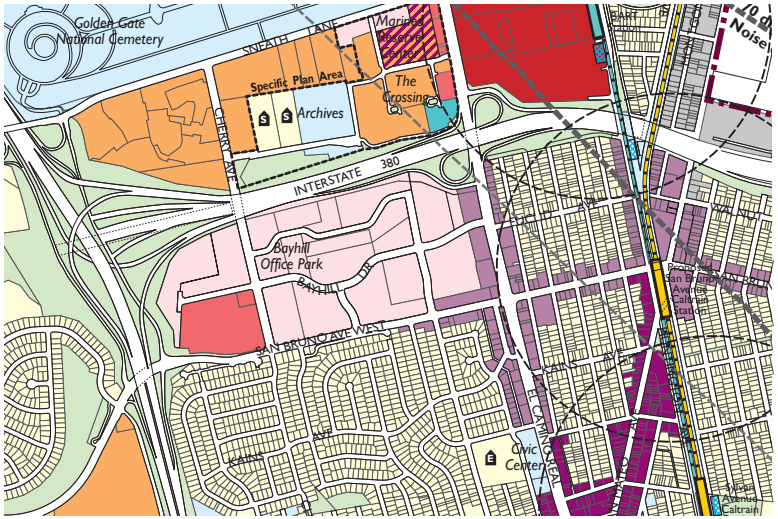
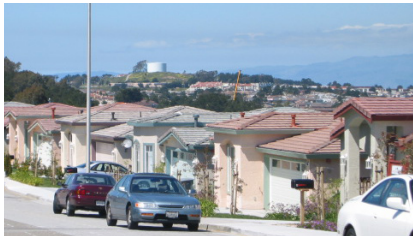
San Bruno General Plan





ADOPTED MARCH 24, 2009

San Bruno General Plan

DECEMBER 2008

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City Manager

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Community Development Director

Mark Sullivan,
Housing & Redevelopment Manager

Laura Russell,
Associate Planner

Matt Neuebaumer,
Assistant Planner

STEERING COMMITTEE MEMBERS

Robert George

Ernie Gomes

Ed Hoff

Emile Hons

Peter Jalilie

Judy Rukavina

Mark Tobin

Fran White

Randy Wong

Gary Fleming

Prepared by:

DYETT & BHATIA
Urban and Regional Planners

With assistance from:

DKS Associates – *Transportation Planners*

Environmental Sciences Associates – *Environmental Consultants*

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1

INTRODUCTION & OVERVIEW

San Bruno was founded as a railroad suburb to San Francisco in 1914. The city had grown steadily since its inception until World War II, when the stationing of personnel and other military activities provided a notable growth spurt. Following the post-war housing boom, San Bruno's population increased to about 35,000 in the 1960s. Growth moderated in the latter part of 20th century, and in 2005, the city's population stood at 42,215[1]. A Redevelopment Agency was created in 1998 to address adverse physical and economic conditions in the city's oldest neighborhoods and along its commercial corridors.

[1] *California Department of Finance, Report E-5; 2005.*

The General Plan promotes Downtown (top) as the city's symbolic center; infill surrounding the newly refurbished Shops at Tanforan (middle); and transit-oriented development to utilize key corridors such as San Bruno Avenue (bottom).

Significant land use changes have occurred during the last decade—the Bayhill Office Park has expanded to include a new GAP, Inc. headquarters, and the 20-acre former U.S. Navy facility is being developed with new multifamily and senior housing and hotel near the city's core. A $100-million upgrade to The Shops at Tanforan was completed in 2005 as well.

San Bruno enjoys a convenient Peninsula location and enviable regional connections. Caltrain provides commuter rail service from San Francisco to San Jose along the Peninsula, and in 2003, a new Bay Area Rapid Transit (BART) station opened that provides regional rail service to the San Francisco International Airport (SFO), San Francisco, and East Bay destinations.

This General Plan 2025 builds on San Bruno's recent accomplishments, establishes a vision of where the City should be in the coming decades, and outlines a systematic process to attain this vision.

1-1 VISION

This General Plan promotes balanced development, outlines strategies for conserving established neighborhoods, revitalizing Downtown and other aging commercial and industrial areas, and fosters development of transit-supportive uses adjacent to the new BART and a (planned) Caltrain station. Policies for expanding the city's affordable housing stock and promoting mixed-use development are included. The General Plan also outlines strategies for improved bicycle and pedestrian connections between residences, activity centers, and transit stations. The General Plan seeks to conserve existing natural resources, and policies are designated to minimize hazards.

The General Plan builds upon several themes:

1. Promotion of Downtown as the symbolic heart of the city, providing residents with a pleasant and economically vital commercial and entertainment destination, but also fostering creation of housing.
2. Infill surrounding The Shops at Tanforan and Towne Center, creating a vibrant, walkable area around the BART station.
3. Transit-oriented development in the San Bruno Avenue and El Camino Real corridors, emphasizing mixed-use and residential development with connections to Downtown, Caltrain and BART stations, and The Shops at Tanforan.
4. Improvement and expansion of transit, pedestrian, and bicycle connections throughout the city, particularly to/from the BART and Caltrain stations.
5. Efficient vehicular movement through the city, with preservation of natural features along scenic corridors.
6. Preservation and protection of residential neighborhoods.

7. Provision of neighborhood parks, plazas, open spaces, and multi-use trails, providing connections and recreation for residents, workers, and visitors.
8. Preservation of natural resources and habitat areas, particularly within the city's western neighborhoods.
9. Minimization of threat to life and property from geological hazards, seismic events, flooding, hazardous materials spills, or excessive noise through careful siting of uses.
10. Provision of adequate public facilities and infrastructure, including water, wastewater, solid waste, police and fire, schools, and library.

1-2 REGIONAL LOCATION AND PLANNING BOUNDARIES

San Bruno is located in northern San Mateo County just west of SFO. The city stretches 3.5 miles from the relatively flat eastern areas along Highway 101 to the hilly western neighborhoods, which are located on the eastern facing slope of the Coast Range, gaining almost 1,200 feet in elevation. Correspondingly, the eastern portion of the city is more urbanized and has a greater mix of land uses, while the western portion is primarily occupied by low-density residential development and open space. In addition to Highway 101, major transportation corridors include Interstates 280 and 380, El Camino Real, the Caltrain rail line, and the BART District rail line. Figure 1-1 shows the city's regional location, and Figure 1-2 presents an overview of San Bruno's setting and topography.

San Bruno's Planning Area includes over six square miles of land that encompass both the city corporate limits and its Sphere of Influence (SOI). San Bruno's SOI includes 347 acres (less than 0.5 square mile) of unincorporated San Mateo County—approximately 240 acres of the San Francisco County Jail site to the west, and approximately 105 acres of land adjacent to Highway 101 and SFO to the east. These areas are included in the Planning Area because of their proximity to the city and consequent influence on land uses within city boundaries. The Planning Area boundaries coincide with the municipal boundaries of Pacifica, South San Francisco, Millbrae, and San Mateo County.

FIGURE 1-1

Regional Location of San Bruno California

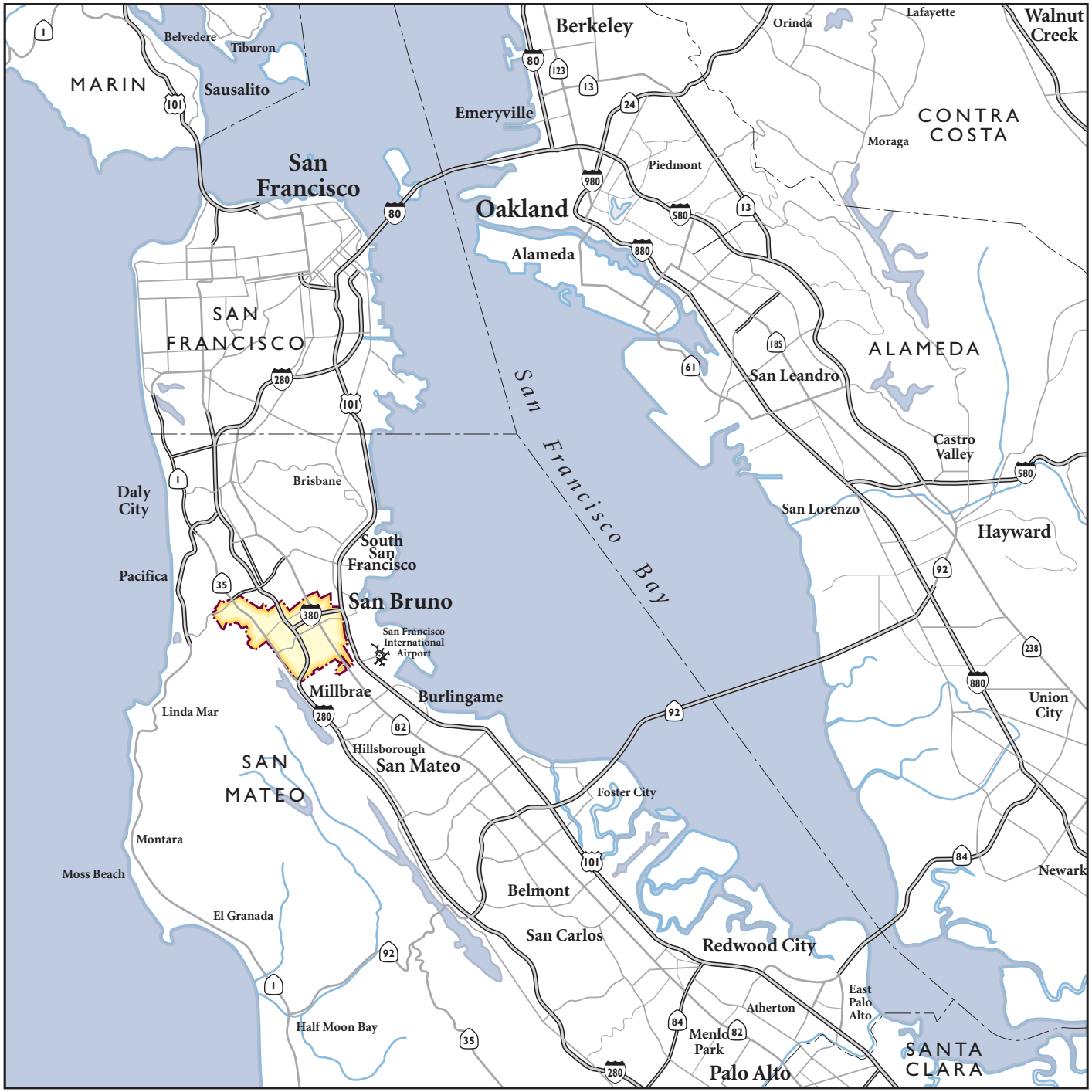

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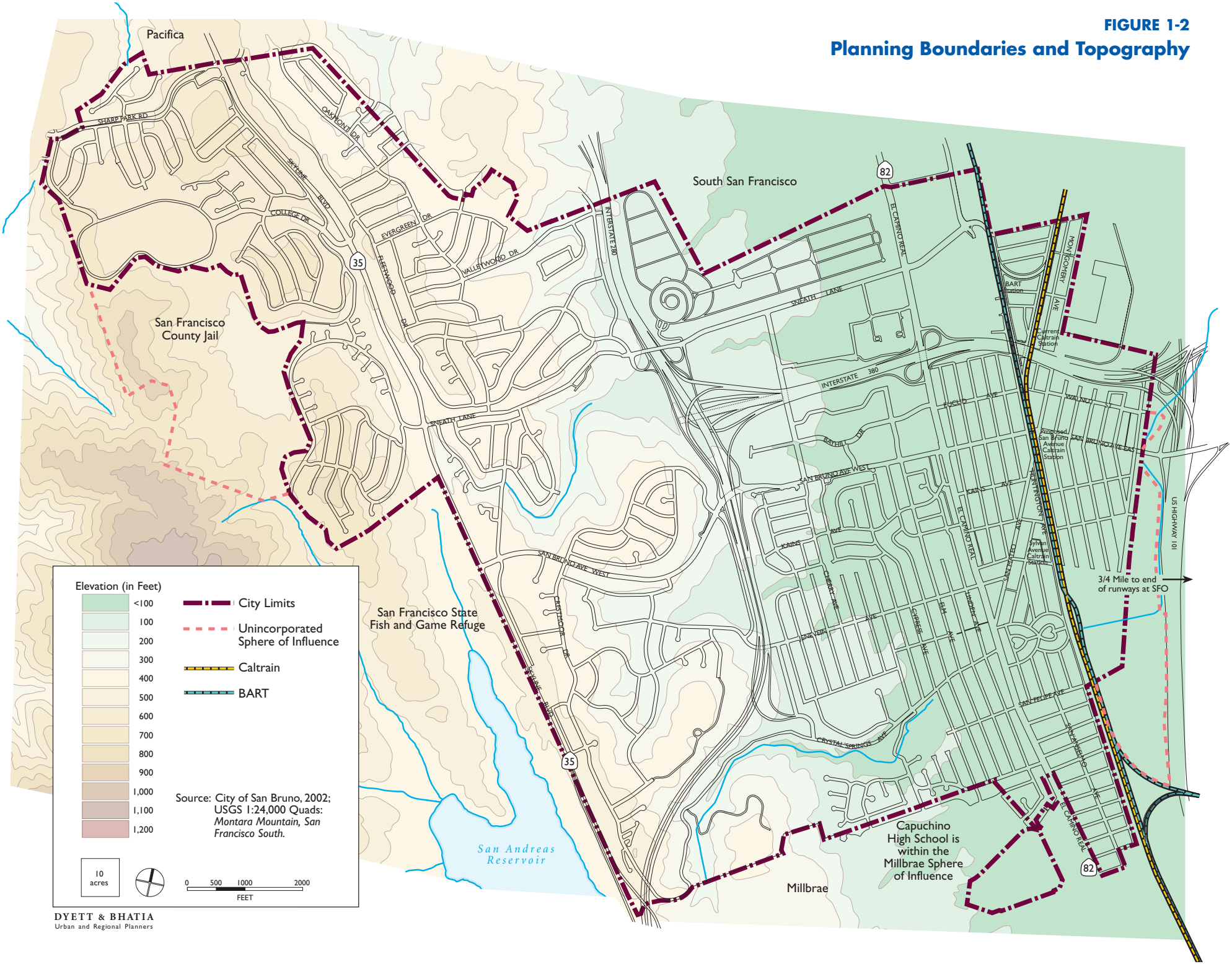
FIGURE 1-2

Planning Boundaries and Topography



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1-3 EVOLUTION OF THE CITY

Prior to 1750, the San Francisco Peninsula was inhabited by the Ohlone Indians. The Ohlone were hunter gatherers who relied largely on the bay and ocean for food, and used tule reeds that grew near the bay and along the many creeks in the area to build their homes and canoes. Three hunting campsites from the Ohlone period have been uncovered in the San Bruno area—one of them was found along San Bruno Creek, which runs through Junipero Serra County Park and San Bruno City Park; the other two were near the creek that flows through Crestmoor Canyon.

Captain Bruno Heceta explored the western shore of the San Francisco Bay in 1775. He named the largest land mass on that side of the peninsula Mount San Bruno after his patron saint; the City of San Bruno was named after the mountain. The Bayshore Road and the Mission Road/Railroad follow paths that existed in Captain Heceta's day, and San Bruno is situated where these two paths intersect.

In the 1820s, San Bruno land was awarded to Jose Antonio Sanchez by the Mexican Government for his years of military service. His property, known as Rancho Buri Buri, spanned from San Bruno Mountain in the north to Burlingame in the south and from the bay in the east to the mountain ridge in the west. After the United States won the Mexican-American War in 1848, Sanchez's heirs lost the land though the court system. Much of the Sanchez land was purchased by Darius Mills, founder of the Bank of California.

In the early 1850s, James Thorpe built a lean-to on what is now El Camino and San Mateo Avenue for changing and watering horses on the "county road" between San Jose and San Francisco. Eventually, in 1875, after several changes of ownership and name, Thorpe's Place—or the 14 Mile House—was transformed by August Jenevein into Uncle Tom's Cabin, an eating, drinking and gaming establishment. The Cabin thrived during the nearly 75 years it was open. During prohibition a speakeasy was run out of the garage behind the Cabin. Uncle Tom's Cabin was one of the most prominent landmarks in the city until it was torn down in 1949.

The railroad between San Francisco and San Jose was constructed through the San Bruno area in 1863. A year earlier the San Bruno House, a hotel and waystation, was built in anticipation of the railroad. The hotel was ideally located between the marshes and foothills, making it a favorite place for hunters and fishermen. The San Bruno House was also a key to San Bruno's development as a rural getaway for the people of San Francisco. It was never rebuilt after 1901, when it burned down for the third time.

The land on which The Shops at Tanforan now stands had been used for horse raising and grazing since the early days of the Spanish occupation on the Peninsula. Tanforan Racetrack, which opened in 1899, was the takeoff site of the first flight ever on the West Coast. Tanforan was also the site of the first ever aircraft carrier takeoff and landing in 1911, from the U.S.S. Pennsylvania. Tanforan held races of all types, from horse races to races between cars and airplanes, until it burned down in 1964.

Much of San Bruno had been developed from wilderness to ranch land by the 1880s. The ranches supplied San Francisco with horse's milk and meat. After the San Francisco earthquake and fire in 1906, the San Bruno Park Addition was developed into housing. Several other new neighborhoods sprung up in the area until 1914 when San Bruno became an official municipality. At that time, San Bruno had roughly 1,400 residents.

San Bruno was known as a rural town until the 1940s when two events changed the city dramatically. First, the Tanforan Racetrack was used during World War II for the internment of American citizens of Japanese descent before their send-off to detention camps. The Army oversaw this operation and decided to use the area west of the racetrack for the Army's Western Region Advance Personnel Depot. Thousands of military personnel went through San Bruno on their way to and from military outposts in the Pacific, and many of the military personnel decided to settle in the area upon their return to the United States.

The second significant event was George Williams' purchase of a large swath of land. Williams began building homes for the vast number of support personnel and veterans returning from the war. Soon after the Mills Park Addition was developed by Williams, the lands in the western hills of San Bruno were also developed into housing. The housing boom that took place between the 1940s and 1960s transformed San Bruno from a town of about 6,500 in 1940 to a population of over 35,000 by the mid 1960s. Since then the population has increased gradually due to a lack of available land.

The evolution of San Bruno's urban form is illustrated in Figure 1-3.

Population and Household Growth Trends

San Bruno's population of 42,215 (January 1, 2005) makes it the fifth most populous city in San Mateo County. Historically, the city's population increased rapidly between 1940 and 1970 and then declined slightly in the subsequent decade. Population has grown steadily since 1980, but at a slower rate. During the city's most rapid growth period in the 1950s and 1960s, its population comprised 6.5 percent of the total San Mateo County population; by 2005 this had slipped to 5.8 percent, despite addition of more than 2,050 people between 2001 and 2005. Table 1-1 shows the changes in San Bruno and San Mateo County populations between 1950 and 2005.

According to the California Department of Finance, there were an estimated 15,776 households in San Bruno in 2005, with an average household size of 2.72. The Association of Bay Area Governments (ABAG) projects that the average household size in San Bruno will remain about the same (at 2.71) in 2025, meaning that the rate of population growth will match the rate of household growth. According to the U.S. Census, the average size of family households—comprising 62 percent of households—stood at 3.29 in 2000.

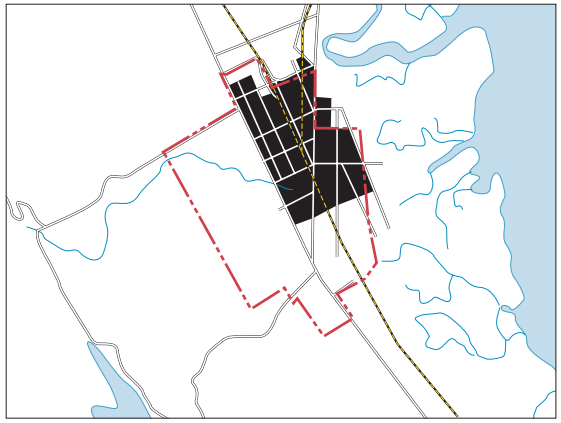
TABLE 1-1: Population Trends in San Bruno and San Mateo County

	1950	1960	1970	1980	1990	2000	2005	*Average Annual Growth 1990-2005*
San Bruno	12,478	29,063	36,254	35,417	38,961	40,165	42,215	*0.54%*
San Mateo County	235,659	444,387	556,234	587,329	649,623	707,161	723,453	*0.72%*

Source: California Department of Finance (1950-2005), U.S. Census (2000).

FIGURE 1-3

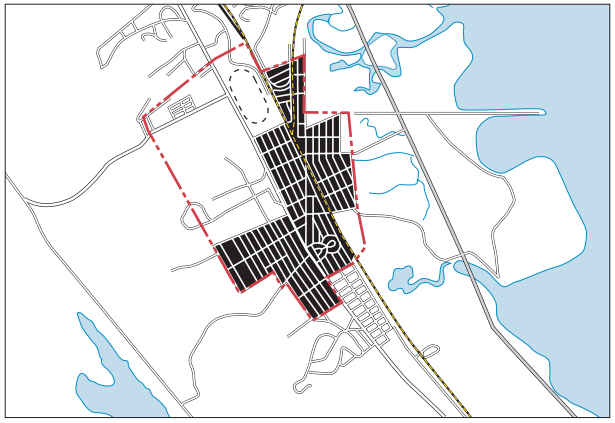
Evolution of San Bruno's Form



Source: *USGS, 1915; Sanborne Map Company, 1913; San Bruno General Plan, 1984.*

1915

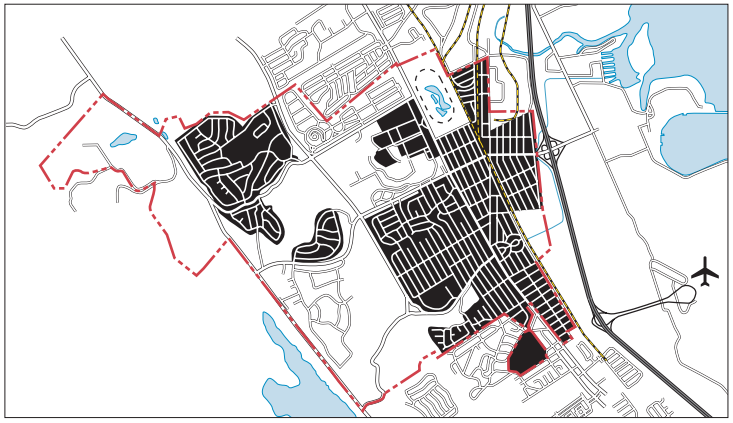
Originally part of a large Mexican land grant that included most of what is now northern San Mateo County, San Bruno remained ranch and farmland until after the 1906 San Francisco earthquake and fire which forced many San Franciscans to relocate. At that time, the San Bruno Park Addition was developed into housing, and several other new neighborhoods were built. Early development was in close proximity to the rail line, originally built in the 1860s, which provided passenger and freight service between San Francisco and San Jose. El Camino Real was built in the late 18th century to connect the Spanish Missions, and provided an additional major north-south transportation route. San Bruno became an official municipality in 1914 with approximately 1,400 residents.



Source: *USGS, 1939; Sanborne Map Company, 1925; San Bruno General Plan, 1984.*

1939

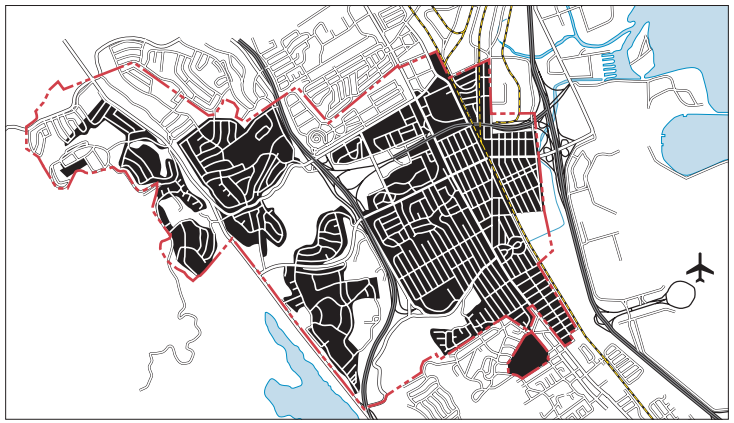
San Bruno remained a small, rural town until it was dramatically changed by World War II military operations and the post-war population boom. During the War, the Tanforan horse racing track was used for the internment of Japanese Americans before their relocation to detention camps, and other Army and Navy operations were established. At this time, San Francisco International Airport (SFO) was a small Naval air field (Mills Field). It was not until 1945 that money was raised for its improvement and expansion. The Bayshore Highway between San Jose and San Francisco, which was built to relieve congestion on El Camino Real, was completed in 1929.



Source: *USGS, 1956.*

1956

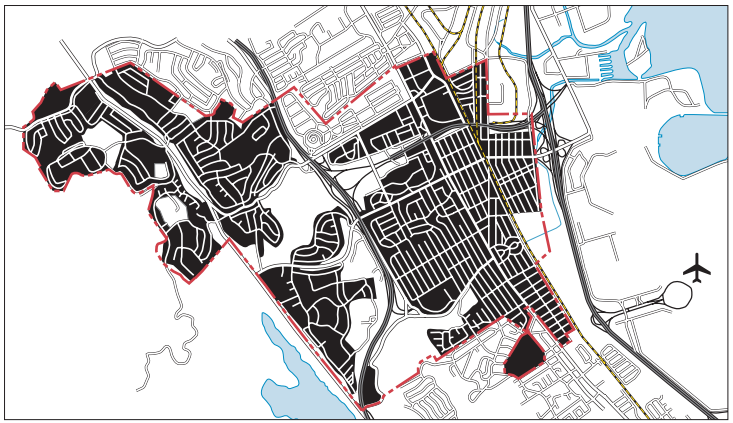
Much of the City's vacant land was purchased by housing developer George Williams in the 1940s who, in the late 1940s and early 1950s, built hundreds of new homes in response to the post-war demand for housing. The City's population increased from about 6,500 in 1940 to over 35,000 in the 1960s. The Bayshore Highway was upgraded to a freeway (U.S. 101) in the late 1940s, and an interchange was built at San Bruno Avenue.



Source: *USGS, 1980.*

1980

New housing development in the western half of the City continued through the 1960s and 1970s, including the construction of several large multifamily complexes. Construction of the Bayhill Office Park and Tanforan Park Shopping Center began in the 1970s. New freeways were also built between 1960 and 1980 – I-280, with interchanges at San Bruno Avenue and Sneath Lane, was constructed parallel to U.S. 101, and I-380 was built as an east-west connection between I-280 and U.S. 101.



Source: *USGS, 1980 ; City of San Bruno.*

2001

San Bruno is almost entirely built out – only a few parcels of vacant land appropriate for development still exist within the City. Future development will occur on various infill and redevelopment sites, such as excess property owned by Sklyine College and the former U.S. Navy Western Division site. A new BART station will open in 2002, providing improved transit access to San Francisco, the East Bay and SFO. Future improvements to CalTrain service as well as high-speed rail service between the Bay Area, Sacramento, Los Angeles, and San Diego have also been proposed.

Employment Trends

With 19,150 employed residents and 16,910 jobs as of 2005, San Bruno is primarily a residential community. Table 1-2 shows employment growth trends for San Bruno and San Mateo County. Between 1980 and 2005, the city made considerable strides toward job/housing parity, increasing the jobs to employed residents ratio from 0.51 to 0.88.

Although San Bruno's job base grew by an annual rate of 0.66 percent between 1990 and 2005, ABAG observed that between 2000 and 2005, the total number of jobs shrank notably. While this parallels overall countywide and regional job loss trends since the dot-com bust, about half of the job loss (1,170 jobs) was in the retail sector, attributable to the 20-month closure for renovation of The Shops at Tanforan, which reopened in October 2005 with 1.1 million square feet of total space (more than 100,000 square feet of additional space). Employment at Tanforan currently exceeds 3,000 (full time equivalent), and a cinema expansion was completed in 2008.

San Bruno's adjacency to SFO (29,040 jobs in 2000) and proximity to San Francisco and Santa Clara Valley job centers make it a desirable residential location. The 1990 U.S. Census estimated that 82 percent of San Bruno's employed residents worked outside the city, and 61 percent worked outside San Mateo County. However, because of its proximity to job centers, San Bruno residents enjoyed one of the shortest commutes—22 minutes—of any Peninsula city. With an increasing number of jobs in San Bruno in the coming years, residents will have additional opportunities to work within the city, although commute times may increase due to broader regional trends.

Ethnicity and Age

San Bruno is an ethnically diverse city that is home to relatively large Asian and Latino populations. The 2000 U.S. Census estimated that 22 percent of city residents were Asian, Hawaiian or Pacific Islander with the majority being Filipino, Chinese, or Asian Indian. Although the 2000 Census did not specifically break out Hispanic

TABLE 1-2: Employment Trends in San Bruno and San Mateo County

	1980	1990	2000	2005	*Average Annual Growth 1990-2005*
SAN BRUNO (SPHERE OF INFLUENCE)					
Employed Residents	19,830	21,290	21,872	19,150	*-0.70%*
Total Jobs[1]	**10,030**	**15,330**	**17,180**	**16,910**	***0.66%***
Job/Employed Residents Ratio	0.51	0.72	0.79	0.88	
SAN MATEO COUNTY					
Employed Residents	314,240	353,680	369,725	318,600	*-0.69%*
Total Jobs	**259,800**	**326,670**	**386,590**	**339,460**	***0.26%***
Job/Employed Residents Ratio	0.83	0.92	1.05	1.07	

[1] Note that Total Jobs for San Bruno and San Mateo County in 2005 include an additional 3,000 jobs to take the reopening of the Shops at Tanforan into consideration.

Source: ABAG Projections 96 (1980), ABAG Projections 2002 (1990)), and ABAG Projections 2005 (2000 and 2005).

CHART 1-1: Age Distribution in San Bruno, 2000

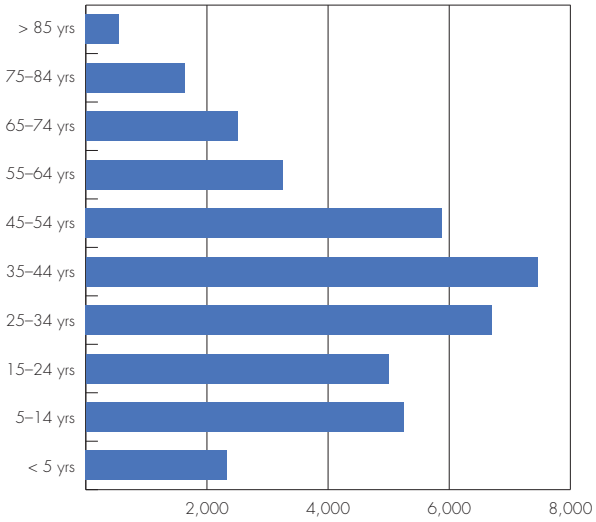
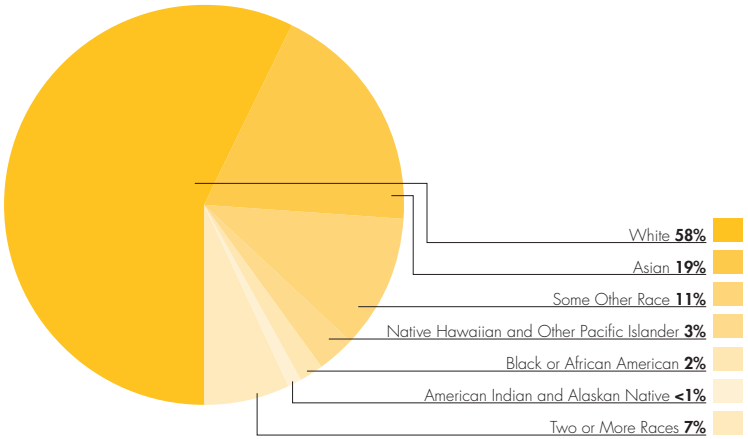


CHART 1-2: San Bruno Ethnic Distribution, 2000



as an ethnic category, twenty-four percent of residents identified themselves as being of either Latino or Hispanic origin (and some other ethnicity), and 2 percent were African American. An estimated 58 percent of the population was White. Nearly 8 percent of San Bruno residents identified themselves as multi-racial. This is a significant change from previous decades when a much greater proportion of the city's population was White.

Over 24,000 San Bruno residents (or 60 percent) were between the ages of 20 and 59, according to the 2000 U.S. Census. Twenty-six percent were under the age of 19, and 15 percent were over the age of 60. Young children (those less than 10 years of age) comprised an estimated 13 percent of the city's population (or 5,035 people). The median age of city residents increased from 33.4 to 36.3 years between 1990 and 2000, indicating that an increasing proportion of the city's population consists of older adults, a trend that is likely to continue in the future. Chart 1-1 illustrates age distribution and Chart 1-2 shows ethnic distribution in San Bruno, according to the U.S. Census 2000.

1-4 GENERAL PLAN: SCOPE AND PURPOSE

State law requires each California city and county to prepare a general plan. A general plan is defined as "a comprehensive, long-term plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning." The General Plan:

- outlines a vision of long-range physical and economic development that reflects the aspirations of the community, and provides specific implementing policies that will allow this vision to be accomplished;
- establishes a basis for judging whether specific development proposals and public projects are in harmony with said vision;
- allows City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance community character and environmental resources, and minimize hazards; and
- provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Code, specific and area plans, and the Capital Improvement Program.

General Plan Requirements

A city's general plan has been described as its constitution for development—the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment must be made. California's tradition of allowing local authority over land use decisions means that the state's cities have considerable flexibility in preparing their general plans.

While they allow considerable flexibility, State planning laws require that general plans be consistent with the criteria below.

- *The General Plan Must Be Comprehensive.* The General Plan must be geographically comprehensive—that is, it must apply throughout the entire incorporated area and include other areas that the city determines are relevant to its planning. Also, the General Plan must address the full range of issues that affects the city's physical development.
- *The General Plan Must Be Internally Consistent.* The General Plan must fully integrate its separate parts and relate them to each other without conflict. This consistency applies to figures and diagrams, background text, data and analysis, and policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight.
- *The General Plan Must Be Long-Range.* Because anticipated development will affect the city and the people who live and/or work there for years to come, State law requires every general plan to take a long-term perspective.

1-5 THE PLANNING PROCESS

As part of the General Plan 2025 process, the City Council appointed a General Plan Update Committee (GPUC) composed of representatives from the city's various neighborhoods, the business community, and the Planning Commission. The GPUC was responsible for reviewing planning documents, providing input on policy direction, and making recommendations to the full Planning Commission. In March 2002, the City prepared an Existing Conditions and Planning Issues Report. This report represented the first major step in the process to update the General Plan by summarizing baseline information on existing conditions in the city and highlighting planning issues to be addressed in the General Plan. Because nearly all of San Bruno's land has already been developed, growth will result from reuse and intensification of existing uses. Consequently, the Existing Conditions and Planning Issues Report focused on particular sites and corridors within San Bruno that may experience change in use or intensity.

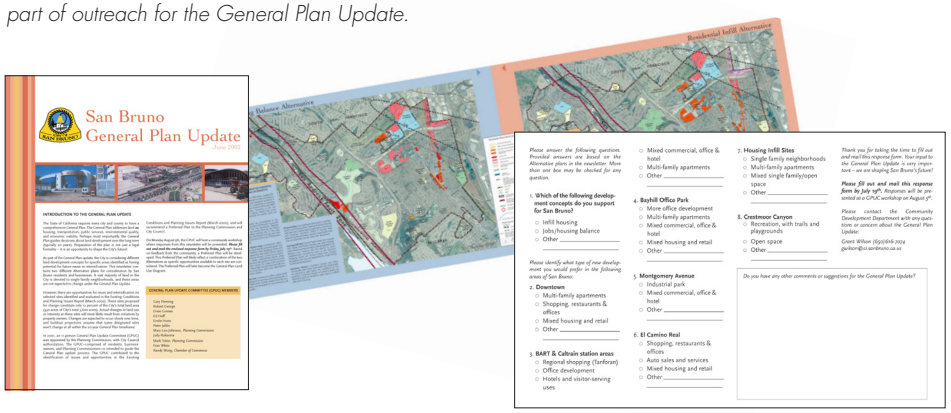
The Existing Conditions and Planning Issues Report served as the basis for preparing alternative land use plans. Under direction from the GPUC, two alternative plans were developed to consider different land uses on the particular sites and corridors identified as appropriate for potential reuse and intensification. An Alternatives Newsletter was prepared describing the plans and was mailed to all households in San Bruno. A response card was enclosed within the Newsletter to encourage residents to provide their feedback on the potential land use choices. Nearly 700 responses were received, and the results were presented to the GPUC at a community workshop (October 29, 2002). Based on GPUC and public comment at that workshop, a Preferred Plan was developed and presented at a joint meeting of the GPUC, Planning Commission, and City Council (November 18, 2002). The Preferred Plan, along with public comment received at the joint meeting formed the basis for the General Plan 2025 document.

Public Outreach and Participation

In order for the General Plan to respond to community needs and values, obtaining the input of residents, businesses, and property owners was central to the update process. The outreach process involved the sharing of information and ideas between elected and appointed officials, City staff, the planning consultants, and the public. The following methods were used over the course of the General Plan update to ensure the community's full participation.

- *General Plan Update Committee (GPUC).* The GPUC, which included representatives from the city's various neighborhoods, the business community, and the Planning Commission, was appointed by the City Council. The GPUC was responsible for reviewing planning documents, providing input, and making recommendations to the full Planning Commission. GPUC meetings were open to the public as well.
- *Joint City Council/Planning Commission/GPUC workshops.* Two joint City Council, Planning Commission, and GPUC workshops were held to solicit comments from the City Council and Planning Commission about General Plan issues, opportunities, and concerns. These workshops were open to the public as well.
- *Joint Committee meetings.* Additional joint meetings were held with the City's Bicycle and Pedestrian Committee, Parks and Recreation Committee, and Traffic Safety and Parking Committee, in order to ensure consistency in policy direction. These committee meetings were open to the public as well.
- *Community survey.* A General Plan Community Survey was conducted in March 2001 to gather citizens' input on various issues. More than 500 households responded to the survey, representing 3.7-percent of all San Bruno households. Numerous written comments were received in addition to the survey answers.
- *General Plan Alternatives mailing.* A summary color version of the General Plan Alternatives was mailed to all households in the city, with postage-prepaid questionnaire attached. Approximately 200 responses were received.
- *Newsletter updates.* The City's FOCUS newsletter was used to provide updates on the planning process and workshop notices.
- *City website.* Many of the documents and maps created during the update process were posted on the City's website: www.sanbruno.ca.gov
- *General Plan Update mailing list.* An active mailing list was maintained to keep those interested abreast of progress, to notify them of document availability and opportunities to provide feedback.
- *Availability of all documents and results.* The results of all General Plan Update Committee meetings, workshops, and presentations were summarized and made available to the Planning Commission and City Council, were posted in the library and on the City's web site, and were available through the Community Development Department.

Newsletter and community surveys were an integral part of outreach for the General Plan Update.



1-6 GENERAL PLAN ORGANIZATION

The General Plan 2025 includes a comprehensive revision of the Housing Element, which was certified by the California Department of Housing and Community Development (HCD) in May 2003. The General Plan 2025 contains background information, goals, and policies addressing the following topics:

- Land Use and Urban Design;
- Economic Development;
- Transportation;
- Open Space and Recreation;
- Environmental Resources and Conservation;
- Health and Safety; and
- Public Facilities and Services.

Table 1-3 describes how the General Plan 2025 meets State requirements for General Plan content.

Guiding and Implementing Policies

Each element of the General Plan Update is organized to provide a short statement of the existing setting, followed by Guiding and Implementing Policies:

- *Guiding Policies:* Statements of goals and philosophy; broad policy direction; a larger end-state the City is hoping to achieve.
- *Implementing Policies:* Specific direction on how to achieve goals; commitments to specific actions, procedures, programs, or techniques.

1-7 RELATIONSHIP WITH OTHER PLANS AND AGENCIES

Current San Bruno Plans

The U.S. Navy Site and Its Environs Specific Plan (2001) guides land use decisions for the approximately 20-acre former West Division site near the northern edge of the City. The Redevelopment Plan (1999) guides redevelopment administration for central portions of the city. As required by State law, both of these plans are consistent with this General Plan. Downtown Design Guidelines (1987) provide architectural guidance for new and existing structures in the city's Central Business District that stretches along San Mateo Avenue, as well as an overall urban design strategy for the area.

Redevelopment Plan

The Redevelopment Plan was created for the approximately 717-acre Redevelopment Project Area, comprising most of the San Bruno Park, Belle Air Park, and Lomita Park subareas, as well as The Shops at Tanforan and the U.S. Navy Site. Included in the Redevelopment Project Area are main commercial corridors along El Camino Real, San Mateo Avenue, and San Bruno Avenue. The Lunardi's Supermarket and adjacent properties along San Bruno Avenue are also included.

The Redevelopment Plan established a program designed to alleviate adverse physical and economic conditions in the Project Area and to promote economic development, residential neighborhood conservation, and area wide public improvements. Seven Residential Conservation Areas (RCAs) were established, which were intended to preserve, protect, and enhance established residential districts. Eminent domain will not be used in these areas, and the Redevelopment Agency has no plans to destroy or remove any residential units.

The General Plan Update Committee (top) met frequently throughout the process, and joint Planning Commission and City Council sessions were also held (bottom).

TABLE 1-3: Organization of General Plan Elements

General Plan Element	Topics Addressed by Element	Required by Law	How General Plan Addresses Other Mandated Topics
Land Use & Urban Design	This element includes proposed land use classifications, distribution of land uses via the General Plan diagram, buildout projections, Downtown development, key corridors, mixed-use centers, neighborhood design, and land use policies.	Land Use	Locations of public facilities are addressed in Chapter 8, and areas subject to flooding hazards are defined in Chapter 7. Timber production does not occur within San Bruno, and is therefore not addressed.
Economic Development	Economic and employment trends, redevelopment activities, and economic development strategies are presented in this element.	Optional Element	
Transportation	This element includes existing and proposed location of the roadway network, transit systems, bikeways and pedestrian paths, as well as scenic roadways.	Circulation	
Open Space & Recreation	This element includes analysis of open space, as well as parks and recreation.	Open Space	
Environmental Resources & Conservation	This element includes analysis of biological resources, air quality, water quality, and cultural resources.	Conservation	Stormwater flood control and water supply are discussed in Chapter 8. Policies requiring open space for health and safety are contained within Chapter 7.
Health & Safety	Noise, geology and seismicity, flooding, hazardous materials, and wildfires are all addressed in this element. Geologic, seismic, and flooding hazards are mapped. Discussion of noise includes noise sources, projected noise contours, and mitigation policies.	Safety; Noise	Fire protection and water supply are addressed in Chapter 8.
Public Services & Facilities	Public schools, water supply and conservation, sewer collection, solid waste, and fire and police protection are all addressed in this element.	Optional Element	
Under Separate Cover: Housing	This element was prepared early during the update process to meet the State-mandated cycle. It consists of demographic trends, housing characteristics, housing costs, development potential, constraints, and special housing needs. The City's 1991 Housing Element policies are reviewed. Housing opportunity sites are identified, and quantified objectives discussed. Housing policies address rehabilitation, affordable housing, conversion, homeless shelters, and energy efficiency. The California Department of Housing and Community Development has certified the element.	Housing	

The Redevelopment Plan includes programs and policies to preserve and enhance the quality of life in the Residential Conservation Areas (RCAs) by:

- providing incentives for housing rehabilitation and improvement;
- mitigating airport noise impacts;
- improving public open space, infrastructure, and facilities that serve the Redevelopment Project Area residents;
- reducing traffic intrusion in residential neighborhoods;
- improving parks and recreational opportunities for youth;
- improving streets and storm drainage; and
- providing easier and safer access to major thoroughfares.

U.S. Navy Site and Its Environs Specific Plan

In response to the U.S. Navy's announcement that a significant portion of the Western Division US Naval Facilities Engineering Command Base (U.S. Navy Site) would be disposed of as surplus property, the City developed a *U.S. Navy Site and Its Environs Specific Plan* for the site and its surrounding area in order to guide its reuse. The Specific Plan envisions the subject area as a vital mixed-use transit-oriented development directly adjacent to major SamTrans bus lines and within walking distance (1/3 mile) of the San Bruno BART Station.

The City Council and Redevelopment Agency formally adopted the *U.S. Navy Site and Its Environs Specific Plan* on January 9, 2001. At a special election in June 2001, pursuant to "Town Hall" meetings required under local Ordinance 1284, voters approved Initiative E authorizing development of the U.S. Navy Site project specifically relating to construction of structures over three stories or 50 feet in height, and construction of above-ground parking structures. In December 2001, the City Council approved an amendment to the *U.S. Navy Site and Its Environs Specific Plan* enabling flexible reuse of specific areas of the site; the amendment allows the construction of housing on parcels previously designated for office due to the slow San Mateo County office market conditions at the time.

The specific plan area is now known as "The Crossing". Approximately 713 multifamily rental units, including 325 units designated for low-and very-low-income residents, have been constructed and are currently being leased. This includes a 300-unit multifamily building (20 percent affordable), a 185-unit multifamily building (20 percent affordable) and a 228-unit senior apartment complex, with 100 percent of the units designated for very-low- and low-income residents. A proposal to construct 350 additional units on the "flexible parcels" was approved by the Planning Commission in 2006. This development includes two buildings, a majority of the units in these buildings will be sold as condominiums; however, some of the units will be rented as apartments. Construction of this phase began in the summer of 2008.

The final phases of The Crossing include a retail development and the development of a hotel. A 12,000 square foot retail and restaurant development, located along the El Camino Real frontage, was approved by the Planning Commission in 2008. The final phase of the Crossing includes the development of a hotel in the southeast corner of The Crossing. This hotel is expected to have 150 or more rooms; development is expected to begin as early as 2009.

Over 700 units have already been built at the former U.S. Navy West Div site, and construction of 350 additional housing units is underway.

Other Jurisdictions

External impacts from land uses and activities in surrounding cities and jurisdictions need to be considered when evaluating future development potential. Furthermore, certain land use activities in San Bruno are restricted by the San Mateo County Comprehensive Airport Land Use Plan and by federal aviation regulations.

