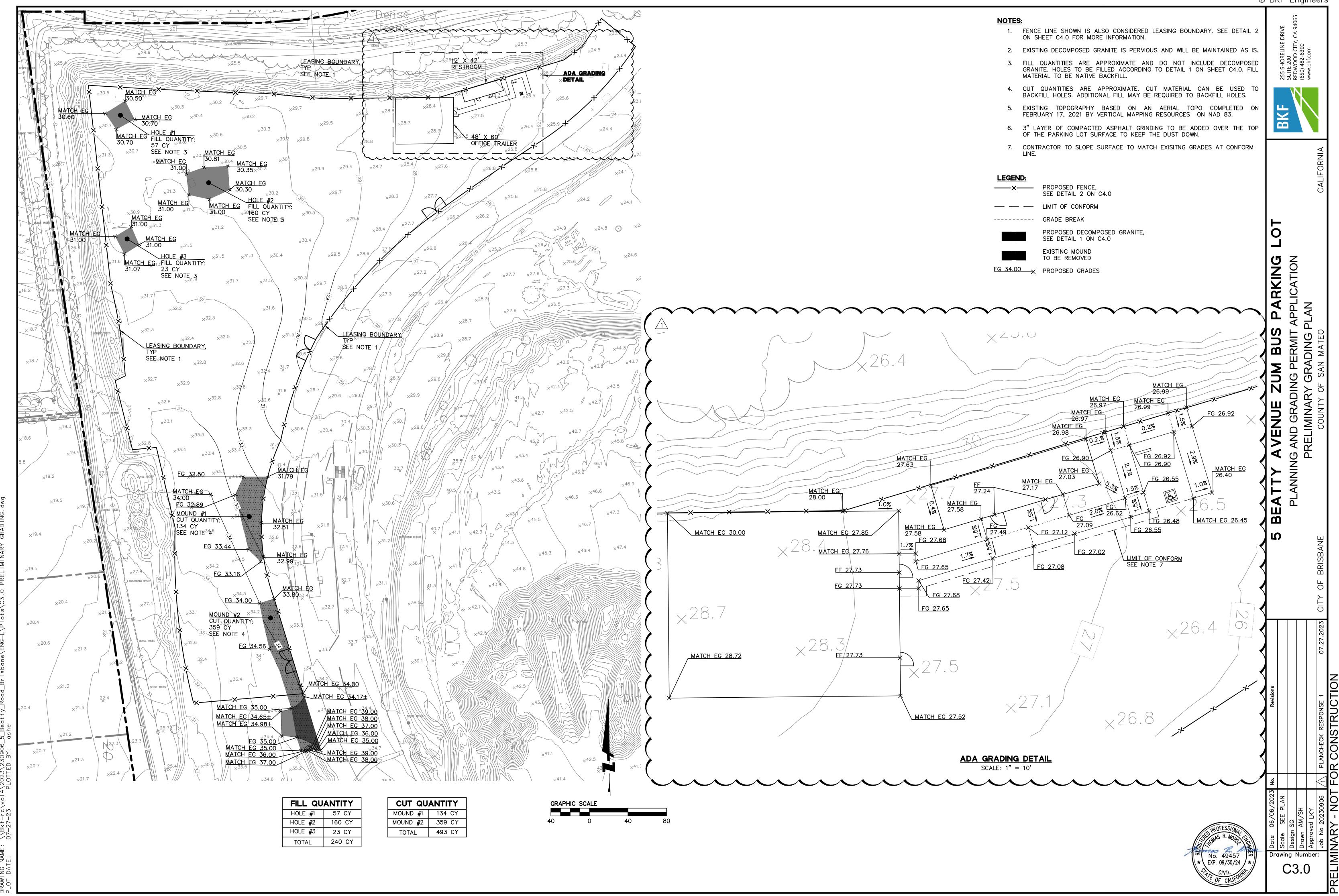
<sup>\*\*</sup>Photos are not representative of specific asset, they are example only



## **EXAMPLE RESTROOM TRAILER**



!ING NAME: \\Bkf-rc\vol4\2023\230906\_5\_Beatty\_Road\_Brisbane\EN@ DATE: 07-27-23 PLOTTED BY: ashe



m

**Drawing Number:** 

No. 49457

National's LTS-160 Solar Light Tower is our brightest and boldest in the solar series. With exceptionally powerful 160W lamps, this tower can 24' GATE 10' STANDARD PIPE SPACING (TYP) \_KNUCKLED fulfill virtually every lighting need. It's versatile enough to be placed in most environments, can be used almost anywhere and is designed for SELVAGE TOP (TYP) DOME CAP (TYP) maximum efficiency. Additionally, its three brightness settings put you in control of its battery usage, so you can manage how long to go before recharging. - 2" GALVANIZED CHAIN LINK To maximize solar charging, we installed LED meters for the solar array. Now you can position your tower by pointing the array at the sun and view its charge output. Dual battery controllers monitor battery charging and automatically keep the batteries performing at optimum charge. By separating the tower control from the battery box, you don't have to worry about rental customers accessing batteries. No fuel, no fuel trips, no fuel spills, no fuel bills — TENSION WIRE (TYP) Sealed, maintenance-free batteries Separate control from battery enclosure Slide out solar collectors to minimize foot print EXISTING- Custom coiled cord to reduce sagging CONCRÉTE PIER GRADE 104,800 total lumens