San Mateo County

County agencies that have input into land use decisions in specific parts of San Bruno include:

- *The San Mateo County Airport Land Use Commission (ALUC),* which identifies height limits, recommends development requirements for noise-sensitive uses in specified areas, and reviews local land use plans for consistency with the San Mateo County Comprehensive Airport Land Use Plan. Issues related to over-flight height limits and noise are addressed in the Health and Safety Element (Chapter 7).
- *The San Mateo County Flood Control District*, a Countywide Special District created by State legislation to provide a mechanism to finance flood control projects. The legislation requires that a flood control zone be formed over an entire watershed and a proposed funding source be determined before a flood control project is undertaken. There are currently three active flood control zones: Colma Creek, San Bruno Creek, and San Francisquito Creek. Stormwater management and flooding issues are also addressed in the Health and Safety Element (Chapter 7).

City of South San Francisco

The South San Francisco General Plan, adopted in October 1999, designates the Lindenville subarea of the City of South San Francisco for business commercial, office, and community commercial uses. Presently, this area is occupied by industrial, distribution, and warehousing facilities, some of which have closed and are available for reuse. Approximately 1.7 million square feet of additional non-residential development (office and other commercial and retail uses) is planned for this area, which is adjacent to the San Bruno Park 5th Addition neighborhood and within 1/3 mile of the new San Bruno BART Station. The portion of the Lindenville subarea closest to the San Bruno BART Station is designated as a high-intensity business commercial district with mixed-use development as appropriate (given airport noise constraints). Also proposed is a pedestrian and bicycle path along the BART track alignment that would connect the South San Francisco and San Bruno BART stations.

More generally, South San Francisco is transitioning from an economic base of traditional manufacturing, warehousing, and distribution to one of technology and biotechnology. The South San Francisco General Plan projects 9.0 million square feet of new and already approved hotel, office, and commercial development citywide over the next 20 years. Consequently, South San Francisco may compete with San Bruno for future office, light industrial, and hotel development. On the other hand, South San Francisco's growth as a technology and biotechnology subcenter could increase demand for new office, hotel, and retail uses in San Bruno—the San Bruno BART station is closer to major employers such as Genentech that run their own shuttles, than the South San Francisco BART station.

City of Millbrae

Millbrae is a suburban, residential community with commercial development concentrated along El Camino Real, Broadway, and Millbrae Avenue. In November 1998, Millbrae adopted a Specific Plan for its new BART/Caltrain transfer station area designating the approximately 116 acres surrounding the station for new hotel, retail, restaurant, office, and parking uses. Mill-

brae's General Plan, also adopted in November 1998, designates El Camino Real as a Commercial Improvement District, which includes special design guidelines, targeted civic beautification, and economic development activities. Millbrae has also proposed construction of a bicycle and pedestrian path along the BART/Caltrain tracks. Capuchino High School and the area immediately north to Santa Lucia Avenue are in Millbrae's Sphere of Influence, although these areas are within San Bruno's municipal boundaries. Millbrae has no intention of annexing these areas.

City of Pacifica

The portions of Pacifica adjacent to San Bruno are dedicated as permanent open space, with the exception of several large residential developments near Sharp Park Road just west of San Bruno's municipal boundary. No major development near the San Bruno municipal border is planned for the future, however approximately 170 homes have recently been built or currently are under construction in this area.

San Francisco International Airport

San Francisco International Airport (SFO) is located just east of San Bruno in unincorporated San Mateo County. SFO is an agency of the City and County of San Francisco, and the airport property is under San Francisco's jurisdiction. SFO is the fifth busiest airport in the U.S., in terms of total passengers, and is the third largest origin/destination airport in the country. The Airport Master Plan Program (1986-2006) includes major terminal improvements that enable the airport to handle up to 51 million annual passengers, nearly a 30-percent increase over previous annual passenger traffic. As dictated in the Plan, SFO has completed construction on a new International Terminal, an airport rail transit system, elevated circulation roads, new parking structures, and a ground transportation center.

The projected increase in passenger traffic is likely to be accompanied by an increase in the demand for visitor services, such as hotels, restaurants, and conference centers. SFO is also a major employment center and, as such, has an effect on the demand for housing and services in San Bruno. ABAG projects that total airport jobs will grow from 29,040 in the year 2000 to 34,410 in the year 2020 (ABAG Projections 2002).

In addition to the indirect effects of the airport described above, airport operations will also directly affect future land use policies in San Bruno. The San Mateo City and County Association of Governments (C/CAG), acting as the County's Airport Land Use Commission (ALUC), identifies land use policies for height and noise compatibility and reviews local general or specific plan land use changes for compliance. Excessive airport noise will prohibit residential development in certain northeastern portions of San Bruno, particularly around the BART Station. Chapter 7 provides additional detail on noise constraints in San Bruno.

Important to maintaining the relationship between the SFO and San Bruno is the San Francisco Airport (SFO)/ Community Roundtable. The SFO/Community Roundtable was established in 1981 as a voluntary committee to address community noise impacts from aircraft operations at SFO. The SFO/Community Roundtable, made up of over 40 elected officials from the City and County of San Francisco, San Mateo County, and numerous cities within San Mateo County, monitors a performance-based noise mitigation program implemented by airport staff, interprets community concerns and attempts to achieve noise mitigation through a cooperative sharing of authority among the aviation industry, the Federal Aviation Administration, SFO management and local government. The SFO/Community Roundtable is the primary vehicle by which the City of San Bruno addresses environmental and social impacts of SFO on community members and businesses in San Bruno.

San Francisco International Airport (SFO) is located just east of San Bruno in unincorporated San Mateo County.

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2

LAND USE & URBAN DESIGN ELEMENT

This element provides the General Plan land use and physical development framework. It includes a summary of the city's current land use pattern, land use classifications and the Land Use Diagram, and guiding and implementing policies addressing land use and urban design. Because new development under the General Plan is limited to key infill opportunity sites—such as some commercial corridors, and areas surrounding the planned San Bruno Avenue Caltrain station—land use and urban design concepts are focused on compatibility and integration between old and new uses.

2-1 VISION

The community's vision for land use and urban design focuses on protection of existing neighborhoods, promotion of Downtown as the symbolic heart of the city, revitalization of aging commercial uses stretching along principal traffic spines in the eastern parts of the city, and fostering transit-oriented development around the new BART station and the planned new Caltrain station. All uses within 1/3-mile walking distance of the San Bruno BART station, current Sylvan Avenue Caltrain station, and planned San Bruno Avenue Caltrain station are oriented toward pedestrian, bicycle, and transit movement.

Downtown stretches 3,000 feet (approximately a 12-minute walk), one-lot deep along San Mateo Avenue, from El Camino Real to San Bruno Avenue. The General Plan builds on Downtown's recent success by emphasizing a vital, pedestrian-friendly Central Business District for shopping, entertainment, and dining, as well as new residential uses. The planned San Bruno Avenue Caltrain station will provide Downtown with a strong new northern anchor, while new uses at the intersection of El Camino Real and San Mateo Avenue will announce Downtown from El Camino Real and provide the southern anchor.

Among other priorities, the communtiy's vision for San Bruno focuses on protection of existing neighborhoods.

The expanded district surrounding The Shops at Tanforan and Towne Center will continue serving as the principal commercial center, featuring larger-scale retail, service, movie theaters, and office uses that have a regional draw.

In order to strengthen San Bruno's role as an employment center for Bay Area industries and foster transit-supportive uses, Bayhill Office Park is expanded with new professional offices and corporate headquarters, while a mix of commercial and residential (where not otherwise constrained by airport noise) uses is envisioned along San Bruno and Montgomery avenues.

El Camino Real is envisioned as a sequence of uses—mixed-use in the northern portion, Downtown and the Civic Center in the central portions, and mixed uses with a residential focus in the southern third of the corridor. Unified streetscape improvements will provide a strong identity and create safer pedestrian conditions. North of I-380, the development pattern is established with recent improvements to The Shops at Tanforan and implementation of new uses in accordance with The Crossing Specific Plan. El Camino Real will achieve its full potential as a place for residents to work, live, shop and play, creating links between communities that promote walking and transit and an improved and meaningful quality of life.

2-2 CURRENT LAND USE PATTERN

As part of the General Plan update process, existing land use and opportunity sites were compiled from a variety of sources, including aerial photographs, field-work, and information from the City. Geographic Information System (GIS) software was used to analyze and compile land use data.

Land Use Pattern

Land uses in San Bruno are largely segregated. Commercial uses are concentrated along El Camino Real, San Mateo Avenue, and San Bruno Avenue, and in several regional and neighborhood shopping centers. Residential neighborhoods constitute the land area between these major commercial corridors; which include smaller, mixed-density residences located east of El Camino Real and larger, hillside homes located to the west. Several large open space areas are located in the southwestern portion of the city.

Residential

The majority of San Bruno's land area consists of residential use, and neighborhoods are its most prominent feature. The city's older, eastern half contains the greatest diversity of land uses and residential types. Streets in this relatively flat area are organized in a grid pattern that reflects their early 20th century roots. San Bruno's newer, western half is comprised primarily of single-family subdivisions, but also several large multifamily complexes. The curvilinear street pattern in this area, commonly used in post-1950 residential subdivisions, is adapted to the steep, hilly terrain.

According to the California Department of Finance (DOF), as of January 2005, there were approximately 15,776 housing units in San Bruno; 58 percent of these were single-family detached, nearly 40 percent single-family attached, and the remaining multifamily. Citywide, San Bruno's average residential density is 10.6 housing units per net acre. East of El Camino Real mixed single and multifamily neighborhoods (San Bruno Park, Belle Air Park, and Lomita Park), average 16.3 housing units per net acre. Single-family neighborhoods between El Camino Real and I-280 (Mills Park and Huntington Park) average 10.5 housing units per net acre. West of I-280, in lower-density hillside neighborhoods (Pacific Heights, Portola Highlands, Monte Verde, Rollingwood, and Crestmoor), residential densities average 6.7 housing units per net acre. Large multifamily complexes average 29.1 housing units per net acre.

Commercial

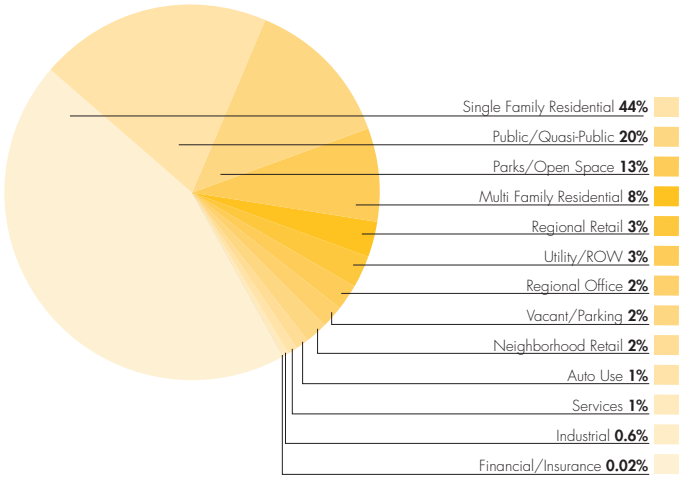
Commercial uses include neighborhood and regional retail, office, finance/insurance, hotels and motels, and other services. The Shops at Tanforan and Towne Center, which constitute approximately 72 acres, are San Bruno's two regional shopping centers. The San Bruno BART Station is located on the east side of The Shops at Tanforan. Other retail establishments are located along El Camino Real, San Mateo Avenue (south of I-380), and San Bruno Avenue (east of Cherry Avenue). The portion of San Mateo Avenue between Huntington Avenue and El Camino Real is the Downtown. This area contains a mixture of ethnically diverse stores and restaurants, and is the most unique commercial area in the city; however, it comprises less than 20 acres. Hotels and motels are located along El Camino Real and San Bruno Avenue. The Bayhill Office Park is the city's largest employment center (approximately 73 acres), and is home to corporate campuses of Google and YouTube.

Industrial and Auto-Related

Industrial, warehousing, distribution and auto-related uses are located in the area bordered by the Caltrain tracks, I-380, and San Mateo Avenue; along San Mateo Avenue south to its intersection with Huntington Ave-

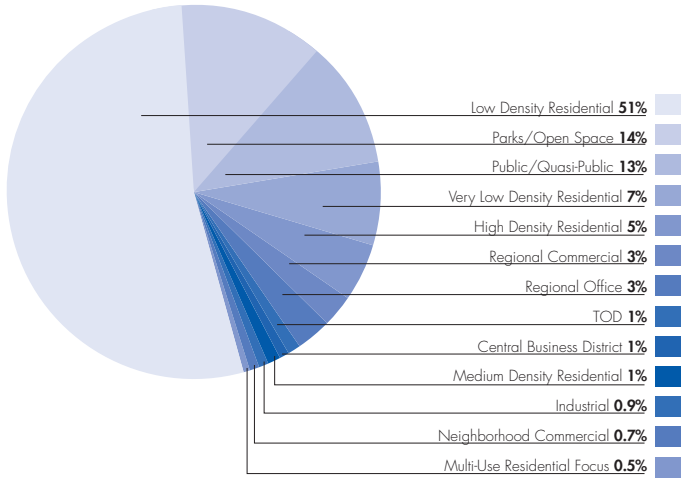
San Bruno contains a great diversity of land uses, generally segregated into single-use districts, such as residential (top), small-scale commercial (center), and large-scale office (bottom).

CHART 2-1: Existing Land Uses in San Bruno, 2000*



Source: City of San Bruno Community Development Department, San Mateo County. Dyett & Bhatia, 2003.

CHART 2-2: General Plan Land Use 2025



Source: Dyett & Bhatia, 2006.

** These are actual uses determined through field surveys and assessor's data, and are not the same land use categories as contained in the General Plan.*

nue; and along San Bruno Avenue between San Bruno Avenue and Highway 380.

Additional light industrial uses are located at the Airport Trade Center on Sneath Lane and Cherry Avenue. Several auto dealerships and repair shops are also located along El Camino Real.

Public/Quasi-Public

Public/Quasi-Public uses include the Civic Center complex, the Federal Archives, elementary and high school sites, the Golden Gate National Cemetery, and Skyline College.

Magnitude of Uses

San Bruno's gross acreage (all land uses including streets and roads) is approximately 3,600 acres. Chart 2-1 shows the proportion of land devoted to various uses in San Bruno in 2000. The majority (approximately 52 percent) of San Bruno's net land area (excluding streets and roads) is devoted to residential uses, with land used for single-family residences comprising the great majority (44 percent of total). Commercial and industrial/auto-related land uses make up approximately 8 percent and 2 percent of San Bruno's net land area, respectively. Of these, regional retail uses occupy the greatest area. Public and quasi-public land uses make up approximately 20 percent of the city's net land area. This public/quasi-public count is high due to several non-local government uses, including the Golden Gate National Cemetery and Marine Reserves Center. Parks and open space make up about 13 percent of the city's net land area. There are only 60 acres, or 2 percent of the city's net land area, of vacant land and surface parking lots in San Bruno.

2-3 LAND USE FRAMEWORK

General Plan Land Use Diagram

The General Plan Land Use Diagram (Figure 2-1) designates the proposed general location, distribution, and extent of land uses. As required by State law, land use classifications specify a range for housing density and building intensity for each type of designated land use. These land use classifications are shown as color/graphic patterns, letter designations, or labels on the Diagram. These density/intensity standards allow circulation and public facility needs to be determined; they also reflect the environmental carrying-capacity limitations established by other elements of the General Plan. The Diagram is a graphic representation of policies contained in the General Plan; it is to be used and interpreted only in conjunction with the text and other figures contained in the General Plan. Chart 2-2 shows the proportion of land devoted to various uses in the proposed 2025 build-out of the General Plan Diagram. It is important to note that the land use categories in this General Plan update are not exactly the same as the land use categories in the last General Plan, nor are they the same as the categories used to describe existing land uses. Proposed updated General Plan Land Use Categories have been refined to achieve greater efficiency and flexibility in categories, as well as a depiction of desired future land use organization.

Density/Intensity Standards

The General Plan establishes density/intensity standards for each land use classification. These standards are shown in Table 2-1. Residential density is expressed as housing units per acre of site area. Population density in this Plan is assumed as an average of 2.71 persons per housing unit according to the Association of Bay Area Governments (ABAG) projections for 2025. (Though population density per housing unit may differ across land uses, this is not delineated at this General Plan level of analysis.) Non-residential and mixed-use intensities are expressed as a maximum permitted ratio of gross floor area to site area (FAR). FAR is a broad measure of building bulk that controls both visual prominence and traffic generation, and is calculated excluding area devoted to parking. In addition to density/intensity standards, some land use classifications stipulate allowable building types (such as single-family residential) as well.

The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges. Additionally, Ordinance 1284, adopted in June 1977, limits building heights to 50 feet or three stories, unless otherwise approved by a majority of the city's voters at a regular or special election. Ordinance 1284 also restricts the construction of multi-story parking structures and limits development along local scenic corridors. Furthermore, Ordinance 1284 restricts the increase of residential densities in areas that were zoned residential in 1974.

The State of California mandates allowing a range of possible density bonuses for qualifying residential developments; this shall be in addition to the maximum density otherwise permitted for that land use classification. The range is calculated based on specific formulas which take into account the percentage of projects dedicated as affordable, and the level of affordability of those projects. For projects with a mix of residential and commercial uses, density bonus shall be calculated on the residential portion of the project.

Land Use Classifications

The land use classifications described below represent adopted City policy. They are meant to be broad enough to give the City flexibility in implementing City policy, but clear enough to provide sufficient direction to carry out the General Plan. The City's Zoning Ordinance contains more detailed provisions and standards. More than one zoning district may be consistent with a single General Plan land use classification. Classifications depicted on the General Plan Land Use Diagram within the *US Navy Site and Its Environs Specific Plan* Area are from the Specific Plan itself and are not redefined in this section.

Very Low Density Residential

Allows up to 2.0 units per acre, with lower density for sites on steep slopes or other considerations as defined in the Zoning Ordinance. Single-family detached housing is permitted. Innovation in development patterns such as flexible setbacks, preservation of natural features, pedestrian paths, and other amenities are encouraged.

Low Density Residential

Allows 2.1 – 8.0 units per acre. Single-family detached housing is permitted. Religious facilities, large daycares, large senior care facilities and similar uses are conditionally allowed. Single-family attached housing (i.e., duplexes and townhomes) may be permitted in instances where clustering results in additional open space, provided that each dwelling unit has ground-floor living area and private open space.

Medium Density Residential

Allows 8.1 – 24.0 units per acre. Single-family detached and attached housing, including small-lot and zero-lot line housing, as well as duplexes are permitted.

High Density Residential

Allows 24.1 – 40.0 units per acre. Single-family attached and multifamily housing are permitted. Ancillary uses, such as rooming and boarding houses, sanitariums, and rest homes, are also permitted subject to a use permit.

TABLE 2-1: Density and Intensity Standards

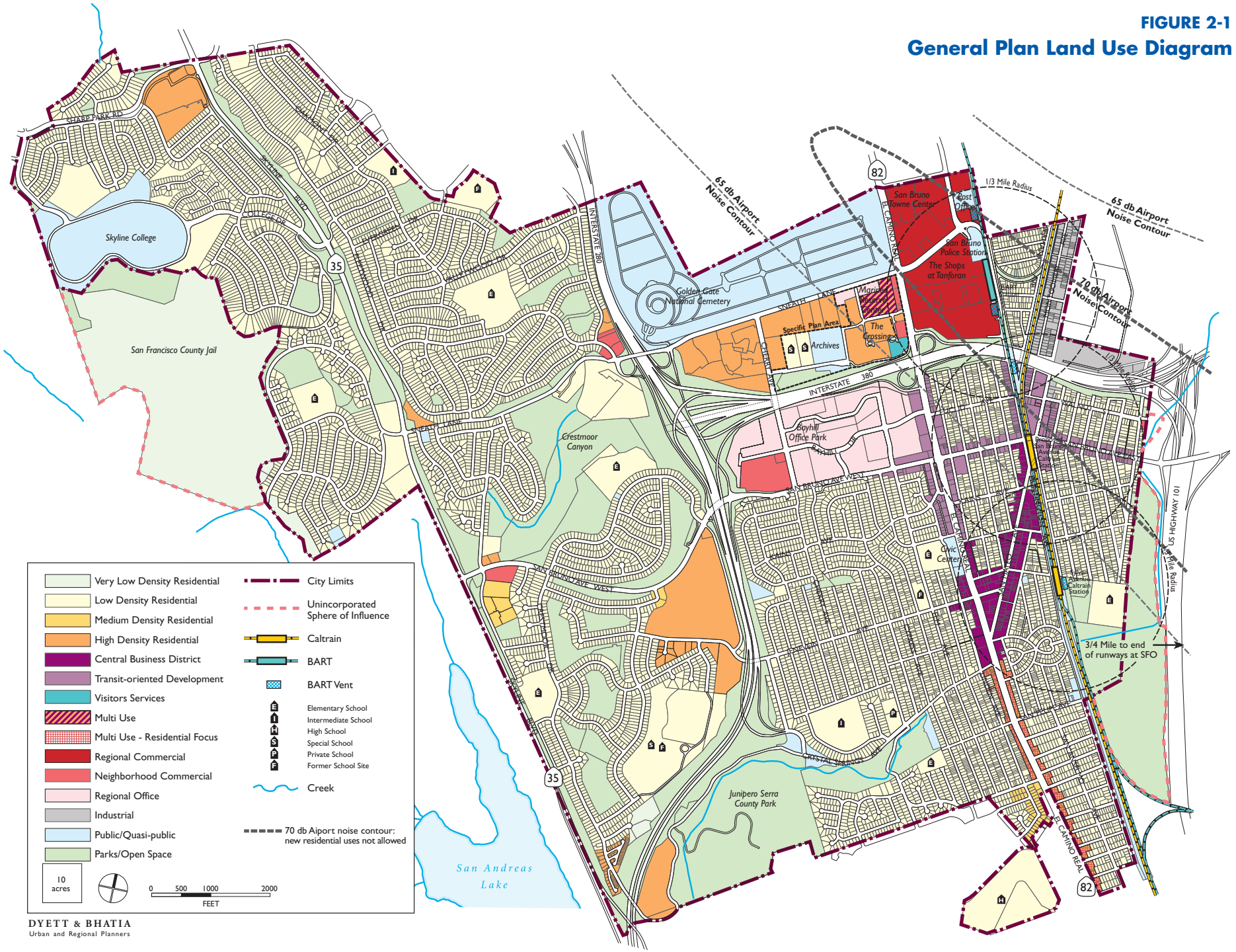
	Residential Density (hu/acre)	Floor Area Ratio (FAR; combined for all uses, including residential)	Discretionary Off-Site Improvements and Design Amenities FAR/Density Bonus*
Very Low Residential	0.1 – 2.0	–	–
Low Residential	2.1 – 8.0	–	–
Medium Residential	8.1 – 24.0	–	–
High Residential	24.1 – 40.0	–	–
Transit-Oriented Development	–	2.0 (3.0 for lots 20,000 s.f. or larger)	0.5 FAR
Multi Use - Residential Focus	–	2.0 (3.0 for lots 20,000 s.f or larger)	8.0 hu/acre
Downtown Mixed Use	–	2.0 (3.0 for lots 15,000 s.f. or larger)	
Neighborhood Commercial	–	1.2	
Regional Commercial	–	1.2	
Regional Office	–	1.5	
Industrial	–	1.5	

* Density bonus for income-restricted housing shall be in accordance with State law, and shall be in addition to the Density or FAR (without inclusion of discretionary bonus). For mixed-use developments, bonus shall be in the form of FAR, and based on residential component of the project.

Source: Dyett & Bhatia, March 2006.

FIGURE 2-1

General Plan Land Use Diagram



DYETT & BHATIA
Urban and Regional Planners

In addition to Downtown (bottom), the General Plan promotes mixed-use development along San Bruno Ave. (top right), and El Camino Real (top left).

Transit-Oriented Development

Allows 2.0 base maximum FAR combined for residential and/or non-residential, 3.0 maximum for parcels of 20,000 square feet or larger, and a potential additional 0.5 FAR bonus for off-site improvements and urban design amenities, as outlined in the Zoning Ordinance.

In addition to FAR maximums, residential density shall not exceed 40 units per acre at base FAR, and 50 units per acre with all incentives. This classification permits a variety of uses, either individually or in mix with other permitted uses, including: retail sales; eating and drinking establishments; personal and business services; professional and medical offices; financial, insurance, and real estate offices; hotels and motels; educational and social services; government offices; and residential. This designation is generally applied in key corridors such as San Bruno Avenue and El Camino Real in areas with proximity to BART and Caltrain stations.

Multi Use - Residential Focus

Allows 2.0 base maximum FAR combined for residential and/or non-residential, 3.0 maximum for parcels of 20,000 square feet or larger, with non-residential use not exceeding 0.6 FAR. Residential density shall not exceed 40.0 units per acre (before State mandated affordable housing density bonus). The City may grant a discretionary bonus of up to 8.0 units per acre for projects that undertake public right-of-way streetscape improvements in accordance with criteria established by the City. Multi Use–Residential Focus extends south along El Camino Real from Crystal Springs Road, placing emphasis on multifamily housing in new development projects. Multi Use–Residential Focus permits one or more of a variety of uses, including: multifamily and attached single-family housing; eating and drinking establishments; personal and business services; hotels and motels; and financial, insurance, and real estate offices. New retail uses are only conditionally allowed to ensure that such activities are concentrated in existing retail districts.

Central Business District (Downtown Mixed Use)

Allows 3.0 base maximum FAR combined for all uses (residential and non-residential), with no separate residential density limitation. Downtown Mixed Use per-

mits one or more of a variety of uses, including: retail sales; hotels; eating and drinking establishments; personal and business services; professional and medical offices; financial, insurance, and real estate offices; theaters and entertainment uses; educational and social services; and government offices. Active uses are required at the ground level, and residential use is permitted on second and upper floors only. Wholesale trade, drive-through facilities, and auto-related uses are prohibited.

Neighborhood Commercial

Allows 1.2 maximum FAR. Neighborhood Commercial permits convenience and retail commercial uses including, but not limited to: grocery and drug stores; eating and drinking establishments; apparel and accessory stores; personal and business services; professional and medical offices; financial, insurance, and real estate offices; and auto repair and services. Residential is conditionally permitted on upper floors as part of mixed development with commercial use, subject to combined maximum FAR limits.

Regional Commercial

Allows 1.2 maximum FAR with potential additional discretionary 0.3 FAR incentive for projects that provide transportation demand measures and urban design amenities as specified in the Zoning Ordinance. Regional Commercial permits a variety of commercial uses intended to serve a regional market area, including: retail sales; eating and drinking establishments; personal and business services; professional and medical offices; financial, insurance, and real estate offices; theaters and entertainment uses; educational and social services; auto repair and services; furniture and appliance stores; home improvement stores; and hotels. Development is located in an area easily accessible to automobiles (Highway 101, I-380, and El Camino Real) and transit (BART station, Caltrain station, SamTrans corridor).

Regional Office

Allows 1.5 base maximum FAR, with potential additional discretionary 0.5 FAR incentive for projects that provide transportation demand measures and urban design amenities as specified in the Zoning Ordinance. Regional Office permits administrative, professional, and medical offices located in a campus-style setting (Bayhill Office Park). Offices that provide professional services for SFO clientele are encouraged. Shuttle services are provided for convenient travel between the airport, BART, Caltrain, and hotel facilities. Small convenience retail uses, personal services, and eating and drinking establishments are permitted as ancillary uses.

Industrial

Allows 1.5 maximum FAR. Industrial permits a variety of business and industrial uses, including: research and development facilities; high-technology offices; light manufacturing and fabrication; industrial processing; general service; warehousing, storage and distribution; auto mechanics and body repair; parking facilities; biotechnology; and service commercial uses. Development may be clustered in a campus setting. All development will be subject to high design and landscape standards.

Public/Quasi-Public

Permits a variety of public and quasi-public uses, including: government offices; fire and police facilities; transit stations; airports; and cemeteries.

Parks/Open Space

Provides parks, recreation facilities, and open space areas for the general community. Both public and private lands designated for open space are included.

Public uses in San Bruno come in a variety of shapes and sizes, from police stations (top) to cemteries (bottom).

TABLE 2-2: Potential General Plan Buildout (2025)

	Housing Units	Population	Employed Residents	Jobs	Jobs/Employed Residents Ratio
Existing Development[1] (A)	15,776	42,215	19,150	16,910	0.88
Recent Development (B)					
U.S. Navy Site Specific Plan[2]	763	1,964	1,073	600	
Housing at Skyline College (as of 2005)	115	296	162	0	
Pending Development (Crossing, Skycrest, Merrimont)[3]	***444***	***1,143***	***624***	***0***	
Additional Development under General Plan (see Table 2-3)	682	1,756	959	4,882	
Total with Existing, Recent, Pending, and Additional Development (C)	**17,780**	**47,374**	**21,967**	**22,392**	**1.02**
Change 2005 to 2025 (C–A–B)	**1,126**	**2,899**	**1,583**	**5,482**	

[1] Housing Units & Population: CA DOF, Report E-5, 2005. Employed Residents & Jobs: ABAG Projections 2005 (with adjustment of +3,000 for jobs at Tanforan).

[2] Residential development includes 185-unit apartment building, 300-unit apartment building and 228 senior units. Non-residential development includes full service 350-400 room hotel, plus ancillary commercial uses.

[3] Pending development includes 350 condo units at the Crossing, 70 units at the former Carl Sandburg School site and 24 units at Skycrest.

ASSUMPTIONS: Buildout of Surface Parking Lots=40%; Buildout of Vacant Sites=100%; Buildout of Reuse Areas=20%; Population Calculation Assumptions: HH size=2.71 (ABAG projections for San Bruno for 2025), vacancy rate=5%, group quarters population=0.52% of total (same as in 2005); Potential Employed Residents: 0.546 of additional/recent population growth (ABAG projections for San Bruno in 2025).

About half of new housing development is expected to occur at The Crossings (above right), while the majority of the rest through reuse of aging commercial corridors (above).

2-4 GENERAL PLAN BUILDOUT

Table 2-2 provides a summary of total housing and jobs at General Plan buildout, including existing development, pending projects, and additional development potential under the General Plan 2025. Projects underway include the multi-family housing at the U.S. Navy Site (The Crossing). Total population will reach approximately 44,900 and total jobs approximately 22,390. While the number of housing units will increase by only 1,126, the number of employed residents is expected to increase by 1,583, because the number of employed residents per household is expected to increase slightly in the coming decades according to the Association of Bay Area Governments (ABAG). The jobs/employed residents balance will increase to 1.02 from 0.88 presently.

Half of the expected increase in housing (763 of the total 1,560 housing unit increase) is expected from development at The Crossing, while another 682 housing units are projected to be added elsewhere. As of December 2007, the existing Treetops development has entitlement to increase housing unit density from the current 308 units on-site to 510 units with redevelopment. The property with redevelopment will be called Pacific Bay Vistas. Table 2-3 describes potential General Plan buildout by land use classification.

TABLE 2-3: Additional Development by Land Use Classification

Grand Total	Housing Units	Building Area	Jobs
Very Low Residential			
Low Residential	160		
Medium Residential	-		
High Residential	127		
Transit Oriented Development	126	164,400	493
Multi Use - Residential Focus	103	39,900	120
Downtown Mixed Use	166	192,900	579
Neighborhood Commercial		36,800	110
Regional Commercial		429,100	1,103
Regional Office		683,200	2,050
Industrial		108,100	195
Construction and Transportation		-	232
Total	**682**	**1,654,400**	**4,882**

2-5 URBAN DESIGN

Key urban design objectives of the General Plan include fostering increased vitality in the Downtown, improving appearances of major corridors and centers, ensuring compatibility between new infill and existing development, and promoting walkability and transit orientation in key corridors. Areas with reuse and intensification potential include:

- Downtown (San Mateo Avenue);
- San Bruno BART and proposed San Bruno Avenue Caltrain station areas;
- El Camino Real;
- San Bruno Avenue, east and west; and
- Montgomery Avenue.

With further development intensification, streetscape and façade improvements, and transit connection improvements, these existing commercial centers will become more cohesive and help to shape a stronger identity for the city.

In addition reuse may occur on a small number of sites in the western parts of the city where Low and Very Low Density residential uses are dominant, including on closed school sites and some aging apartment complexes.

Sites with development opportunities are limited in San Bruno, as the city is almost fully developed. New development is likely to occur in forms of infill development or redevelopment. The design policies seek to ensure that new infill development in main corridors enhances the identity of the corridors and has a pedestrian- and street-friendly orientation, and new residential infill development is harmonious with the existing neighborhood design.

The General Plan promotes transit-oriented development adjacent to the BART and the Caltrain (proposed location below), and promotes fluid connections to them.

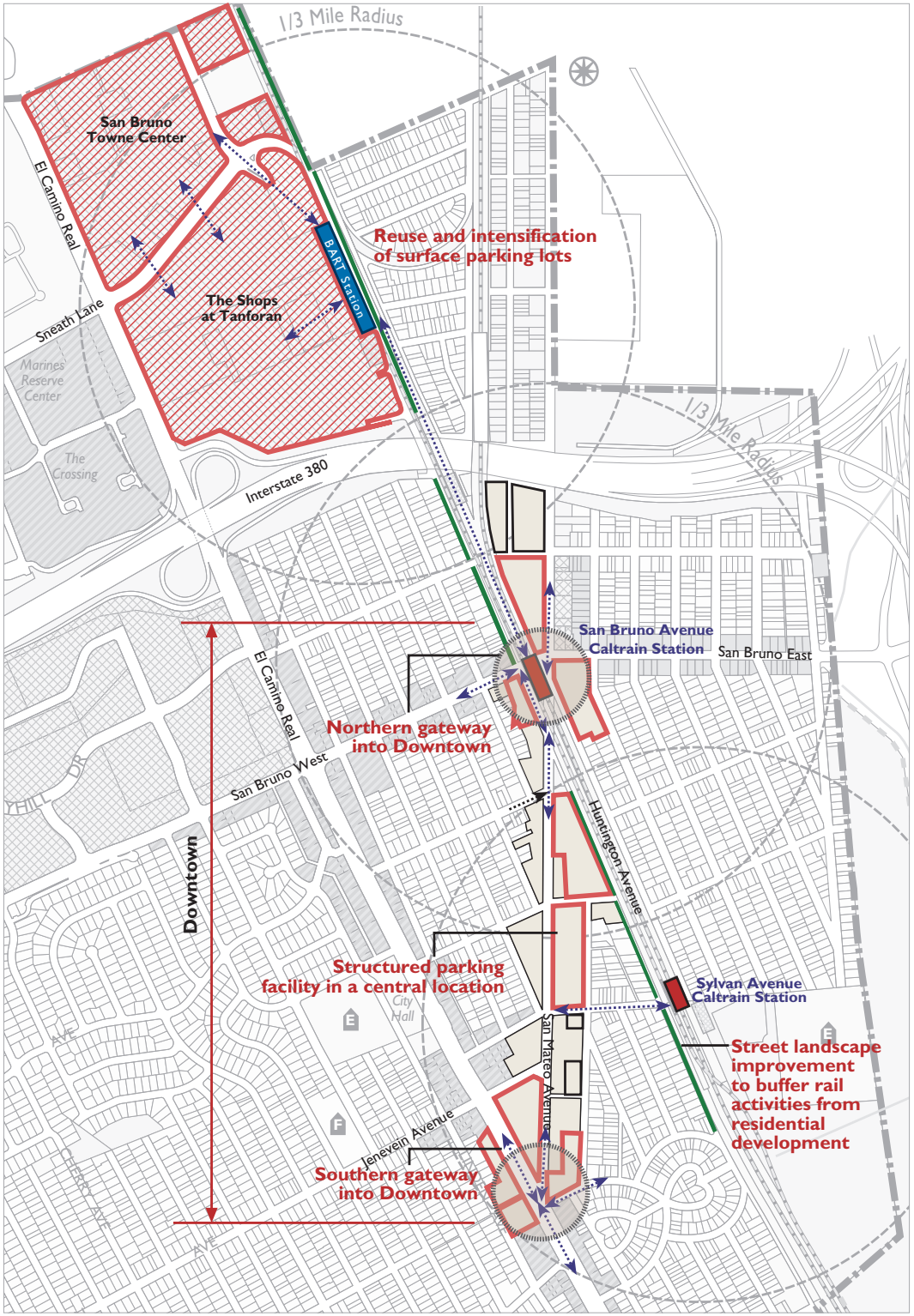


FIGURE 2-2

Urban Structure for Commercial and Transit Nodes

Transit-oriented development is designated surrounding the Proposed San Bruno Avenue Caltrain Station (top) and the San Bruno BART station (middle). Downtown has short blocks, fine-grained development, and a pedestrian-friendly ambiance (bottom).

The BART and Caltrain stations introduced regional transit connections to San Bruno. The design policies recognize the significance of these major transit nodes and require that fluid connections are created from the stations to main centers and corridors. The primary components of San Bruno urban structure are illustrated in Figure 2-2.

Mixed-use and Transit-oriented Development

Mixed-use and multi-use development consist of a diversity of retail, office, civic, and residential uses located within the same site area. Mixed-use is generally defined as a mix of uses vertically integrated within a structure (for example, ground-floor retail with offices or housing above); while multi-use development is a mix of uses horizontally integrated within a site (for example, office uses along the street frontage with housing to the rear of the parcel).

The General Plan promotes mixed-use and multi-use development in various locations to support revitalization of ageing commercial corridors, create a pedestrian-friendly environment along major city spines, and make available a range of goods and services available within walking distance of housing. Because of small parcel size along the principal corridors, most multi- and mixed-use development is likely to be small scaled and incremental in nature. General Plan policies seek to ensure that new development is varied, with site and architectural design focused on street-level and pedestrian-scale features; and buildings are set along the street frontage with parking tucked behind or located under buildings. The General Plan also seeks to create an interconnected network of streets, sidewalks, and/or paths to promote direct, walkable routes between different parts of the community, capitalizing on train stations and bus transit stops.

Downtown

The city's Downtown is located along a half-mile long stretch of San Mateo Avenue, between San Bruno Avenue and El Camino Real. Most stores and services are small, independently owned establishments. Parcels fronting San Mateo Avenue are a half block deep and are relatively small. The planned San Bruno Avenue Caltrain Station (which includes a grade separation project) is located at the northern end of Downtown, at the intersection of San Mateo and San Bruno avenues.

While Downtown has experienced vitality in recent years with new cafes and increased restaurant patronage, it remains an underutilized focal point within the city. Downtown has good bones, with short blocks, a pedestrian-friendly environment and architecturally unique buildings. Ground-floor shops and restaurants are lined with wide sidewalks, street trees, underground utilities, decorated shop windows, some awnings, wall signs, and antique and pedestrian-scale street lamps. Buildings are typically one- to two-stories in height, and some date from the early 20th century. Shops offer a range of products from children's furniture to musical instruments to auto parts, and ethnic stores and restaurants with signs in foreign languages (Spanish, Korean, and Chinese). Parking is available on street or in public lots located behind the buildings.

Downtown is most easily accessed from San Bruno Avenue, where one can turn onto San Mateo Avenue. Unfortunately, Downtown is not as clearly visible from El Camino Real; the intersection of El Camino Real and San Mateo Avenue is not prominent. Cross streets (Jenevein, Sylvan, and Angus avenues) to San Mateo Avenue do provide access to and from El Camino Real, but they are narrow and crowded with on-street parking. Small parcels, which result in fine-grained development along San Mateo Avenue, are also a hindrance to more intense, multi-story development.

Development opportunities should be actively sought to transform Downtown into a truly citywide destination. A wider spectrum of businesses should be introduced at a greater intensity for increased vitality. Connections to Downtown at vehicular, pedestrian, and transit level should be improved with enhanced visibility and streetscape improvements. Housing opportunities should also be expanded within and adjacent to Downtown in order to serve the existing retail base and provide a greater level of round-the-clock activity, or "eyes on the street".

El Camino Real

El Camino Real, also known as State Route 82, was the first highway and automobile route through the San Francisco Peninsula. El Camino Real developed parallel to the Southern Pacific Railroad tracks that linked the "railroad suburbs" of San Mateo County to San Francisco, and continues to serve as an important north-south route along the eastern side of the Peninsula. Traffic volumes and speeds are high compared to surrounding roads. Current development consists of auto-related uses, restaurants, mostly one-story commercial establishments, and the Civic Center buildings.

With the construction of U.S. Highway 101, El Camino Real lost much of its prominence. However, many of the uses along the San Bruno stretch of El Camino Real still serve regional and local shopping needs. The scale and character of regional versus local uses along El Camino Real is striking. The Shops at Tanforan and Towne Center occupy enormous super-blocks, and are set back from the street with peripheral surface parking lots. Smaller-scale commercial uses line El Camino Real south of San Bruno Avenue. These freestanding buildings are typically one- or two-stories in height, located along the street frontage, with small surface parking lots to the side or rear of the lot. Freestanding signs face traffic.

The General Plan seeks to provide differentiated identities to the different stretches of El Camino Real as it traverses the city. Urban design policies seek to strengthen and to intensify El Camino Real's street and building characteristics, while distinguishing them from Downtown and The Shops at Tanforan. To reinforce its identity as a regional and local commercial strip, and to become a part of a cohesive citywide commercial center, more focused commercial development effort is placed on El Camino Real north of Crystal Springs Road where it is within walking distance of Downtown, The Shops at Tanforan/Towne Center, San Bruno Avenue, and the BART and Caltrain stations. Commercial uses are discouraged south of Crystal Springs Road, so that retail and other activities are strengthened Downtown.

The General Plan seeks to provide differentiated identities to the various stretches of El Camino Real as it traverses the city.

GUIDING PRINCIPLES OF THE GRAND BOULEVARD INITIATIVE

1. Target housing and job growth in strategic areas along the corridor
2. Encourage compact mixed-use development in high quality urban design and construction
3. Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments
4. Develop a balanced multimodal corridor to maintain and improve mobility of people and vehicles along the corridor
5. Manage parking assets
6. Provide vibrant public spaces and gathering places
7. Preserve and accentuate unique and desirable community character and the existing quality of life in adjacent neighborhoods
8. Improve safety and public health.
9. Strengthen pedestrian and bicycle connections with the corridor
10. Pursue environmentally sustainable and economically viable development patterns.

See www.grandboulevard.net for more information on this initiative.

The Grand Boulevard Initiative

San Bruno is participating in the Grand Boulevard Initiative (GBI), a collaboration of 19 cities, the counties of San Mateo and Santa Clara, local and regional agencies, private business, labor and environmental organizations united to improve the performance, safety and aesthetics of Highway 82 on the Peninsula from Daly City to downtown San Jose.

Under this initiative, El Camino Real will become a "grand boulevard of meaningful destinations" shaped by all the cities along its length and with each community realizing its full potential to become a destination full of valued places.

Cities are encouraged to design for neighborhoods that include high quality building designs and diverse land uses, preserve historic buildings and places, and enhance our economic and cultural diversity, with the broad involvement of residents, workers and local businesses. Rail stations and bus facilities are valued not only as vital transportation services, but as public gathering places and assets to spur transit-oriented development.

Neighborhood Design

Residential neighborhoods located east of Downtown generally contain one- to two-story, wood-frame, single-family homes dating from the first half of the 20th century. Interspersed among these homes are plain multifamily structures from the latter half of the 20th century. Building lots are typically short and narrow, resulting in compact residential buildings with limited yard space. Most residential structures have one-car garages attached to the side or rear or located on the ground floor of the structure.

Residential neighborhoods in the area between El Camino Real and Interstate 280 contain single-family homes built after World War II. These neighborhoods contain bungalow and Mediterranean-style homes, with distinctive detailing. The compact style, front porches and stoops, and small garages encourage pedestrian activity.

Residential neighborhoods located west of Interstate 280 have a more typical suburban quality. Curvilinear streets and cul-de-sacs reflect the hilly topography of the area. Single-family detached homes at significantly lower densities than the older neighborhoods east of El Camino Real are strictly separated from limited commercial development. Relatively few roadways lead from major arterials into the residential neighborhoods, making pedestrian movement challenging. However, magnificent views of the San Francisco Bay are available for many hillside homes, and limited through-access retains quiet and privacy for neighborhood residents. New projects have and can take advantage of the Planned Unit Permit process. This permit encourages smaller lot sizes within residential subdivisions in exchange for larger open spaces areas. This process allows for creative utilization of the remaining land within the City, and ultimately larger open space and park areas within the developments.

New residential development opportunities are limited to multi-use parcels along El Camino Real and San Mateo Avenue, several multifamily residential parcels north of I-380, and surplus school sites west of I-280. Urban design policies seek to ensure that the new multifamily developments create pedestrian-friendly environments and multi-use developments contribute to the vitality of key corridors.

Views

Topography plays a key role in shaping San Bruno's urban character. Hills to the north and west provide a prominent visual backdrop to the vibrant commercial areas adjacent to El Camino Real. San Bruno Mountain

and Sweeney Ridge both rise approximately 1,200 feet above mean high water sea level. The topography gradually flattens out from the western ridgeline toward San Francisco Bay. The eastern city limits are located within two miles of the Bay; SFO is situated along the Bay shore itself. Figure 2-3 illustrates the city's topography and resulting viewsheds from several different locations; General Plan policies require that development on sites visible from multiple locations undergo design review to ensure they are visually not over-dominant.

The surrounding ridgelines can be seen from points throughout the city and serve as geographical landmarks along the northern San Francisco Peninsula. Partial views of San Francisco Bay, the Oakland hills, and Mount Diablo (in central Contra Costa County) can be seen from high points along the western hills.

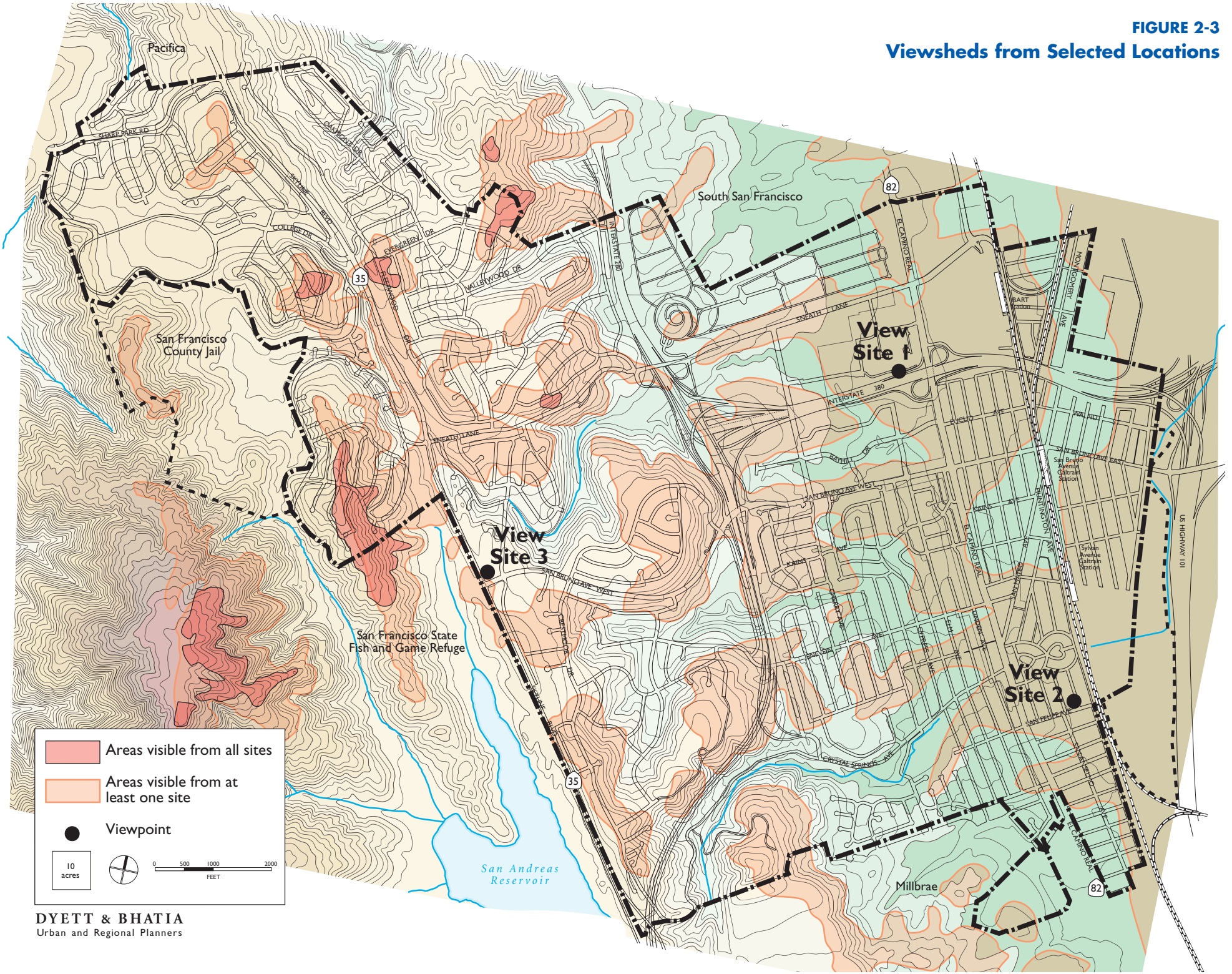
Due to its location along the ridge of the coastal range, Skyline College features a truly magnificent vista point offering views of the coast. The vista point looks west, where rocky shoreline, sandy beaches, and the City of Pacifica's pier can be seen. Rolling green hills and rocky cliffs lie in the Sharp Park area between San Bruno and the coastline, where Pacifica's neighborhoods and commercial districts are tucked among the topography.

Development opportunities are limited in the hilly western portion of San Bruno. Thus, views of the hills from the lowlands are less likely to change. However, new development in the lowlands' opportunity sites will change the appearance of the urban fabric. Due to the voter approval requirement on buildings of 50 feet or three stories in height, the city will not appear much taller, even though it may become slightly more dense.

General Plan policies are intended to minimize impacts on established neighborhoods (top) and retain and improve visual resources—including views of San Bruno Mountain (bottom) and access to parks and public plazas (City Park, left).

FIGURE 2-3

Viewsheds from Selected Locations



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Urban and Regional Planners

2-6 LAND USE AND URBAN DESIGN POLICIES

Guiding Policies

LUD-A Promote development of El Camino Real as a boulevard with a series of "districts", with distinctive uses weaved together with unified streetscape, sidewalk improvements, and pedestrian amenities. Encourage residential development to promote walkability and transit use.

LUD-B Intensify land uses surrounding the new San Bruno BART station and planned San Bruno Avenue Caltrain station, including development of transit-oriented uses, regional shopping opportunities, high-intensity offices, hotels, and other similar uses.

LUD-C Stimulate reuse and intensification with multi-use, transit-oriented development along El Camino Real, San Bruno Avenue, and San Mateo Avenue. Provide amenities serving pedestrians, bicyclists, and transit riders along these corridors.

LUD-D Promote Downtown as the civic and cultural center of San Bruno, based on expansion of the ethnically diverse array of businesses and restaurants. Foster a vibrant, continuous, pedestrian-oriented mix of land uses within Downtown. Increase the market supporting Downtown through new mixed-use opportunities, including housing above the ground floor.

LUD-E Ensure that new development, especially in residential neighborhoods, is sensitive to existing uses, and is of the highest quality design and construction.

LUD-F Promote infill and revitalization of the city's shopping centers—including the continued improvement of The Shops at Tanforan and Towne Center—to attract shoppers from throughout the region using convenient BART and Caltrain access.

LUD-G Infill in the Bayhill Office Park with new professional offices, and hotel uses.

LUD-H Provide for continuation of industrial uses in selected areas in the city, primarily along Montgomery Avenue.

LUD-I Engage in a new streetscaping and banner program at the city's major gateways to help foster San Bruno's sense of place.

LUD-J Coordinate planning and development with surrounding cities, agencies, and San Mateo County. Work toward solutions to regional problems of traffic congestion, open space preservation, noise attenuation, environmental hazards, affordable housing, pollution, and growth management.

LUD-K Actively seek citizen participation in the planning process, and in improving and maintaining the city's image.

New housing under the General Plan is intended to capitalize on regional transportation improvements, preserve neighborhood character (Lomita Park neighborhood, top), and emphasize pedestrians (Plaza at the Crossing, bottom).

Implementing Policies

Residential Development

LUD-1 Promote development of single-family housing on former school sites owned by public school districts. Retain existing recreation facilities for resident use, whenever possible.

LUD-2 Preserve neighborhood character and quality in the city's eastern neighborhoods through the Redevelopment Agency's Residential Rehabilitation Loan Program.

LUD-3 During Plan review, protect the residential character of established neighborhoods by ensuring that new development conforms to surrounding design and scale.

LUD-4 Strengthen residential integrity in viable neighborhoods within the city's Redevelopment Area by eliminating incompatible uses and by facilitating upgrading of deteriorated structures.

LUD-5 Allow small-lot single-family housing in new and existing neighborhoods to serve as efficient and compact infill development.

LUD-6 Offer development incentives, as stated in Table 2-1, to encourage new infill development along San Mateo Avenue and El Camino Real that incorporates residential use.

LUD-7 Require any subdivision or development involving construction of more than five units, regardless of the number of parcels, to undergo design review. Require provision of open spaces and pedestrian connections within multifamily projects, as well as an active street frontage along arterial roadways.

LUD-8 Develop and implement standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in multifamily complexes. Use the following design techniques:

- Locate garages and carports to the rear of parcels;
- Provide access to tuck-under parking from the side or rear of parcels, particularly along major arterial roadways;
- Screen tuck-under parking with landscaping or other buffering techniques; and
- Continue to allow shared driveway configurations, as appropriate.

LUD-9 Provide safe and comfortable pedestrian routes through residential areas by requiring sidewalks on both sides of streets, planting street trees adjacent to the curb, allowing on-street parking, and minimizing curb cuts.

LUD-10 Revise the Zoning Ordinance to allow child care services in all residential and commercial zones, so that they are distributed throughout San Bruno to reduce commute times and costs for working parents.

LUD-11 When approving single-family construction permits, consider the cumulative impact of additions on water, sewer and other City services.

Downtown

LUD-12 Improve the visibility of Downtown from El Camino Real through a variety of techniques that may include signage, lighting, landscape treatment, or provision of plaza or building design that "announces" Downtown.

- Require buildings along the intersection to present attractive and pleasant facades where visible from El Camino Real, including windows, displays and entryways (transparency) at ground level.
- Incorporate a historical marker to identify the intersection as the beginning of the California State Highway system.
- Improve the visibility of Downtown by expanding streetscaping and amenities to parcels on the west side of El Camino Real. Install directional signage or banners along El Camino Real to announce Downtown. Consider use of signage arching over El Camino Real were Caltrans to abandon State Highway designation for El Camino Real.
- Place clearly marked crosswalks and traffic lights to ensure the safety of residents and visitors entering Downtown from across El Camino Real.
- Work with Caltrans and other agencies to modify El Camino Real street design to implement traffic calming measures that ensure safe pedestrian and bicycle access to Downtown.

LUD-13 Integrate the planned San Bruno Avenue Caltrain Station with Downtown. Designate the station as the northern gateway into Downtown, as illustrated in Figures 2-4 and 2-5. Implement the following design techniques:

- Orient the station's main exit, signage, lighting, and landscaping toward Downtown.
- Create a marker (such as small public plaza) at the intersection of Huntington Avenue and San Mateo Avenue as an anchoring and focal element for Downtown. Use coordinated design elements (consistent and repeated signage, fountains, streetlights, landscaping, etc).
- Ensure that the station platform over San Mateo Avenue is oriented toward Downtown, and affords views down the Avenue toward El Camino Real.

LUD-14 Actively market Downtown as a neighborhood center for the surrounding residential areas. Create and distribute a Downtown San Bruno map that illustrates the restaurants, retail, services, and parking facilities available in Downtown.

LUD-15 Require pedestrian-oriented building design—including zero front setbacks (except where noted for public plazas), awnings, and building entries facing the street—to complement the city's Downtown streetscape improvements.

LUD-16 Promote new housing and mixed-use development within Downtown to provide a larger market base for neighborhood retail shops. Establish pedestrian connections between retail fronting San Mateo Avenue and housing on the back half of blocks.

LUD-17 Encourage new development in Downtown to accommodate small retail shops, with larger anchor stores at the northern and southern gateways. Prohibit auto-oriented uses, including fast food with drive-through facilities.

LUD-18 Upgrade the appearance of Downtown through combined efforts of the City, merchants, and property-owners. Work with the Redevelopment Agency to administer the Building Facade Improvement Program to provide matching grants for façade improvement projects.

- Integrate Civic Center as part of an expanded Downtown that "embraces" El Camino Real (as shows in Figure 2-5). Undertake streetscape improvements to link the Civic Center Complex with San Mateo Avenue.

LUD-19 In accordance with Ordinance 1284, assemble parcels to create a centrally-located, structured parking facility that would sufficiently serve merchants and shoppers in Downtown. The parking structure should include ground floor commercial along street frontage, and main entrances and exits along side streets to minimize breaks in commercial frontage along San Mateo Avenue.

Regional Commercial

LUD-20 Promote establishment of strong regional retail anchors in The Shops at Tanforan and Towne Center. Support the further redevelopment and expansion of The Shops at Tanforan, and work with the developer and San Bruno Chamber of Commerce to market the center to a wider regional audience.

LUD-21 Strengthen the identity of the existing internal "street" network in The Shops at Tanforan and Towne Center. Encourage transition of these two centers into an outdoor/indoor shopping "district," as illustrated in Figure 2-6. Implement the following design techniques:

- Promote reuse and infill of existing surface parking lots.
- Strengthen the existing internal street network (as shown in the concept diagram) to promote walkability between stores, services, and restaurants.
- Ensure that the street network links the two shopping centers and preserves the visibility of the existing shopping complexes from El Camino Real.
- Design all new commercial spaces to be located and oriented toward the walkable internal streets and toward Sneath Lane, with clear connections to enclosed mall entrances.
- Create fluid and visible pedestrian connections to and from the San Bruno BART Station.
- In accordance with Ordinance 1284, consider construction of necessary parking structures to replace existing surface parking lots. Locate parking structures along the edges of the shopping district to minimize vehicular traffic on internal pedestrian-oriented streets.

FIGURE 2-4

Northern Gateway to Downtown

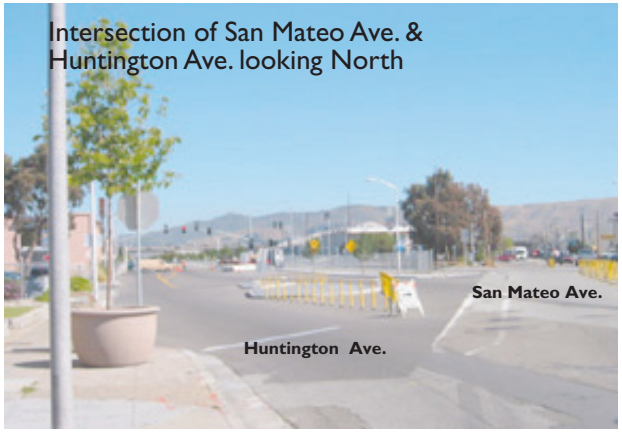
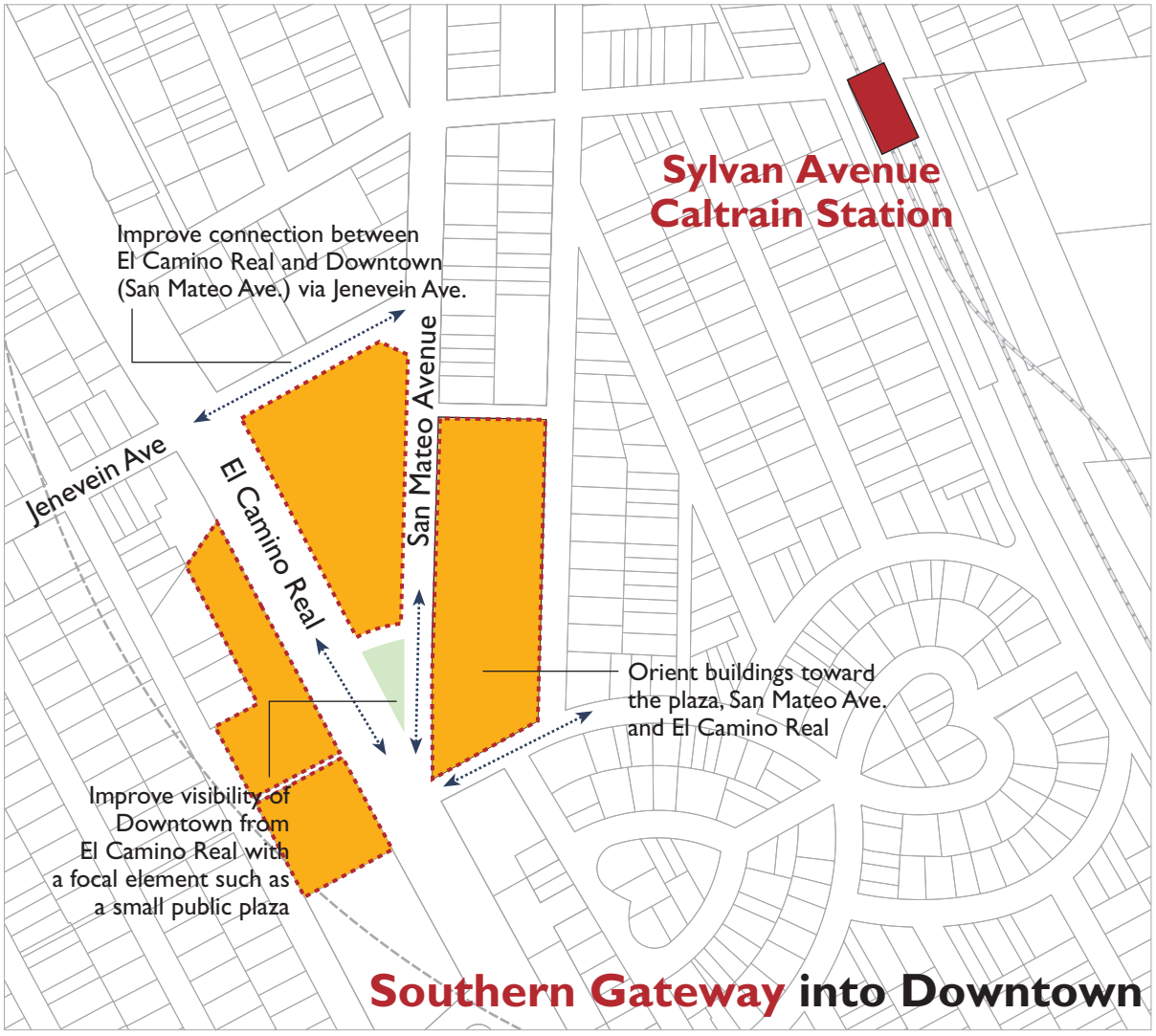
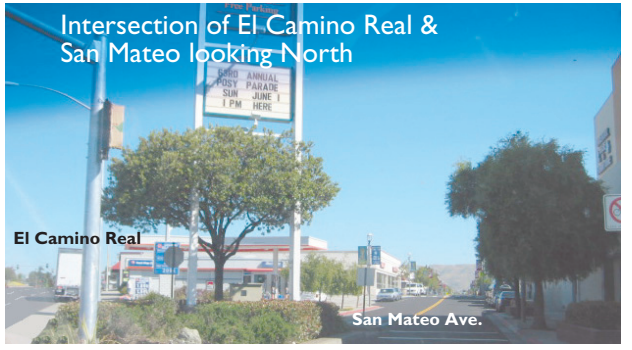


FIGURE 2-5
Southern Gateway to Downtown





- Improve landscaping along El Camino Real to differentiate and announce the "district" from other developments along El Camino Real.
- Incorporate gateway features on El Camino Real near the northern edge of Towne Center where San Bruno's northern boundary exists.
- Develop a uniform signage plan to coordinate signs along the internal shopping streets with signs along El Camino Real.
- Coordinate with the San Bruno Chamber of Commerce to market the new "district" as a regional marketplace.

LUD-22 Ensure that vehicular, transit, bicycle, and pedestrian access to the city's regional retail centers is convenient, efficient, and safe. Coordinate transportation improvements with the new San Bruno BART station and SamTrans.

LUD-23 Consider development of new professional and administrative offices within The Shops at Tanforan and Towne Center, so that commuters can travel to and from San Bruno via the BART system. Allow offices on second and third levels, above retail establishments.

LUD-24 Coordinate regional commercial development at the San Bruno BART station with new office development constructed in adjacent South San Francisco areas. Accommodate mixed pedestrian and bicycle connections for office workers to access The Shops at Tanforan and Towne Center.

BART and Caltrain Station Areas

LUD-25 Coordinate new development at the BART and Caltrain station areas with surrounding residential neighborhoods through landscaping, feathered building heights (taller buildings near stations and shorter buildings near existing residences), pedestrian connections, and other such techniques.

LUD-26 During the Zoning Ordinance Update, create a transit-oriented zoning district surrounding the BART and Caltrain stations, and along the El Camino Real and San Bruno Avenue transit corridor. Within the district, reduce building setbacks, increase development intensities, require pedestrian connections, reduce parking requirements, and consider establishment of minimum development intensities.

LUD-27 Create clear pedestrian connections from the BART and Caltrain stations to neighboring commercial nodes, as follows:

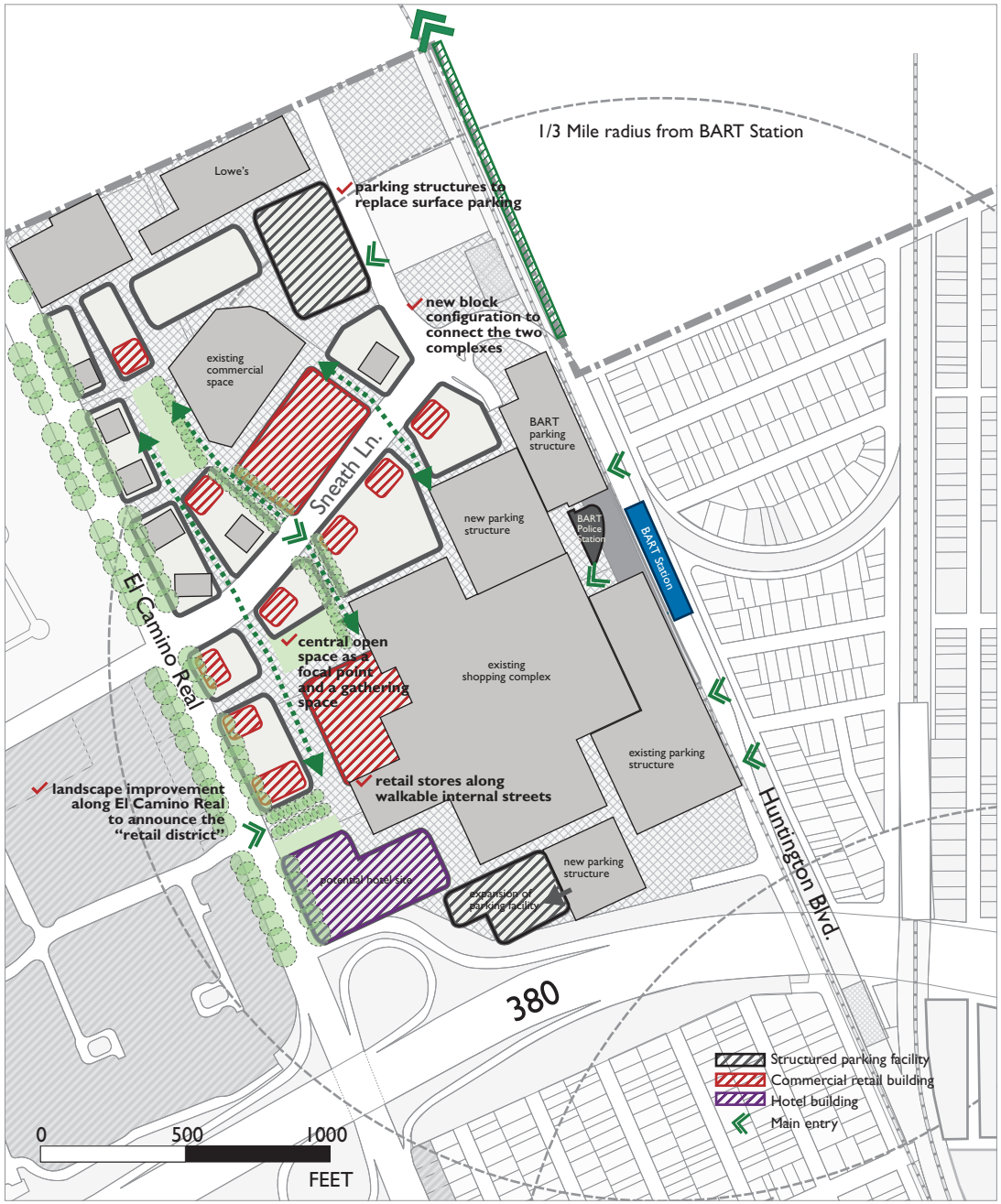
- Install pedestrian connections between the San Bruno BART station, The Shops at Tanforan, and Towne Center. Coordinate these connections with infill development and the internal street network.
- Install pedestrian connections between the planned San Bruno Avenue Caltrain station and Downtown. Coordinate these connections with infill housing construction.

LUD-28 Consider installation of a pedestrian connection between The Crossing and The Shops at Tan-

The General Plan provides improved pedestrian connections to BART (top), the proposed Caltrain Station (middle) and across El Camino Real near Tanforan (bottom).

FIGURE 2-6

Intensification of the Shops at Tanforan and Towne Center



This concept, assuming the base allowable FAR of 1.20 and the off-site improvements incentive bonus FAR of 0.3 creates about 610,000 sq ft of retail space and about 1,000 parking spaces.

foran to facilitate safe pedestrian access across El Camino Real.

LUD-29 Consider formation of a Local Improvement District, in order to undertake public improvements, including construction of pedestrian amenities and connections.

LUD-30 Develop a shuttle route to connect the BART and Caltrain stations, regional shopping centers, Downtown, Civic Center, Bayhill Office Park, The Crossing, and high-density residential clusters.

LUD-31 Develop a green buffer along Huntington Avenue, as illustrated in Figure 2-7 to buffer residents from BART and Caltrain activities.

LUD-32 Extend the landscaped median along Huntington Avenue to the north and connect it with the planned bikeway along the BART alignment through South San Francisco.

LUD-33 Plant additional street trees along the existing buffer between Huntington Avenue and the residential frontage road due east of the San Bruno BART Station.

LUD-34 As opportunities arise, consider creating a new four- to five-feet wide planted median that serves to buffer residential development from railway activities along Huntington Avenue.

LUD-35 Consider widening Bayshore Circle and use the extra space to improve the large median strip into a pedestrian path/linear park that promotes access to the BART Station.

LUD-36 Consider using abandoned railroad spurs as multi-use trails when opportunities arise.

Neighborhood Commercial

LUD-37 Retain and support the expansion of the existing grocery store on the northern portion of the Skycrest Shopping Center site, in order to provide neighborhood retail uses to the city's western neighborhoods.

LUD-38 Require uniform signage in neighborhood shopping centers, which contributes to that neighborhood's sense of identity.

LUD-39 Install clearly marked crosswalks at intersections near all neighborhood commercial uses. Conduct a pedestrian survey prior to marking them to ensure appropriate de-facto crossings, particularly near junior and/or high school facilities.

El Camino Real

LUD-40 Promote high-intensity multi-use development along El Camino Real. Limit retail development to those sites north of Crystal Springs Road reinforcing existing retail activity in Downtown and/or The Shops at Tanforan/Towne Center.

LUD-41 Designate El Camino Real, south of Crystal Springs Road, as a transition zone where existing commercial services, restaurants, and small

offices are allowed but new projects emphasize residential development. Focus retail development north toward the Downtown area.

LUD-42 During update of the Zoning Ordinance, consider expanding the Multi Use–Residential Focus designation west to comprise the entire block from El Camino Real to Linden Avenue. Require new development to retain emphasis on residential uses fronting Linden Avenue.

LUD-43 Work with CalTrans to plant landscaping on properties fronting El Camino Real, and maintain the landscaped median that continues north from the City of Millbrae. Consider comprehensive streetscape and sidewalk improvements along El Camino Real, should CalTrans choose to abandon the right-of-way as a State highway.

LUD-44 Require multi-use developments along El Camino Real to provide a pedestrian-friendly environment along the street frontage, as follows:

- Require a minimum ground floor transparency requirement for all development north of Crystal Springs Road.
- Encourage pedestrian-scale architectural articulation (that is, awnings at appropriate heights).
- Require that buildings are located adjacent to the sidewalk, and that main entries are oriented toward the sidewalk.
- Locate parking lots at the side or rear of parcels. Buffer parking areas from the sidewalk with landscaping.
- Minimize curb cuts and parking access from El Camino Real.
- Limit front setbacks to create an active street frontage.

LUD-45 Permit development on The Crossing site (former US Navy site) according to the *US Navy Site and Its Environs Specific Plan.* Support pedestrian-friendly design with linkages across El Camino Real to The Shops at Tanforan and the San Bruno BART station.

LUD-46 Develop a program of streetscape improvements—including street trees, sidewalk widening, signage, bus shelters, and pedestrian-scale lighting—along El Camino Real to create a sense of identity for the City of San Bruno.

San Bruno Avenue

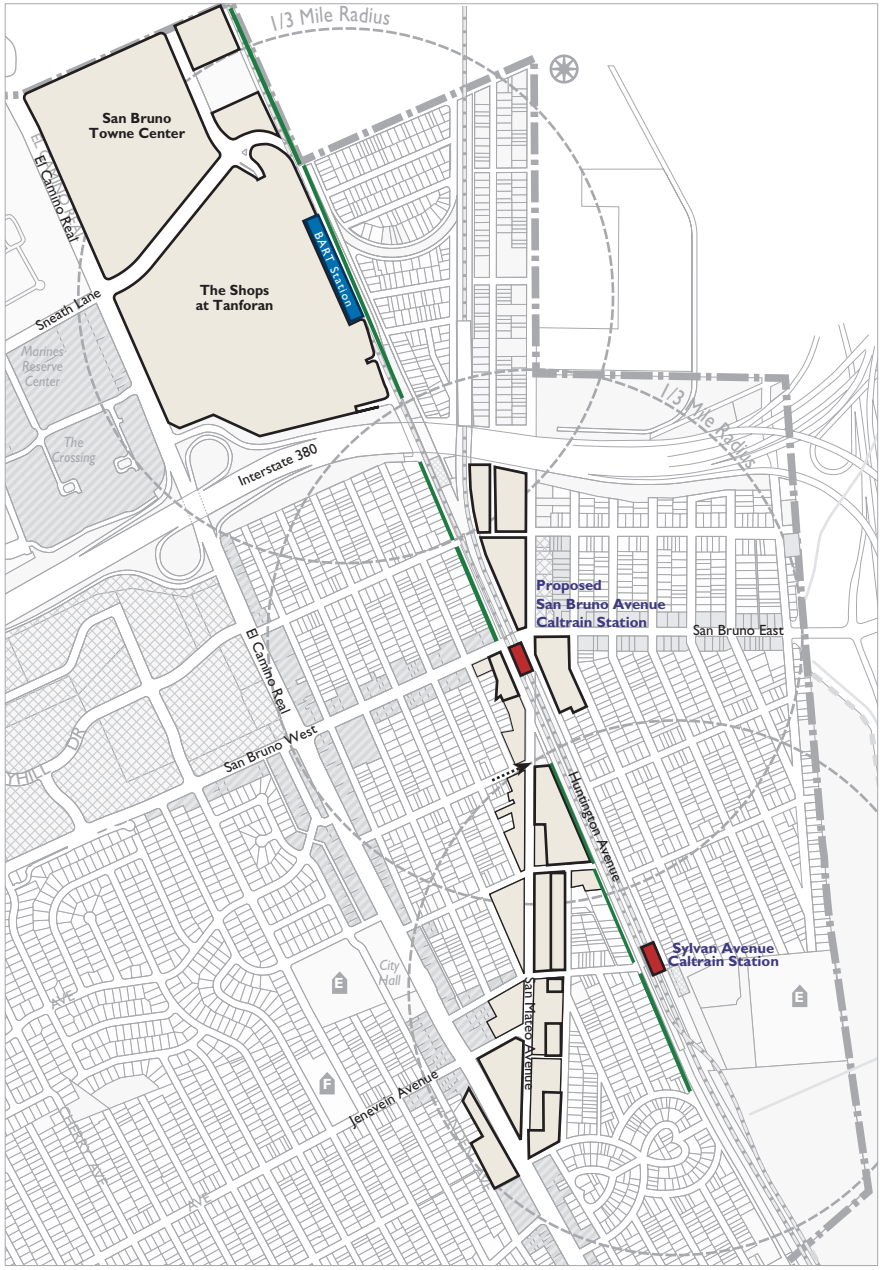
LUD-47 Allow high-intensity mixed-use development—including retail, offices, services, and housing—along San Bruno Avenue, between Elm Avenue and Huntington Avenue.

LUD-48 Promote transit-oriented design along San Bruno Avenue, east of Huntington Avenue. Permit a diverse mix of commercial employers with retail frontage, streetscaping, pedestrian connections, and transit shelters.

LUD-49 Minimize building setbacks, orient building entrances toward the street (not parking lots), and vary features along the building façades on San Bruno Avenue.

FIGURE 2-7

Greenway Along the BART/Caltrain Alignments



Huntington Avenue North of Interstate 380

Extend the landscaped median and connect to South San Francisco s linear open space along Huntington Avenue

Plant more trees between Huntington Avenue and the frontage road

Huntington Avenue South of Interstate 380

Place a 4-5 foot-wide median with trees along Huntington Avenue to buffer residential development from railway activities

The Bayhill Office Park is a thriving center, and home to such establishments as Kaiser Permanente.

LUD-50 Install gateway features—such as welcome signs, streetlights, and landscaping—along San Bruno Avenue, east of the planned San Bruno Avenue Caltrain station.

Offices – Bayhill Office Park

LUD-51 Promote construction of professional and administrative offices on existing surface parking lots in Bayhill Office Park. Consider construction of a parking structure to accommodate commuter parking, in accordance with Ordinance 1284.

LUD-52 Allow ancillary commercial uses—such as cafes, health clubs, dry cleaners, sundries, etc—in Bayhill Office Park, to serve employee needs.

LUD-53 Require new office development in Bayhill Office Park to provide alternative transportation, such as shuttles to the BART and Caltrain stations, preferential carpool parking, bicycle storage facilities, and bus shelters.

Industrial – Montgomery Avenue

LUD-54 Support infill development in northern Montgomery Avenue area (east of the Caltrain tracks) with business and industrial uses, while permitting a broader mix of uses. Capitalize on regional access through the BART and Caltrain systems to market office and industrial space to Bay Area businesses.

LUD-55 Support conversion of remnant residential uses south of Atlantic Avenue to industrial or office uses. Allow assembly of small residential lots that will increase the feasibility of attracting light industrial employers, provide a more compatible industrial setting, and accommodate uses appropriate for 70 dB noise levels from SFO overflights.

LUD-56 If an area plan for the area north of 380 is undertaken, study the possibility of allowing a diverse mix of uses, including live/work space and residential uses, in the short stretch of Montgomery Avenue, north of Atlantic Avenue.

LUD-57 Seek upgrading of existing industrial uses to more employment-intensive uses, such as research and development facilities and biotech offices, through the business attraction strategy in the Economic Development Element.

LUD-58 Undertake a program to improve streetscape and sidewalks along Scott Avenue, to foster better connections to the BART Station.

LUD-59 Recognize the value of production and distribution along Montgomery Avenue, and allow continuation of these heavy commercial uses. However, work with tenants to improve building facades and screen outdoor storage areas.

LUD-60 Support establishment of airport-related uses within the industrial area along Montgomery Avenue. In accordance with Ordinance 1284, consider construction of parking structures for car rentals, parking, or other airport-related storage uses.

LUD-61 Limit land uses located directly underneath the I-380 overpasses to low-intensity activities, such as parking facilities or storage areas. Require all activities located underneath the I-380, west of the train tracks, to be compatible with the adjacent residential uses.

LUD-62 Require the installation of landscaping to screen storage yards and other outdoor areas facing public streets in industrial development.

LUD-63 Enforce on-street parking regulations, sign controls, landscaping requirements, and on-site refuse storage laws to improve the appearance of industrial areas. Consider the formation of a parking assessment district to fund off-street parking.

LUD-64 Require industrial uses to meet air and water quality standards, to properly store and dispose of hazardous substances, and to avoid adverse impacts on the environment.

LUD-65 Allow commercial recreation uses within industrial warehouse spaces, provided they do not conflict with adjacent uses and they provide adequate on-site parking.

LUD-66 Work with CalTrans to clean up and enhance the former materials yard site at the I-280/I-380 junction.

Gateways

LUD-67 Foster a sense of place in San Bruno through development of a coordinated signage and landscaping program near the BART and Caltrain station areas, within Downtown, and at gateways into the city.

LUD-68 Install a stationary welcome marker and/or welcome banners along the streetlights at the major gateways into San Bruno—Skyline Boulevard, El Camino Real, and San Bruno Avenue.

Views

LUD-69 Conduct a design review of all development in "Areas visible from all sites" in Figure 2-3 to ensure it is not visually over-dominant.

LUD-70 Provide incentives for developers to create view corridors from El Camino Real and Sneath Lane toward new internal open spaces at The Shops at Tanforan and Towne Center.

LUD-71 Orient the view platform or plaza of the planned Caltrain Station at San Bruno Avenue and Huntington Avenue toward San Bruno Mountain and Downtown.

LUD-72 Require buildings in Downtown and in Transit-oriented Development district to screen mechanical equipment on the roof with non-glaring materials.

LUD-73 Require buildings with a continuous façade of 100 feet or longer to use non-reflective materials to minimize adverse impact of glare.

Montgomery Avenue contains an eclectic array of industrial and remnant residential uses, subject to high noise levels from SFO operations.

Planning Process

LUD-74 Provide opportunities to coordinate with the cities of South San Francisco, Millbrae, and Pacifica during review and approval of new development along shared jurisdictional boundaries.

LUD-75 Coordinate with San Mateo County and other regional agencies on addressing shared planning concerns. Provide information for regional databases or studies, and seek cooperation in responding to natural hazards, transportation challenges, and provision of services.

LUD-76 Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.

LUD-77 Conduct an assessment of the purpose and effectiveness of Ordinance 1284. Consider merits and disadvantages of the Ordinance to potential development. Consider possible amendments to the Ordinance, as appropriate.

LUD-78 Consider working with the Redevelopment Agency to develop a coordinated program to seek voter approval for parking structures under Ordinance 1284, as identified in this Land Use and Urban Design Element:

- Downtown (San Mateo Avenue),
- Bayhill Office Park, and
- Montgomery Avenue.

LUD-79 Provide ongoing code enforcement to preserve and enhance residential neighborhoods for San Bruno residents.

LUD-80 Amend zoning districts and development standards in the Zoning Ordinance consistent with land use classifications in the General Plan, particularly as it relates to mixed-use development along El Camino Real, the Transit Oriented Development district, and intensification within the Tanforan District.

LUD-81 As part of the Zoning Ordinance Update, outline criteria for use of FAR and density bonuses, as listed in Table 2-2, for development projects in Transit-oriented Development and Mixed Use areas that include off-site improvements and amenities for public benefit, such as streetscape improvements, outdoor plazas, and bus shelters.

Community Participation

LUD-82 Solicit public participation in planning, developing, and maintaining community projects. Encourage community organizations to become involved with redevelopment projects in Downtown and transit station areas through community workshops, focus groups, newsletters, etc.

LUD-83 Provide social recognition for voluntary beautification projects, social services, and other notable actions. Recognize citizens and groups in City Council meetings and the Focus newsletter.

LUD-84 Provide opportunities for community organizations to help maintain city parks, school grounds, landscaped areas, and scenic roadways.

3

ECONOMIC DEVELOPMENT ELEMENT

San Bruno enjoys an enviable location on the Peninsula along major transportation and transit corridors, proximity to the San Francisco International Airport (SFO), and a mid-point location between San Francisco downtown and the Silicon Valley. The new BART extension, planned Caltrain station relocation/grade separation, revitalized Shops at Tanforan, and an increasingly vibrant Downtown centered along San Mateo Avenue provide assets upon which to build.

Although not required by State law, the Economic Development Element is included to provide a policy framework for ensuring San Bruno's economic vitality and long-term competitiveness in the region. This element—based on the analysis of recognized business trends and available resources—outlines the City's economic development objectives, seeks to ensure that economic decision-making is integrated with other aspects of the city's development, and provides a framework for detailed implementing actions.

Economic development goals and policies address land development and improvements, education and job training, telecommunications, and Downtown improvements. A brief overview of historic trends and future projections for San Bruno's employment base and key factors influencing San Bruno's position within the regional labor market are also presented.

3-1 VISION

The Economic Development Element focuses on provision of resources and incentives for business retention and expansion, primarily in retail, professional offices, and technology firms, and revitalization of sites with industrial and commercial uses in decline due to economic changes. Building on the presence of Google and the popularity of the Bayhill Office Park for Web 2.0 companies (San Bruno now has the lowest office vacancy rate in the northern peninsula), this General Plan seeks to promote San Bruno as an ideal location for businesses, and hotel and visitor-service uses conveniently accessed by the regional BART and Caltrain systems. This Element recognizes San Bruno's emergence as a hub of high-technology internet-based companies. To further stimulate economic development and to enhance the city's regional market share, the element outlines policies to enhance the city's appearance and image through cultural amenities and special events, as well as the educational and professional programs available through Skyline College.

3-2 HISTORICAL TRENDS

Between 1990 and 2005, San Bruno's employment base grew by an estimated ten percent—a pace faster than the increase experienced by San Mateo County and equivalent to that of the San Francisco Bay Area. This increase of 1,580 jobs was an important step in ameliorating the jobs/employed residents imbalance. Table 3-1 shows employment growth trends for the city (including the Sphere of Influence or SOI), the county, and the Bay Area region.

According to the State of California Employment Development Department, San Bruno's unemployment rate is comparable to that of San Mateo County. In December 2005, San Bruno's unemployment rate was estimated at 3.2 percent compared to 3.8 percent for San Mateo County.

Over the 15 year period between 1990 and 2005, most of the job growth has been in the Retail Trade sector, which has increased by over 1,300 jobs, primarily related to the reopening of the renovated Shops at Tanforan in 2005. Table 3.2 shows that retail trade jobs constituted the largest job category, with about 36 percent of total jobs in San Bruno in 2005.

San Bruno also experienced the downsizing of staff levels at the approximately 20-acre U.S. Naval Administra-

TABLE 3-1: Regional Employment Growth Trend

	1990	1995	2000	2005	*% Change 1990-2005*
San Bruno (Sphere of Influence)[1]	15,330	14,710	17,180	16,910	*10*
San Mateo County	326,670	332,100	386,590	336,460	*3*
San Francisco Bay Area	3,206,080	3,227,390	3,753,460	3,516,960	*10*

[1] ABAG estimates that the number of jobs in San Bruno SOI stood at 13,910 in January 2005. For the purposes of this analysis, an additional 3,000 jobs have been added to include jobs generated by the reopening of the Shops at Tanforan in Fall 2005. The San Bruno SOI includes the San Francisco Jail to the west and the marsh area between the eastern City boundary and Hwy 101.

Source: ABAG Projections 2000 (1990-1995), ABAG Projections 2005 (2000-2005).

tive Facility in the 1990s and its closure in 2000. The Naval Facility had staff levels as high as 1,700 military personnel and civilians. The Naval facility is now the site of The Crossing mixed-use development.

The General Plan Land Use Element provides development opportunities to ensure that San Bruno continues to maintain a vital share of the regional retail and consumer services employment base. Additionally, opportunities for growth in the office sector are also provided.

Industrial Sectors

While San Bruno's share of county jobs in 2005 stood at 5.0 percent, San Bruno contained approximately 4.4 percent of the total businesses registered in San Mateo County (in 2003). This suggests that on average, business establishments in the city are larger than those in the county. According to the U.S. Census Bureau, the largest proportion of businesses in the city are dedicated to Retail Trade, occupying nearly 15 percent of the total jobs available, Other Services (13.5 percent), Accommodation and Food Services (11.5 percent), and Professional, Scientific and Technical Services (10.3 percent). Overall, the composition of San Mateo County businesses are fairly similar to that of San Bruno's, focused primarily on service industries such as Professional, Scientific, and Technical Services (14.4 percent of total jobs), Retail Trade (11.2 percent), and Health Care and Social Assistance (9.7 percent). Table 3-3 provides a break down of the number of businesses by type in both the city and the county and expresses these values as percent of total jobs.

Education and Training

Skyline College, which opened in 1969, is one of three community colleges in the San Mateo County Community College District. Skyline College primarily serves the northern portion of San Mateo County, including South San Francisco Unified and Jefferson Union High School districts and Capuchino High School of the San Mateo Union High School District.

Skyline College provides county residents both academic and vocational training. The College offers various Associates degrees (credits toward a Bachelor's degree), vocational certificates, and career training. Programs

TABLE 3-2: Employment by Industrial Sector[1]; San Bruno SOI

Agriculture and Mining	0	0.0%
Retail Sales[2]	6,120	36.2%
Manufacturing, Wholesale, and Transportation	2,990	17.7%
Financial and Professional Services	2,560	15.1%
Health, Educational, and Recreation Services	3,530	20.9%
Other	1,710	10.1%
Total	**16,910**	**100.0%**

[1] ABAG began categorizing industrial sectors differently beginning with 2005 Projections using classifications from the North American Industrial Classification System (NAICS).

[2] Retail Sales 2005 assumes an additional 3,000 jobs generated by the reopening of The Shops at Tanforan in Fall 2005 in addition to the figure provided by ABAG 2005 projections.

offered at Skyline College include, but are not limited to, accounting, computer information systems, marketing, office assistant, retail management, legal secretary, automotive technology, telecommunications, anesthesia technologist, medical transcription, respiratory therapy, cosmetology, hospitality administration, and recreation education. These programs are critical to improving and maintaining the job skills of local residents.

TABLE 3-3: Number of Businesses by NAICS, 2003

	San Bruno	% of Total Businesses	San Mateo County	% of Total Businesses
Forestry, Fishing, Hunting & Agricultural Support	-	-	26	0.1
Mining	-	-	11	0.1
Utilities	1	0.1	15	0.1
Unclassified	4	0.5	102	0.5
Arts, Entertainment & Recreation	6	0.7	239	1.2
Management of Companies & Enterprises	8	0.9	129	0.7
Educational Services	9	1.1	256	1.3
Manufacturing	15	1.8	816	4.2
Information	18	2.1	541	2.8
Wholesale Trade	34	4.0	1,292	6.6
Transportation & Warehousing	34	4.0	684	3.5
Real Estate, Rental & Leasing	38	4.4	1,101	5.7
Administration, Support, Waste Management, Remediation	46	5.4	1,076	5.5
Finance & Insurance	66	7.7	1,308	6.7
Construction	74	8.7	1,845	9.5
Health Care & Social Assistance	75	8.8	1,884	9.7
Professional, Scientific & Technical Services	88	10.3	2,794	14.4
Accommodation & Food Services	98	11.5	1,558	8.0
Other Services	115	13.5	1,593	8.2
Retail Trade	125	14.6	2,183	11.2
Total	**854**	**100.0**	**19,453**	**100.0**

Source: U.S. Census Bureau, ZIP Code Business Patterns (North American Industry Classification System, NAICS): 2003: San Bruno CA 94066 http://censtats.census.gov/cgi-bin/zbpnaic/zbpsect.pl, 2-19-2003.

3-3 ECONOMIC DEVELOPMENT KEY FACTORS

The following discussion outlines the local and regional context within which the City's economic strategy will be administered. Three key factors set the context for the economic development strategy proposed in this element of the General Plan: a somewhat high jobs/employed residents ratio; strong job growth projected for San Bruno; and regional accessibility provided by three highways, BART, and Caltrain.

Jobs/Employed Residents Balance

Table 3-4 describes the jobs/employed residents balance in San Bruno, which is a major consideration of this General Plan. A jobs/employed residents ratio of 1.0 indicates a balance between employed residents (i.e., residents of the city who are employed—whether within the city limits or elsewhere) and jobs located within the city. A ratio of less than 1.0 indicates lower job availability relative to the city's available workforce.

The City of San Bruno Sphere of Influence (SOI) had a jobs/employed residents ratio of 0.88 in 2005- 19,150 employed residents and 16,910 jobs, counting approximately 3,000 jobs from the reopening of the Shops at Tanforan in fall 2005, which had been closed for renovations for an extended period. While the City has made progress toward a closer balance between jobs and employed residents over the past two decades, the jobs/employed residents ratio in San Bruno is lower than in the county as a whole, which had a jobs surplus (1.06).