> NOTES:
>
> 1. FENCE WILL CONFORM TO CALTRANS STANDARD SPECIFICATIONS. 2. CHAIN LINK FENCE WILL CONFORM TO CALTRANS STANDARD DETAIL B11-7 EXCEPT AS SHOWN ABOVE OR LISTED BELOW: 1. HANDRAIL WILL BE OMITTED. 2. ANCHORAGE DETAIL WILL BE AS SHOWN HEREON. 3. BOTTOM TENSION WIRE WILL BE USED AS SHOWN. 3. CHAIN LINK GATE WILL CONFORM TO CALTRANS STANDARD 4. THE FIRE ACCESS GATE WILL BE LOCKED AT ALL TIMES, BUT THE FIRE DEPARTMENT WILL HAVE ACCESS TO UNLOCK THE GATE IN THE EVENT OF AN EMERGENCY.

> > CHAIN LINK FENCE WITH GATE NTS

AC PAVEMENT SECTION NTS 

FREEWAYS

<u>HIGHWAYS</u>

STRETCHER BAR-

FENCE LOCATION

/ DIAGONAL BRACE

PAVEMENT SECTION

FINISHED GRADE

6" CLASS II AB

2.0" AC

95% RC

\_TO 90% RC

6.0" CLASS 2 AB

SCARIFY UPPER 6" OF SUBGRADE AND COMPACT

SCARIFY UPPER 6" OF SUBGRADE AND COMPACT TO 90% RC

NOTE: TEMPORARY LIGHT TOWER TO BE NATIONAL SUNRAY LTS-160, SUNBELT 4000 WATT LED LIGHT CART OR APPROVED EQUIVALENT LIGHT TOWER.

\_\_\_\_\_ HSS2.875×0.203 — ---- ¾" × ½" TENSION BAR PROVIDE OPENING IN MESH AS REQUIRED TOP OF CURB OR WALKWAY-AT DECK
INTERMEDIATE POSTS EXPANSION JOINTS PIPE HANDRAILING AT END ON SLOPES END POST AT ELECTROLIER DESIGN NOTES 1¾" Ø HOLE----\_\_\_ ¾" ø U BOLTS: 3" THREAD <u>DESIGN:</u>
AASHTO LRFD Bridge Design Specifications 8th Edition 2017
With California Amendments April 2019 P. 34" x 8" x 8" with 16 The state of the st ALTERNATIVE DETAILS  $f_{C} = 60 \text{ ksi}$  $f_{C}' = 3.6 \text{ ksi}$ #4 × 10° TOTAL 4 → ● | ● ■ ■ %" Ø BOLT STRUCTURAL STEEL HSS: fy = 50 kei ANCHORAGE DETAIL TYPICAL CONNECTION DETAILS 1. Peen all bolt threads. Railing shall conform to horizontal and vertical alignment, Posts shall be vertical, Top and bottom pipes shall be bent if radius is 148'-0' or less; may be on 8'-0" chords if radius is over 148'-0". 4" × 6" × 9" OR 5" Ø × 9" POST POCKET SIDE VIEW PIPE HANDRAILING BRACKET When railing is on slope, 6'-0" chain link fabric shall be placed parallel to slope. ALTERNATIVE ANCHORAGE DETAIL

May be used when thickness of concrete is 1'-0" or more. Additional HSS 1.9 x 0.188 required when radius is less than 150'-0". CHAIN LINK RAILING

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PLAN

ELEVATION

PLAN

ELEVATION

NO SCALE

Sunray LTS-160

Specifications

(4) 160W each, high intensity,

26,200lm @ 160W, 17,460lm @ 100W, 8,730lm @ 53W

Specifications subject to change any time without notice. Copyright 2022 National Signal, Inc. All rights reserved. Printed in the United States.

TEMPORARY LIGHT TOWER

modular lamps

Low, med, high

AGM 660Ahr

121" 2,500 lbs

Battery Charger 30A, 110VAC, external plug

750W, 1,000W optional

Manual with optional electric

Dimmer

Solar Array

Batteries

Winch

Length

Mast Height

Width across fender 78"

Tires/Wheels ST205/75D15

10'-0" Max BRACED LINE POST INSTALLATION
Braced line post at intervals not exceeding 1000' DEPTH "D" PER TYPICAL MEMBER DIMENSIONS TABLE Maximum Gate Width is 12'-0" Vertical Stay is required in middle of gate greater than 8'-0" in width. The table to the right shows minimum sized posts and braces complying with the epecifications. Larger or heavier post and brace sizes may be used upon approval. Sections shown in the tables must also comply with the strength requirements and other provisions of the Specifications. Other sections which comply with the strength requirements and other provisions of the Specifications may be used upon approval. 4. Options exercised shall be uniform on any one project. CHAIN LINK FENCE 5. Offset to be 2'-0" at monument locations, measured at right angles to R/W lines. Taper to achieve offset to be at least 20'-0" long. NO SCALE 6. See Standard Pian A85B for Brace, Stretcher Bar, and Truss Tightener Details. Return to Table of Contents

TURNBUCKLE OR TRUSS TIGHTENERS, Typ LATCH POST

CALTRANS STANDARD DETAIL A85 NTS

CALTRANS STANDARD DETAIL B11-7