It should be noted that an increase in the jobs available within the city, and therefore an increase in the jobs/employed residents ratio, will not necessarily result in a greater percentage of San Bruno residents working within the city. Newly created jobs may or may not be comparable to local residents' education, skills, and salary expectations. Therefore, increases in jobs available could potentially result in an increase in the volume of workers commuting in to San Bruno from other parts of the region.

Daytime Population

Daytime population estimates are a first-time ever feature of the U.S. Census; estimates for 2000 were released in October 2005. The concept of daytime population refers to the number of people who are present in an area during normal business hours, including workers. This is in contrast to the "resident" population present during the evening and nighttime hours. Estimates indicate that in 2000, San Bruno's daytime population decreased by about 5,400, indicating its status as a bedroom community, i.e., a primarily residential community from which most of the workforce commutes out to earn their livelihood. In contrast, San Bruno's northern neighbor—South San Francisco—had a daytime population increase of nearly 12,000.

TABLE 3-4: Jobs-Employed Residents Ratio 2005

City (Sphere of Influence)	Jobs	Employed Residents	Jobs-Employed Residents Balance
Pacifica	6,170	18,490	0.33
Millbrae	6,860	8,540	0.80
San Bruno	16,910	19,150	0.88
Belmont	8,190	12,470	0.66
San Carlos	16,950	13,830	1.23
Menlo Park	28,750	15,230	1.89
South San Francisco	42,170	25,930	1.63
Burlingame	22,850	13,960	1.64
San Mateo County	**336,460**	**318,600**	**1.06**
San Francisco Bay Area	**3,516,960**	**3,225,100**	**1.09**

Note: ABAG Projects there were 13,910 jobs in San Bruno (SOI) in 2005. With a conservative estimate of 3,000 jobs at The Shops at Tanforan, which reopened fall 2005, the total jobs in San Bruno is estimated at 16,910. This would still be a modestly lower figure than the 17,180 jobs in the City's SOI in 2000.

The General Plan encourages long-term investments in human capital, such as job training at Skyline College (top). General Plan policies also promote development that will enhance the City's fiscal position, such as high-end offices in Bayhill Office Park (The Gap Building, middle) and retail stores in Towne Center (bottom).

3-4 ECONOMIC DEVELOPMENT AND THE CITY'S ROLE

A coordinated economic development strategy is essential for supporting San Bruno's community development objectives, such as enhanced community character, revitalization of commercial corridors, and increased linkages within the city. Such a strategy should include a managed program of fiscal development, strategic public improvements, and a balanced approach to land use. This element envisions the following central roles for the City:

- *Promoting development that results in fiscal benefits to the City.* The relative benefit or burden of various land uses on the City's General Fund is important in considering how future development in San Bruno should be prioritized. Promoting the construction of revenue-generating uses (non-residential uses that generate sales and property tax monies and hotels that generate transient occupancy revenues), as well as ensuring that each new residential development pays its fair share of the costs to provide public services, provides the City with a more diverse fiscal base.
- *Retail and consumer service uses need to be located in areas with heavy pass-by traffic, good visibility, and image.* San Bruno has a significant advantage over neighboring communities in that it offers a supply of available and/or underutilized land in commercial locations that offer access and visibility for retail and service sector uses.
- *Promoting research and development (R&D), professional offices, and other high-end employers.* Research and development (R&D) industry clusters—which include multimedia, plastics, computer-related electronics, health care technology, and business services—are projected to benefit from significant growth in the Bay Area through 2025, and would certainly provide excellent employment and revenue-generating opportunities for San Bruno if the City positioned itself properly to capture this growth. As San Bruno already contains several prestigious employers and well-designed office clusters (i.e., Bayhill Office Park)—as well as a convenient location near BART, Caltrain, and SFO—the city is in an ideal location to capture a larger share of this industry.

  Businesses in these clusters have several locational considerations. Good access to major highways and proximity to amenities for employees are very important factors. Locations must project a high-quality image, typically expressed by a high-level of design, landscaping, and maintenance. Such an image is generally provided in campus-style office or business park developments. In addition, prestigious R&D and office tenants will pay a premium for space in high-profile or high-image buildings, often a mid-rise or otherwise architecturally interesting building with visibility from a major highway.
- *Cultivating mixed use development Downtown to provide day and night activity.* The City anticipates a mix of business types including service, professional, retail, and restaurants.

  Additionally, the City may wish to consolidate parcels in the Montgomery Avenue area to develop a large-scale convention center that serves SFO clientele, surrounding offices, and Downtown. Two key benefits of this approach include convenient access from the San Bruno BART and San Bruno Avenue Caltrain stations, as well as proximity to Downtown restaurants and retailers.
- *Strengthening the role of Skyline College for job training, vocational school, or continuing education.* Skyline College, one of three in the San Mateo Community College District, provides residents with opportuni-

ties to pursue higher education. Strengthening the role of this campus as an amenity for San Bruno residents could contribute to improving the skills and educational attainment of the local labor force. Additionally, it would provide local employers with convenient opportunities for job training and/or vocational schooling.

San Bruno's economic development strategy combines traditional approaches—such as provision of tax breaks and other subsidies—with investing in the skills of the workforce, infrastructure for technological innovation, and a superb quality of life.

A principal challenge to economic development and reuse of declining industrial uses is the small size of the parcels and/or shallow depths in virtually all areas where reuse opportunities are present—including El Camino Real, San Bruno Avenue, and the San Mateo Avenue/ Montgomery Avenue corridor. Because all of these areas are part of the Redevelopment Area, the City may consider strategies that would result in parcel agglomeration that may be more attractive to contemporary uses, while ensuring that the street network and block pattern is maintained.

3-5 FUTURE JOB GROWTH

The opportunities for job growth in San Bruno between 2005 and 2025 are impressive. Employment projections derived from the General Plan land use distribution result in a total of approximately 22,400 jobs, an increase of 33-percent from existing conditions. Over 5,400 additional jobs will be available in San Bruno if available commercial, office and industrial acreage is developed as planned.

New business commercial centers are expected to develop and expand at four major locations:

- San Bruno BART Station Area/The Shops at Tanforan and Towne Center (incremental changes in addition to the new jobs created at the expanded Tanforan);
- The Crossing (Former U.S. Navy Site), principally from addition of a full-service hotel;
- Planned San Bruno Avenue Caltrain Station Area / Downtown, and the Transit-oriented District; and
- El Camino Real.

Since employment growth is projected to outpace increases in population, San Bruno's jobs/employed residents ratio is projected to increase slightly from 0.88 in 2005 to 1.02 in 2025. While expansion of hospitality and retail sectors will provide fiscal benefits to the City, a cohesive economic development strategy will also need to focus on providing employment opportunities that match education, skills, and wage expectations of the increasingly affluent resident population that will result in shorter commutes and increased quality of life from living and working in the same community.

3-6 REDEVELOPMENT

The San Bruno Redevelopment Agency published its first Redevelopment Plan in 1999. The 717-acre Redevelopment Project Area comprises most of the San Bruno Park, Belle Air Park, and Lomita Park subareas, as well as The Shops at Tanforan and The Crossing development (former U.S. Navy site). Included in the Redevelopment Project Area are the city's main commercial corridors along El Camino Real, San Mateo Avenue, and San Bruno Avenue. The Lunardi's Supermarket and adjacent properties along San Bruno Avenue are also included. Figure 3-1 illustrates the Redevelopment Project Area.

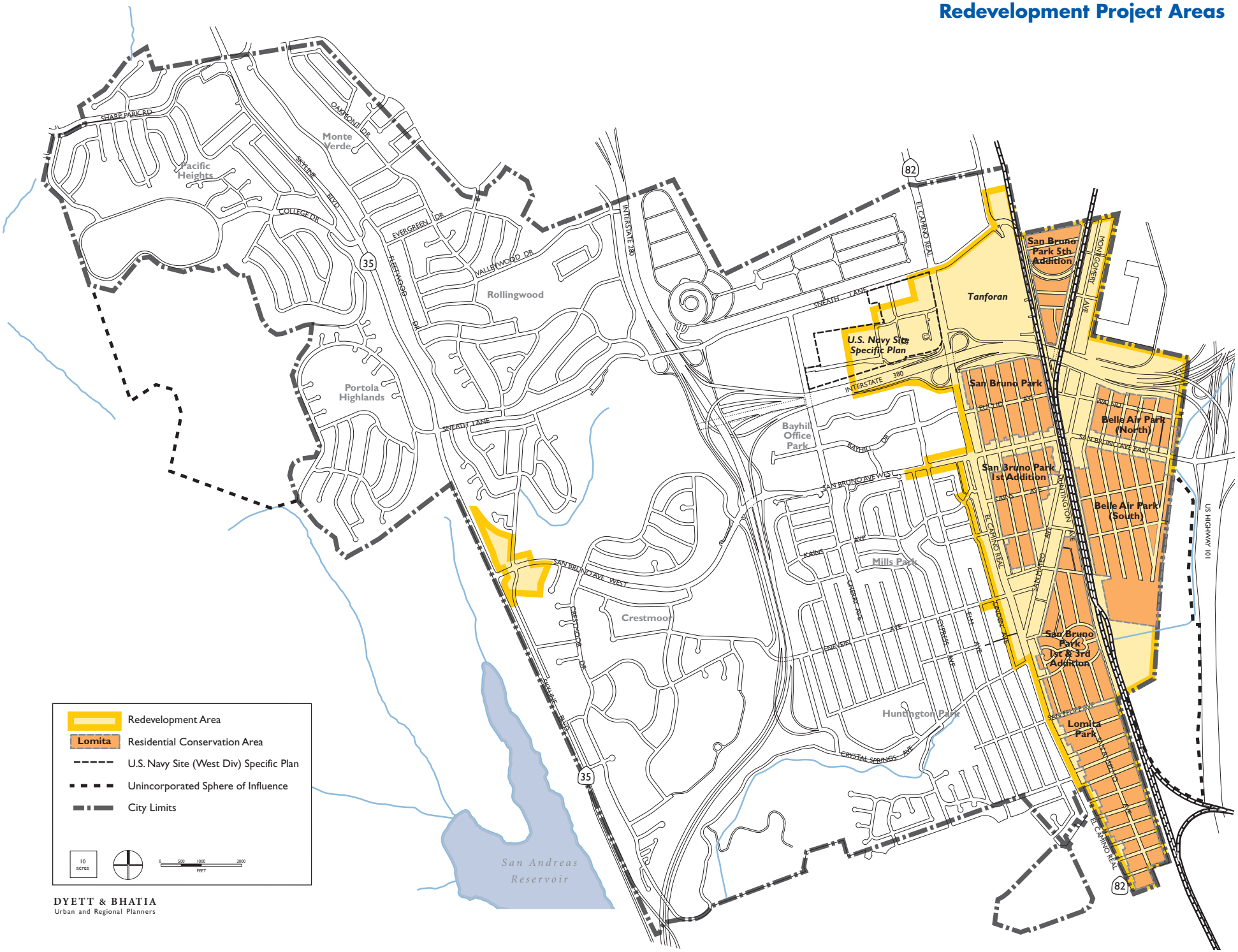
The Redevelopment Plan established programs designed to alleviate adverse physical and economic conditions in the Project Area and to promote economic development, residential neighborhood conservation, and area wide public improvements. The Agency is authorized to conduct the following redevelopment activities:

- Acquire and dispose of property in the Project Area as needed to accomplish the purposes of the Plan;
- Manage property under ownership and control of the Agency;
- Demolish or remove buildings and improvements owned by the Agency;
- Install, construct, expand, repair, or reconstruct streets, utilities, and other public infrastructure;
- Act jointly with private parties and/or other public agencies to redevelop property in the Project Area;
- Acquire and rehabilitate property for resale;
- Work with property owners in the Project Area to rehabilitate structures and other improvements; and
- Rehabilitate, develop, or construct, low- and moderate-income housing within the Project Area and/or the city.

The Redevelopment Economic Development Program was designed to revitalize commercial areas (with a focus on Downtown) and stimulate private investment in the Project Area. The Redevelopment Agency can provide financial assistance in the form of grants, low-interest loans, and preconstruction design assistance, utilizing tax increment funds. Over time, the Redevelopment Agency will generate substantial tax increment revenues and provide a significant source of funds for economic development activities.

FIGURE 3-1

Redevelopment Project Areas



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3-7 ECONOMIC DEVELOPMENT POLICIES

Guiding Policies

ED-A Maintain a positive business climate within San Bruno, including resources for business attraction and expansion.

ED-B Provide development opportunities that allow for establishment of jobs within San Bruno, commensurate with local residents' education and skills.

ED-C Capture the entire spectrum of retail sales and services within San Bruno, from regional uses in The Shops at Tanforan to Downtown commercial uses

ED-D Focus economic development within San Bruno on low-impact business uses, including offices, research and development, light manufacturing, etc.

ED-E Capture a larger share of spillover economic uses from San Francisco International Airtport, including car rental, limousine services, hotels, etc.

ED-F Provide cultural amenities and special events to increase visitor spending in San Bruno.

ED-G Increase the skills of San Bruno workers through vocational schooling, on-the-job training, and professional development.

ED-H Capture a larger share of the regional high-tech industry through improvements in local telecommunications facilities.

ED-I Improve the image of San Mateo Avenue in Downtown as an appealing commercial street to shop, dine, and conduct business.

Implementing Policies

Business Climate

ED-1 Work with the San Bruno Chamber of Commerce on business retention and to promote local business successes and ventures in all parts of the city.

ED-2 Market the City's economic development strategies through preparation of newsletters, press releases, program summaries, mailing lists, client testimonials, economic data, and articles in various industry journals.

ED-3 Seek establishment of high-quality hotels that serve travelers to and from the San Francisco International Airport. Cooperate with property-owners and developers to make available large sites at The Crossing, Bayhill Office Park, The Shops at Tanforan, and Towne Center. Focus on connections to BART and Caltrain, to provide convenient transit for visitors.

Land Development and Improvements

ED-4 Explore feasibility of parcel consolidation, especially in the Montgomery Avenue/San Mateo Avenue area, as opportunities present.

ED-5 Maintain efficient licensing and development permitting procedures and regulations. Ensure

streamlined procedures via a periodic review of the system with user input to help identify problem areas.

ED-6 Develop a fact sheet describing the development review process in San Bruno. Include a list of all documents necessary for approval of a variety of successful projects.

ED-7 Provide technical assistance to businesses wishing to locate or expand within San Bruno. Services may include site location assistance, employment linkages, marketing and public information, permit processing, financial referrals, façade improvement grants, and economic analysis.

ED-8 Monitor land use and development trends in the city to ensure a balanced supply of commercial, industrial, and mixed-use designations and development intensities.

ED-9 Coordinate with the Redevelopment Agency and Public Works Department on strategic improvements—infrastructure upgrade and extension, environmental remediation, land acquisition and/or assembly—as necessary to provide for orderly development of commercial, industrial, and mixed-use sites.

ED-10 Develop a Business Attraction Strategy that secures new business activity for San Bruno's vacant and underutilized sites. The Strategy should include the following components:

- Identify target sites and solicit cooperation of property-owner(s);
- Initiate cooperation among property-owners, if lot consolidation is necessary;
- Identify necessary on- and off-site infrastructure improvements;
- Identify target industries (and possibly specific firms);
- Prepare marketing materials, in coordination with Chamber of Commerce;
- Conduct outreach through mailings, personal contact, and trade shows; and
- Coordinate with permit processing.

ED-11 Improve environmental quality by coordinating the remediation of sites that have been identified as having leaking underground storage tanks (USTs) or Spills, Leaks, Investigations, and Cleanup (SLIC), particularly where upfront private sector investment is unlikely due to perceived or actual environmental constraints or liabilities.

ED-12 Encourage development of home-based businesses in San Bruno through simplified permitting procedures, such as administrative approval and/or lower fees.

Industrial Uses

ED-13 Allow and support a mix of non-residential uses along Montgomery Avenue, including advanced technology, research and development (R&D), professional offices, and telecommunications businesses.

ED-14 Conduct a study to assess different techniques for replacing existing non-conforming residences along Montgomery Avenue with viable non-residential uses. Such techniques may include a Relocation Fee Program or District, which would assess all new development within the area to pay for relocation of existing residences.

ED-15 Require pedestrian-scale design of new business and industrial uses along Montgomery Avenue, particularly along the southern portion adjacent to the planned San Bruno Avenue Caltrain Station. Provide sidewalks, street trees, and benches for employees and visitors, and prohibit storage or parking areas along the street frontage.

Cultural Amenities

ED-16 Promote cultural amenities and facilitate special events—such as a Farmers Market, annual festivals, Shakespeare Downtown, sporting events, or other seasonal events—that will draw visitors to San Bruno.

ED-17 Consider establishment of a convention or performing arts center, amphitheater, or other public cultural amenity in or linked to the Downtown. Ensure design of the facility remains consistent with the scale and character of the Downtown.

ED-18 Develop a partnership between the City and Downtown business-owners to provide funding for physical improvements, public art installations, arts programming, and marketing.

ED-19 Encourage funding and installation of art throughout San Bruno. Public art may include sculpture, water fountains and features, murals, etc.

ED-20 Publicize the need for private donations to fund the placement of art, in order to create a sense of identity for the city's public spaces (i.e., parks, BART and Caltrain stations, Downtown, Civic Center complex, etc).

ED-21 Emphasize Downtown as San Bruno's historic center, providing an identity and a sense of place for the entire city, by establishing a focused revitalization strategy. Initiatives of the Downtown Revitalization Strategy may include:

- Monitoring of land use and development trends in Downtown to ensure a sufficient supply of land, development intensities, and parking facilities;
- Attraction of retail, hotel, and service sector business to key locations in Downtown;
- Establishment of a proactive land assembly strategy in Downtown for the purposes of redevelopment and revitalization;
- Facilitation of additional cultural attractions and events that bring both residents and visitors to the Downtown; and
- Preservation and enhancement of historic structures contributing to the unique character of the Downtown.

ED-22 Consider establishing a Downtown Association of business- and property-owners that will serve

as a unified voice representing Downtown interests, and engage in marketing, promotions, business retention and recruitment, and event coordination.

ED-23 Preserve and enhance the ethnically diverse character of businesses on San Mateo Avenue in Downtown.

Education and Job Training

ED-24 Work with Skyline College to offer appropriate associates degrees and vocational programs for local residents. Work to establish practical job and career training geared to specific local industries and occupational needs.

ED-25 Coordinate with Skyline College to publicize available educational and training programs by using the City's website and making it available through libraries and City Hall.

ED-26 Encourage Skyline College to develop business management classes for local small-business owners. Publicize these classes to retail, service, and restaurant establishments along El Camino Real, San Mateo Avenue, and San Bruno Avenue.

ED-27 Encourage businesses to identify training resources to upgrade technology, improve worker productivity, and train workers in transferable skills. Focus training programs on small- to medium-sized firms which, due to financial constraints and higher worker turnover, are least likely to provide on-the-job-training.

ED-28 Encourage local school districts to incorporate internship, mentoring, and/or structured workplace learning programs into the last year of high school programs, to guide students who are not college-bound into productive adult careers.

Technology

ED-29 Work with the private sector, community organizations, and local school districts to ensure schools, community centers, boys and girls clubs, libraries, and other public places offer public Internet access.

ED-30 Redesign and expand the City's website so that City administration, programs, and information are easily available to all residents and businesses. Consider using digital technology to conduct basic City services on-line, such as paying parking tickets, reviewing tax records, and submitting permit applications.

ED-31 Encourage use of the Internet and e-commerce for small businesses within San Bruno. Contact and market educational and local technology support programs.

ED-32 Coordinate with San Bruno Cable Television to provide community-related announcements and programming to San Bruno residents.

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4

TRANSPORTATION ELEMENT

This chapter describes San Bruno's existing transportation network, including roadway and highway system, scenic corridors, transit systems, and pedestrian and bicycle facilities. Guiding and implementing policies address all modes of transportation, as well as the interrelationship between the modes.

San Bruno's transportation system consists of streets and highways, public transit, bicycle routes, sidewalks, and trails. Regional roadway access to and from the city is provided by Highway 101, Interstate 280 (I-280), Interstate 380 (I-380), El Camino Real/State Route 82, and Skyline Boulevard/State Route 35. Caltrain provides commuter rail service north and south along the San Francisco Peninsula, providing a direct link to San Francisco, Silicon Valley, and San Jose. The BART extension to SFO, which includes a new BART station in San Bruno, began operations in June 2003 and provides direct commuter rail service to San Francisco, northern San Mateo County, and the East Bay. Local bus service, as well as bus service to San Francico, is provided by SamTrans. San Bruno's bicycle facilities are generally limited to signed bike routes that share roadways with vehicles. Existing bike routes include El Camino Real, Huntington Avenue, Jenevein Avenue, Crystal Springs Road, Crestmoor Drive, Skyline Boulevard, and Sneath Lane. There is a bike lane on Sharp Park Road and sidewalks are generally provided along all public streets.

Overall, there is a significant amount of work-related commuting into and out of San Bruno. The majority of San Bruno residents work in other locations in San Mateo County or in San Francisco. In contrast to work-related trips, most non-work trips begin and end within San Bruno, or are made between San Bruno and other locations in San Mateo County.

San Bruno's street system includes arterial streets such as Sneath Lane (top) and collector streets such as Cherry Avenue (bottom).

Vision

The Transportation Element places emphasis on El Camino Real as the primary automobile and transit corridor within San Bruno, with special linkages to the San Bruno BART station and planned San Bruno Avenue Caltrain station. The City focuses on integration of the various transportation modes, with safe, efficient, and convenient routes provided for transit users, bicyclists, and pedestrians.

Provision of a roadway network that supports efficient vehicular movement within and through the community is a key priority, while the City keeps traffic congestion and related impacts away from residential neighborhoods. San Bruno also preserves the unique and scenic features along Sneath Lane, Skyline Boulevard, and Crystal Springs Road. Improved connections to the San Bruno BART station and planned San Bruno Avenue Caltrain station include expansion of the SamTrans bus routes and new shuttle services. A comprehensive network of bicycle routes and pedestrian paths is developed, leading to local activity centers—Downtown, Tanforan District, the BART and Caltrain stations, Bayhill Office Park, schools, and park facilities, as well as connections to the regional park system (Bay Trail, Sawyer Camp Trail, Sweeney Ridge, etc.). Additionally, connections to adjacent regional multi-use trails are provided, including the Bay Trail, Sweeney Ridge Trail, and Sawyer Camp Trail.

4-1 ROADWAY NETWORK

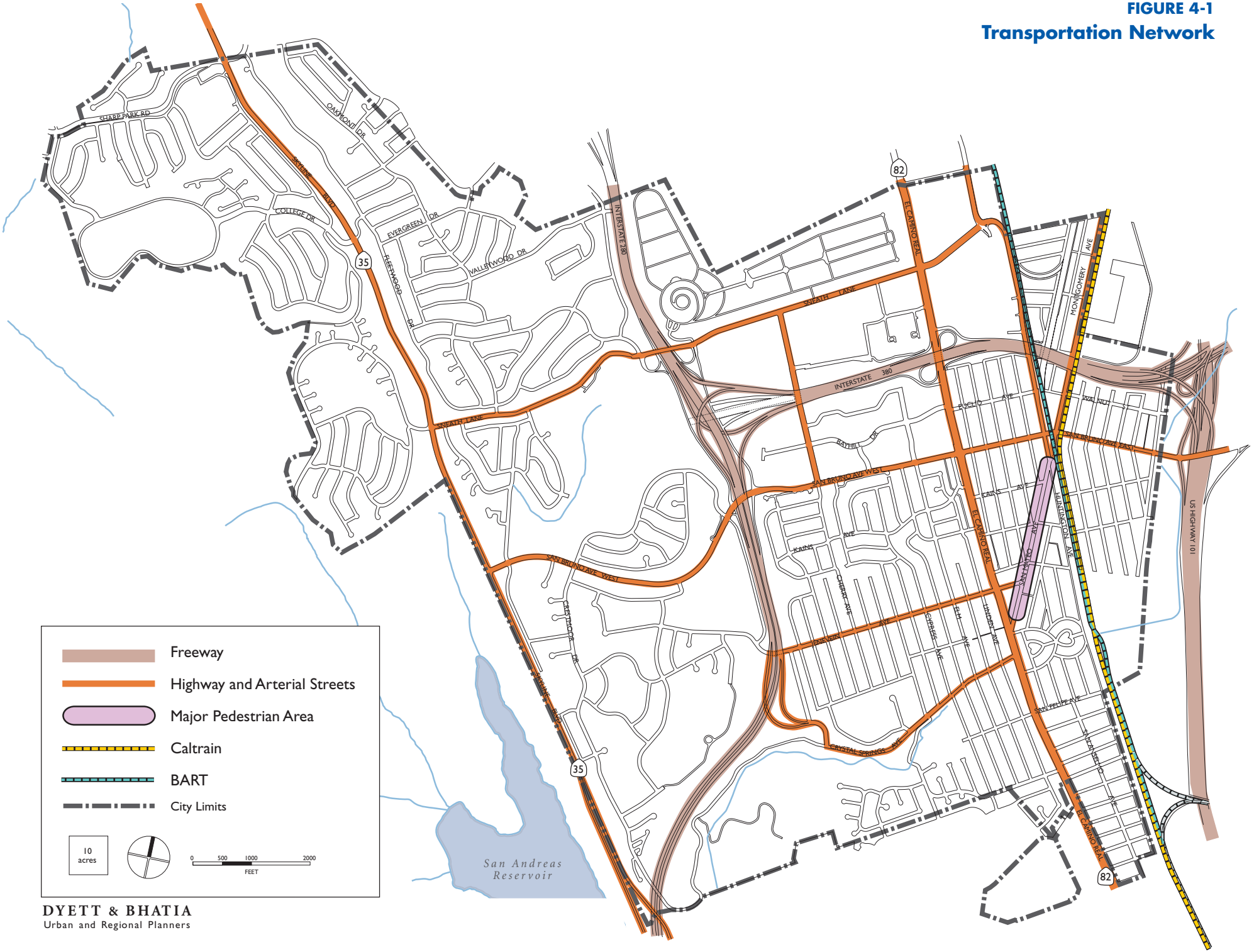
Transportation infrastructure has played a significant role in the city's development, from the construction of El Camino Real in the late 18th century and the railroad in the late 19th century, to the development of SFO and an extensive freeway system in the latter half of the 20th century. San Bruno's current land use pattern is bisected by several important regional and state highways. I-280 divides the city into its eastern and western halves, and is traversed by Sneath Lane, San Bruno Avenue, Crystal Springs Road, and Jenevein Avenue/Whitman Way. I-380 crosses through San Bruno's northeastern corner and connects I-280 with Highway 101. State routes El Camino Real and Skyline Boulevard are the major north-south arterials in the eastern and western halves of San Bruno, respectively.

Street Classification System

Figure 4-1 illustrates the City of San Bruno transportation network, which is comprised of arterials, collector streets, and local streets:

- *Arterial Streets.* Medium-speed (30-40 miles per hour), medium-capacity (10,000-35,000 average daily trips) roadways that provide through passage to and from major commercial centers, community facilities, and regional highways. Access to arterial streets should be provided at collector roads and local streets. However, direct access from parcels to existing arterials is common. Arterial streets in San Bruno include El Camino Real, Sneath Lane and San Bruno Avenue.
- *Collector Streets.* Relatively low-speed (25-30 miles per hour), low-capacity (5,000-20,000 average daily trips) streets that provide connections between neighborhood areas. Collector streets usually serve

FIGURE 4-1
Transportation Network



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short trips, and are intended for collecting vehicles from local streets and distributing them to the arterial network. Collector streets include Cherry Avenue and Fleetwood Drive.

- *Local Streets.* Extremely low-speed (15-20 miles per hour), low-volume (1,000 average daily trips) streets that provide access to neighborhood areas and internal commercial drives. All local streets provide vehicle, pedestrian and utility access. On-street parking is often present to provide parking and slow traffic.

Highway 101, I-280, I-380, El Camino Real (State Route 82), and Skyline Boulevard (State Route 35) constitute Congestion Management Program (CMP) facilities as outlined in the City/County Association of Governments of San Mateo County Final Congestion Management Program for 2001. According to this document, the purpose of a CMP is to "develop a procedure to alleviate or control anticipated increases in roadway congestion and to ensure that 'federal, state, and local agencies join with transit districts business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs' (California Government Code Section 65088(e))."

4-2 CIRCULATION AND TRAFFIC ANALYSIS

Roadway and intersection operations are evaluated in terms of "level of service" (LOS), which is a measure of driving conditions and vehicle delay. Levels of service range from A (best) to F (poorest). LOS A, B and C indicate satisfactory conditions where traffic can move relatively freely. LOS D describes conditions where delay is more noticeable. LOS E indicates conditions where traffic volumes are at or close to capacity, resulting in significant delays and average travel speeds that are one-third the uncongested speeds or lower. LOS F characterizes conditions where traffic demand exceeds available capacity, with very slow speeds (stop-and-go), long delays (over a minute) and queuing at signalized intersections. Descriptions of levels of service for signalized intersections, together with their corresponding volume-to-capacity ratios (V/Cs), are presented in Table 4-1. Table 4-2 presents Level of Service definitions for unsignalized intersections.

Overall, relatively few intersections in San Bruno currently experience significant amounts of congestion (LOS E or F, depicted in Table 4-3). During morning peak hours, the intersections of Skyline Boulevard and San Bruno Avenue, Skyline Boulevard and College Drive, and Skyline Boulevard and Westborough Boulevard have experienced severe levels of congestion. During afternoon peak hours, the intersections of Skyline Boulevard and San Bruno Avenue and El Camino Real and Noor Avenue[1] have experienced severe levels of congestion. During weekend morning, midday, and afternoon peak hours, the intersection of El Camino Real and Sneath Lane has suffered from severe traffic congestion.

[1] *This intersection overlaps the boundary between San Bruno and South San Francisco.*

Intersection improvements are proposed in General Plan Policy T-7 for intersections that would worsen to LOS E or F under buildout of the proposed General Plan. These intersections include Skyline Boulevard/Sharp Park Road/Westborough Boulevard, Skyline Boulevard/Sneath Lane, Sequoia Avenue/Sneath Lane, El Camino Real/Noor Avenue, Skyline Boulevard/San Bruno Avenue, Skyline Drive/College Drive/Berkshire Drive, and Huntington Avenue/San Mateo Avenue. With these improvements, all intersections would perform at acceptable levels of service under the buildout scenario.

Table 4-4 presents the LOS standards for CMP roadway segments within the planning area, most of which are freeways. Table 4-5 contains the summary LOS results for roadway segments in the General Plan buildout condition and the No Project buildout condition. In terms of roadway segment LOS, buildout of the General Plan will add no more than .01 to the volume-to-capacity ratio of freeway segments within the study area, compared to the No Project buildout scenario. Thus, the General Plan is not expected to cause a freeway segment that is in conformance with CMP policy in the No Project condition to violate CMP policy in the project condition. There are no new streets or major roadway improvements proposed in the General Plan. For more on this analysis, please refer to the EIR transportation section.

There are a number of proposed development projects that will affect future traffic conditions. In particular, the redevelopment of the U.S. Navy site (with mixed housing, offices, and retail), new housing adjacent to Skyline College, construction of the planned San Mateo Avenue Caltrain station and grade separation project, and any

TABLE 4-1: Level of Service Definitions – Signalized Intersections

Level of Service	Volume to Capacity Ratio	Description
A	≤0.60	Uncongested operations; all queues clear in a single signal cycle
B	0.61-0.70	Very light congestion; an occasional approach phase is fully utilized.
C	0.71-0.80	Light congestion; occasional backups on critical approaches.
D	0.81-0.90	Significant congestion on critical approaches, but intersection functional. Cars required to wait through more than one cycle during short peaks. No long-standing queues formed.
E	0.91-1.00	Severe congestion with long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).
F	>1.00	Total breakdown, stop-and-go operation.

Source: San Mateo County Final Congestion Management Program, 2005.

TABLE 4-2: Level of Service Definitions – Unsignalized Intersections

Level of Service	Expected Delay Average	Total Delay (Seconds)
A	Little or no delay	≤5
B	Short traffic delay	>5 and ≤10
C	Average traffic delays	>10 and ≤20
D	Long traffic delays	>20 and ≤30
E	Very long traffic delays	>30 and ≤45
F	Extreme delays potentially affecting other traffic movements in the intersection	>45

Source: Transportation Research Board (TRB), Highway Capacity Manual, Special Report No. 209, 1994.

TABLE 4-3: Intersection Existing Conditions Level of Service Summary

		AM PEAK HOUR		PM PEAK HOUR	
	Intersection	V/C	LOS[1]	V/C	LOS[1]
1	El Camino Real/EB I-380 Ramp	0.36	A	0.50	A
2	El Camino Real/San Bruno Ave	0.44	A	0.63	B
3	El Camino Real/San Mateo Ave/Taylor St	0.33	A	0.44	A
4	El Camino Real/Sneath Lane	0.38	A	0.68	B
5	El Camino Real/WB I-380 Ramp	0.34	A	0.58	A
6	Huntington Ave/Angus Ave[2]	–	B	–	B
7	Huntington Ave/San Bruno Ave	0.16	A	0.31	A
8	Huntington Ave/San Mateo Ave[2]	–	B	–	C
9	Huntington Ave/Sneath Lane	0.17	A	0.29	A
10	3rd Ave/San Bruno Ave	0.39	A	0.51	A
11	Cherry Ave/San Bruno Ave	0.43	A	0.60	B
12	Cherry Ave/Sneath Lane	0.47	A	0.80	D
13	El Camino Real/Noor Ave[2]	–	B	–	E
14	El Camino Real/San Felipe Ave	0.36	A	0.41	A
15	NB I-280 Ramps/San Bruno Ave	0.32	A	0.47	A
16	NB I-280 Ramps/Sneath Lane	0.42	A	0.55	A
17	NB US-101 Ramps/San Bruno Ave	0.37	A	0.34	A
18	San Mateo Ave/San Bruno Ave	0.20	A	0.27	A
19	Skyline Blvd/San Bruno Ave	1.15	F	1.25	F
20	Skyline Blvd/College Dr	0.95	E	0.67	B
21	Skyline Blvd/Sharp Park Rd/Westborough Blvd	1.04	F	0.85	D
22	Skyline Blvd/Sneath Lane	0.91	E	0.95	E
23	SB I-280 Ramps/San Bruno Ave	0.41	A	0.31	A
24	SB I-280 Ramps/Sneath Lane	0.55	A	0.55	A
25	SB US-101 Ramps/San Bruno Ave	0.44	A	0.74	C
26	National Ave/Sneath Lane	0.39	A	0.58	A
27	Pacific Heights Boulevard/Sharp Park Rd	0.61	B	0.41	A
28	Sequoia Avenue/Sneath Lane[2]	–	C	–	C
29	Cunningham Way/I-280 Ramps[2]	–	C	–	C

[1] LOS is the Level of Service.

[2] Unsignalized intersections; delay is reported, not V/C.

Source: DKS Associates, 2006.

TABLE 4-4: Future Condition 2030 Level of Service Summary

	Intersection	AM PEAK HOUR		PM PEAK HOUR	
		LOS[1]	Critical V/C	LOS[1]	Critical V/C
1	El Camino Real/EB I-380 Ramp	A	0.36	A	0.46
2	El Camino Real/San Bruno Ave	A	0.54	B	0.68
3	El Camino Real/San Mateo Ave/Taylor St	A	0.37	A	0.46
4	El Camino Real/Sneath Lane	C	0.71	C	0.75
5	El Camino Real/WB I-380 Ramp	B	0.61	C	0.71
6	Huntington Ave/Angus Ave[2]	B	–	B	–
7	Huntington Ave/San Bruno Ave	A	0.31	A	0.38
8	**Huntington Ave/San Mateo Ave**[2]	**D**	**–**	**E (D)**	**–**
9	Huntington Ave/Sneath Lane	A	0.26	A	0.49
10	3rd Ave/ San Bruno Ave	C	0.74	B	0.68
11	Cherry Ave/San Bruno Ave	A	0.40	A	0.50
12	Cherry Ave/Sneath Lane	A	0.49	A	0.49
13	**El Camino Real/Noor Ave**[2]	**C**	**–**	**F (A)**	**–**
14	El Camino Real/San Felipe Ave	A	0.40	A	0.43
15	NB I-280 Ramps/San Bruno Ave	A	0.27	A	0.47
16	NB I-280 Ramps/Sneath Lane	A	0.60	C	0.77
17	NB US-101 Ramps/ San Bruno Ave	A	0.45	B	0.63
18	San Mateo Ave/San Bruno Ave	A	0.33	A	0.37
19	**Skyline Blvd/San Bruno Ave**	**E (C)**	**0.97**	**D**	**0.85**
20	**Skyline Blvd/College Dr**	**F (C)**	**1.14**	**B**	**0.65**
21	**Skyline Blvd/Sharp Park Rd/Westborough Blvd**	**E (D)**	**0.99**	**C**	**0.79**
22	**Skyline Blvd/Sneath Lane**	**F (C)**	**1.02**	**F (D)**	**1.01**
23	SB I-280 Ramps/San Bruno Ave	A	0.24	A	0.23
24	SB I-280 Ramps/Sneath Lane	C	0.76	D	0.85
25	SB US-101 Ramps/ San Bruno Ave	A	0.52	D	0.83
26	National Ave/Sneath Lane	A	0.37	A	0.46
27	Pacific Heights Boulevard/Sharp Park Rd	B	0.63	A	0.49
28	**Sequoia Ave/Sneath Lane**[2]	**E (C)**	**–**	**F (C)**	**–**
29	Cunningham Way/ I-280 Ramps[2]	C	–	C	–

Bold indicates deficient intersection requiring mitigation.

[1] LOS is Level of Service.

[2] Unsignalized intersections; LOS based on delay, not V/C.

Source: DKS Associates, 2008.

TABLE 4-5: Level of Service Standards For CMP Roadway Segment

Route	Freeway Segment	LOS Standard
US 101	San Francisco County Line to I-380	E
US 101	I-380 to Millbrae Avenue	E
US 101	Millbrae Avenue to Broadway	E
US 101	Broadway to Peninsula Avenue	E
US 101	Peninsula Avenue to SR92	F
US 101	SR92 to Whipple Avenue	E
US 101	Whipple Avenue to Santa Clara County Line	F
I-280	San Francisco County Line to SR 1 (North)	E
I-280	SR 1 (North) to SR 1 (South)	E
I-280	SR 1 (South) to San Bruno Avenue	D
I-280	San Bruno Avenue to SR 92	D
I-280	SR 92 to SR 84	D
I-280	SR 84 to Santa Clara County Line	D
I-380	I-280 to US 101	F
I-380	US 101 to Airport Access Road	C
SR 82	Hickey Boulevard to I-380	E
SR 82	I-380 to Trousdale Drive	E
SR 35	San Francisco County Line to Sneath Lane	E
SR 35	Sneath Lane to I-280	F

Source: City/County Association of Governments of San Mateo County, San Mateo County Congestion Management Program for 2005.

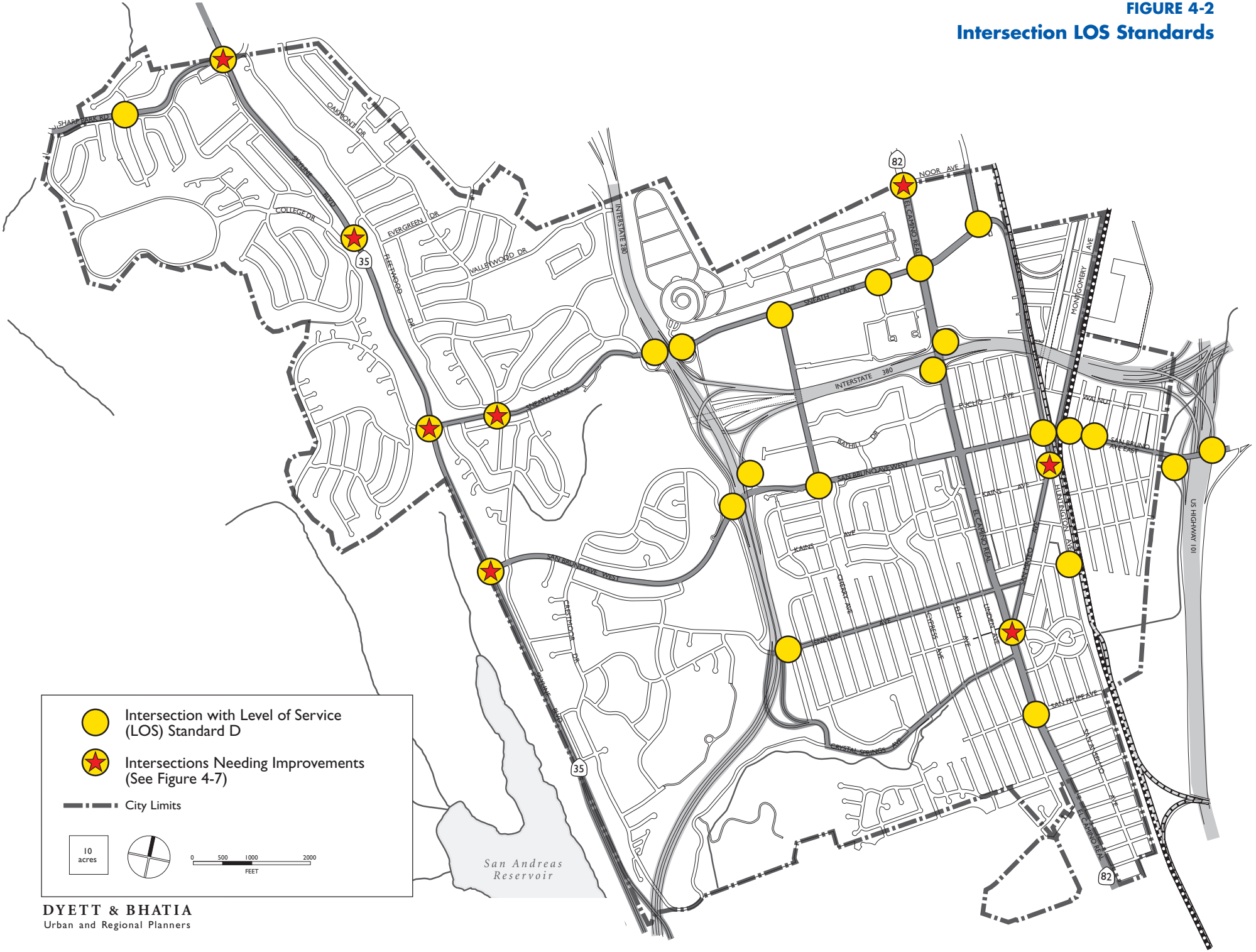
TABLE 4-6: Freeway Segment Level of Service Summary

		2030 NO PROJECT		PROJECTED BUILDOUT OF GENERAL PLAN LAND USE	
	Highway Link	AM	PM	AM	PM
US 101 (South to North)	SR 92 / 3rd Avenue	F	F	F	F
	3rd Avenue / Peninsula Avenue	F	F	F	F
	Peninsula Avenue / Broadway	F	F	F	F
	Broadway / Millbrae	F	F	F	F
	Millbrae / SFIA	F	F	F	F
	SFIA / I-380	F	F	F	F
	I-380 / Grand Avenue	F	F	F	F
	Oyster Pt / Monster Park	F	F	F	F
I-280 (South to North)	Bunker Hill / Hayne Road	F	F	F	F
	Hayne / Trousdale	F	F	F	F
	Trousdale / Hillcrest	F	F	F	F
	Hillcrest / Larkspur	F	F	F	F
	Larkspur / Crystal Springs	F	F	F	F
	Crystal Springs / San Bruno Avenue	F	F	F	F
	Sneath / Westborough	F	F	F	F
	Westborough / Hickey	F	F	F	F
	Hickey / Serramonte	F	F	F	F
	Serramonte / SR1	F	F	F	F
I-380 (West to East)	I-280 / El Camino Real	D	E	D	E
	El Camino Real / US 101	E	F	E	F

Source: DKS Associates, 2003.

FIGURE 4-2

Intersection LOS Standards



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Tall, shady Eucalyptus trees are generally identified as the "scenic" characteristic along Crystal Springs Road (top) and Skyline Boulevard (bottom).

changes to The Shops at Tanforan and Towne Center shopping areas are likely to have the greatest impacts on traffic conditions.

Access and Parking

Both on- and off-street parking is provided within San Bruno. On-street parking is provided along most of the major arterials and is allowed on most residential streets. In general, there is adequate on-street parking available in most areas; however, on-street parking is in strong demand along the retail-oriented corridors of San Mateo Avenue and San Bruno Avenue. There are currently eight off-street public parking facilities operated by the City of San Bruno, providing a total of 446 off-street parking spaces near the city's Downtown along San Mateo Avenue.

Scenic Corridors

A scenic corridor can be described as a roadway or highway with unique or distinctive physical or cultural features. According to the State (Caltrans' Scenic Highway Guidelines), a scenic highway should go through an area of outstanding scenic quality, containing striking views, flora, geology, and other unique natural attributes. The following three visual concepts are considered during identification of scenic highways:

- *Vividness* - The extent to which the landscape is memorable. This is associated with the distinctiveness, diversity and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- *Intactness* - The integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions.
- Not more than one third of the proposed scenic highway should be impacted by major intrusions (e.g., buildings, unsightly land uses, noise barriers).
- *Unity* - The extent to which intrusions are sensitive to and in visual harmony with the natural landscape.

The tall, shady trees along San Bruno roadways are generally considered the "scenic" characteristic identified for designation on the following scenic corridors:

- *Skyline Boulevard.* The entire length of Skyline Boulevard (Highway 35) is eligible to be designated by Caltrans as a State Scenic Highway. Skyline Boulevard, which lies along the eastern ridge of the coastal range, features mature Eucalyptus trees and views of the San Francisco Bay.
- *Interstate 280.* I-280 is designated by Caltrans as a State Scenic Highway. Most of the San Bruno segment is lined with tall, shady trees, with partial views of San Francisco to the north and the Bay to the east.
- *Crystal Springs Road.* Crystal Springs Road is designated by the San Mateo County General Plan as a County Scenic Road. West of San Bruno City Park, this residential street narrows and tall eucalyptus trees on either side of the roadway give the sense of a wooded grove.
- *Sharp Park Road.* Sharp Park Road is designated by the San Mateo County General Plan as a County Scenic Road. West of San Bruno, Sharp Park Road features striking views of the Pacifica coastline.
- *Sneath Lane.* Sneath Lane, west of El Camino Real, is designated by the City of San Bruno as a scenic corridor. West of I-280, Sneath Lane features partial views of San Francisco Bay, while east of I-280, it features views of Sweeney Ridge. Tall, shady trees line the roadway, and most development is set back from the street and accessed from side roads.

Gateways

Gateways are those points that identify entrances into city limits or district boundaries. Gateways inform visitors and residents that they have entered a special place. As such, they generally feature coordinated landscape design, signage, and street furniture. The following roadways and highways serve as gateways to the City of San Bruno:

- Skyline Boulevard, at the northern and southern city limits.
- Sharp Park Road, at the western city limit.
- Interstate 280, at the northern and southern city limits.
- El Camino Real, at the northern and southern city limits.
- San Mateo Avenue, at the northern city limit.
- Interstate 380, at the eastern city limit.
- San Bruno Avenue, at the eastern and western city limits.

Goods Movement

Movement of goods within the City of San Bruno is conducted primarily on the city's highways and arterials. Major arterials such as El Camino Real, San Bruno Avenue and Sneath Lane accommodate the city's truck traffic as deliveries are made.

4-3 PUBLIC TRANSIT

The Peninsula Corridor Joint Powers Board (Caltrain) and the San Mateo County Transit District (SamTrans) currently provide transit service in San Bruno. As of June 2003, the Bay Area Rapid Transit District (BART) provides service to San Bruno as well. Figure 4-3 illustrates transit facilities within the city.

Caltrain

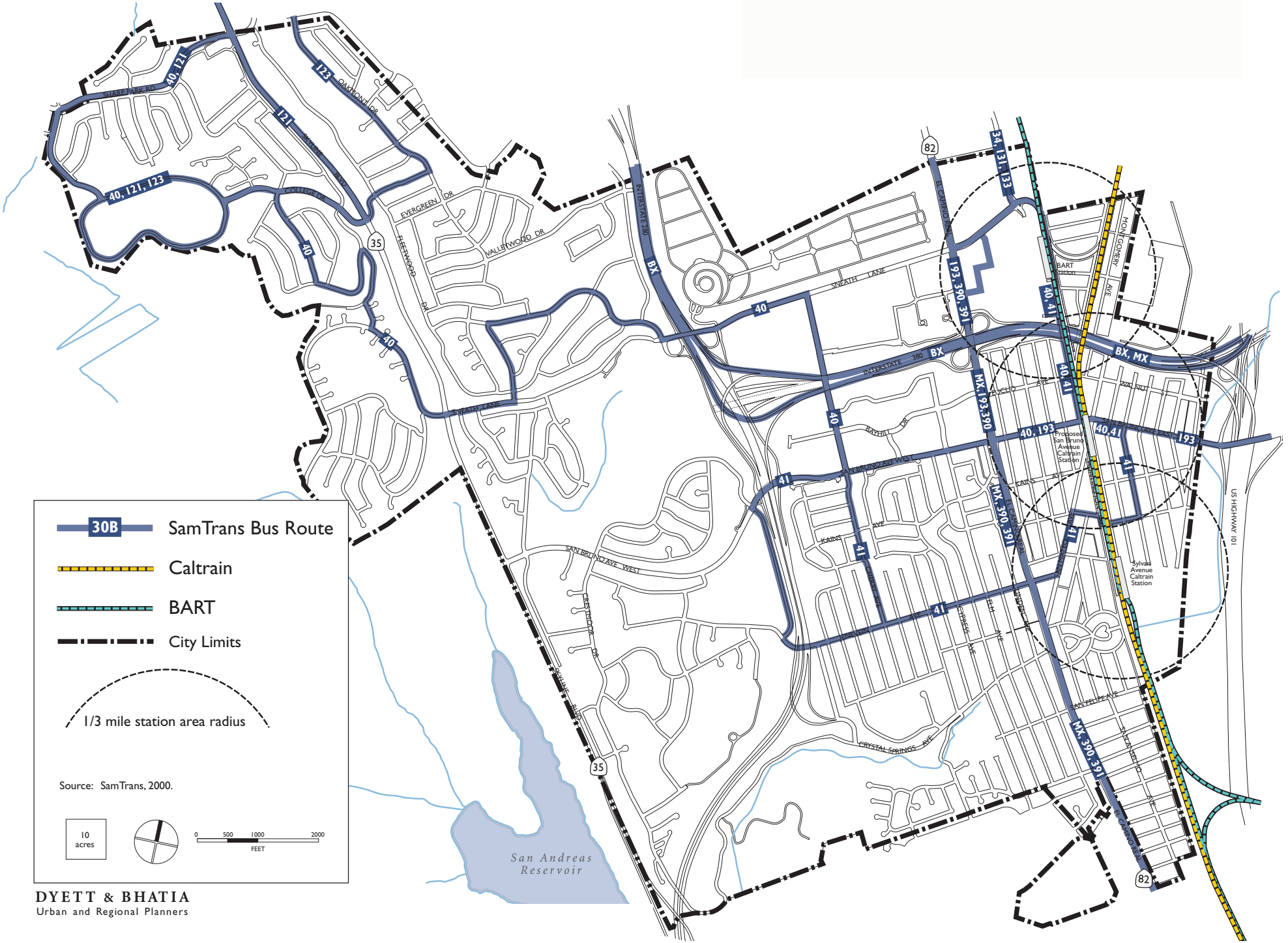
Caltrain is a commuter rail service operating on the San Francisco Peninsula between the cities of San Francisco and Gilroy. The alignment consists of approximately 77 miles of track and serves 33 stations. The current location of the San Bruno Caltrain station is between 1st Avenue and Huntington Avenue at Sylvan Avenue. A new Caltrain station at the intersection of Huntington Avenue, San Mateo Avenue, and San Bruno Avenue, along with a Grade Separation Project to elevate the tracks above the street. This planned station would serve as a northern anchor to the Downtown, and provide convenient access to retail, offices, mixed-use, and housing within the station area. Preliminary design and engineering work for the station have been completed, but as of 2008, funding for the project has not yet been fully secured. Daily ridership averaged 28,400 passengers in 2005, with approximately 488 passengers accessing Caltrain each day via the San Bruno station.

Although these trains do not stop in San Bruno, a Baby Bullet (Caltrain) commuter service from San Jose to San Francisco began operating in June 2004. Feasibility of California High Speed Rail, providing train service from San Diego to the Bay Area using existing railways, is currently being evaluated; if this were to be implemented, it would pass through San Bruno as well.

The city's major transit nodes, providing access from San Bruno throughout the Bay Area, include the Sylvan Avenue Caltrain Station (top) and the San Bruno BART Station (bottom).

FIGURE 4-3

Existing Transit Network and Facilities



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SamTrans

The SamTrans fixed-route bus system consists of 64 routes, traveling more than 28,000 miles and carrying more than 59,000 passengers on an average weekday systemwide (1999 to 2000). The total number of passengers includes more than 15,000 youth riders and 34,000 full-fare adults. Senior and disabled patrons complete ridership totals with more than 10,000 daily riders. As can be seen in Figure 4-3, 11 different fixed routes provide service to and from San Bruno. SamTrans also operates paratransit bus routes throughout San Mateo County.

BART

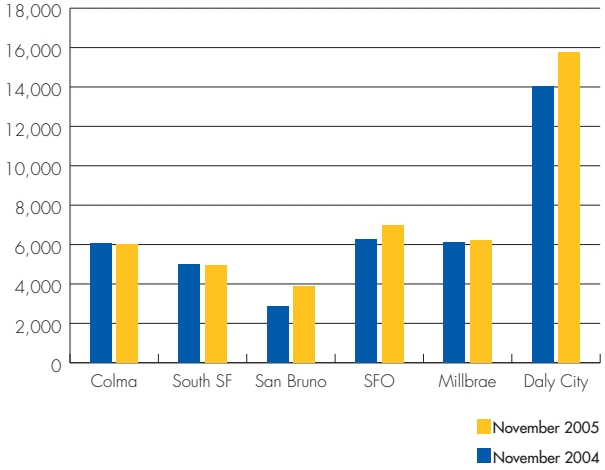
The Bay Area Rapid Transit District (BART) is a 95-mile, automated rapid transit system serving over three million people in the three BART counties of Alameda, Contra Costa, and San Francisco, as well as northern San Mateo County. Forty-three BART stations are located along five lines of double track system wide. Trains traveling up to 80 miles per hour connect San Francisco to Millbrae and East Bay communities—north to Richmond, east to Pittsburg/Bay Point, west to Dublin/Pleasanton, and south to Fremont. BART's weekday ridership was approximately 320,000 as of October 2005.

BART recently completed construction of four new stations and 8.7 miles of new track along the San Francisco Peninsula that extend south from the Colma Station. The new stations, operational as of June 2003, are located in South San Francisco, San Bruno, SFO, and Millbrae. The San Bruno BART station is located on Huntington Avenue, along the eastern side of The Shops at Tanforan. Ridership projections were estimated at 70,000 passengers by 2010, with a projected 9,800 passengers accessing the system from the San Bruno BART station. However, actual ridership has been less strong, with average weekday ridership at 2,850 in November 2004 for the extension (four stations), an increase of 4.6 percent from the previous year. Average ridership at San Bruno in November 2005 was 3,903, a strong 15.6 percent increase in a year; however the San Bruno station has by far the lowest ridership of the Peninsula stations.[2]

Shuttle Services

A free shuttle, funded by the GAP, Inc., runs between the Bayhill Office Park and the San Bruno BART Station during weekday mornings and early evenings. In December 2001, average daily ridership was approximately 180 passengers. Each bus can carry between 33 and 37 passengers per run.

CHART 4-1: Peninsula BART Ridership



[2] *SamTrans, "Multimodal Ridership Report—November 2005," Staff Report to Community Relations Committee, January 2006.*

General Plan policies promote the construction of safe bicycle and pedestrian routes, particularly to important destinations such as City Park (bicycle and pedestrian path, top) and Downtown (El Camino Real crosswalk, bottom).

4-4 BICYCLES AND PEDESTRIAN PATHS

Responsibility for planning and maintaining bicycle facilities rests with San Mateo County, various cities, CalTrans, and BART (new bikeway along the BART alignment). San Bruno's existing bicycle facilities consist of designated routes that share roadways with motorized vehicles. Class III bicycle facilities are signed as bicycle routes, but do not have bicycle lane markings on the pavement. Class II bicycle facilities, or bike lanes, are portions of the roadway that are marked with a line for use by bicyclists. Sharp Park Road and Sneath Lane are San Bruno's only Class II bike lanes. Class I bicycle facilities are completely separated from motor vehicle traffic, such as an off-street pathway. San Bruno has no Class I bike routes. Additional bicycle trails are located within the Golden Gate National Recreation Area to the west of the city and are used primarily for recreation.

Proposed bicycle routes, as designated by the City's Bicycle and Pedestrian Committee, are illustrated in Figure 4-4. The Committee selected a number of additional roadways to complement San Bruno's existing bicycle routes:

- College Drive,
- Fleetwood Drive,
- Crestmoor Drive,
- Crystal Springs Road,
- Jenevein Avenue,
- Sneath Lane extended to Huntington Avenue,
- Huntington Avenue,
- Cherry Avenue, and
- Bayhill Drive.

Both the San Bruno BART station and Sylvan Avenue Caltrain station have bicycle racks and lockers available for bicycle parking. Additionally, bicycles are allowed on board BART (except during rush hour), Caltrain, and SamTrans buses (attached to front). Figure 4-5 shows San Bruno in the context of the larger regional bikeway system.

Currently, the only exclusive pedestrian facilities, such as pedestrian trails or bridge crossings, within San Bruno are located in City Park and Junipero Serra County Park. Sidewalks are typically provided along major arterials and residential roadways, and pedestrian crosswalks and signals are provided at most major intersections within the city. Pedestrian emphasis areas are depicted in Figure 4-6.

TABLE 4-7: Bikeway Classifications

Classification	Function	Access Control	Right-of-Way
Class I - Bike Paths	Provide exclusive right-of-way for bicyclists with cross flows by motorists minimized.	Where crossing or access from the bicycle path is required, the crossing should be grade-separated or occur at pedestrian crossings. Mid-block crossings should assign right-of-way through signing or signalization.	Minimum of 8 feet for a two-way facility. The minimum paved width for a one-way bike path is 5 feet. A minimum 2-foot wide graded area shall be provided adjacent to the pavement, but a 3-foot graded area is recommended. Where pedestrian activity is expected, along arterials and median parkways where street traffic generally exceeds 40 mph, a minimum of 11 feet for a two-way facility should be provided.
Class II - Bike Lanes	Provides preferential use of the paved area of roadway for bicyclists by establishing specific lines of demarcation between areas reserved for bicycles and motorists.	Access should be controlled to minimize intersection and driveway crossings. At intersections where there is a bike lane and an actuated signal, it is desirable to install bicycle-sensitive detectors. Push button detectors force the bicyclists to stop and actuate the push button.	Class II bike lanes are one-way facilities. On roadways with parking, the bike lane is located between the parking area and the traffic lane with 5-foot minimums for the bike lane. Where parking is permitted and not marked, minimum width is 12 feet. On roadways where parking is prohibited, a minimum of 5 feet is required, including a 2-foot gutter.
Class III - Bike Routes	Provides a right of way designated by signs or permanent markings and shared with motorists.	Access should be controlled to minimize driveway crossings.	The width of a Class III bike route varies. It is desirable to have a minimum bicycle travel way, however, due to various constraints/conditions; a minimum width has not been established.

Source: Fehr & Peers, 2003.

FIGURE 4-4

Proposed Bikeways

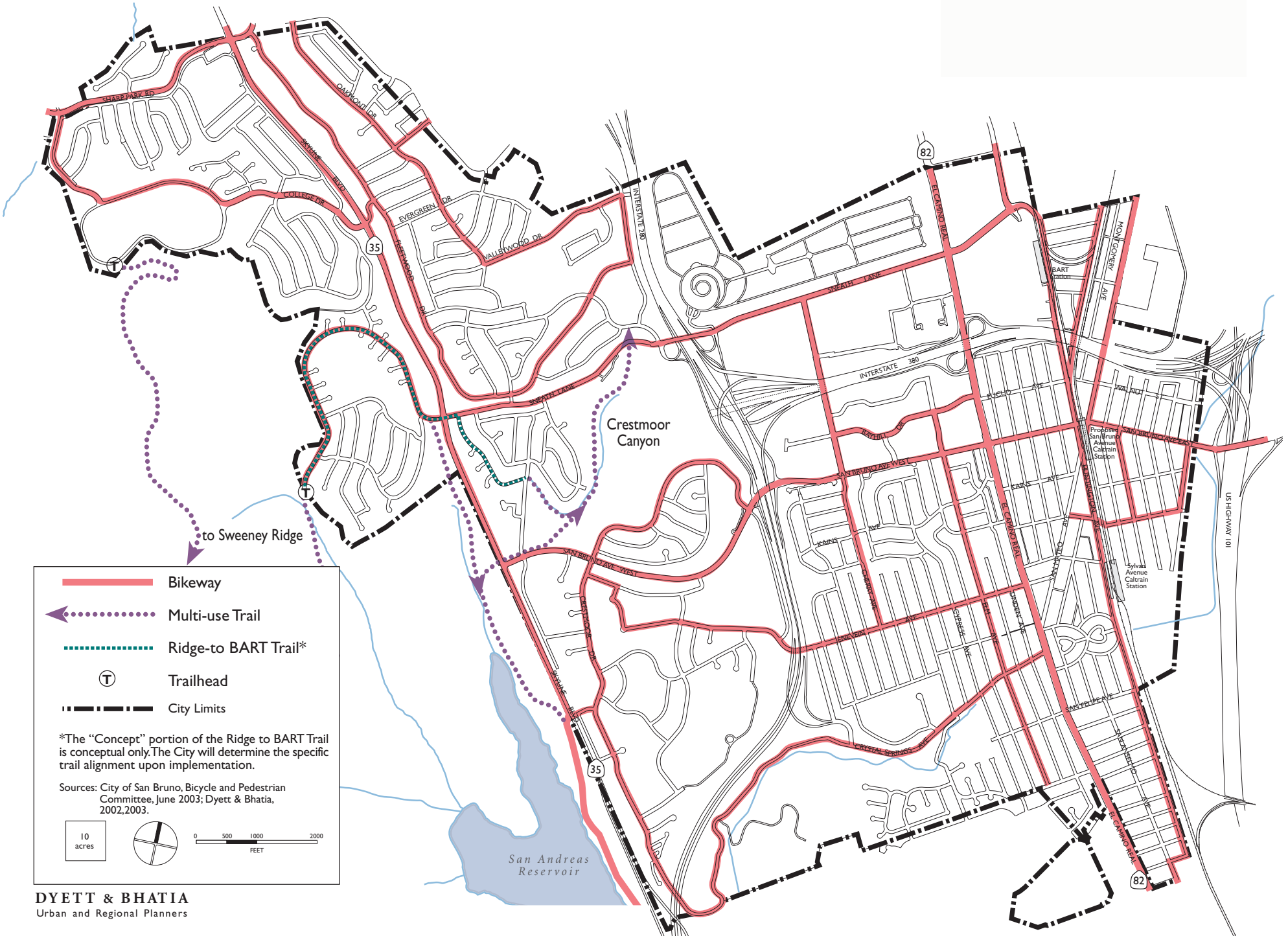


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FIGURE 4-5

Proposed Regional Bikeway System

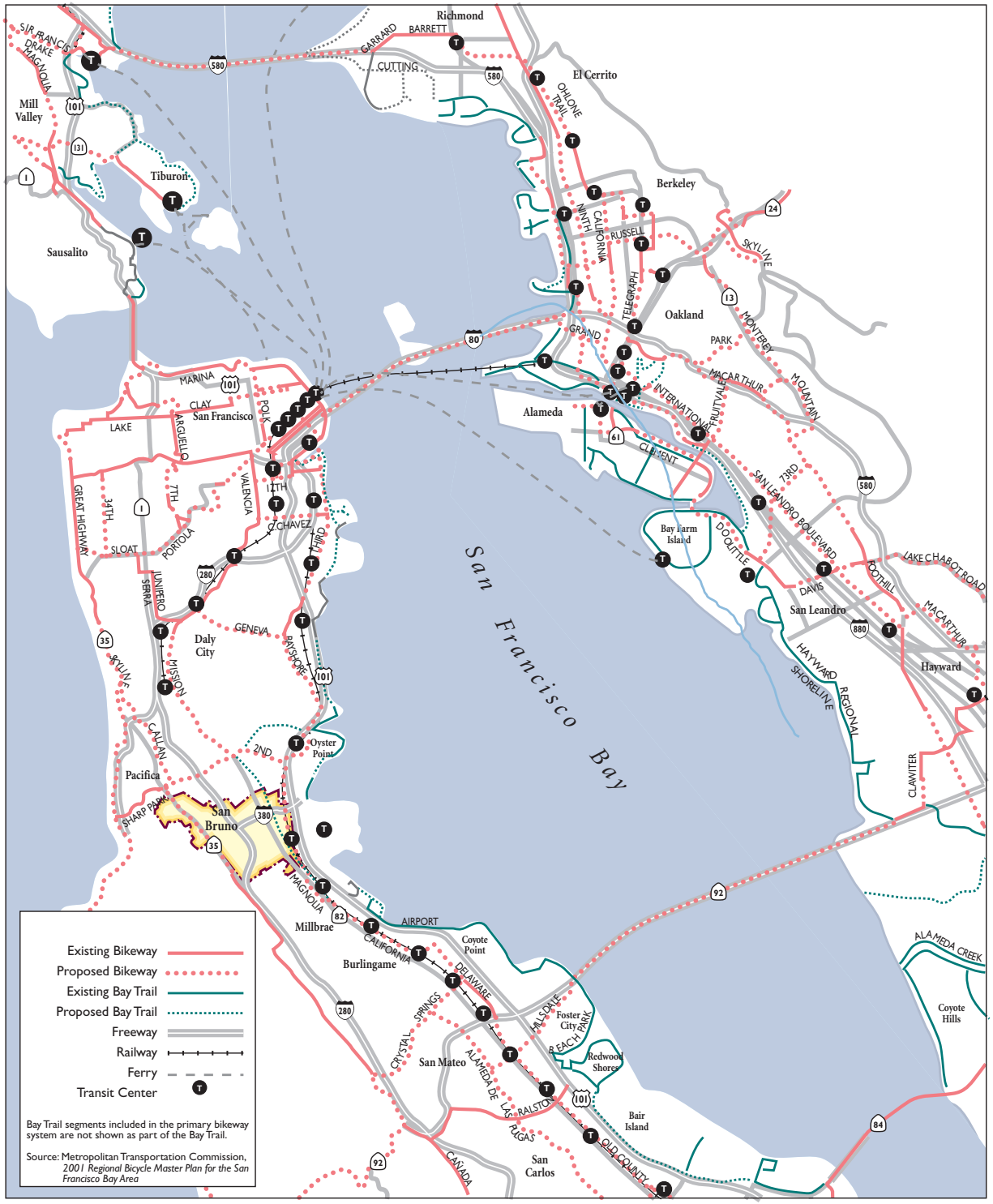
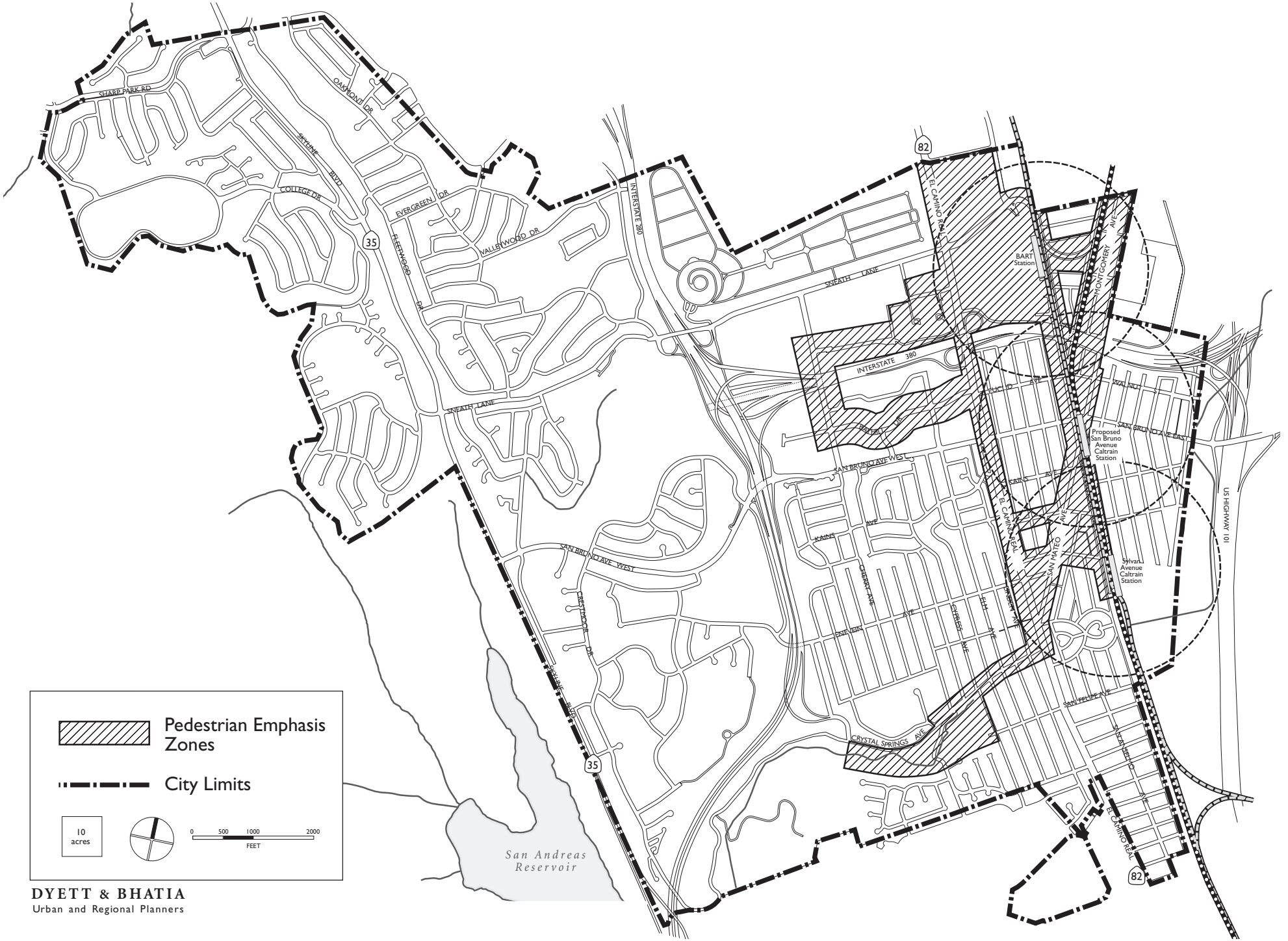


FIGURE 4-6

Pedestrian Emphasis Zones



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4-5 TRANSPORTATION POLICIES

Guiding Policies

T-A Provide for efficient, safe, and pleasant movement for all transportation modes—vehicles, bicycles, transit, and pedestrians.

T-B Maintain acceptable levels of service for vehicular movement along the city's street network. Acceptable level of service could vary based on characteristics of the area under consideration.

T-C Preserve and enhance the unique natural features that constitute San Bruno's scenic roadways, as well as the visual quality of major gateways into the city.

T-D Provide adequate parking facilities for commercial, industrial, and transit station areas.

T-E Focus San Bruno's efforts on improvements to the non-motorized transportation system (i.e., bicycles, pedestrians, strollers, etc) adjacent to transit corridors and stations, and their connections to those systems.

T-F Provide efficient local transit—such as a shuttle system—to the BART and Caltrain stations to avoid dependence on individual motor vehicles.

T-G Protect residential areas from congestion and associated noise resulting from BART and Caltrain spillover traffic.

T-H Expand the existing bus network to provide convenient and efficient public transit to employment centers, shopping areas, parks, and other key destinations.

T-I Develop and maintain a comprehensive bicycle network within San Bruno, providing connections to BART and Caltrain, surrounding cities, employment and shopping areas, and natural areas.

T-J Develop a safe, convenient, and continuous network of sidewalks and pedestrian paths within the city.

T-K Coordinate the City's transportation network and improvements with surrounding cities, agencies, and San Mateo County.

Implementing Policies

Please note that policies within Chapter 2: Land Use and Urban Design address the appearance and improvement of gateways (along major roadways).

Alternative Modes

T-1 Develop incentives for San Bruno government and private employers to institute staggered working hours, compressed work week, home-based telecommuting, car pooling, use of transit, alternative fuel vehicles, and bicycling to employment centers to reduce vehicle miles traveled and the associated traffic congestion and air pollution.

T-2 Ensure that all transportation improvements—roadway, transit, bicycle, and pedestrian—are

General Plan policies identify needed improvements to the existing street network for safety, aesthetics, and improved traffic flows. Recent examples include a new median along Huntington Avenue (top) and streetscaping and bulb-outs along San Mateo Avenue (bottom).

designed and constructed according to Americans with Disabilities Act standards. Improve existing facilities so they are compliant with American Disability Act standards.

T-3 Encourage provision of bicycle facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.

T-4 Encourage major employers of the city to provide shuttle service for employees from worksite to food service establishments, commercial areas, and transit stations, to reduce the number of automobile trips.

T-5 Provide assistance to regional and local ride-sharing organizations; advocate legislation to maintain and expand incentives (e.g., tax deductions/credits).

Street Network

T-6 Maintain LOS standards for intersections for AM and PM peak periods as shown in Figure 4-2.

T-7 Undertake improvements to intersections shown in Table 4-8 and in Figure 4-7 to ensure their operation at the LOS shown in Figure 4-2. Determine costs for these improvements and establish an impact fee program to assess improvement costs to new development, proportionate to the impacts created by such development.

T-8 Support widening of Skyline Boulevard between Sneath Lane and I-280 to alleviate traffic congestion problems, if concerns regarding sensitive natural resources can be mitigated. Preserve the mature trees in the area, if feasible.

T-9 Continue the City's program of street maintenance (i.e., resurfacing and reconstructing streets every 15 years where necessary and feasible). Seek funds to enable the City to accelerate the current schedule.

T-10 Improve signage and access at the intersection of San Mateo Avenue, Taylor Avenue, and El Camino Real.

T-11 Vacate unnecessary streets within the Montgomery Avenue area for infill development with high technology and other advanced industrial uses. Redesign street access for better circulation, safety, and parking.

T-12 Designate permitted truck routes to avoid residential areas.

T-13 Study ways to separate through-traffic from local traffic on Euclid Avenue to eliminate its use as both an alternative route to the I-380 on-ramp, and a shortcut between Huntington Avenue and El Camino Real.

T-14 Use traffic-calming measures to reduce speeding in residential areas, rather than limiting through-street connections. Traffic-calming measures may include:

- Narrowing travel lanes and allowing on-street parking;
- Using different paving materials at pedestrian crosswalks;
- Planting street trees and other vegetation;
- Building corner bulb-outs and intersection round-abouts;
- Installing stop and/or yield signage; and
- Speed limit enforcement or other mitigation measures.

HS-15 Implement traffic-calming measures along College Drive and Skyline Boulevard.

HS-16 Install safety improvements along Sneath Lane to improve visibility of signals. Such improvements may include signage and lighting.

HS-17 Synchronize traffic signals between El Camino Real, Sneath Lane, Huntington Avenue, and San Bruno Avenue, to improve traffic flows into and out of the San Bruno BART Station.

HS-18 Require right-of-way landscaping to be maintained at an appropriate scale, so as to not reduce visibility at intersections.

HS-19 Should CalTrans vacate El Camino Real as a State highway, reconfigure the roadway to include wide sidewalks, streetscaping, and marked bicycle lanes. Consider various alternative configurations of traffic flow.

Transportation System Management

T-20 Study the potential benefit of implementing High Occupancy Vehicle (HOV) and carpool lane along major arterials.

T-21 Consider investment in Intelligent Transportation System (ITS) to enhance efficiency of existing network, potential ITS strategies include:

- Roadway monitoring system (cameras, centralized traffic control center)
- Enhanced travel information (variable message signs at major intersections)
- Incidence Response Plan
- Adaptive Traffic Signal Timing along major arterials

T-22 Apply turning restrictions to major arterials during peak hours to improve general traffic flow.

T-23 Implement Parking Guidance System to guide motorists to parking locations in commercial areas.

T-24 Implement targeted reinforcement program to eliminate double parking in Downtown and along San Bruno Ave and El Camino Real.

Scenic Corridors

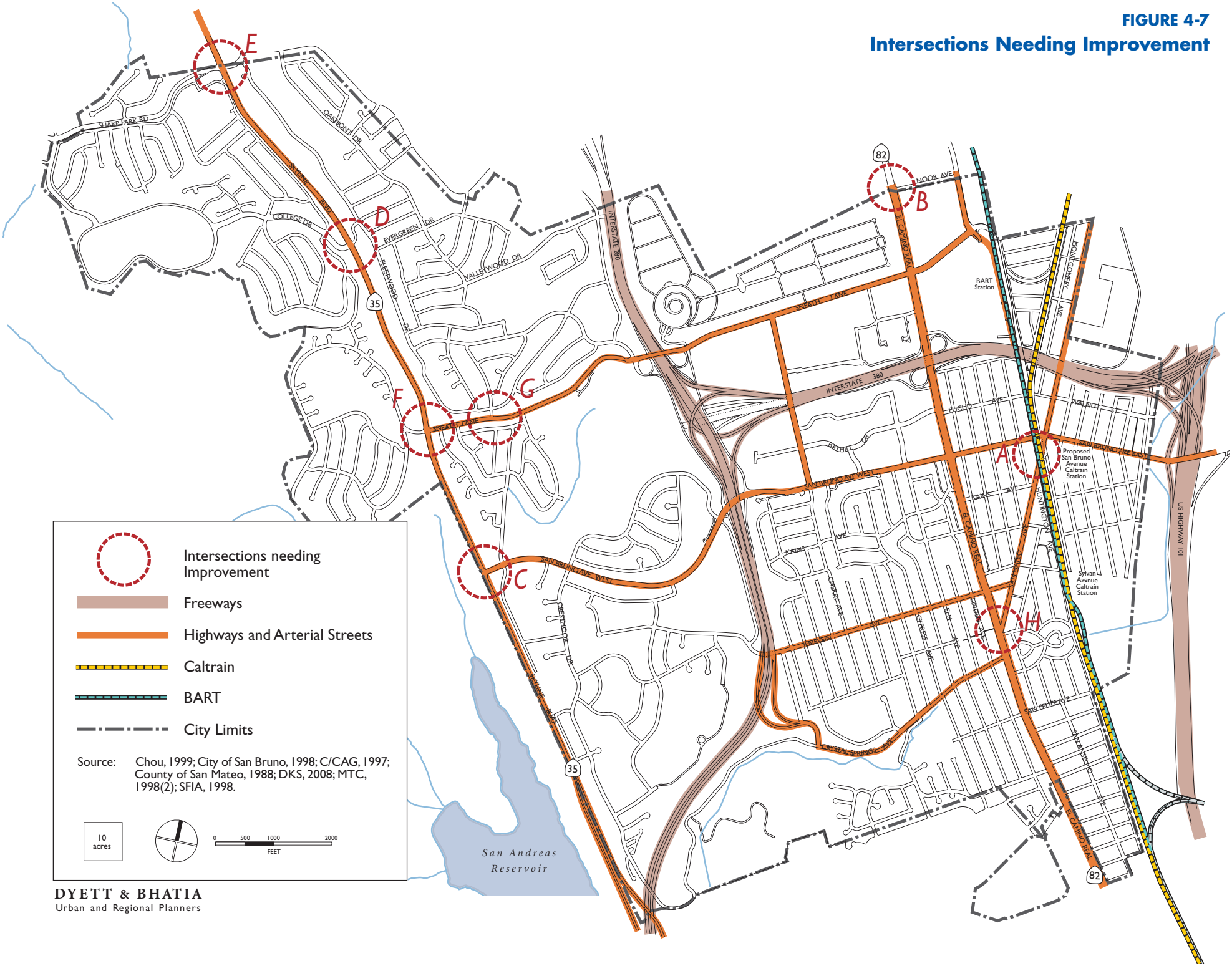
T-25 Coordinate with Caltrans, San Mateo County, and adjacent cities in order to maintain a consistent approach in applying scenic conservation standards in roadway design, improvements, and maintenance.

TABLE 4-8: Intersection Improvements

	Intersection	Condition - Peak Hour	Intersection Improvement
A	San Mateo Ave/ Huntington Ave	GP Buildout - PM	Within the existing right-of-way, restripe the southbound Huntington Avenue approach from one left/through/right lane to one left turn lane and one through/right lane. This recommended intersection improvement would result in a delay of 9.3 seconds and a LOS D for the General Plan Buildout Condition PM peak hour. No right-of-way acquisition or utility relocation would be anticipated.
B	El Camino Real/Noor Ave	No Project - PM GP Buildout - PM	The southbound El Camino Real left turn onto Noor Avenue is the critical movement at this intersection. Converting the intersection from a one-way stop controlled to a signalized intersection would result in a V/C ratio of 0.56 and a LOS A for both the No Project and General Plan Buildout Condition PM peak hour. The peak hour signal warrant is satisfied under both Conditions. No right-of-way acquisition would be anticipated. A new signal may require movement of utilities and street furniture, and would require restriping the intersection.
C	Skyline Blvd and San Bruno Ave	No Project - AM/PM GP Buildout - AM	With restriping and minor right-of-way additions, the northbound Skyline Boulevard approach could be converted from one through lane and one right turn lane to one through lane and one through/right lane. The southbound Skyline Boulevard approach could be converted from one through lane and one left turn lane to two through lanes and one left turn lane. This intersection improvement would result in a maximum V/C ratio of 0.79 and a LOS C. The northbound reconfiguration would require additional right-of-way to accommodate two receiving lanes, which could taper to one lane downstream of the intersection. The southbound reconfiguration would require additional right of way to accommodate the additional through lane and for two receiving lanes downstream. The two southbound receiving lanes could taper to one lane downstream.
D	Skyline Blvd and College Drive/Berkshire Dr	GP Buildout - AM	With additional right-of-way and restriping, add one left turn lane to the northbound Skyline Boulevard approach for a total of two, and add one through lane to the southbound Skyline Boulevard approach, for a total of three. This intersection improvement would result in a V/C ratio of 0.76 and a LOS C. Additional right-of-way, utility relocation, and movement of traffic signals and other street furniture would be required to implement this intersection improvements.
E	Skyline Blvd and Westborough Blvd/Sharp Park Rd	No Project - AM GP Buildout - AM	With additional right-of-way and restriping, add one through lane to the southbound Skyline Boulevard approach for a total of three. This intersection improvement would result in a maximum V/C ratio of 0.86 and a LOS D. Additional right-of-way and traffic signal relocation would be required to accommodate the extra through lane and extra receiving lane downstream.
F	Skyline Blvd and Sneath Lane	No Project - AM/PM GP Buildout - AM/PM	Convert the eastbound and westbound approaches from split phasing to permitted control. This intersection improvement would result in a maximum V/C ratio of 0.84 and a LOS D. No additional right-of-way or utility relocation would be required.
G	Sneath and Sequoia Ave	GP Buildout - AM/PM	Convert the intersection from a three-way stop control to a permitted or protected signalized control. This intersection improvement would result in a maximum V/C ratio of 0.76 and a LOS C. Restriping and installation of traffic signal hardware would be required to implement this intersection improvement. No additional right-of-way would be required.
H	El Camino Real/ San Mateo Ave.		Permit southbound San Mateo Avenue traffic to turn south on El Camino Real and add pedestrian crossing at north leg of El Camino Real to create a pedestrian connection to Memory Lane.

FIGURE 4-7

Intersections Needing Improvement



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T-26 Continue to limit widening, modification, or realignment of the city's scenic corridors, consistent with Ordinance 1284. Preserve large trees and other natural features, limit signage, maintain wide setbacks, and reduce traffic speeds along these roadways.

T-27 Continue to support beautification efforts along Interstate 280, an officially designated State Scenic Highway.

T-28 Recognize and protect the following as local scenic corridors:

- Skyline Boulevard, State Scenic Highway
- Crystal Springs Road, County Scenic Road
- Sharp Park Road, County Scenic Road
- Sneath Lane

T-29 Review and update the City's Scenic Corridor Protection Program for I-280, Skyline Boulevard, and future State-designated scenic highways.

T-30 Improve the appearance of the following streets:

- El Camino Real: Continue landscaping the median strips and review projects for good design. Coordinate landscaping design with neighboring jurisdictions.
- San Mateo Avenue: Continue implementation of the Street Beautification Plan in conjunction with merchants and property owners.
- San Bruno Avenue (west of El Camino Real): Retain trees on Bayhill property along San Bruno Avenue, consistent with the City's Tree Preservation policy.
- Huntington Avenue/railroad tracks: Continue landscaping along both sides of the railroad tracks.
- Improve the appearance of the following major gateways to the city with landscaping and improved architectural design:
  - San Bruno Avenue, western city limits;
  - El Camino Real, northern and southern city limits;
  - Skyline Boulevard, northern and southern city limits; and
  - Sharp Park Road, western city limits.

T-31 Encourage local citizens and organizations to help design and maintain street and gateway improvements.

T-32 Encourage design of public and private development to frame vistas of the Downtown, public buildings, parks, and natural features.

T-33 Promote and facilitate planting of shade trees along all streets within San Bruno, through public education, developer incentives, and general beautification funds. Tree specifics should be selected to create a unified image and an effective canopy.

Parking

T-34 Comprehensively review and revise parking standards for new office and commercial devel-

opment providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage).

T-35 Conduct a parking study to determine potential deficiencies at parks and public facilities. Recommend parking solutions.

T-36 Enforce on-street and off-street parking restrictions, particularly of motor homes, trailers, boats, and non-operating vehicles, and in residential areas near major transit facilities.

T-37 Require provisions and marking of handicapped parking spaces in conformance with California Vehicle Code to allow enforcement by public agencies or private interests.

T-38 Study the possibility of providing public parking facilities for commercial and industrial areas. Designate general areas where parking lots are needed; purchase site(s) if possible when land uses change to avoid displacement of occupants. Consider the use of assessment districts to fund land acquisition as one option.

T-39 Encourage parking lot access from non-residential side streets in order to minimize interruption to traffic flow on primary streets (San Bruno Avenue east of El Camino Real and along El Camino Real).

T-40 Consider reduced parking standards within transit corridors and station areas in recognition of their proximity to high frequency transit service, mix of land uses, and walkable environment.

T-41 Allow joint use of parking facilities when nearby uses have staggered peak periods of demand.

T-42 Do not allow parking lots to dominate the frontage of mixed-use streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.

BART and Caltrain Station Areas

T-43 Create a "pedestrian-friendly" environment surrounding the BART and Caltrain stations by installing additional street trees, lighting, signage, and widening sidewalks along streets adjacent to these stations.

T-44 Support the Caltrain Grade Separation Project, featuring relocation of the Caltrain station above grade at the San Mateo Avenue/San Bruno Avenue intersection. Provide main parking facilities for the Caltrain station on the former San Bruno Lumber site north of the intersection, and bicycle and pedestrian connections to surrounding areas with prominence given to access south to Downtown.

T-45 During the Caltrain Grade Separation Project, ensure that the San Bruno station serves as an important gateway and northern anchor to Downtown, which should be clearly visible from the station platform.

The General Plan seeks to create a pedestrian-friendly environment surrounding the BART and Caltrain stations. Required improvements include streetscaping and safety measures along the railroad tracks (top), as well as bicycle and pedestrian connections to the proposed San Bruno Avenue Caltrain Station (former San Bruno Lumber site, bottom).

T-46 As rail capacity increases with expanded BART and Caltrain service, install pedestrian safety measures—such as clear markings, safety gates, alternative routes, or overcrossings—at all at-grade railway crossings in the city. At grade-separated locations, provide safe pedestrian under-crossings.

T-47 Improve multi-modal access—specifically for pedestrians, cyclists, and transit passengers—to the BART and Caltrain stations through improvements along Huntington Avenue.

T-48 Incorporate a dedicated pedestrian crossing and flashing street markers at the new four-way signal installed on El Camino Real connecting The Crossing with The Shops at Tanforan and the San Bruno BART station.

T-49 Install adequate turning, driveway, and drop-off lanes at the San Bruno BART and planned San Bruno Avenue Caltrain stations to accommodate the increased levels of traffic expected.

T-50 Consider developing a shuttle service to provide reliable, consistent, and convenient access between the BART and Caltrain stations and other destinations within the city, including Bayhill Office Park, Skyline College, Downtown, schools and neighborhoods in the western and southern portions of the city.

T-51 Publicize all routes that provide non-auto access to the BART and Caltrain station areas, such as the GAP Inc. shuttle, bicycle routes, etc.

T-52 Work with BART and Caltrain to provide park and ride facilities with convenient, safe pedestrian access to the transit stations.

T-53 Coordinate with the Peninsula Corridor Joint Powers Board to ensure design of the planned San Bruno Avenue Caltrain Station (and Grade Separation Project) that will accommodate such regional transit improvements.

T-54 Continue landscaping along the railroad right-of-way and commuter parking areas to improve neighborhood appearance and mitigate noise.

T-55 Consider developing a parking permit system in residential areas adjacent to the new Caltrain Station to prevent overflow parking, when requested by a designated majority of residents in that area.

T-56 Work with SamTrans to provide paratransit (demand-based transit) services to residents with special needs.

Bus Transit

T-57 Work with SamTrans to schedule the routing of public transit in San Bruno so that a majority of residents are within walking distance of transit stops.

T-58 Work with SamTrans to design the local bus transit system for maximum passenger satisfaction, safety, comfort, convenience, and privacy.

T-59 Encourage SamTrans to configure bus transit service to serve connections with other transit systems (BART, Caltrain, SFO, and other bus lines).

T-60 Work with SamTrans to design the local bus transit system to serve transportation-dependent groups, including low income families that do not own an automobile, the elderly, youths, the handicapped, and others.

T-61 Work with SamTrans to route large buses on arterials, rather than on collector and local streets. Utilize smaller vehicles through residential areas.

T-62 Seek community input in establishing transit routes and schedules.

T-63 Encourage Skyline College to coordinate with SamTrans to implement a reliable, consistent and convenient bus system providing students with regular connections to the BART and Caltrain station areas, Downtown, El Camino Real, and multifamily apartments throughout the city.

T-64 Work with SamTrans to plan the local system with built-in flexibility for increases in service in accordance with increases in demand. Coordinate with local school districts on possible joint transit usage.

T-65 Work with SamTrans to locate transit stops directly adjacent to buildings with retail frontage, rather than severed by large parking lots.

T-66 Design arterial and collector streets to facilitate safe pedestrian crossings to transit stops. Provide crosswalks at all signalized arterial intersections.

T-67 Encourage installation of bus shelters, appropriate for year-round weather, to provide comfortable, safe waiting areas for SamTrans riders.

T-68 Work with SamTrans to implement Bus Signal Priority System to improve bus speed and reliability.

Bicycle Routes

T-69 Continue to work toward dedication and/or installation of bicycle lanes throughout the city in accordance with Figure 4-4, to enhance recreational opportunities and make bicycling a more viable transportation alternative. Implement bicycle route improvements including signing, striping, paving, and provision of bicycle facilities at employment sites, shopping centers, schools, and public facilities.

T-70 Identify funding for and implement as a priority bicycle/pedestrian paths along the BART and Caltrain track alignments (Huntington Avenue and Herman Avenue) within the city limits. Coordinate with the Linear Park planned in South San Francisco and Millbrae.

T-71 Provide bicycle parking facilities in Downtown, Bayhill Office Park, BART and Caltrain Stations, The Shops at Tanforan and Towne Center, parks, schools, and other key destinations. Review bicycle standards as part of the Zoning Ordinance Update.

General Plan policies identify a need for coordinated bus transit routes and facilities. Emphasis is placed on major transit corridors such as El Camino Real (top) and key destinations such as The Shops at Tanforan (bottom).

Pedestrian connections provide an important source of recreation and transportation. Local pedestrian paths include the Sweeney Ridge Trail (top) and sidewalks adjacent to City Park (bottom).

T-72 Identify and mark safe bicycle routes providing connections between the BART and Caltrain stations, and the following regional trail networks:

- Bay Area Ridge Trail,
- Sweeney Ridge Trail,
- Bay Trail,
- San Andreas Trail, and
- Sawyer Camp Trail

T-73 Coordinate with the Bicycle and Pedestrian Committee to promote safe cycling programs, sponsored rides, and other community outreach programs geared toward cyclists.

T-74 Ensure maintenance of vegetation along bicycle routes within the city. Ensure that overgrown vegetation does not push bicyclists into vehicular travel lanes and cause potential accidents.

Pedestrian Paths

T-75 Link sidewalks directly to building entrances. Avoid routes through parking lots or at the rear of residential developments.

T-76 Require construction of sidewalks at least five (5) feet wide along newly built streets within San Bruno, and four (4) feet wide on older streets to preserve street character in older neighborhoods.

T-77 Create a pedestrian-oriented setting along the Pedestrian Emphasis Zones (see Figure 4-6) through potential construction of the following public improvements:

- Brick pavers to make sidewalks look more distinct;
- Street trees to soften the environment and provide color and shade;
- Human-scale street lights for enhanced aesthetics and illumination;
- Banners and flags to make the area look more festive and cheerful; and
- Benches to give people a place to sit, rest, and watch what goes on around them.

T-78 Allow new development to contribute to the Pedestrian Emphasis Zones (Figure 4-6) through construction of off-site improvements.

T-79 Prioritize improvements to sidewalks and other walking paths adjacent to public school facilities where children and youth are likely to use them on a daily basis.

T-80 Install safety improvements for pedestrian crossings along El Camino Real. Such improvements may include bulb-outs at the corners, crossing medians, and signal synchronization.

Coordination

T-81 Provide for public safety and efficient operation in the planning, construction, and maintenance of transportation facilities.

T-82 Prohibit the encroachment of transportation facilities on irreplaceable resources, such as important open spaces, recreational areas, and historic sites.

T-83 Undertake periodic reviews of highway projects and improvements, San Francisco Airport expansion planning, and County and regional transit planning to enable the City to coordinate effectively with regional circulation systems.

T-84 The City shall work closely with the High Speed Rail Authority to ensure all impacts associated with the High Speed Rail Project are mitigated to the fullest extent possible. The City shall work to ensure that the design for the High Speed Rail project is consistent with the train station and grade separation design approved by the Citizens Advisory Committee and City Council.

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5

OPEN SPACE AND RECREATION ELEMENT

Although the City of San Bruno is located in an urban area of the San Francisco Peninsula, residents have access to a great variety of parks, recreation facilities, and open spaces. City parks, dispersed throughout the community, provide playing fields, tot lots, and picnic areas. Open spaces, including Junipero Serra Park, Crestmoor Canyon, and Golden Gate National Recreation Area, provide hiking trails and other passive uses.

The city's parks and recreation facilities range from neighborhood parks with tot lots (Grundy Park, top) to community parks with sports fields (City Park, center) to regional parks with hiking trails (Junipero Serra County Park, bottom).

5-1 VISION

The Open Space and Recreation Element focuses on provision of neighborhood parks, plazas, and open spaces within walking distance of all San Bruno residents and workers. San Bruno recognizes the importance of open spaces to both residents' quality of life and the city's overall image, and seeks to provide accessible, safe, and well-maintained areas. One key factor in the expansion of the city's recreational facilities is the preservation of the Crestmoor Canyon open space, with enhanced accessibility, multi-use trails, staging areas, and other amenities. Additionally, coordination with surrounding agencies will enable the City to support preservation of and/or connections to the Golden Gate National Recreation Area, San Francisco International Airport (SFO) wetlands, Peninsula Watershed lands, and Junipero Serra County Park.

5-2 PARKS AND RECREATION

The City of San Bruno contains a wide range of park facilities, including small pocket parks, neighborhood parks, and community parks. The southern portion of the city hosts San Mateo County's Junipero Serra Park. Table 5-1 provides a description of the park classifications, size, service area, and typical activities.

The Parks and Recreation Services Department maintains all developed municipal park sites, street medians, and landscaping along San Mateo Avenue and at other City facilities. The Department is also responsible for street tree maintenance, vegetation management in open space areas, and for maintenance of recreation and civic buildings and facilities. Junipero Serra Park is maintained by the San Mateo County Parks and Recreation Division. The Department is also responsible for overall facilities administration and planning in addition to recreational and educational programming.

San Bruno currently provides its residents with a total of 72 acres of city parkland. There are five small pocket parks, 12 neighborhood parks, and one large community park. Table 5-2 shows the acreage, picnic/passive area, playgrounds, sports facilities, and other amenities available at each of the city's parks. The city's most utilized parks are City Park, Grundy Park, and Lion's Field. Figure 5-1 illustrates the location of parks and open space throughout the community.

In addition to city parks, local recreation centers, school facilities, and a 108-acre regional park—San Mateo County's Junipero Serra Park—provide recreational opportunities for San Bruno residents. These additional facilities are listed in Table 5-3. The Veterans Memorial Recreation Center, which is located in City Park, features a gymnasium, exercise and weight room, large meeting room, and kitchen. Adjacent to the Veterans

Memorial building is the City Pool, a public, heated outdoor swimming pool (25 x 20 yards). Located on Crystal Springs Road, the San Bruno Senior Center is a 12,700 square foot facility with a multi-purpose room, kitchen, and other meeting rooms and offices.

Hiking and cycling trails are located west of the city boundary within the Golden Gate National Recreation Area and the San Francisco Peninsula Watershed, accessible from Sneath Lane and San Bruno Avenue.

In April 2003, the City published a Draft Comprehensive Parks and Recreational Facilities Master Plan (CPRFMP) that identified specific parks and recreation needs and opportunities in San Bruno. The CPRFMP analyzed each of the City's existing park facilities and proposed improvements based on public safety concerns, accessibility, balance of facilities and equipment, infrastructure, and opportunities for new facilities. The CPRMP identified the following as strengths of the San Bruno parks system:

- Mature vegetation, including dense groves of trees and shrubs with a variety of species;
- Diverse range of parks, developed over time with various park sizes (from ¼-acre to 31 acres) and identifiable character traits;
- Well-used by citizens, who take pride in their facilities and programs; and
- Variety of amenities offered, both for outdoor play and indoor programs.

Junipero Serra Park

Nestled in the foothills at the southern edge of the city, San Mateo County's Junipero Serra Park affords a spectacular panorama of the Bay Area and unequaled views to San Bruno Mountain, SFO, San Francisco Bay, and Mount Diablo. The park contains the oak foothill plant community, spring wildflowers, and Crystal Springs Creek. San Mateo County's Environmental Services Department, Parks and Recreation Division oversees planning, operations, and maintenance of the park

Junipero Serra Park, owned and operated by San Mateo County, features grassy play areas, covered shelters, and shady group picnic areas.

TABLE 5-1: San Bruno Park Classifications and Size and Service Standards

Classification	Description	Size	Service Area	Typical Activities
Pocket park	Pocket parks are small (less than one acre) facilities designed to serve residents of the surrounding blocks. They are generally limited to playgrounds and benches.	<1 acre	¼ mile radius	Playgrounds, benches, small grassy areas
Neighborhood park	Neighborhood parks are designed to serve the residential neighborhood in close proximity to the park. They accommodate a variety of activities including playgrounds, picnic tables, and turf areas.	<15 acres	½ mile radius	Playgrounds, multi-use fields, basketball courts, picnic tables, grassy areas
Community park	Community parks are designed to serve several neighborhoods. They provide a wide variety of activities, including sports facilities and recreational centers, and meet the needs of diverse users.	30–100 acres	3 mile radius	Playgrounds, tennis courts, baseball fields, basketball courts, grassy areas, picnic tables, recreation centers
Regional park	Regional parks are large parks and open spaces that serve as recreational amenities to the surrounding region. They generally contain passive facilities, such as picnicking, hiking trails, and spaces for large group events.	100+ acres	15 mile radius	Playgrounds, benches, hiking trails, picnic and BBQ areas, grassy areas, covered shelters

Source: City of San Bruno, Draft Comprehensive Parks and Recreational Facilities Master Plan, April 2003; Dyett & Bhatia, February 2006.

TABLE 5-2: City of San Bruno Park Facilities

Park	Acres	Picnic/ Passive	Play Areas	Sports Facilities	Turf	Rest Rooms	Meeting Rooms
POCKET PARKS							
Catalpa Tot Lot[1]	0.5	YES	YES	YES			
Earl and Glenview Park	0.3		YES				
Herman Tot Lot	0.25		YES		YES		
Lomita Park	0.25	YES	YES		YES		
Posy Park	0.25						
NEIGHBORHOOD PARKS							
Bayshore Circle Park	1		YES	YES	YES		
Buckeye Park	7	YES	YES		YES		
Commodore Park[2]	4	YES	YES	YES	YES	YES	
Fleetwood Tot Lot	0.5		YES	YES	YES		
Forest Lane Park	4	YES	YES		YES		
Grundy Park	4	YES	YES	YES	YES	YES	
Lion's Field Park	3	YES	YES	YES	YES	YES	YES
Monte Verde Park	5	YES	YES		YES		
Pacific Heights Park	5		YES	YES	YES		
Ponderosa Park	4		YES		YES		
Seventh Avenue Park	0.5		YES		YES		
Seventh and Walnut Park	1		YES	YES	YES		
COMMUNITY PARKS							
City Park[3]	31	YES	YES	YES	YES	YES	YES
Grand Total City Parks	**72**						

[1] Catalpa Tot Lot was vacant at the time of the General Plan adoption.

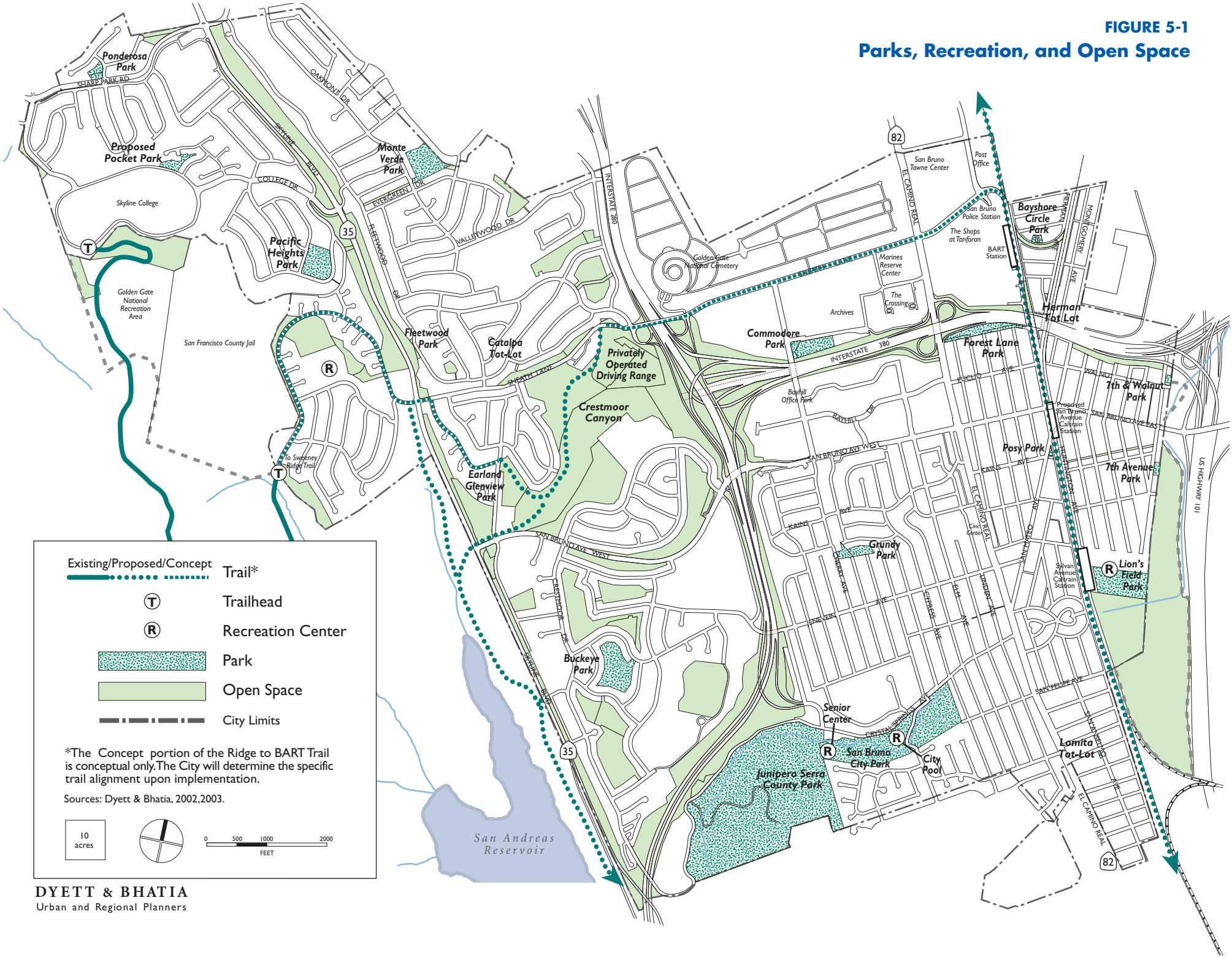
[2] A dog park is located in Commodore Park.

[3] The San Bruno Park Pool and Veterans Memorial Recreation Center are located in City Park.

Source: City of San Bruno, Draft Comprehensive Parks and Recreational Facilities Master Plan, April 2003.

FIGURE 5-1

Parks, Recreation, and Open Space



Existing/Proposed/Concept

- Trail*
- Trailhead
- Recreation Center
- Park
- Open Space
- City Limits

*The Concept portion of the Ridge to BART Trail is conceptual only. The City will determine the specific trail alignment upon implementation.

Sources: Dyett & Bhatia, 2002,2003.

10 acres

0 500 1000 2000 FEET

DYETT & BHATIA
Urban and Regional Planners

TABLE 5-3: Additional Recreational Facilities in San Bruno

Park	Acres	Picnic/ Passive	Play Areas	Sports Facilities	Turf	Rest Rooms	Meeting Rooms
SAN MATEO COUNTY PARKS							
Junipero Serra Park[1]	108	YES	YES		YES	YES	
RECREATION CENTERS							
Belle Air Community Center						YES	YES
Portola Performing Arts Center						YES	YES
San Bruno Senior Center[2]				YES		YES	YES
Veterans Memorial Recreation Center				YES		YES	YES
SCHOOL DISTRICT FACILITIES							
Allen Elementary School							
Belle Air Elementary	5			YES			
Crestmoor Elementary	5			YES	YES		
Crestmoor High School	12			YES			
El Crystal Elementary							
John Muir Elementary	3.5				YES		
Parkside Elementary	2			YES			
Rollingwood Elementary	3.5				YES		

[1] Junipero Serra Park also has several outdoor shelters and day-use facilities for organized youth groups.

[2] San Bruno Senior Center contains Bocce Ball courts as its only sports facilities.

Source: City of San Bruno, Draft Comprehensive Parks and Recreational Facilities Master Plan, April 2003.

facilities. Junipero Serra Park features daycamp areas (for use by youth organizations), picnic areas, and hiking trails. On-site facilities are described in Table 5-4.

Recreational and Cultural Programs

San Bruno offers a diverse range of recreational and educational programs for residents of almost all ages. Programming largely depends on community interest and instructor and facility availability, and is financed by user fees. Most classes are housed in City-owned recreational facilities, including the Veterans Memorial Recreation Center and San Bruno Senior Center. The San Bruno Recreation Services Department administers recreation programs, as well as summer concert series at the Rotary Pavilion in City Park and other special events. The City offers a vast range of programs, including:

- Summer camps featuring: crafts, soccer, basketball, baseball, traditional day camp program with adventure field-trips (water parks, amusement parks, etc.), and rock climbing;
- Aquatics, including recreational swimming, water aerobics, water safety, lifeguard training, and swimming lessons;
- Dance and fitness classes, including judo, creative dance, hip hop, ice skating, ballet, tap dance, and volleyball;
- Family outdoor adventure trips, including such destinations as (Muir Woods, Russian River, Tilden Park, San Francisco, etc.);
- Adult sports and fitness, including volleyball, rowing, tennis, softball, basketball, aikido, yoga, ballroom dance, belly dance, and tap dance;
- Adult crafts, including scrap-booking, pottery, painting and watercolor, sculpture, and creative writing;

- Senior (adults 50+) classes, including western line dance, ceramics, bocce ball, ballroom dance, bingo, tai chi, stained glass, computers, oil/acrylic painting, ping pong, and gardening;
- Teen program featuring teen trips, programs, dances and volunteer opportunities; and
- Special events including: Breakfast with Santa, Polar Bear Plunge, community flea markets, father/daughter dance, and more.

In addition to various classes for adults age 50 and over, the San Bruno Senior Center offers support services (such as health insurance, Alzheimer's counseling, and home repair), social events (such as pancake breakfasts, dances, and holiday celebrations), summer tournaments (such as billiards, ping pong, and softball), and special trips (such as gambling in Reno, nature walks in Elkhorn Slough, and cruises to Alaska). The Senior Center is a great success in serving the needs of San Bruno's senior population, as well as seniors from other communities along the Peninsula.

Parks Standard

Although there are no State standards for parks, the Quimby Act (Government Code § 66477) allows local agencies to establish standards, at a maximum of five acres per 1,000 residents[1], and to require residential developers to provide land or in-lieu fees for developing

TABLE 5-4: Facilities Available at Junipero Serra Park

	Bay View Shelter	Willow Shelter	Upper Meadow View Picnic Area	Lower Meadow View Picnic Area	DeAnza Picnic Area	Oak Cove Picnic Area	Iris Point Picnic Area
Size	32′ x 62′	32′ x 62′	40′ x 60′	50′ x 85′	45′ x 60′	45′ x 100′	60′ x 100′
Floor Surface	0% slope, concrete	0% slope, concrete	15% slope, wood chips	3% slope, wood chips	1% slope, wood chips	0% slope, wood chips	1% slope, wood chips
Roof	yes	yes	no	no	no	no	no
Capacity	125	125	50	150	50	50	150
Parking	24	27	10	40	50	5	6
BBQs	4	4	2	4	2	2	2
Picnic Tables	12	12	5	14	6	9	4
Vegetation	Eucalyptus and Pine trees	Oak woodland	Grassy meadow, trees	Grassy meadow, trees	Oak woodland	Oak woodland	Eucalyptus trees
Views	yes	no	yes	yes	no	no	yes
ADA Accessible	yes	yes	no	yes	no	no	no
Special features		Crystal Springs Creek			Volleyball court, playground	Crystal Springs Creek, Limited tent camping, Amphitheater	Limited tent camping

Source: San Mateo County, Environmental Services Department, Parks and Recreation Division, http://www.co.sanmateo.ca.us/smc/department/esa/home/0,2242,5556687_10575172,00.html, March 14, 2003.

Important regional open spaces adjacent to San Bruno include the Golden Gate National Recreation Area (view west from Skyline College, top) and the San Francisco Peninsula Watershed (view south from Sweeny Ridge trailhead, bottom).

new or rehabilitating existing neighborhood or community park or recreational facilities to serve new residents.

The City maintains a parkland dedication/in lieu fees standard of 4.5 acres per 1,000 residents (Section 12.44 of the Municipal Code), which is also the parkland standard established in this General Plan. With an increase in population of 4,500 to buildout, 20 acres of new parkland will be needed. Table 5-5 illustrates the existing parks standard and projected parks need.

TABLE 5-5: Existing and Projected Parkland Need

	2000	2025
Population	40,165	44,665
Park Acreage	180	200
Acres/1,000 Residents	4.5	4.5

Source: Dyett & Bhatia, 2006.

5-3 OPEN SPACE

The City of San Bruno contains several large open space areas in the hillside neighborhoods west of I-280. These areas generally feature steep topography, mature trees, and dense vegetation. As shown in Figure 5-1 (previous), Crestmoor Canyon is the largest of San Bruno's open spaces. Crestmoor Canyon is a 66.5-acre canyon that extends from I-280 to Skyline Boulevard. It contains willow riparian, coast live oak woodland, and eucalyptus grove habitats; freshwater seep habitat may also be present. Crestmoor Canyon contains very steep terrain and is subject to moderate landslide potential. Because Crestmoor Canyon presents a significant wildland fire hazard for San Bruno, the Fire Department has constructed a dirt fire road along the canyon floor. This road may provide the city residents with excellent recreation opportunities, should it be open for public use. The General Plan Community Survey found strong support for development of hiking and bicycling trails through Crestmoor Canyon.

Several other inaccessible open space areas can be found throughout the Crestmoor neighborhood. These parcels constitute steep slopes covered with mature trees and a thick understory. Because of the steep terrain and artificial fill used during historic grading operations, these open spaces also have moderate potential for landslides.

In addition to natural areas within city limits, San Bruno lies directly adjacent to several other open space preserves: Golden Gate Natural Recreation Area, which includes the Sweeney Ridge trail and the San Francisco City and County Jail site; San Francisco Peninsula Watershed, which includes San Andreas Reservoir; and Bay margins along the western San Francisco International Airport lands.

Golden Gate National Recreation Area

The open space located south of San Bruno's city limits at Skyline College is managed by Golden Gate National Recreation Area (GGNRA) under the jurisdiction of the National Park Service. The 1,000-accre area consists of undeveloped coastal grasslands, wildflowers, wildlife, and public access trails. The Sweeney Ridge trail leads to the historic Portola Discovery Site marker and unites the GGNRA with the San Francisco Peninsula Watershed to the southeast.

The 1980 Park Management Plan for GGNRA was recently updated. Continued maintenance and public access to the Mori Ridge, Baquiano, and Sweeney Ridge trails will be addressed, along with trail linkages to a Bay Area coastal trail network as outlined by the Bay Area Ridge Trail Council (BARTC). Issues related to San Bruno residential areas and the GGNRA at Sweeney Ridge include fire hazard management, encroachment of residential properties, and invasive plant species entering the park boundaries.

The Sweeney Ridge trail can be accessed from designated parking areas at the end of Sneath Lane (the Sweeney Ridge pedestrian gate), or from Skyline College in San Bruno. After an approximate two-mile hike from the parking areas, the trail leads to the Portola Discovery Site marker historically noted as the location from which Portola's expedition discovered the San Francisco Bay in the 17th century. Hikes along the Sweeney Ridge trail also pass the ruins of former U.S. Nike Missile Site SF-51, a missile control station from 1956 to 1974. The topography of the area is varied and includes almost 1,000 feet of elevation change.

Both the Sawyer Camp Trail to the south and the Sweeney Ridge Trail to the north can be accessed from a new trail extension at San Bruno Avenue and Skyline Boulevard. Plans for a new trailhead and parking lot are under consideration.

San Francisco City and County Jail Site

The San Francisco City and County Jail parcel is bordered by the GGNRA and the City of San Bruno. An access road from Moreland Drive leads to the prison site where a new detention facility was recently constructed. The new jail contains 384 cells and replaces the original internment facilities. Also included is the Administration Building, a core of offices and maintenance rooms. The Jail site's property boundaries have historically remained unchanged since the City and County of San Francisco established the prison.

San Francisco Peninsula Watershed

The San Francisco Public Utilities Commission (SFPUC) oversees the San Francisco Peninsula Watershed, the open space area bordering the City of San Bruno southwest of Skyline Boulevard. Because of the need to protect the reservoirs and facilities belonging to the SFPUC within Watershed boundaries, much of the property is not accessible to the public without permit.

The 1998 Peninsula Watershed Management Plan includes a Fifield/Cahill Ridge Trail Management Element encouraged by the regional trails organization Bay Area Ridge Trail Council (BARTC). The Management Plan addresses the possibility of establishing a north-south trail bisecting the Watershed and connecting the Sweeney Ridge Trail from the GGNRA to the Watershed. The Fifield/Cahill Ridge Trail Element allows "supervised access for hikers, bicyclists, and equestrians accompanied by trail leaders on scheduled days and times along the Fifield/Cahill Service Road between Sneath Lane and both Skyline Quarry and Highway 92/

Skyline Boulevard intersections via Skylawn Cemetery."[2] Access is obtained by contacting the SFPUC via telephone, mail, in person at the Millbrae office, or via an Internet reservation system.

The Peninsula Watershed Management Plan clearly states that the SFPUC has control over the management and use of its Watershed lands under the San Francisco City Charter, Section 4.112. Development of non-SFPUC property surrounding the Watershed, however, would be subject to the planning and building laws of the local jurisdiction. San Mateo County Plans and Ordinances do not apply to the Peninsula Watershed because of the SFPUC's immunity as a public utility.

San Francisco International Airport

Between San Bruno's eastern city limit and Highway 101 lies approximately 80 acres of open space belonging to the San Francisco International Airport (SFO). Known as the West of Bayshore subarea to the Airport Planning Department, the property is designated a "Sensitive Species Habitat" and is protected by the California Department of Fish and Game and the U.S. Department of Fish and Wildlife. The City and County of San Francisco oversees SFO expansion activity; however, there is no development scheduled for this protected area. Public access is restricted and the protection agencies monitor the three endangered species—the California Red-legged Frog, San Francisco Garter Snake, and Damselfly—residing within the open space area. Currently, a community garden and a 4H facility are located on lands adjacent to the SFO wetlands area.

[2] *Fifield/Cahill Ridge Trail Alternative E, Public Utilities Commission, San Francisco Water Department 2001.*

5-4 OPEN SPACE AND RECREATION POLICIES

Guiding Policies

OSR-A Develop and maintain parks and recreation facilities for a wide variety of ages, abilities, and interests. Ensure that parks are ADA accessible, safe, and well maintained.

OSR-B Recognize the balance between maintenance and preservation of open space uses and the potential for wildland fires and flooding.

OSR-C Provide sufficient public open spaces and landscaped areas within Downtown, Bayhill Office Park, Tanforan District, El Camino Real, and Montgomery Street, as well as residential neighborhoods.

OSR-D Maintain a high quality mix of recreation programs, classes, activities, and special events for San Bruno residents of all ages and abilities.

OSR-E Recognize open spaces—Crestmoor Canyon, Junipero Serra County Park, San Francisco Peninsula Watershed lands, Golden Gate National Recreation Area, SFO wetlands, and neighborhood canyons—as an integral part of the overall image of the city.

OSR-F Generate awareness through public discussion of the importance of open space that will guide both public and private actions.

OSR-G Recognize that open space fulfills basic human needs—psychological, physical, social, educational, and safety—and establish a firm commitment to fulfill those needs for this and future generations.

OSR-H Coordinate with regional and State agencies in the provision of a connected open space network on public lands surrounding San Bruno.

OSR-I Enhance local opportunities for low-impact uses, such as multi-use trails, within natural resource areas.

Implementing Policies

Parks and Recreation

OSR-1 Maintain a parkland dedication/in lieu fee standard of 4.5 acres/1,000 residents.

OSR-2 Amend the City's Zoning Ordinance to ensure that all developments are subject to dedication/in lieu fee requirements, whether or not such developments result from subdivision.

OSR-3 Revise the City's Park In-Lieu Fee Ordinance to create an option (at the City's discretion) to accept either Park In-Lieu Fees or require the developer to design/build parks and/or recreation facilities as part of the development.

OSR-4 Undertake a program to add 20 acres of parkland to the City system over the next 20 years. Seize opportunities to develop and/or maintain parks and recreation facilities within existing residential neighborhoods through acquisition or preservation of former school facilities.

OSR-5 Strive to locate neighborhood park facilities within 1/3-mile walking distance of all residences in San Bruno. If limited in some neigh-

Key parks and recreation needs identified in the General Plan include expanded picnic/passive areas (City Park, top), a skateboard/BMX facility, and programs and services at the Senior Center (bottom).

borhoods, coordinate with local school districts to allow use of playgrounds and sports facilities after school hours.

OSR-6 Provide small public parks and/or plazas within BART and Caltrain station areas, within Downtown, and along El Camino Real. Provide benches, water fountains, and trees to serve as resting areas for pedestrians, commuters, and shoppers.

OSR-7 As former Skyline College properties are developed for single-family residential neighborhoods, create an option (at the City's discretion) for development of parks and/or recreation facilities to serve San Bruno residents.

OSR-8 During reuse of the former Crestmoor High School site (designated for single-family residential development), preserve the existing playing fields for recreational use per direction of the General Plan Update Committee.

OSR-9 Actively implement the City's Comprehensive Parks and Recreational Facilities Master Plan, which more fully identifies park and recreation needs and deficiencies.

OSR-10 Continue coordination with San Bruno Park School District (per the Five-Year Joint Use Agreement, 2002) to allow joint use of school facilities for after-school programs, sports leagues, and non-organized play.

OSR-11 Work with the city's teens and youth to ensure that the Recreation Services Department provides a diverse mix of recreation programs that meets their needs.

OSR-12 Study potential locations and funding mechanisms for the development of a Teen Recreation Center that provides the types of programs and activities to successfully attract the city's teens.

OSR-13 Design and construct non-traditional recreation facilities (skateboarding/BMX bike park, rock climbing wall, etc.) to provide alternative forms of recreation for the city's teens. Coordinate this facility with the Parks and Recreation Commission.

OSR-14 Continue to support and expand adult (50+) programs and activities offered at the Senior Center. Develop plans to expand the facility as needed to accommodate the city's senior population.

OSR-15 Study potential sites and funding mechanisms for relocation of the San Bruno Swim Center, or development of a new multi-programmed Aquatics Facility.

Park Maintenance and Improvements

OSR-16 Assist residents and neighborhoods with formation of landscape maintenance districts, including participation in feasibility assessment. Require property owners to waive their right to protest formation of landscape and lighting assessment or other City maintenance districts as a condition of project approval where such

development is not already part of an established maintenance district.

OSR-17 In new residential subdivisions where a Homeowners Association is created, require the Association to be the responsible party for short- and long-term maintenance of dedicated park facilities as identified in the National Recreation and Park Association Playground Safety Institute and as determined by the City of San Bruno.

OSR-18 Encourage community organizations and private citizens to help the City maintain public parks and open spaces. Organize volunteer days where sports leagues and community organizations are invited to help maintain park sites. Support establishment of "Friends of the Park" organizations to ensure continued maintenance of neighborhood park facilities.

OSR-19 Initiate replacement of aging playground equipment in park sites throughout the city with equipment that meets current national standards for safety and accessibility.

OSR-20 Explore feasibility of constructing restroom facilities at the larger neighborhood park sites.

OSR-21 Pursue solutions to eliminate the drainage and erosion issues that present a danger to public health and safety in existing park sites.

OSR-22 Improve security at park sites within San Bruno through techniques such as installation of security lighting, scheduling of Police patrols in problem areas, and maintenance of overgrown vegetation.

OSR-23 Ensure that all parks and recreation facilities have been inspected for compliance with the Americans with Disabilities Act (ADA). Develop an ADA Compliance Plan to address those facilities that do not currently meet existing access standards.

Open Space

OSR-24 Support preservation of the Golden Gate National Recreation Area and Sweeney Ridge, located west of the city limits, as open spaces of regional significance.

OSR-25 Proactively address fire protection needs by creating a fire protection plan for open space areas within the city.

OSR-26 Retain appropriate San Francisco International Airport lands, located west of Highway 101, in open space for preservation of endangered wetlands species. Consider development of low-impact trails providing public access to the preservation areas. Preservation of this open space land should always take into consideration the potential for flooding.

OSR-27 Coordinate with San Francisco Public Utilities District and National Park Service to ensure that the San Francisco Peninsula Watershed and Golden Gate National Recreation Area are maintained as pristine natural habitat areas.

Development of a multi-use trail through Crestmoor Canyon (top) along an existing fire road alignment (bottom) will provide residents with recreational opportunities and connections between the eastern and western portions of the city.

OSR-28 Preserve Crestmoor Canyon in a natural state. Minimize changes to natural landforms, topography, rock outcroppings, mature tree stands, and other vegetation, while accommodating a multi-use trail and supporting facilities. Exceptions may be made for any necessary changes in order to improve slope stability.

OSR-29 Prevent erosion in Crestmoor Canyon through planting of native species along steep slopes and drainage swales.

OSR-30 Limit recreation in Crestmoor Canyon to passive uses such as hiking, photography, and nature study (i.e., uses requiring minimal improvements or alteration of the natural state).

OSR-31 Preserve the small inaccessible canyons between San Bruno's western neighborhoods as permanent open spaces. Consider developing appropriate areas for passive recreational use as funding becomes available.

OSR-32 During plan review, assure that development on city lands is compatible with preservation of Crestmoor Canyon, Junipero Serra Park, San Francisco Peninsula Watershed lands, Golden Gate National Recreation Area, and San Francisco International Airport wetlands in a natural state.

OSR-33 Balance Fire preventions goals with the preservation of the mature tree stands along the city's scenic corridors, including Sneath Lane, Skyline Boulevard, I-280, and Crystal Springs Road, consistent with the Tree Preservation Ordinance and Ordinance 1284. Landscaping of public rights-of-way along these corridors should complement the natural state.

OSR-34 Protect mature trees, as feasible, during new construction and redevelopment. Require identification of all trees over six inches in diameter and approval of landscaping plans during design review.

OSR-35 Develop a publicity program to inform residents and businesses of the importance of open space within the community. Identify the psychological, physical, social, educational, and safety reasons for preservation.

OSR-36 Work with local school districts to develop educational programs about the various open space areas within and surrounding San Bruno. Help the districts to develop a curriculum that explains the importance of sensitive habitat, wetlands areas, mature trees, etc.

OSR-37 Review and revise open space requirements in the City's Zoning Ordinance to provide adequate landscaped and open space areas for residents' and employees' use, and to enhance a project's exterior appearance.

OSR-38 Require open space easements or deed restrictions on undevelopable property. Through the plan review process, require recordation of open space easement, deed restriction, dedication or other legal means of permanently restricting development of open space lands.

OSR-39 If the San Francisco Jail lands are developed for alternative uses, maintain an open space corridor over the hills to preserve their scenic quality, natural vegetation, wildlife habitats, and to prevent exacerbation of geologic hazards.

Multi-Use Trails

Please note that policies in Chapter 4: Transportation identify a comprehensive network of bicycle and pedestrian routes.

OSR-40 Consider developing a multi-use/bicycle trail through Crestmoor Canyon. Develop a new trailhead and staging area, utilizing the existing fire road for the trail right-of-way. Install informational signage about the vegetation and wildlife found within the Canyon.

OSR-41 Evaluate development of a contiguous bicycle and pedestrian route through San Bruno that provides connections between the Bay Area Ridge Trail, San Bruno BART Station, and the Bay Trail. Utilize the new Crestmoor Canyon multi-use trail to link the western and eastern portions of the city. Utilize neighborhood sidewalks, and if necessary, provide way-finding signage to direct walkers and bicyclists.

OSR-42 Develop a contiguous multi-use/bicycle route along the BART and Caltrain rights-of-way, in coordination with South San Francisco, Millbrae, and BART. Ensure that design of the trail considers potential hazards associated with frequent rail traffic.

OSR-43 Work with San Mateo County to publicize the hiking trails available within Junipero Serra Park. Coordinate with San Francisco Public Utilities District and Caltrans to provide trail connections between Junipero Serra Park and San Andreas Lake.

OSR-44 Attempt to make San Bruno's overall street and trail system more park-like through streetscaping improvements along pedestrian and bicycle routes.

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6

ENVIRONMENTAL RESOURCES AND CONSERVATION ELEMENT

The City of San Bruno extends from the lowland areas near the San Francisco Bay, westward to and across the ridgeline of the Santa Cruz Mountains. This variation in elevation, and concomitant variation in temperature and precipitation patterns, endows San Bruno with a diversity of natural resources.

The Environmental Resources and Conservation Element provides policies for biological resources and habitat, water resources and quality, and air quality and greenhouse gas reduction. Historical resources, generally clustered along the historic El Camino Real corridor, are also addressed for conservation.

6-1 VISION

The Environmental Resources and Conservation Element seeks to ensure preservation of Crestmoor Canyon, natural canyons within the western neighborhoods, and surrounding Golden Gate National Recreation Area lands as habitat for grasslands species. No public open space lands are proposed to be converted to other uses, and the General Plan policies regarding biological and water resources will enhance natural resources on public lands and waters within the city and surroundings. The element also seeks to preserve the wetlands areas along the San Francisco Bay margins as habitat for aquatic species. The element reiterates San Bruno's commitment to the reduction of water pollutants collected in surface runoff, and reduction in transportation-related air pollutants and emissions related to global climate change.

Finally, the element provides a framework for preservation of historical resources, and placement of signage to identify California historical landmarks.

6-2 BIOLOGICAL RESOURCES AND HABITAT

Although urbanization has removed much of the city's original vegetation, it is still found in scattered, discrete areas. Several distinctive vegetative communities found in San Bruno include:

- *Freshwater wetlands.* Freshwater wetlands are ecologically productive habitats that support a rich variety of both plant and animal life. This transitional habitat occurs between terrestrial and aquatic systems where water tables are near the surface or land is covered by shallow water. Grass-like plants, which emerge from the water, form a dense canopy. Seasonal and permanent wetlands in eastern San Bruno include coastal freshwater marsh. This habitat is one of the most productive habitats for wildlife because it offers water, food, and shelter. Reptiles, amphibians, birds, small mammals, and bats are found in wetlands areas.
- *Willow riparian.* Willow riparian habitat is low shrubby tree structure that can cover an entire watercourse with an impenetrable understory, and can include fallen limbs and other debris. Willow scrub community is a broad-leaved, winter-deciduous streamside thicket, dominated by any of several willow species, usually as small trees or shrubs. Birds, reptiles, amphibians, and small mammals are found in riparian areas.
- *Mixed oak woodland.* Mixed oak woodlands are dominated by any of several oak species, with an understory consisting of shrubs, non-native grasses, and wildflowers. Woodlands provide foraging, nesting, shelter, and migrating corridors for a variety of wildlife species. Birds, small and large mammals, and amphibians utilize this habitat.

- *Non-native annual grassland.* Non-native grassland consists of annual grasses associated with a variety of broadleafed herbs and perennial grasses. Reptiles, small and large mammals, and foraging birds are often found in grassland areas.

Areas within San Bruno that feature potential biological resources are illustrated in Figure 6-1. Despite their separation and relatively small size, these areas potentially contain a number of legally sensitive plant and animal species. Although the California Natural Diversity Database (California Department of Fish and Game, 2001) shows no sensitive plant species within the city limits, there are a number of relatively inaccessible areas in the higher elevations of the city, and it is possible that these have never been comprehensively surveyed for sensitive plants.

Sensitive Species and Habitats

Located in central San Mateo County, the Peninsula Watershed encompasses 23,000 acres of the San Francisco peninsula, hosts a variety of habitats and supports the highest concentration of rare, threatened and endangered species in the entire Bay Area. The Watershed includes three reservoirs—San Andreas, Crystal Springs, and Pilarcitos. Though no part of San Bruno physically drains into this watershed, Skyline Boulevard marks an eastern edge, and a sensitive boundary for these species.

Within the central portion of the city (generally along the El Camino Real corridor), urban development is too intense for vegetation other than ornamental. However, as the terrain rises to the west, larger areas of natural vegetation and topography are found within the matrix of development, some of it within inaccessible sites that have not been surveyed thoroughly. Additionally, the Bay margins along the city's eastern edge provide habitat areas for a variety of wetlands species. In particular, current maps from the US Fish and Wildlife Wetlands Online Mapper indicate that there are small areas of freshwater emergent wetland near the southwest corner of the intersection of I-380 and US 101 near 7th and Walnut Park, and small areas of freshwater emergent wetland and freshwater forested/shrub wetland a little further south along the western side of US 101, adjacent to Lion's Field. While their general location indicates they are quite close to the city limits, without a field survey it is difficult to know the precise boundaries of these wetlands resources. While the City is not responsible for the condition of wetlands outside city boundaries, the proximity of these wetlands to San Bruno development suggests that City land management and development decisions could impact the wetlands through changing nearby levels of human activity, rates of stormwater runoff, and populations of domestic animals adjacent to this habitat. Conversely, maintenance of these areas directly impacts the flooding potential in the eastern areas of San Bruno.

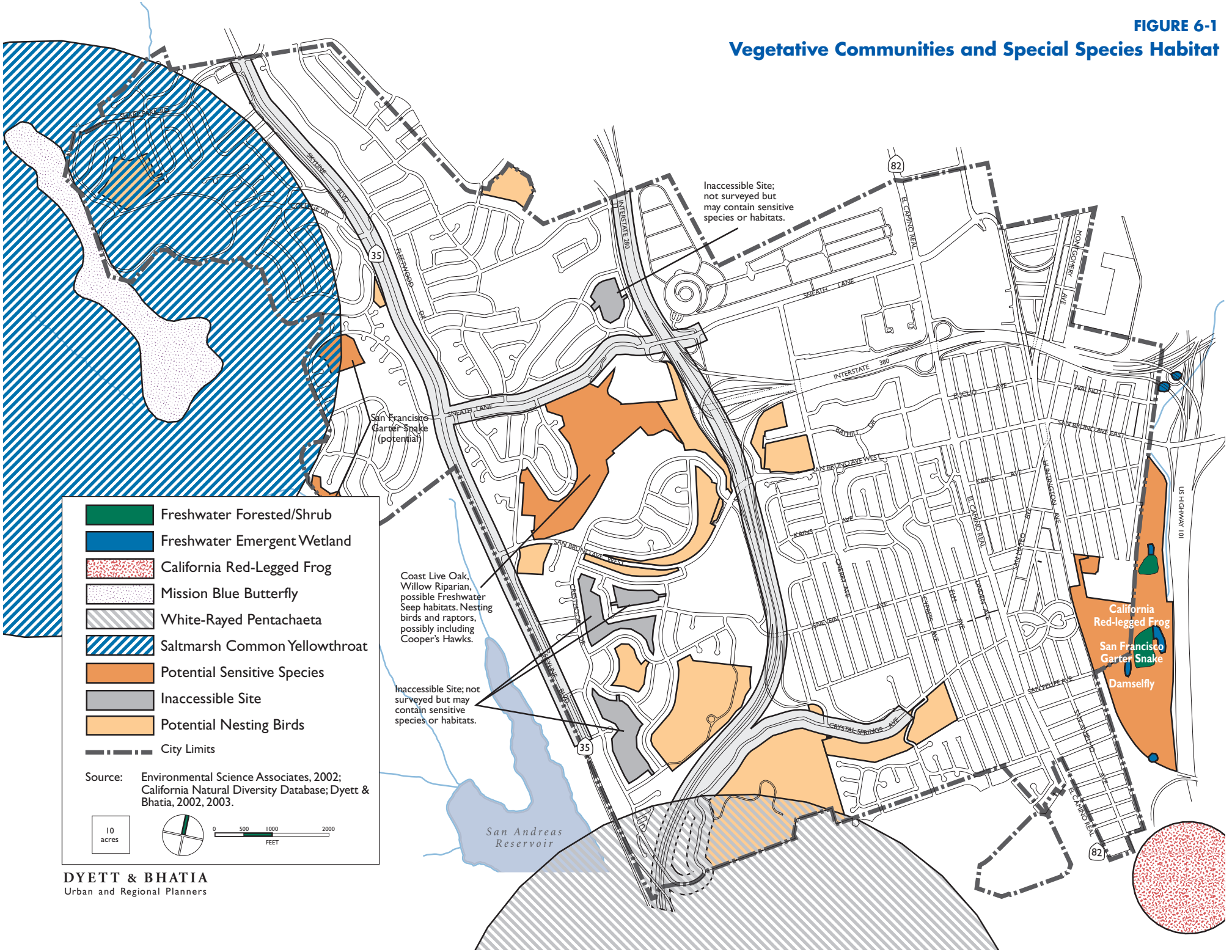
The State of California recognizes some plant communities as sensitive or significant communities if they are uncommon, regionally declining, or vulnerable. Among these communities are coast live oak forest, freshwater seeps, and freshwater marshes. All three may be present within the city boundaries.

Two endangered or threatened animal species have been reported within city limits: the California red-legged frog (*Rana aurora draytonii*, federally listed as threatened and a State species of special concern) and the San Francisco garter snake (*Thamnophis sirtalis tetrataenia*, listed as endangered by both the State and federal governments). Both have occurrences reported in Lion's Field, east of El Camino Real and south of Crystal Springs Road (Environmental Science Associates, 1999). In addition, the U.S. Fish and Wildlife Service indicated that some areas east of Skyline College may provide suitable habitat for

San Bruno contains a variety of natural habitats and special status species. Among these are mixed woodlands and grasslands in the western hills (Crestmoor neighborhood, top), and mature Eucalyptus trees along Sneath Lane (bottom).

FIGURE 6-1

Vegetative Communities and Special Species Habitat



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both species (U.S. Fish and Wildlife Service, 2000). However, for species such as these that may be collected or captured relatively easily, precise locations are usually not reported or mapped for the safety of the species.

A third legally sensitive species, the western pond turtle (*Clemmys marmorata*, a State species of special concern) might be found at Lion's Field and at other wetland areas, such as the stream area in Crestmoor Canyon, even though no occurrences have been reported. Two sensitive plants have been reported at Lion's Field: Dudley's lousewort (*Pedicularia dudleyi*, a federally-listed species of concern and State rare species) and stink bell (*Fritillaria agrestis*, California Native Plant Society Category 4 species).

A number of raptor species could nest within the city. Some of these, like the Cooper's hawk (*Accipiter cooperii*, a State species of special concern), are specifically listed as sensitive, and all are protected while nesting by Fish and Game Code Section 3503.5. The large trees present in some areas also provide potential habitat for legally sensitive bat species, including the pallid bat (*Antrozous pallidus*, a State species of special concern).

The California Natural Diversity Database shows two locations for the Mission blue butterfly (*Icaricia icarioides missionensis*) near Skyline College: one just southwest of the College at the boundary between Sharp Park and the Coast Guard reservation, and one north in the Milagra Range area near Highway 35.

6-3 WATER RESOURCES

The City of San Bruno contains three parallel watersheds—Crystal Springs, Huntington Creek, and San Bruno Creek—which flow west to east, with riparian woodlands in the upper reaches and willow riparian habitat in the lower, slower-moving reaches. The Health and Safety Element (Chapter 7) provides further discussion of the local watersheds, San Bruno's stormwater drainage system, and flooding hazards.

Water Quality

The San Francisco Bay Regional Water Quality Control Board (RWQCB) has no industrial dischargers registered in San Bruno, but city residents generate approximately 3.4 million gallons per day of sewage. This effluent is pumped to the jointly owned South San Francisco-San Bruno Water Quality Control Facility, located on Belle Air Road in the City of South San Francisco, just north of the San Francisco International Airport. The effluent is dechlorinated, and then discharged into lower San Francisco Bay. The combination of point source (wastewater treatment plant) and non-point source (surface runoff) pollutants result in deteriorated water quality levels within San Bruno.

San Bruno's storm drain system prevents flooding by channeling stormwater runoff into San Mateo County Flood Control District channels, which then funnel the water to the San Francisco Bay. However, this runoff is not treated, and can deliver pollutants to the Bay from any impermeable surface within the city. Stormwater runoff accounts for up to 80 percent of the pollution entering San Francisco Bay, and can contain the following pollutants: oil, grease, or antifreeze from leaking cars or trucks; paint or paint products; leaves or yard waste; pesticides; herbicides,

Stormwater runoff accounts for up to 80 percent of the pollution entering San Francisco Bay.

or fertilizers from yards and gardens; solvents and household chemicals; animal wastes, litter, or sewer leakage; and construction debris such as fresh concrete, mortar, or cement.

Federal regulations authorize the issuance of system-wide municipal permits by the RWQCB. The RWQCB regulates municipalities for control of stormwater runoff pollution under the National Pollution Discharge Elimination System (NPDES). Participants in the program are responsible for development and implementation of stormwater management plans to prevent the pollution of surface runoff. Discharge of stormwater from the City of San Bruno is permitted through a Municipal Storm Water NPDES Permit issued to the City/County Association of Governments of San Mateo County. The permit incorporates specific requirements to limit stormwater pollutant discharges associated with certain new development and significant redevelopment projects. The requirements apply to the City of San Bruno as the Discharger of stormwater, the City/County Association of Governments as the permit holder, and specific new development and redevelopment projects.

San Bruno is part of the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) implemented by the San Mateo County Health Services Agency, Environmental Health Division. In compliance with NPDES permit requirements, SMCWPPP has a Stormwater Management Plan (SWMP) that describes the framework for management of stormwater discharges throughout San Mateo County, the program's goals and objectives, and contains performance standards for five different stormwater management components including (1) municipal maintenance activities, (2) industrial and illicit discharge controls, (3) public information/participation, (4) new development and construction controls, and (5) watershed and monitoring. The State of California periodically amends the NPDES permit orders that apply to municipalities and counties. Projects seeking approval will be required to meet all requirements in place at the time of application.

6-4 AIR QUALITY

Atmospheric conditions such as wind speed, wind direction, and air temperature interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. San Bruno lies in the northern portion of the Bay Area's peninsula climatological subregion. The Santa Cruz Mountains extend up the center of the San Francisco Peninsula, with elevations ranging from 500 feet to 2,000 feet.

The largest gap in the Santa Cruz Mountains is the San Bruno Gap, which extends from Fort Funston on the Pacific Ocean to SFO on San Francisco Bay. Because the gap is oriented in the same northwest-to-southwest direction as the prevailing winds, and because elevations in the gap are below 200 feet, marine air is easily able to flow through the gap in the direction of the Bay. Within the peninsula subregion, air pollution potential is highest along the southeastern portions (i.e. Redwood City vicinity), which is the area that is most protected from the high winds and that receives the most pollution transported from upwind urban areas. Pollution emissions are generally high in the San Bruno area, especially from traffic congestion, but winds are generally strong enough to carry the pollutants away.

Air Pollutants

The federal Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to establish national standards for the "criteria air pollutants," which include: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM-10 and PM-2.5), and lead. California has adopted more stringent air quality standards, as well as standards for additional pollutants. The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network that measures the ambient concentrations of these six criteria air pollutants. The San Francisco Bay Area is considered "attainment" for the carbon monoxide, nitrogen dioxide, and sulfur dioxide standards. However, the Bay Area is "nonattainment" or "unclassified" for ozone and PM-10 standards.

Regulation of toxic air contaminants (TACs) is achieved through federal and State controls on individual sources. TACs are air pollutants with short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects. The current list of toxic air contaminants includes approximately 200 compounds. According to the BAAQMD, diesel combustion emissions are the TAC responsible for most excess cancer deaths in the Bay Area. TAC sources include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and some agricultural activities.

The city's varied topography illustrates San Bruno's placement at the north-western edge of the San Francisco Peninsula Air Basin. Several Interstate highways (I-280 shown) contribute to high air pollutant levels within the Air Basin.

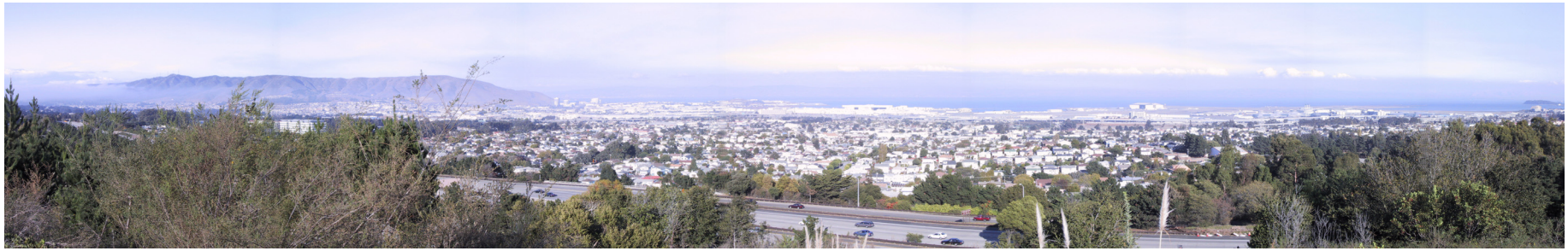


TABLE 6-1: Policies Related to Climate Change and Sustainability

Element	Section (Topics Addressed)	Policies related to Climate Change & Sustainability
Land Use and Urban Design	Residential Development (infill, pedestrian movement)	LUD-6, LUD-9
	BART and Caltrain Station Areas (pedestrian movement)	LUD-26 through LUD-28
	San Bruno Avenue (TOD infill)	LUD-47
Transportation	Alternative Modes	T-1, T-3, T-4, T-5
	Transportation System Management (HOV)	T-20
	BART and Caltrain Station Areas (access, safety, increase use)	T-43, T-46, T-47, T-52
	Bus Transit (access to alternative transportation options)	T-57 through T-68
	Bicycle (alternative transport)	T-69 through T-74
Open Space and Recreation	Open Space (preserving natural habitats, hydrology)	OSR-24 through OSR-39
Environmental Resources and Conservation	Conservation (preserving natural areas)	ERC-1, ERC-3, ERC-4
	Biological Resources (preserving habitats and species)	ERC-5 through ERC-18
	Water Resources (water quality, stormwater runoff)	ERC-19 through ERC-24
	Air Quality (reducing VMT, greenhouse gas reduction, regional coordination)	ERC-25 through ERC-34
Health and Safety	Natural, Geologic, and Seismic Hazards (damage prevention)	HS-1 through HS-12
	Flooding (damage prevention)	HS-13 through HS-22
Public Facilities and Services	Water Supply (education, conservation and new sources)	PFS-8 through PFS-19
	Solid Waste (recycling implementation and education)	PFS-22 through PFS-25
	Utilities (energy conservation, green design, retrofitting, incentives)	PFS-62 through PFS-71

Unlike regulations concerning criteria air pollutants, there are no ambient air quality standards for evaluation of TACs based on the amount of emissions. Instead, TAC emissions are evaluated based on the degree of health risk that could result from exposure to these pollutants.

The Bay Area's air quality is influenced largely by automobile use. Automobile ownership and use is increasing at a faster rate than population growth; however, the trend toward newer, cleaner vehicles will serve to counteract some of the negative air quality impacts associated with increased vehicle use. Overall, projections indicate a net reduction in the emissions of ozone precursors and carbon monoxide, while total PM-10 emissions are expected to increase in the future with total miles traveled within the region.

6-5 GLOBAL CLIMATE CHANGE

Global climate change (GCC) is currently one of the most important and widely debated scientific, economic, and political issues in the United States. GCC is a change in the average weather of the earth that may be measured by wind patterns, storms, precipitation, and temperature. The baseline by which these changes are measured originates in historical records identifying temperature changes that have occurred in the distant past, such as during previous ice ages.

Although GCC is widely accepted as a concept, the extent of the change or the exact contribution from human sources remains in debate. Furthermore, the connection between local land use decisions and GCC is poorly understood and therefore is not yet reflected in climate modeling. The United Nations Intergovernmental Panel on Climate Change (IPCC) predicts that global mean temperature change from 1990-2100, given six scenarios, could range from 2.0 to 4.5 degrees Celsius (IPCC, 2001). Regardless of methodology, global average temperature and mean sea level are expected to rise under all six scenarios (IPCC, 2001).

Greenhouse Gases

Gases that that trap heat in the Earth's atmosphere are called greenhouse gases (GHGs). These gases play a critical role in determining the Earth's surface temperature. Part of the solar radiation that enters Earth's atmosphere from space is absorbed by the Earth's surface. The Earth reflects this radiation back toward space, but GHGs absorb some of the radiation. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. Without natural GHGs, the Earth's surface would be about 61°F cooler (CCAT, 2006). This phenomenon is known as the greenhouse effect. However, many scientists believe that emissions from human activities, such as electricity generation and vehicles, have elevated the concentration of these GHGs in the atmosphere beyond naturally-occurring concentrations.

To date, the State has not imposed any requirements on local agencies to help achieve GHG emissions reductions. Because the generation of GHGs is, for the most part, related to growth, policies that contribute to a reduction in energy consumption and fuel usage rates can have positive results. In addition to promoting development patterns that will reduce vehicle miles traveled per capita, there are a number of other actions that San Bruno can take to reduce energy consumption and related GHG emissions.

Policies which address GHG emissions are dispersed throughout this General Plan, along with policies that address sustainable development overall. Table 6-1 provides a list of the majority of those policies, their general subject matter, and where in the Plan they may found.

6-6 HISTORICAL AND CULTURAL RESOURCES

Cultural resources include prehistoric or historic archeological sites, properties of historic or cultural significance, or paleontological sites. At the time of Euro-American contact, the Native Americans in the region tended to live along the alluvial terraces and along historic Bay margins. Because of San Bruno's location along the San Francisco Bay, potential exists for existence of Native American cultural resources within the city.

Development of San Bruno's Downtown had begun by the late 1880s. The USGS map of San Mateo County indicated that six buildings, the Southern Pacific Railroad grade, and two roadways (El Camino Real and San Mateo Avenue) were established by 1896.

The City of San Bruno contains few historical resources identified by the State of California. The Intersection of El Camino Real and San Mateo Avenue has been identified as a California Point of Historical Interest because it was the historic beginning of the California State Highway System, where ground was broken in August 1913. The site of the former Tanforan Racetrack, located on the northeast corner of the Interstate 380/El Camino Real intersection, has been identified as a California Historical Landmark. The racetrack, which opened in November 1899, was the site of several aviation milestones in the early 1900s, and was also used for military purposes in World Wars I and II. The racetrack burned down in 1964, and the site is now the location of the regional retail center The Shops at Tanforan.

In March 2003, the City conducted a Historic Resources Inventory of the Redevelopment Project Area, as identified in Figure 6-2. A combination of historical research and property evaluation resulted in 52 properties designated as historical resources, six of which contribute to the Cupid's Row Historic District. A historic resource is a structure, site, or feature which is representative of a historic period or building type but is not of landmark quality (having significance to the region and intangible elements of association). Modifications of a historic resource, including change of use, additions, and so on, are acceptable as long as the resource retains the essential elements which make it historically valuable.

A historic district is a geographically definable area with a significant concentration of buildings, structures, sites, spaces, or objects unified by past events, physical development, design, setting, materials, workmanship, sense of cohesiveness, or related historical and aesthetic associations. Bounded by Mastick, Taylor, Florida, Huntington, Georgia, and Chapman avenues, Cupid's Row Historic District contains housing units built between 1909 and 1951. Designed on a curvilinear heart-shaped novelty street pattern, Cupid's Row is set in the San Bruno Park 3rd Addition area; it is an excellent example of an early San Francisco peninsula railroad/streetcar and automobile suburb.

The intersection at El Camino Real and San Mateo Avenue shortly after its groundbreaking (left) and the Tanforan racetrack (right), now the location of the regional retail center The Shops at Tanforan.

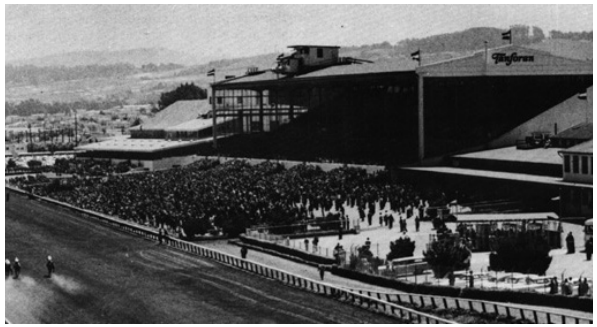
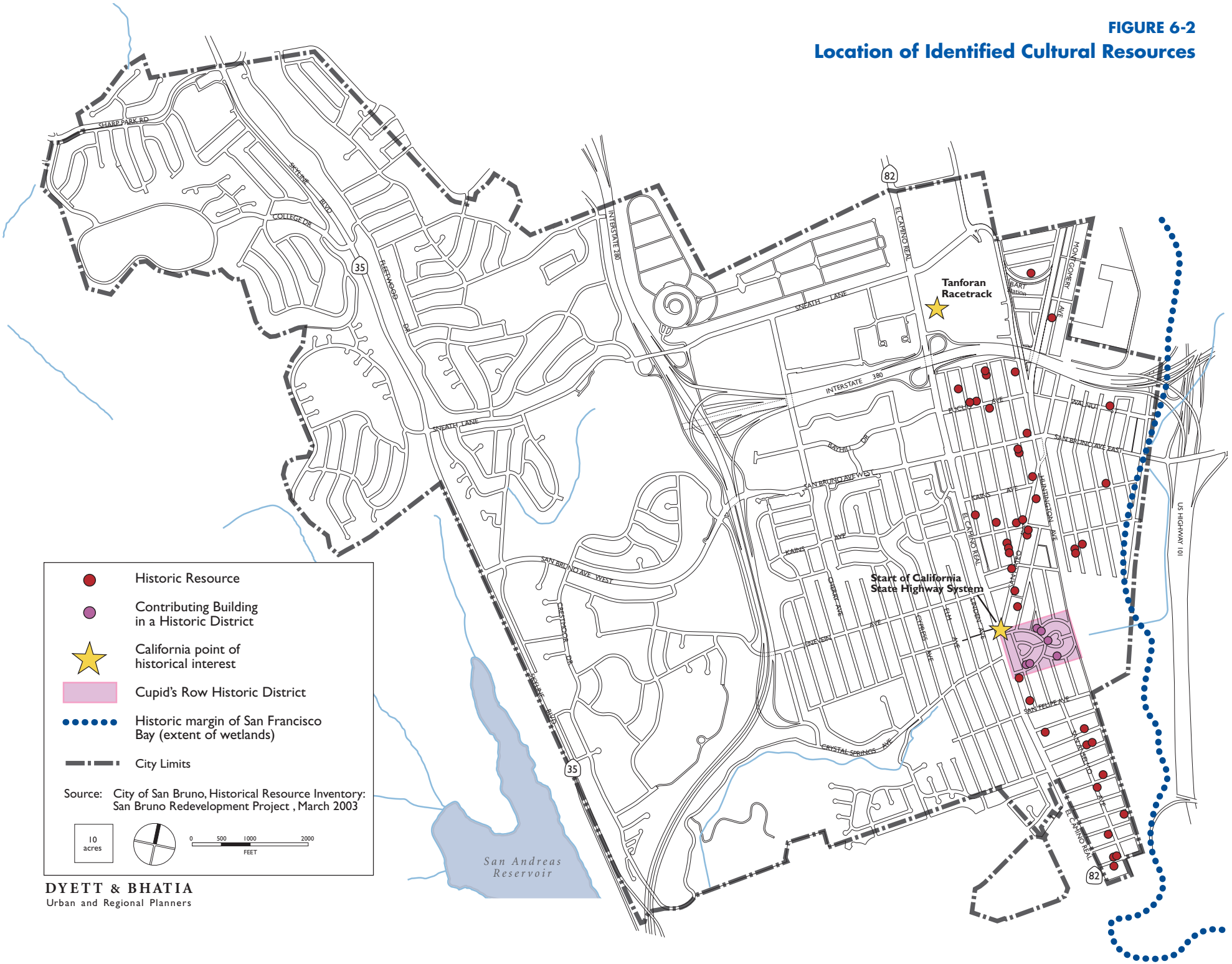


FIGURE 6-2

Location of Identified Cultural Resources



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Guiding Policies

ERC-A Preserve open space essential for the conservation of San Bruno's natural resources—including vegetation, wildlife, soils, water, and air.

ERC-B Protect the natural environment, including wildlife, from destruction during new construction or redevelopment within San Bruno.

ERC-C Recognize areas of overlapping jurisdiction with respect to open space and environmental resources, and coordinate the City's actions with efforts of surrounding cities, agencies, and San Mateo County.

ERC-D Reduce pollution levels within the surface water that San Bruno discharges into the San Mateo County Flood Control District, then into San Francisco Bay.

ERC-E Contribute to regional attainment by improving ambient air quality levels within San Bruno.

ERC-F Preserve and enhance historic and cultural resources within the city, particularly within the historic Downtown area.

Implementing Policies

Conservation

ERC-1 Preserve as open space those lands which are identified, through environmental review, as sensitive habitat areas. Require setbacks to deve1opment as buffer areas, as appropriate.

ERC-2 Preserve as open space those portions of property which have significant value to the public as scenic resources, aesthetic, or recreation purposes.

ERC-3 Protect natural vegetation in park, open space, and scenic areas as wildlife habitat, to prevent erosion, and to serve as noise and scenic buffers.

ERC-4 Encourage the use of Best Management Practices in conserving the city's valuable water supply sources.

Biological Resources

ERC-5 Preserve critical habitat areas and sensitive species within riparian corridors, hillsides, canyon areas, tree canopies, and wetlands that are within the City's control (Figure 6-1). Protect declining or vulnerable habitat areas from disturbance during design and construction of new development.

ERC-6 Preserve wetland habitat in the San Francisco Bay Margins along the eastern edge of city land as permanent open space (Figure 6-1). Where jurisdiction allows, establish buffer zones at the edge of wetland habitats and identify buffer zones as areas to restrict development. Environmental concerns should be addressed during stormwater maintenance activities.

ERC-7 Ensure that construction adjacent to open canyon areas is sensitive to the natural environ-

ment. Preserve the natural topography and vegetation.

ERC-8 If development occurs adjacent to a wetlands area, ensure that a qualified biologist has conducted a wetlands delineation in accordance with federal and State guidelines.

ERC-9 Preserve mature trees and vegetation, including wildflowers, within open canyon areas and along the city's scenic roadways.

ERC-10 Require incorporation of native plants into landscape plans for new development as feasible—especially in areas adjacent to natural areas, such as canyons or scenic roadways (Figure 6-1). Require preservation of mature trees, as feasible, during design and construction.

ERC-11 Prohibit the use of any new non-native invasive plant species in any landscaped or natural area. Develop a program for abatement of non-native invasive species in open space or habitat areas.

ERC-12 Balance the need for fire safety and invasive plant species management with new considerations along the city's scenic corridors. Encourage buildings to be locked outside of the tree's drip-line or 12 feet from the tree trunk, whichever is greater, and/or incorporating special techniques to minimize root damage, etc.

ERC-13 Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and federal laws.

ERC-14 Preserve wetlands habitat and associated species in compliance with the federal "no net loss" policy using mitigation measures such as:

- Avoidance of sensitive habitat areas;
- Clustering of development away from wetlands;
- Transfer of development rights for preservation of existing sensitive lands; and/or
- Compensatory in-kind mitigation, such as restoration or creation.

ERC-15 Consult with the California Department of Fish and Game to determine significant habitat areas. Identify priorities for acquisition or maintenance of open space areas based on biological or environmental concerns.

ERC-16 Conduct presence/absence biological surveys for sensitive plant and animal species in natural areas prior to any construction activities proposed adjacent to or within identified natural areas (Figure 6-1). If no special status species are detected during these surveys, then construction-related activities may proceed. If listed special status species are found with the construction zone, then avoid these species and their habitat or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and Game.

General Plan policies seek to preserve the city's natural resources, including mature tree stands, grasslands (Junipero Serra Park, top), canyons, and creek corridors (Crestmoor Canyon, bottom).

ERC-17 If construction activities, including tree removal activities, are required adjacent to or within natural areas (Figure 6-1), then avoid activities during March through June unless a bird survey is conducted to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503, 3503.5, and 3511.

ERC-18 Coordinate efforts with the San Mateo County Flood Control District, Caltrans, Golden Gate National Recreation Area, San Francisco Airport, Peninsula Watershed lands, and Junipero Serra County Park to develop or preserve and manage interconnecting wildlife movement corridors.

Water Resources

Please note that policies within Chapter 8: Public Facilities and Services address water supply, distribution, conservation, and recycling.

ERC-19 Regulate new development—specifically industrial uses—as well as construction and demolition practices to minimize pollutant and sediment concentrations in receiving waters and ensure waterbodies within San Bruno and surface water discharged into San Francisco Bay meets or exceeds relevant regulatory water quality standards.

ERC-20 Require implementation of Best Management Practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations.

ERC-21 Continue programs to inform residents of the environmental effects of dumping household waste, such as motor oil, into storm drains that eventually discharge into San Francisco Bay.

ERC-22 Regularly measure and monitor water quality in San Bruno's surface water to ensure maintenance of high quality water for consumption by humans and other species throughout the region.

ERC-23 Regulate new development to minimize stormwater runoff rates and volumes generated by impervious surfaces, and maximize recharge of local groundwater aquifers when feasible. Utilize the recommendations provided in the Bay Area Stormwater Management Agency's *Start at the Source Design Guidance Manual for Stormwater Quality Protection.*

ERC-24 Require that new development incorporate features into site drainage plans that reduce impermeable surface area and surface runoff volumes. Such features may include:

- Additional landscaped areas including canopy trees and shrubs;
- Reducing building footprint;
- Removing curbs and gutters from streets and parking areas where appropriate to allow stormwater sheet flow into vegetated areas;
- Permeable paving and parking area design;

- Stormwater detention basins to facilitate infiltration; and
- Building integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.

Air Quality

Please note that policies within Chapter 4: Transportation encourage transportation alternatives, such as walking, bicycling, carpooling, transit-ridership, and flex-scheduling, which reduce transportation-related air pollutants.

ERC-25 Maintain and improve air quality by requiring project mitigation, such as Transportation Demand Management (TDM) techniques, where air quality impacts are unavoidable.

ERC-26 Require dust abatement actions for all new construction and redevelopment projects.

ERC-27 Budget for alternative-fuel vehicles in the City's long-range capital expenditure plans, to replace and improve the existing fleet of gasoline- and diesel-powered vehicles.

ERC-28 Incorporate air quality beneficial programs and policies into local planning and development activities, with a particular focus on subdivision, zoning, and site design measures that reduce the number and length of single-occupant automobile trips.

ERC-29 Promote demonstration projects to develop new strategies to reduce motor vehicle emissions. Projects may include low emission vehicle fleets and LEV refueling infrastructure.

ERC-30 Encourage new residential developments to incorporate measures such as shuttle services to major employment centers, commercial areas and transit areas, and provision of adequate transit facilities.

ERC-31 Prepare a Greenhouse Gas Emissions Reduction Plan, focusing on feasible actions the City can take to minimize the adverse impacts of Plan implementation on climate change and air quality. The Plan will include but will not be limited to:

- An inventory of all known, or reasonably discoverable, sources of greenhouse gases (GHGs) that currently exist in the City and sources that existed in 1990. In determining what is a source of GHG emissions, the City may rely on the definition of "greenhouse gas emissions source" or "source" as defined in section 38505 of the California Global Warming Solutions Act ("AB 32") or its governing regulations. The inventory may include estimates of emissions drawing on available information from State and regional air quality boards, supplemented by information obtained by the City.
- A projected inventory of the new GHGs that can reasonably be expected to be emitted in the year 2025 due to the City's discretionary land use decisions pursuant to the 2025 General Plan Update, as well as new GHGs emitted by the City's internal government operations. The projected inventories will include

estimates, supported by substantial evidence, of future emissions from planned land use and information from state and regional air quality boards and agencies.

- A target for the reduction of those sources of future emissions reasonably attributable to the City's discretionary land use decisions under the 2025 General Plan and the City's internal government operations, and feasible GHG emission reduction measures whose purpose shall be to meet this reduction target by regulating those sources of GHG emissions reasonably attributable to the City's discretionary land use decisions and the City's internal government operations.

ERC-32 Coordinate air quality planning efforts with local, regional, and State agencies. Support the Bay Area Air Quality Management District's efforts to monitor and control air pollutants from stationary sources.

ERC-33 Require all large construction projects to mitigate diesel exhaust emissions through use of alternate fuels and control devices.

ERC-34 Require that adequate buffer distances be provided between odor sources and sensitive receptors, such as schools, hospitals, and community centers.

Historical and Cultural Resources

Please note that policies within Chapter 8: Public Facilities and Services address preservation of existing buildings following a natural disaster.

ERC-35 Develop criteria for designation of local historic or cultural resources. Designation may not be based solely on the age of a resource, but rather special qualities, detailing, people, or events associated with it. Resources may also include special signage and/or landmarks known to city residents.

ERC-36 Preserve historic structures and resources during reuse and intensification within the city's older neighborhoods.

ERC-37 Designate the vicinity of Taylor Avenue, San Mateo Avenue, and El Camino Real as the beginning of the State Highway System as a historic landmark with a marker (Figure 6-2).

ERC-38 Work cooperatively with the owners of The Shops at Tanforan to preserve the historic marker on site (Figure 6-2).

ERC-39 Continue to protect archaeological sites and resources from damage. Require that areas found to contain significant indigenous artifacts be examined by a qualified archaeologist for recommendations concerning protection and preservation.

ERC-40 Ensure that new development adjacent to historic structures is compatible with the character of the structure and the surrounding neighborhood.

ERC-41 Educate citizens about San Bruno's past by creating a brochure describing the city's history and resources for distribution to community groups and public schools.

ERC-42 If demolition of a historical building is necessary for safety reasons, attempt to preserve the building façade for adaptive reuse during reconstruction. Offer funding through the Redevelopment Agency for façade preservation projects.

ERC-43 Conduct a thorough study of the historic and cultural resources within San Bruno, in coordination with the city's centennial anniversary in 2014.

ERC-44 Rehabilitation, renovation, or reuse of historic resources will be implemented in coordination with the standards of the Secretary of the Interior and the Office of Historic Preservation.

ERC-45 If, prior to grading or construction activity, an area is determined to be sensitive for paleontological resources, retain a qualified paleontologist to recommend appropriate actions. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.

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7

HEALTH AND SAFETY ELEMENT

Similar to many California cities, San Bruno faces a variety of health and safety hazards from both natural and man-made sources. This chapter provides the policy framework for addressing geologic hazards, potential seismic hazards, flooding, hazardous materials, noise, and airport safety. The discussion of fire hazards can be found with information on the fire department, public safety, and emergency response services in the Public Facilities and Services Element of the General Plan.

Residential neighborhoods in the city's western hills (top) feature steep topography, some of which is susceptible to landsliding (bottom).

7-1 VISION

The Health and Safety Element addresses preservation of life and property through the following key principles: prevention of potential geologic or seismic hazards through appropriate geotechnical analysis, and mitigation during project planning and development; reduction of flooding hazards through stormwater system improvements and appropriate project design in high-risk areas; and prevention of potential human contact with hazardous materials through safety in the use, transport, and disposal of hazardous materials. The element also seeks to reduce potential noise and safety impacts along transportation corridors, including highways, railroads, and San Francisco International Airport (SFO).

7-2 GEOLOGY AND SOILS

San Bruno is situated between the upland foothills of the Santa Cruz Mountains and the low-lying flatlands of the San Francisco Bay margin. Elevations range from 700 feet above mean sea level west of Skyline Boulevard to near sea level along Highway 101.

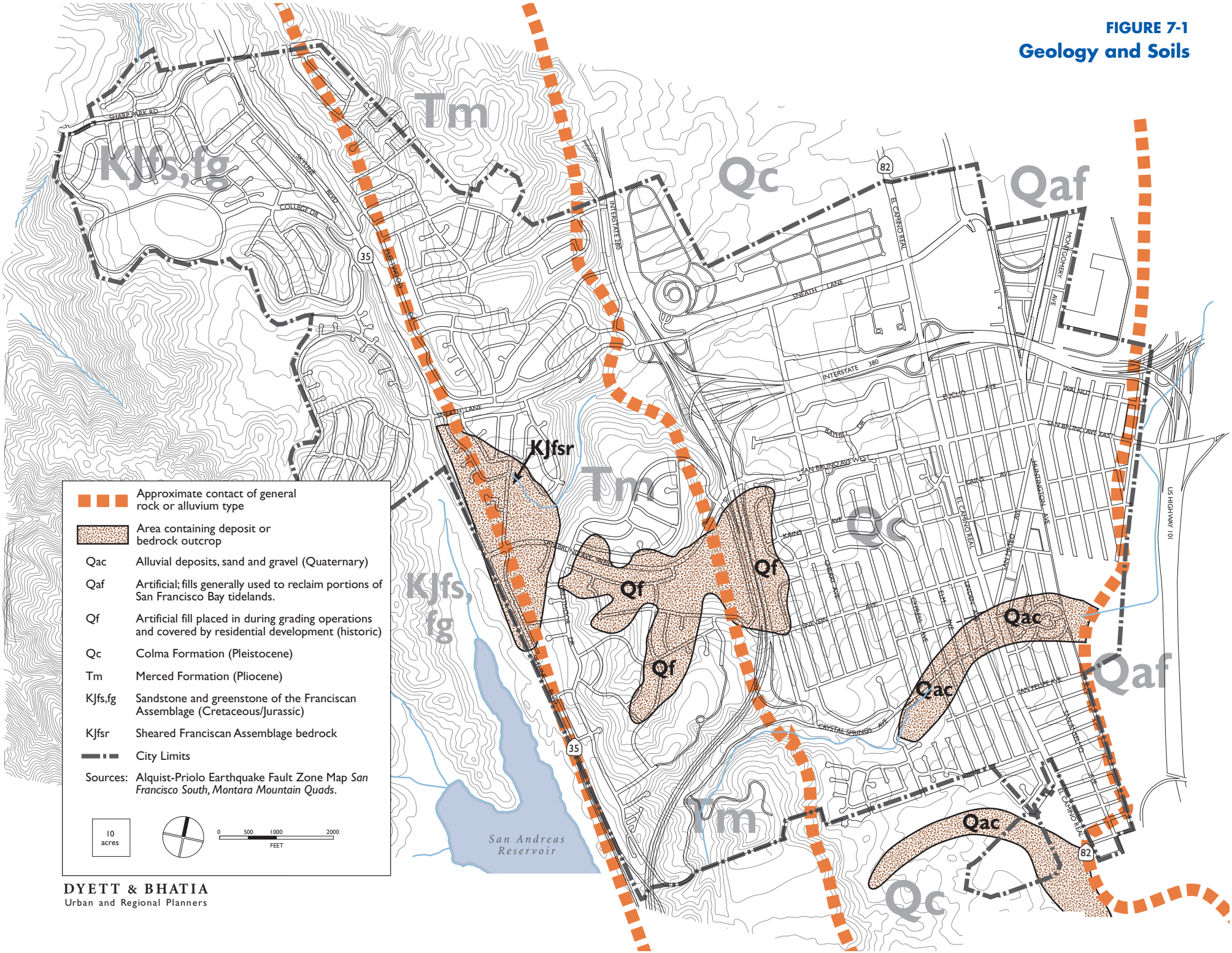
San Bruno lies within the physiographic region of California referred to as the Coast Ranges geomorphic province. Much of the Coast Range province is composed of marine sedimentary and volcanic rocks that form the Franciscan Assemblage. The Merced Formation is composed of sandstone, claystone, and siltstone. The younger Colma Formation is weakly consolidated, and consists of gravel, sand, silt, and clay. The eastern portion of the city is underlain by artificial fill material used to reclaim the Bay marginal tideland. Figure 7-1 illustrates the geologic and soils foundation of San Bruno.

Geologic Hazards

Geologic hazards that can affect San Bruno include expansive soils, ground failure (landslides), settlement, and erosion. Expansive soils possess a "shrink-swell" characteristic, which is expansion and contraction of fine-grained clay sediments from the process of wetting and drying. The Colma Formation, underlying eastern San Bruno, is described as moderately expansive. Settlement is the depression of soils when a load, such as a new building or fill material, has been placed on it. Settlement can be accelerated by earthquakes during groundshaking. Erosion generally occurs on steeper slopes, particularly where unnatural slope cuts and grading have occurred. Both settlement and soil erosion have occurred and caused damage in the hillside neighborhoods in western San Bruno.

FIGURE 7-1

Geology and Soils



- Approximate contact of general rock or alluvium type
- Area containing deposit or bedrock outcrop
- Qac — Alluvial deposits, sand and gravel (Quaternary)
- Qaf — Artificial; fills generally used to reclaim portions of San Francisco Bay tidelands.
- Qf — Artificial fill placed in during grading operations and covered by residential development (historic)
- Qc — Colma Formation (Pleistocene)
- Tm — Merced Formation (Pliocene)
- KJfs,fg — Sandstone and greenstone of the Franciscan Assemblage (Cretaceous/Jurassic)
- KJfsr — Sheared Franciscan Assemblage bedrock
- City Limits

Sources: Alquist-Priolo Earthquake Fault Zone Map *San Francisco South, Montara Mountain Quads.*

10 acres

0 500 1000 2000 FEET

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Ground stability is dependent on the slope and geology as well as the amount of rainfall, excavation, or seismic activities. A landslide is a mass of rock, soil, and debris displaced down-slope by sliding, flowing, or falling. Steep slopes and downslope creep of surface materials characterize areas most susceptible to landsliding. The highest susceptibility to landsliding in San Bruno exists in the upland areas east of Skyline Boulevard and west of I-280, including Junipero Serra County Park. The potential for landslides in this area is considered low to moderate with areas of higher potential, especially in the hillside neighborhoods in western San Bruno. Susceptibility to landsliding could be greater in the Junipero Serra Park area due to the presence of undeveloped, natural slopes. Figure 7-2 illustrates areas of historic landslide activity and landslide potential. Landsliding activity occurs most frequently during El Niño seasons, when heavy rains saturate soils and cause sliding on steep slopes. During El Niño seasons, such as the 1997-1998 winter season, the Public Works Department monitors areas of concern.

Seismic Hazards

The San Francisco Bay Area contains both active and potentially active faults. Earthquakes pose especially high risks to San Bruno because of the city's close proximity to active faults with relatively frequent past movements. San Bruno straddles the San Andreas Fault and is approximately 18 miles southwest of the Hayward Fault. The San Andreas and Hayward faults are the two principally active, strike-slip faults in the Bay Area[1]. The San Andreas Fault is a major structural feature in the region and forms a boundary between the North American and Pacific tectonic plates.

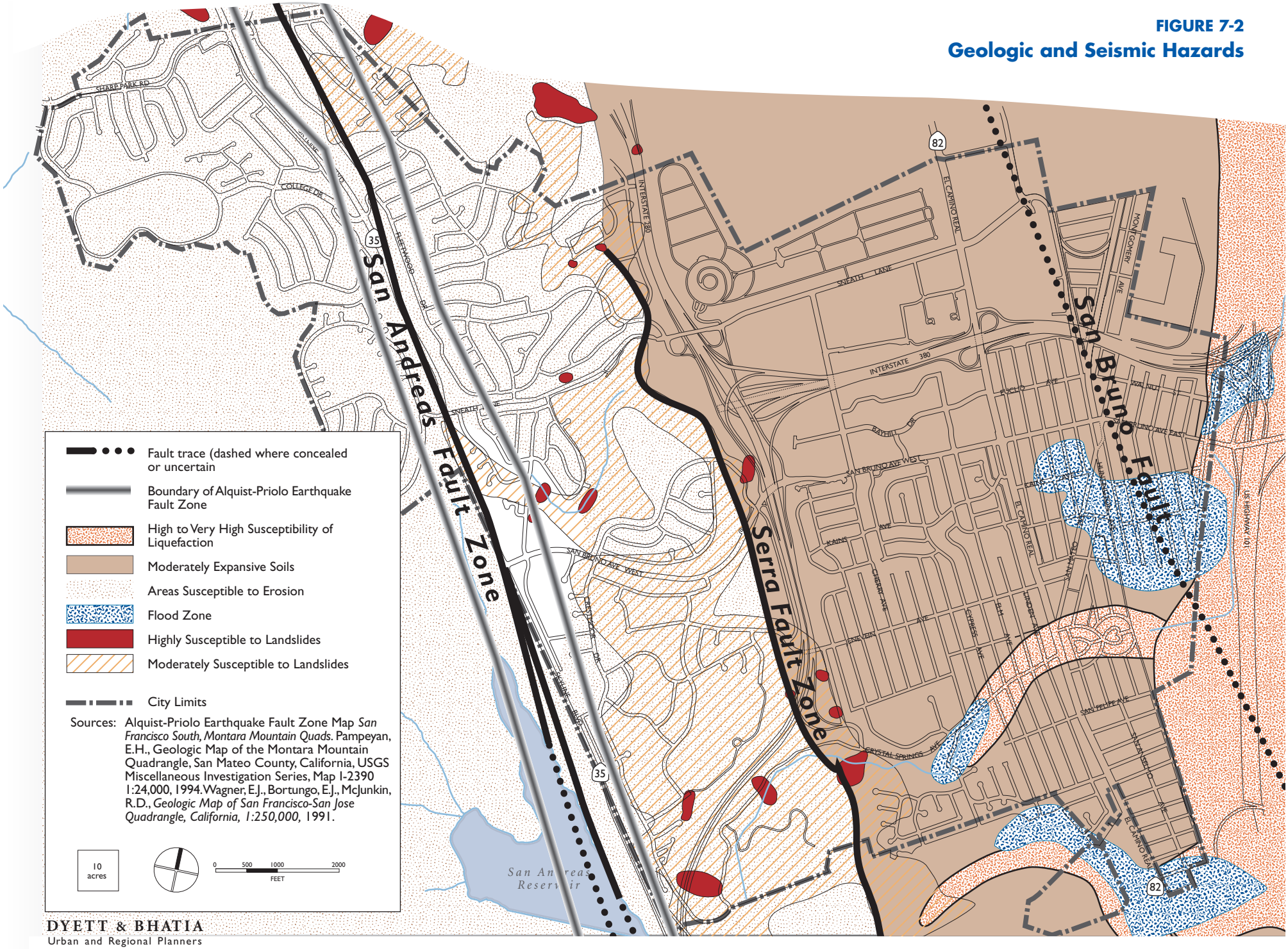
Other principal faults capable of producing significant ground shaking in San Bruno include the San Gregorio-Hosgri, Rodger's Creek-Healdsburg, Calaveras, Concord-Green Valley, and Pilarcitos faults. The Serra Fault is a zone of reverse faulting that trends to the northwest, approximately 3,500 feet east of the San Andreas Fault in San Bruno. The Serra Fault represents the contact between the Merced and Colma Formations and marks the topographic boundary between the upland area west of I-280, and the flatland area to the east. Fault traces within the city are illustrated in Figure 7-2.

The four major hazards associated with earthquakes include fault surface rupture, groundshaking, ground failure (landslides), and settlement. These hazards are defined in the "Geology and Soils" section above. Groundshaking, which may affect areas hundreds of miles distant from an earthquake's epicenter, is magnified by loose unconsolidated soils. Liquefaction, the process by which water-saturated soils transform to liquid, is caused by groundshaking. Liquefaction potential is highest in the eastern areas of the city underlain by Bay margin artificial fills.

[1] *Strike-slip faults exhibit displacement in a horizontal direction, but may also have a vertical component.*

FIGURE 7-2

Geologic and Seismic Hazards



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7-3 FLOODING

The San Mateo County Flood Control District is a Countywide Special District that was created by State legislation in order to provide a mechanism to finance flood control projects. The legislation requires that a flood control zone be formed over an entire watershed and a proposed funding source be determined before a flood control project is undertaken. Recent changes in the State Constitution require an election if a flood control zone is to be financed with property assessments or taxes. There are currently three active flood control zones in this District: Colma Creek, San Bruno Creek, and San Francisquito Creek. Both Colma and San Bruno Creek zones contain parts of the City of San Bruno.

The risk of flooding in urban areas is dependent on the following variables: preceding soil conditions, amount and intensity of rainfall, and capabilities of the storm drain system. It is the function of the storm drain system to move surface runoff into gutters, storm drain inlets, channels, creeks, collection basins, and eventually to the receiving body (San Francisco Bay).

Although San Bruno contains no areas designated by Federal Emergency Management Agency (FEMA) as 100-year floodplains, the City has identified several areas which occasionally flood due to combined high tides and heavy rain:

- Downtown's San Mateo and Mastick Avenues, north of Sylvan Avenue.
- Kains Avenue, east of Green Avenue.
- First through Seventh Avenues, south of Pine Street.
- City Park, along with portions of Crystal Springs Road.
- Magnolia Avenue, adjacent to Capuchino High School.
- Santa Helena and San Juan Avenues, as well as Millbrae neighborhoods to the south.

Flooding occurs in these areas because of inadequate storm drains and low elevation, which subjects the areas to tidal influences. The City's storm drain system does not operate effectively at times of high tide combined with heavy rain.

Storm Drain System

San Bruno's system of storm drains collects and channels surface water (mostly from rainfall) into a series of pipes, trenches, culverts, detention basins, and open channels, managed by the Flood Control District, which transport and empty it into San Francisco Bay. The system is based upon the natural drainage pattern determined by topography. Because of the high relief (steep slopes) in the western third of San Bruno and the more gradual eastward slope east of I-280, a gravity-flow system is used. Its main artery carries water along a course that was formerly San Bruno Creek.

Figure 7-3 illustrates the six watersheds that drain the city. The northern portion of San Bruno drains toward South San Francisco and into Colma Creek watershed. Despite ultimate drainage into the South San Francisco system, the City of San Bruno maintains all storm drainage facilities within the city limits. The city's primary drainage basins—Crystal Springs Creek, Huntington Creek, and San Bruno Creek—encompass 80 percent of San Bruno's land area. These highly modified, intermittent channels are part of the storm drain system maintained by the San Bruno Public Works Department. Several smaller watersheds that are delineated in the eastern portion of the city reflect the pattern of existing storm drain trunks.

San Bruno Creek watershed (A) encompasses an area of two square miles of mostly urbanized land, sloping steeply toward the east. Headwaters of San Bruno Creek are located in the coastal range at the boundary with the City of Pacifica. San Bruno Creek is not a natural creek, but is composed of a series of channels, pipes, and detention basins.

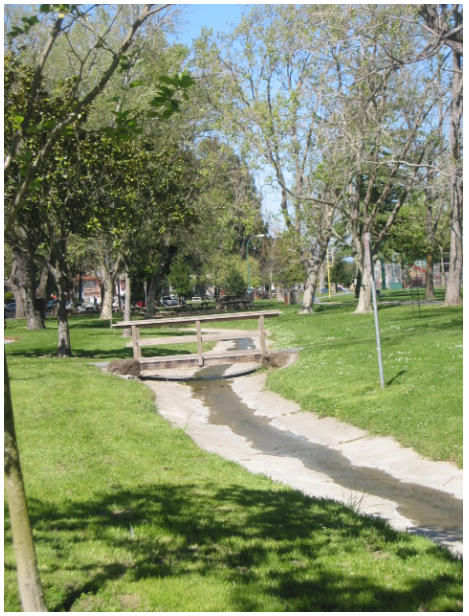
Huntington Creek watershed (C) encompasses approximately one square mile. Huntington Creek begins east of Skyline Boulevard and flows through storm drain pipes and culverts to its juncture with San Bruno Creek.

Crystal Springs watershed (B) drains approximately one square mile of the southern part of the city. Crystal Springs Creek originates in Junipero Serra County Park, and maintains a natural stream channel through Junipero Serra County Park and San Bruno City Park.

The discharge point for these watersheds is the San Bruno Channel, maintained by the Flood Control District, located next to the South San Francisco-San Bruno Water Quality Control Plant just north of SFO. Two pump stations are critical to the movement of stormwater in this District; one at Angus Avenue and one at Walnut Street.

Silt and debris in the storm drain system can sometimes cause water to back up and flood surrounding areas. Leaves, branches, household trash, and other debris must be removed regularly in order for the storm drain system to function effectively. The City of San Bruno Public Works Department, Street Division, maintains and repairs the municipal stormwater drainage system. Much of the City's storm drain infrastructure is aging and needs to be replaced. Although adequate under average conditions, there are problem spots where flooding occurs during heavy storms and high tides. Development in San Bruno's low-lying areas could be subject to flooding unless adequate measures are taken to improve the drainage system.

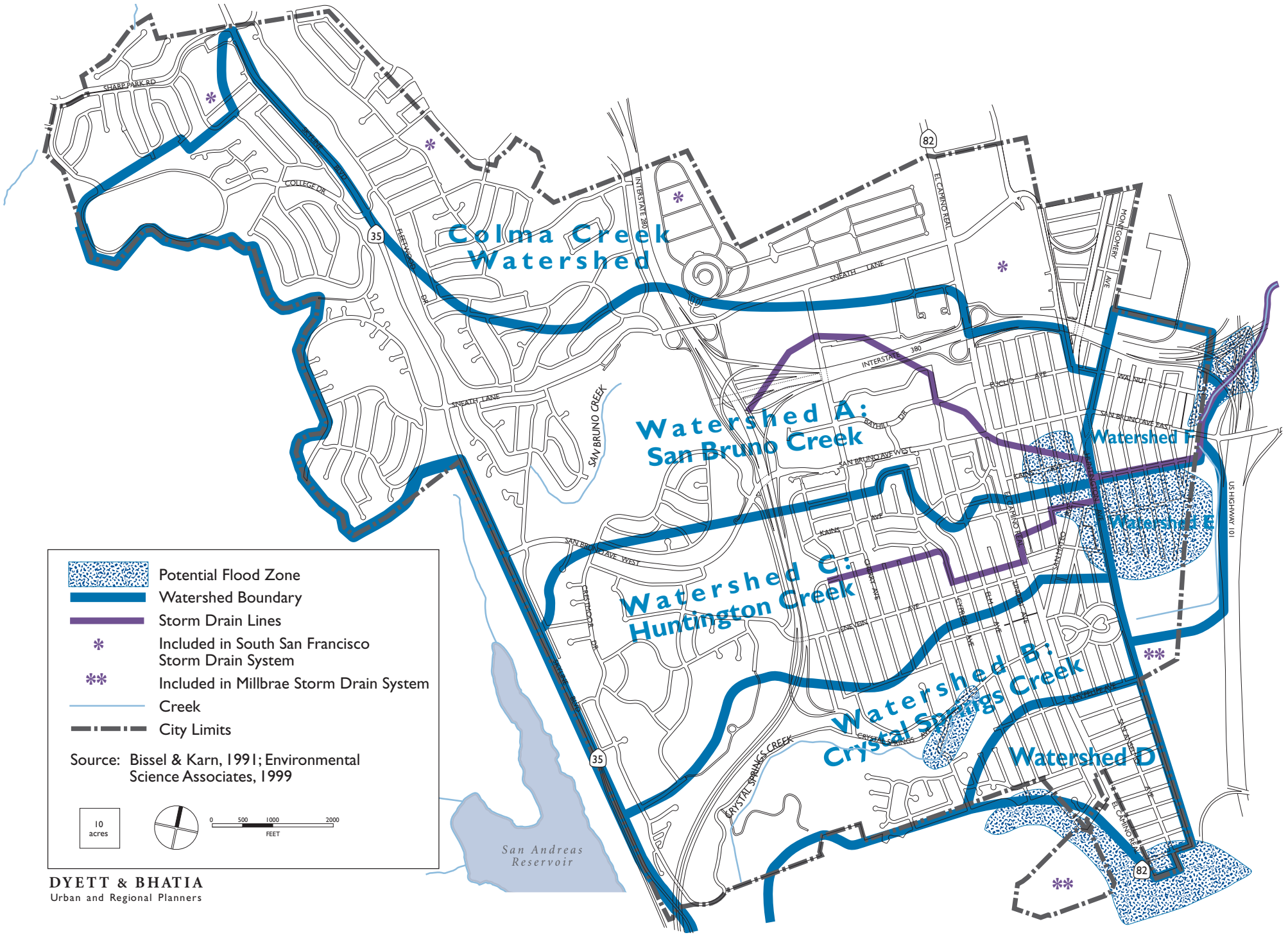
A Storm Drainage Master Plan was developed for the City in 1991 by Bissell & Karn, Inc. and an update analysis of that plan was prepared by Brian Kangas Foulk in 1999/2000. Improvements have been made to the three existing trunk lines, and points of constricted flow have been identified. Implementation of recommendations made in the more recent study would increase the diameter of mains in problem locations where they are constricted, add parallel box culverts in key locations to increase flow capacity, and add a storm drain bypass to redirect discharge overflows from the San Mateo Avenue area southward into San Felipe Creek. Although proposed improvements would significantly reduce the city's flooding problem, inundation of some problem areas could still be expected during a 25-year storm event.



Crystal Springs Creek flows in a meandering stream channel through City Park.

FIGURE 7-3

Flooding and Storm Drainage



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7-4 HAZARDOUS MATERIALS

Releases, leaks, or disposal of chemical compounds, such as petroleum hydrocarbons,[2] on or below the ground surface can lead to contamination of underlying soil and groundwater. Disturbance of a previously contaminated area through grading or excavation operations could expose the public to health hazards from physical contact with contaminated materials or hazardous vapors. Improper handling or storage of contaminated soil and groundwater can further expose the public to these hazards, or potentially spread contamination through surface water runoff or air-borne dust. In addition, contaminated groundwater can spread downgradient, potentially contaminating subsurface areas of surrounding properties.

The use of hazardous materials in San Bruno occurs most often in its commercial and industrial areas. Figure 7-4 indicates known areas of potential soil or groundwater contamination in San Bruno caused by leaking underground storage tanks or other potential sources of hazardous materials.[3] Uses that generate hazardous waste can include auto body shops due to the use of solvents and petroleum products, machine shops that utilize cutting oils and heavy metals, and auto dismantlers due to the solvents and petroleum fluids within automobiles. In cooperation with the San Francisco Bay Regional Water Quality Control Board (RWQCB) and the California Department of Toxic Substance Control, the San Mateo County Health Services Agency's Environmental Health Division coordinates investigation and remediation of sites that have been affected by leaking underground storage tanks or hazardous waste. As shown on Figure 7-4, sites with potentially contaminated soil are largely clustered around industrial areas near El Camino Real. Depending upon the potential extent of contamination in these areas, reuse may be complicated by petroleum hydrocarbon or hazardous materials impacts to soil or groundwater.

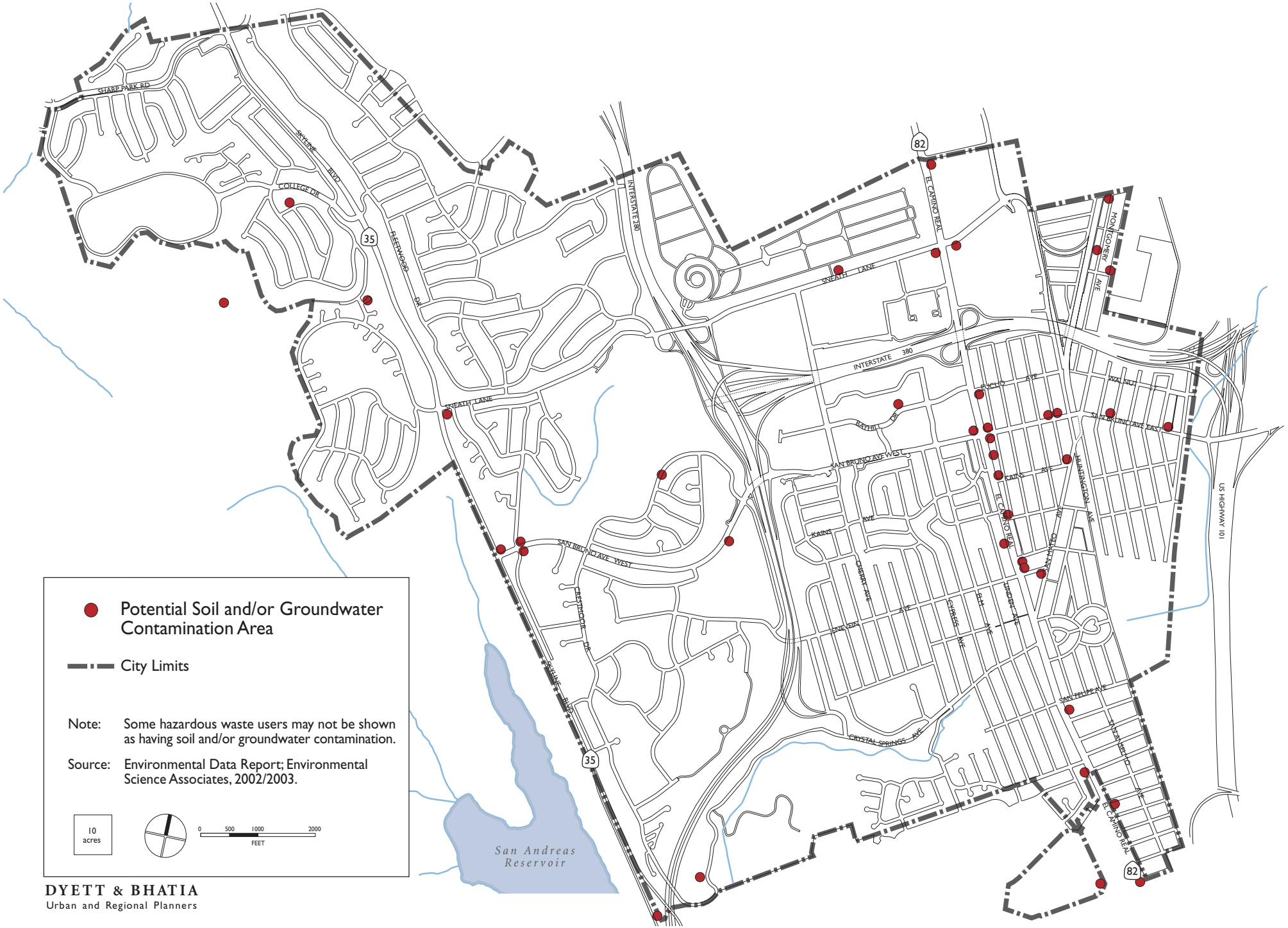
San Bruno has a long history of industrial, commercial, and residential development. Based on the age and nature of existing buildings in San Bruno, lead-based paint or asbestos may be present. In general, structures constructed before December 31, 1978 are at risk for lead-based paint. In addition, asbestos-containing materials (ACMs) can be present in thermal systems insulation, as well as wall and floor materials. Asbestos is a naturally occurring fibrous material used as a fireproofing and insulating agent in building construction before such uses were banned by the Environmental Protection Agency (EPA) in the 1970s. Asbestos and lead-based paint can seep into the soil and/or be released into the air, providing a potential threat to the health of workers, as well as persons in the vicinity. Asbestos clean-up is regulated by federal and State laws that include the Clean Air Act and California Occupational Safety and Health Administration (Cal-OSHA). Both the federal OSHA and Cal-OSHA regulate worker exposure during construction activities that affect lead-based paint, including demolition, removal, surface preparation for repainting, renovation, cleanup, and routine maintenance. All sites with existing structures built prior to the 1980s could be at risk for asbestos and lead-based paint contamination, and therefore require individual surveys.

[2] *Petroleum products range from gasoline (the lightest) to motor oil (the heaviest). A common term for the carbon-based compounds that petroleum products are composed of is petroleum hydrocarbons.*

[3] *The locations of potential soil contamination shown on Figure 7-4 are approximate, as facility addresses do not always precisely correspond to the geographic location of tanks or other hazardous materials.*

FIGURE 7-4

Potential Contamination Sites



Potential Soil and/or Groundwater Contamination Area

City Limits

Note: Some hazardous waste users may not be shown as having soil and/or groundwater contamination.

Source: Environmental Data Report; Environmental Science Associates, 2002/2003.

10 acres

0 500 1000 2000 FEET

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7-5 NOISE

Noise is measured in decibels (dB), which are units of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level measured in dB. The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. To account for this variation, the A-weighted scale is used. A-weighting is a method of frequency weighting to account for the variation in sensitivity of the human ear to the range of frequencies of the audible spectrum. A 3-dBA increase is the smallest change in noise level perceptible to the average person. Average noise exposure in the community is measured by a Community Noise Equivalent Level (CNEL). This is the computed average of noise over a 24-hour period, weighted for time of day.

Factors that can influence human response to noise include intensity, frequency, and time pattern of noise sources; the amount of background noise present prior to the intruding noise; and the nature of work or human activity that is exposed to the noise. The noise level experienced depends on the distance between the source and the receptor; presence or absence of noise barriers and other shielding features; and the amount of noise attenuation (lessening) provided by the intervening terrain.

Noise Sources

Aircraft Noise

Aircraft overflight noise is an important issue in San Bruno due to the city's proximity to SFO. SFO is located to the east of San Bruno, across U.S. 101. The airport has four runways, of which two are east-west (10R-28L and 10L-28R) and two are north-south (1L-19R and 1R-19L). Northeastern portions of San Bruno are situated beneath flight tracks for arrivals and departures on runways 10R-28L and 10L-28R.

Aircraft noise contour maps are the principal tool used in analyzing airport/land use compatibility in the vicinity of airports. Each contour reflects linear bands subject to similar average noise levels. Two types of noise contour maps have been generated for SFO, one of which is based on computer modeling, while the other is based on actual measured noise levels. The Federal Aviation Administration (FAA), the agency charged with ensuring air safety, generates noise contour maps based on its Integrated Noise Model (INM). SFO received FAA approval for its original Federal Aviation Regulation (FAR) Part 150 Noise Exposure Maps (NEM) and Noise Compatibility Program in 1983. Because of the federally mandated replacement of Stage 2 aircraft with Stage 3 aircraft by 2000, noise contours at SFO have continued to shrink in recent years.

As required by State law, airports that have been designated as noise problem airports (such as SFO) must install and maintain a noise monitoring system that identifies and defines the airport's noise impact boundary (generally the 65 CNEL noise contour), based upon the aircraft noise levels recorded by noise monitoring equipment. Four of the 27 off-airport noise meters are located within San Bruno. In accordance with Title 21 requirements, SFO staff compiles noise-monitoring data and generates 65 CNEL noise contour maps on a quarterly basis.

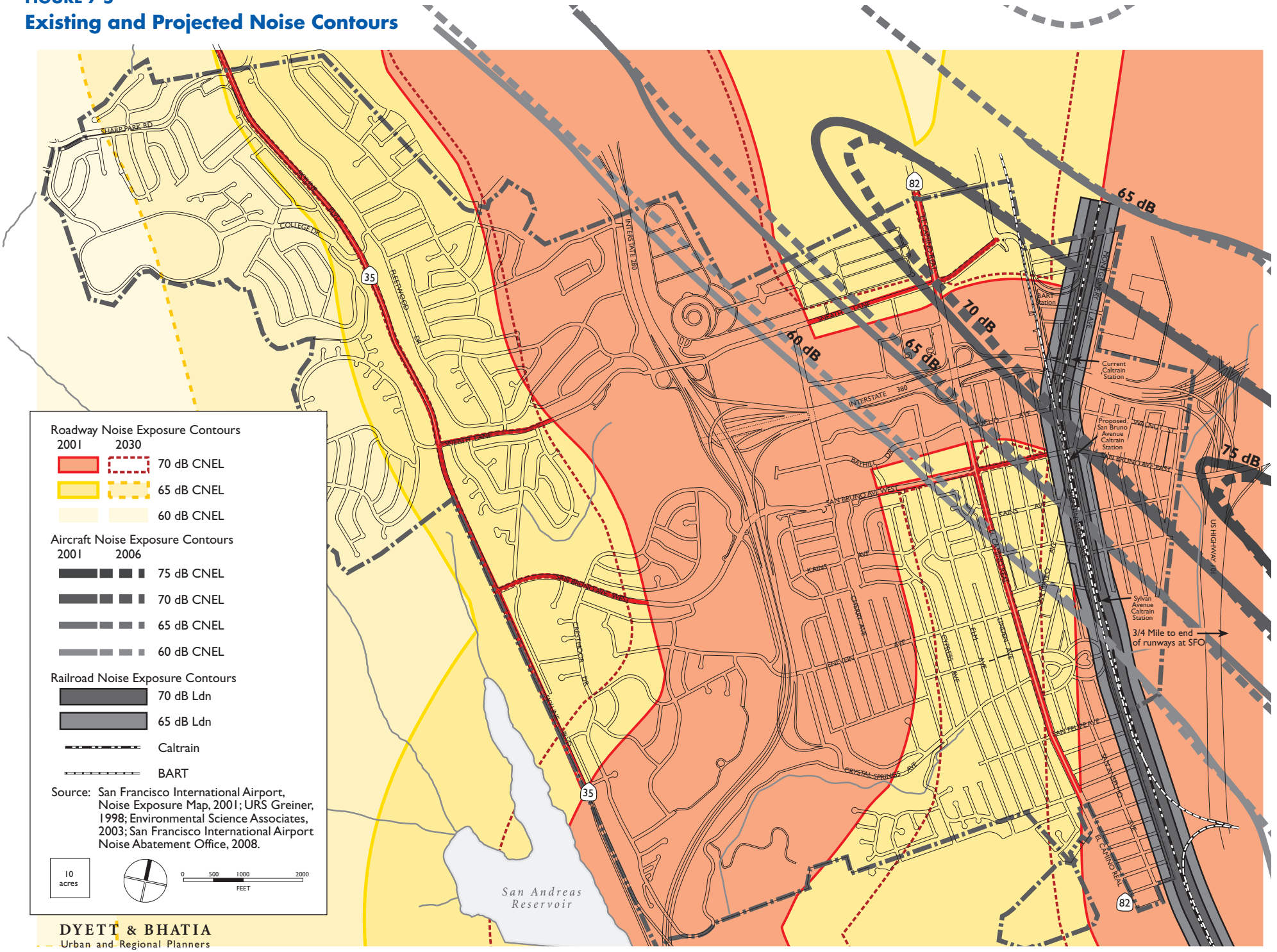
SAN BRUNO AIRCRAFT NOISE INSULATION PROGRAM

Since 1983, the FAA and the City and County of San Francisco Airports Commission, the owner and operator of SFO, have jointly funded local aircraft noise insulation projects in communities near the airport. The goal of these programs is to achieve an interior noise level of 45 dB during an aircraft noise event, consistent with

New development under the General Plan must seek to reduce indoor ambient noise levels from the following sources—the Caltrain railroad tracks (top, center), highways, and arterial roadways (El Camino Real, bottom).

FIGURE 7-5

Existing and Projected Noise Contours



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Title 24 noise standards. The Aircraft Noise Insulation Program includes all noise-impacted dwelling units within the 65 CNEL noise contour, as shown on the FAR Part 150 Noise Exposure Maps (NEMs). To date, about 3,000 homes in San Bruno have benefited from this program.

Roadway Noise

Areas of San Bruno are exposed to noise generated by traffic on I-280, I-380, and U.S. 101. El Camino Real is another heavily traveled roadway in the city. Traffic noise depends primarily on traffic speed (high-frequency tire noise increases with speed) and the proportion of truck traffic, which generates engine, exhaust and wind noise. The proximity of freeways and major streets, and the large amount of truck traffic serving industrial, warehousing, and freight forwarding uses in the area make San Bruno susceptible to traffic noise.

Railway Noise

Trains operating on the Southern Pacific Railroad Line through San Bruno affect the noise environment of nearby residential areas. These tracks run adjacent to Huntington Avenue. Currently, 98 Caltrain trains and two freight trains pass through San Bruno each weekday. The freight trains operate six times a week between 7 to 10 p.m. from Sunday to Friday. The trains originate from South San Francisco and travel to San Jose and back each evening. Currently, there is also limited Caltrain activity on the weekends.

In June 2003, BART completed the SFO Airport Extension Project that included extension of the Bay Area Rapid Transit (BART) tracks by 8.7 miles and four new stations, including a new station in San Bruno and a station inside the new International Terminal at SFO. The new BART station in San Bruno, the associated parking structure, and the BART/City of San Bruno Joint Police Station is located on Huntington Avenue adjacent to the existing shops at Tanforan. The BART tracks run along Huntington Avenue through San Bruno.

Industrial Noise

Industrial land uses in San Bruno are limited primarily to light industrial operations (manufacturing, distribution, storage) and semi-industrial uses (car repair). These types of uses are concentrated in the North Belle Air neighborhood in the northeastern part of the city. This area is largely located within the 65 dB CNEL contour for aircraft noise.

Figure 7-5 illustrates noise contours from the various noise sources in the city.

Noise Exposure Standards

State Regulations

Title 24 of the California Code of Regulations, the Building Standards Administrative Code, contains the State Noise Insulation Standards, which specify interior noise standards for new hotels, motels, apartment houses, and dwellings other than single-family homes. Such new structures must be designed to reduce outdoor noise to an interior level of (no more than) 45 dB in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dB. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

San Mateo County Comprehensive Airport Land Use Plan Standards

The San Mateo County Airport Land Use Commission (ALUC) develops and implements the *San Mateo*

County Comprehensive Airport Land Use Plan (San Mateo County CLUP). The current San Mateo CLUP was adopted in December 1996. The CLUP establishes the procedures that C/CAG uses in reviewing proposed local agency actions that affect land use decisions in the vicinity of San Mateo County's airports. Airport planning boundaries define where height, noise and safety standards, policies, and criteria are applied to certain proposed land use policy actions. San Bruno is located within the jurisdiction of the SFO Land Use Plan, a subchapter of the San Mateo County CLUP. For the purposes of review under the SFO Land Use Plan, the '01 NEM, the most recent federally accepted NEM is the noise contour map that C/CAG uses in making its determination of the consistency of a proposed local agency land use policy action with the SFO Land Use Plan. The northeastern corner of San Bruno is within the 2001 65 and 70 CNEL noise contours; the noise/land use compatibility standards shown in Table 7-1 apply to the areas within these noise contours.

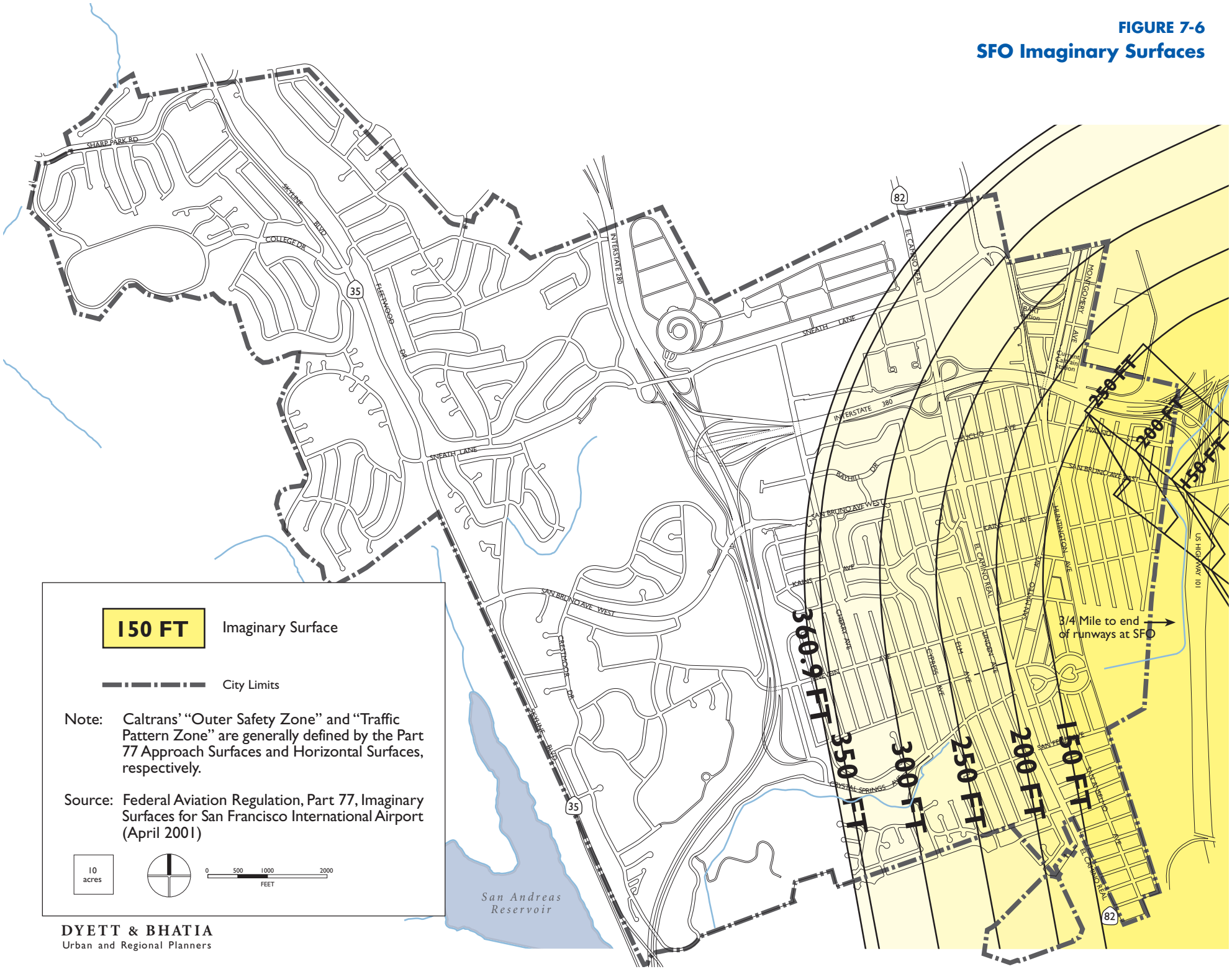
City of San Bruno Noise Standards

General Plan noise standards are shown in Table 7-2. These apply to areas outside of the airport noise impacted areas; for land within 60 db or greater airport noise contours (Figure 7-5), County airport land use compatibility noise standards as per Table 7-1 shall apply. For sites impacted by both airport and non-airport related sources, the more stringent of the two restrictions shall apply.

San Bruno's Noise Ordinance is contained in Title 6 of the San Bruno Municipal Code. The ordinance places limits on noise levels in residential zones, limits construction activity noise levels and hours near residential zones, establishes machinery noise level limits, and addresses amplified sounds.

FIGURE 7-6

SFO Imaginary Surfaces



7-6 AIRPORT SAFETY

Approximately 90 percent of arrivals at SFO occur on the east-west runways, with approaches over San Francisco Bay and portions of San Bruno. Approximately 70 percent of departures occur on the north-south runways.

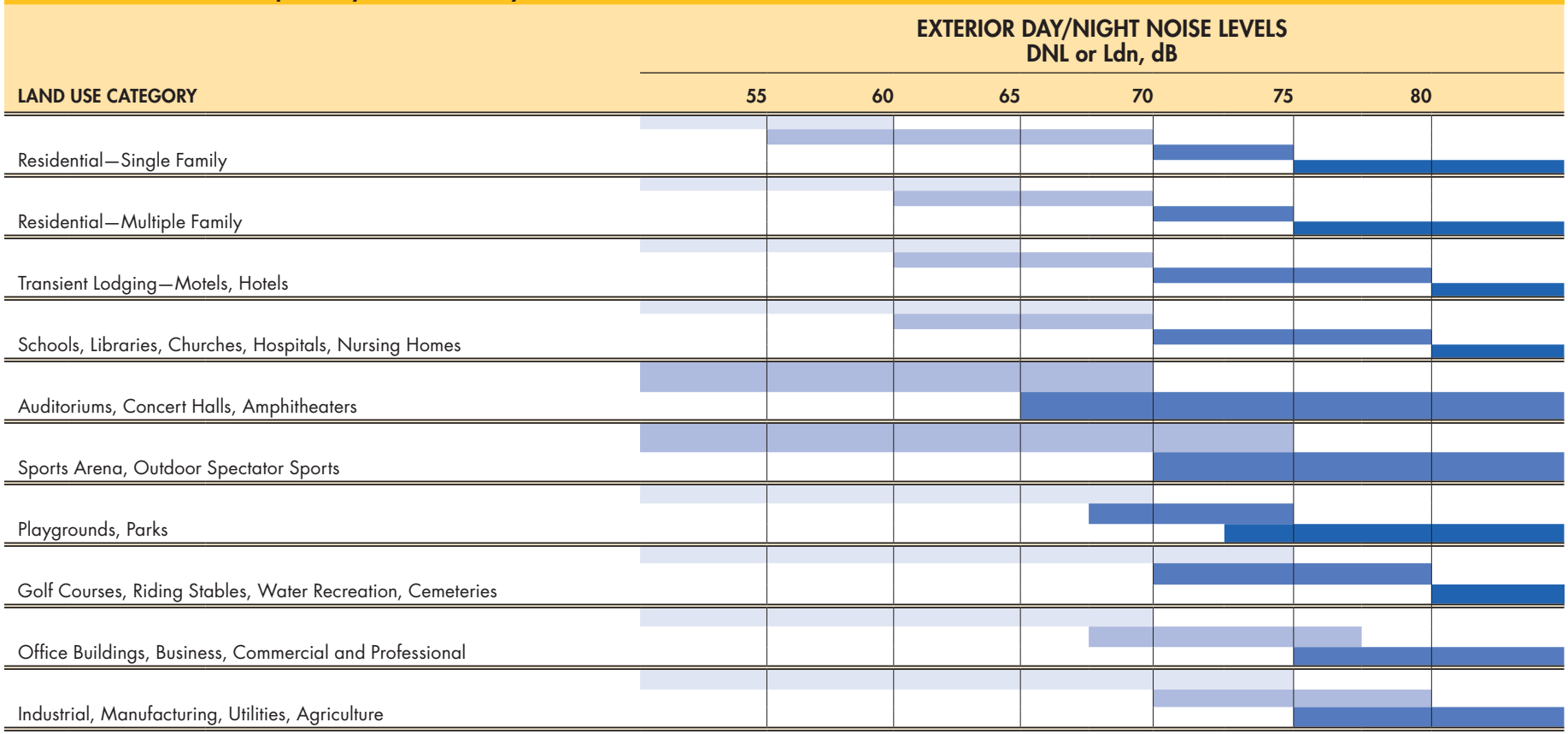
The Federal Aviation Administration (FAA) is the federal agency charged with regulating air commerce and achieving efficient use of navigable airspace. The FAA has established FAR Part 77 criteria which are imaginary surfaces that extend outward from the end of each runway and define the maximum heights of structures within the airport vicinity. Permissible building heights are equal to the difference between the height of the horizontal plane (or imaginary surface of flight pattern) and the ground elevation above mean sea level. Figure 7-6 illustrates the FAR Part 77 criteria applicable to San Bruno.

TABLE 7-1: San Mateo County Comprehensive Airport Land Use Plan Noise/Land Use Compatibility Standards

	GENERAL LAND USE CRITERIA, CNELA		
LAND USE	**COMPATIBLE** *No special noise insulation requirements for new construction*	**CONDITIONALLY COMPATIBLE** *New development should be undertaken only after analysis and including needed noise insulation features in design*	**INCOMPATIBLE** *New construction should not be undertaken unless related to airport activities or services. Special noise insulation features should be included in construction*
RESIDENTIAL: single- and multi-family, mobile homes, schools, libraries, churches, hospitals, nursing homes, and auditoriums	Less than 65	65 to 70	More than 70
COMMERCIAL: retail, restaurants, office buildings, hotels, motels, movie theaters, sports arenas, playgrounds, cemeteries, and golf courses	Less than 70	70 to 80	More than 80
INDUSTRIAL: manufacturing, transportation, communications, and utilities	Less than 75	75 to 85	More than 85
OPEN SPACE: agriculture, mining, fishing	Less than 75	NA	More than 75

Source: San Mateo County Airport Land Use Commission, San Mateo County Comprehensive Airport Land Use Plan, December 1996.

TABLE 7-2: Land Use Compatibility For Community Noise Environments



INTERPRETATION

Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.
Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable	New construction or development should not be undertaken.

7-7 HEALTH AND SAFETY POLICIES

Guiding Policies

HS-A Reduce the risk of loss of life, injuries, loss of property, or resources due to natural hazards. Recognize the interrelationship between potential land use plans and land capacity constraints.

HS-B Reduce the potential for damage from geologic hazards through appropriate site design and erosion control.

HS-C Reduce the potential for damage from seismic hazards through geotechnical analysis, hazard abatement, emergency preparedness, and recovery planning.

HS-D Protect sites subject to flooding hazards by implementing storm drainage improvements, and by requiring building design and engineering that meets or exceeds known flood risk requirements.

HS-E Ensure the health, safety, and welfare of San Bruno residents by requiring appropriate use, disposal, and transport of hazardous materials.

HS-F Protect the health and comfort of residents by reducing the impact of noise from automotive vehicles, San Francisco International Airport, railroad lines, and stationary sources.

HS-G Ensure that all development heeds safety precautions from the San Francisco International Airport.

Implementing Policies

Natural Hazards

HS-1 Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards.

HS-2 Review and revise the City's Building Code, Zoning Ordinance, and Subdivision requirements to safeguard against seismic, geologic, and safety hazards. Mitigation should include:

- Minimal grading and removal of natural vegetation to prevent erosion and slope instability. Cleared slopes should be replanted with vegetation.
- Proper drainage control to prevent erosion of the site and affected properties.
- Careful siting and structural engineering in unstable areas.
- Consideration of flooding and fire hazards in siting and designing new development.

Geologic and Seismic Hazards

HS-3 Require geotechnical investigation of all sites, except single-family dwellings, proposed for development in areas where geologic conditions or soil types are subject to landslide risk,

slippage, erosion, liquefaction, or expansive soils. (Require submission of geotechnical investigation and demonstration that the project conforms to all recommended mitigation measures prior to City approval.

HS-4 Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration.

HS-5 Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on sites greater than 10,000 sq. ft. in size.

HS-6 Restrict development of critical facilities—such as hospitals, fire stations, emergency management headquarters, and utility lifelines—in areas determined as high-risk geologic hazard zones (Figure 7-2).

HS-7 Development in areas subject to seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides (Figure 7-2) will comply with guidelines set forth in the most recent version of the California Division of Mines and Geology Special Publication 117.

HS-8 Identify existing structural hazards related to un-reinforced masonry, poor or outdated construction techniques, and lack of seismic retrofit. Coordinate with the Redevelopment Agency to provide assistance to property owners to abate or remove structural hazards that create an unacceptable level of risk.

HS-9 In accordance with the Alquist-Priolo Special Studies Zones Act, do not permit structures across an active fault (Figure 7-2) or within 50 feet of an active fault, except single-family wood frame dwellings where no other location on a lot is feasible. Require any new development to contract with geotechnical engineers to reduce potential damage from seismic activity.

HS-10 Recommend a geologic report by a qualified geologist for construction or remodeling of all structures, including single-family dwellings, proposed within 100 feet of a historically active or known active fault (Figure 7-2). Geologic reports should recommend minimum setbacks, siting and structural safety standards, to reduce potential seismic hazards. Geologic reports must be filed with the State Geologist by the City within 30 days of receipt.

HS-11 Coordinate with surrounding cities, agencies, and San Mateo County in planning for recovery after a major seismic event. Determine appropriate emergency management and rebuilding strategies.

HS-12 Develop and provide incentives for property owners to conduct preventative maintenance of structures and to perform foundation and other seismic retrofit improvements.

Flooding

Please note that policies within Chapter 6: Environmental Resources and Conservation and Chapter 8: Public Facilities and Services address water supply and conservation. Additionally, policies in the Geology and Hazardous Materials sections of this element address water quality.

HS-13 With cooperation from the San Mateo County Flood Control District, continue maintenance, early warning, and clean up activities for storm drains throughout San Bruno. Upgrade or replace storm drains where needed to reduce potential flooding, particularly in the neighborhoods east of El Camino Real.

HS-14 Coordinate with the Federal Emergency Management Agency (FEMA) to ensure appropriate designation and mapping of floodplains.

HS-15 Actively engage the San Mateo County Flood Control District to address long-term solutions to potential flood hazards; solutions advocated will include but are not limited to: greater pumping capacity, deeper flow channels, or detention ponds.

HS-16 Design and engineer new or redevelopment projects in potential flood hazard areas (e.g., Belle Air Park) to withstand known flood risk.

HS-17 Require upgrade of the City's storm drain infrastructure proportionate with new development's fair share of demand. Require that stormwater management capacity and infrastructure are in place prior to occupancy of new development.

HS-18 Require developers to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.

HS-19 Maintain ongoing communication and coordination with surrounding cities, San Mateo County, and agencies—primarily the San Mateo County Flood Control District, but also San Francisco International Airport and California Department of Fish and Game—to ensure proper maintenance of storm drain channels and pipes that carry surface water runoff away from San Bruno to the San Francisco Bay.

HS-20 Retain existing open space areas that serve as detention ponds in order to retain stormwater, recharge aquifers, and prevent flooding.

HS-21 Revise San Bruno landscaping and development standards to prevent unnecessary pooling of water, as such pooling may increase residents' susceptibility to mosquito infestation and viruses.

HS-22 Require that construction-related grading and other activities comply with the Association of Bay Area Governments' (ABAG) Manual of Standards for Erosion and Sediment Control Measures and with the California Stormwater Quality Association (CASQA), Stormwater Best Management Practice Handbook for Construction.

Hazardous Materials

HS-23 Ensure appropriate clean-up of all former commercial and industrial sites according to relevant regulatory standards prior to reuse.

HS-24 Control the transport of hazardous substances to minimize potential hazards to the local population. Identify appropriate regional and local routes for transportation of hazardous materials, and require that fire and emergency personnel can easily access these routes for response to spill incidents.

HS-25 Review and revise City regulations regarding manufacturing, storage, and usage of hazardous materials as necessary to minimize potential hazards.

HS-26 Restrict siting of businesses that use, store, process, or dispose of large quantities of hazardous materials in areas subject to seismic fault rupture or strong ground shaking (Figure 7-2).

HS-27 Initiate a public awareness campaign—through flyers, website, and mailings—about household hazardous waste management, control, and recycling through San Mateo County programs and San Bruno Garbage.

HS-28 Require that lead-based paint and asbestos surveys be conducted by qualified personnel prior to structural demolition or renovation, in buildings constructed prior to 1980.

HS-29 Require abatement of lead-based paint and asbestos prior to structural renovation and demolition, and compliance with all State, federal, OSHA, Bay Area Air Quality Management District, and San Mateo County Health, Environmental Health Division rules and regulations.

HS-30 Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants, and the environment are adequately protected from hazards associated with contamination, in accordance with federal, State, and local rules, regulations, policies, and guidelines.

HS-31 Require that developers compact infill soil following the removal of underground storage tanks.

Noise

HS-32 Encourage developers to mitigate ambient noise levels adjacent to major noise sources by incorporating acoustical site planning into their projects. Utilize the City's Building Code to implement mitigation measures, such as:

- Incorporating buffers and/or landscaped berms along high-noise roadways or railways;
- Incorporating traffic calming measures and alternative intersection design within and/or adjacent to the project;
- Using reduced-noise pavement (rubberized asphalt); and
- Incorporating state-of-the-art structural sound attenuation measures.

HS-33 Prevent the placement of new noise sensitive uses unless adequate mitigation is provided. Establish insulation requirements as mitigation measures for all development, per the standards in Table 7-1.

HS-34 Discourage noise sensitive uses such as hospitals, schools, and rest homes from locating in areas with high noise levels. Conversely, discourage new uses likely to produce high levels of noise from locating in areas where noise sensitive uses would be impacted.

HS-35 Require developers to comply with relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A).

HS-36 Encourage developers of new residential projects to provide noise buffers other than sound walls, such as vegetation, storage areas, or parking, as well as site planning and locating bedrooms away from noise sources.

HS-37 Require that all sponsors of new housing (residential and senior housing units) record a notice of Fair Disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, including noise impacts, per Ordinance 1646 and AB 2776.

HS-38 Require developers to mitigate noise exposure to sensitive receptors from construction activities. Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation at the receptor, or increase the noise attenuation rate as noise travels from the source to the receptor.

HS-39 Pursue mitigation of noise impacts from San Francisco International Airport to the fullest extent possible via the SFO/Community Roundtable and other venues. Support and advocate for operational practices such as flight curfews, changes to aircraft, new technologies and physical improvements such as tree screens that would reduce the area in San Bruno impacted by aircraft noise.

HS-40 Prohibit new residential development within the 70+ Airport CNEL areas, as dictated by Airport Land Use Commission infill criteria.

HS-41 Via the SFO/Community Roundtable and other avenues, encourage SFO authorities to undertake noise abatement and mitigation programs that are based not only on the airport's noise contour maps, but that consider other factors such as the frequency of over-flights, altitude of aircraft, and hours of operation.

HS-42 Require new residential development within the 65 dBA CNEL SFO noise contour to submit an avigation easement to the airport. Specific avigation easement requirements shall be consistent with the County of San Mateo Comprehensive Airport-Land Use Compatibility Plan for SFO.

HS-43 Allow reasonable latitude for noise generated by uses that are essential to community health,

safety, and welfare, such as emergency vehicle operations and sirens.

HS-44 Adopt traffic mitigations—including reduced speed limits, improved paving texture, and traffic signal controls—to reduce noise in areas where residential development may front on high-traffic arterials, such as El Camino Real.

HS-45 Where feasible and appropriate, develop and implement noise reduction measures when undertaking improvements, extensions, or design changes to San Bruno streets.

HS-46 Encourage transit agencies to develop and apply noise reduction technologies for their vehicles to reduce the noise and vibration impacts of Caltrain, BART and bus traffic.

HS-47 Enforce Vehicle Code noise emission standards, as well as provisions which prohibit alteration of vehicular exhaust systems in ways that increases noise levels.

HS-48 When environmental reviews of SFO activity are conducted the City should participate in environmental analyses conducted of SFO in order to better understand and address environmental issues affecting San Bruno, including but not limited to: frequency of over flight during nighttime hours, soil and groundwater contamination in and surrounding airport property from gasoline and jet fuel or similar sources, air pollution resulting from overflight jet exhaust and idling aircrafts, airport related traffic impacts on local roads, light and glare impacts from airport generated lighting and overall noise generation, and impact of airport alterations and/or expansion.

HS-49 The City should work with the County of San Mateo and local planning directors in future Comprehensive Airport-Land Use Compatibility Plan planning efforts to raise shared concerns regarding airport impacts on the region. The SFO/Community Roundtable should help facilitate this process as well.

Air Safety

HS-50 Work together with other affected cities, the Airport Land Use Commission, and San Mateo County to achieve further reduction of SFO airport-generated noise and safety concerns.

HS-51 Require all new development to comply with FAR Part 77 height restriction standards, in accordance with Airport Land Use Commission guidelines.

HS-52 Actively and aggressively participate in forums and discussions regarding operations and expansion plans for San Francisco International Airport. Seek local representation on task forces, commissions, and advisory boards established to guide airport policies and programs.

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8

PUBLIC FACILITIES AND SERVICES ELEMENT

This element addresses issues related to public facilities and services provided to San Bruno residents, including water supply, wastewater collection, solid waste disposal, fire protection and emergency medical response, police services, school facilities, library services, and cable television. Parks and recreation facilities are discussed in the Recreation and Open Space Element (Chapter 5). The storm drain system is addressed in the Health and Safety Element (Chapter 7). Locations of public facilities are illustrated in Figure 8-1.

8-1 VISION

The Public Facilities and Services Element is written to ensure provision of adequate water supply, wastewater collection, and solid waste disposal for all residents and businesses. The element reiterates the City's commitment to convenient and effective access to City administration, decision-makers, and committees. Coordinated response to natural and man-made disasters through efficient fire protection and police services is a key feature of the City's public services. Additionally, San Bruno provides a diverse range of educational programs and materials, through both the local public school districts and the public library system.

8-2 WATER SUPPLY

San Bruno is unique among cities on the San Francisco Peninsula because it uses a local water source to meet more than half of its needs. Five wells produce approximately half of the city's water supply. These producing wells draw water from a deep aquifer—Westside Groundwater Basin—located between 250 feet and 500 feet below ground surface. The aquifer is capped by an impervious layer of clay, which acts as a barrier to any contaminants that might be at or near the surface. The wells are located in the eastern portion of the city.

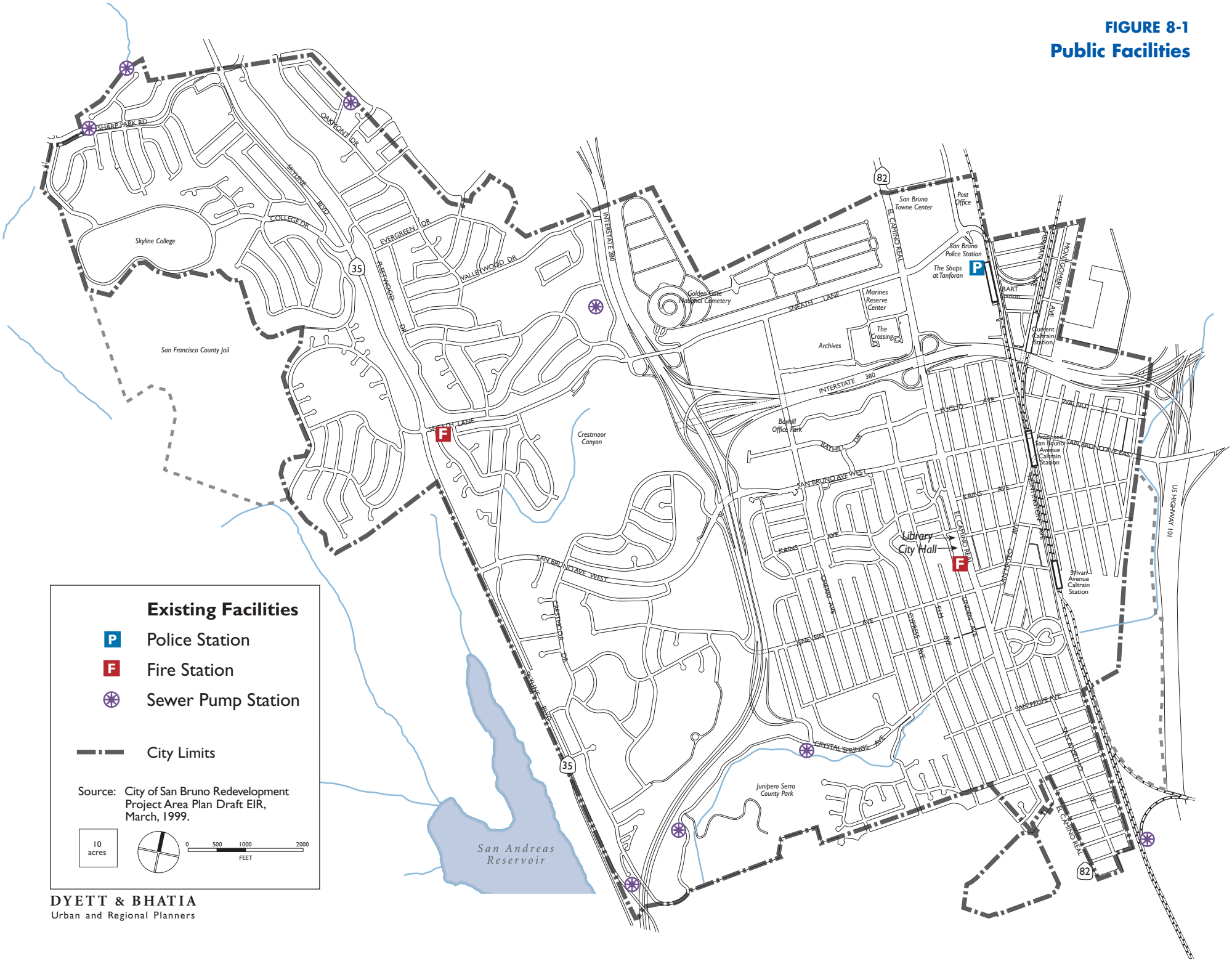
Water purchased from the San Francisco Public Utilities Commission (SFPUC) is the second primary supply source for San Bruno. The SFPUC's water source is the Hetch Hetchy system, which originates in the Sierra Nevada Mountains. Water is transported 150 miles via a series of pipelines, and supplies San Francisco and the cities along the Peninsula. Known for consistently high quality and purity, the Hetch Hetchy water source was granted a filtration treatment exemption by the U.S. Environmental Protection Agency. The City and SFPUC signed a Water Supply Contract in 1984 that guarantees 3.246 million gallons per day in purchased water.

In 2002, the City and SFPUC signed an amendment to the Water Supply Contract that permits San Bruno to purchase supplemental water from SFPUC, when it is available. The purpose of the amendment is to conduct a study of the effect of reduction in San Bruno's groundwater pumping on water levels in the Westside Groundwater Basin. The SFPUC and San Bruno are investigating available groundwater storage capacity in the Westside Basin for the purpose of developing a conjunctive use program.

The City of San Bruno uses approximately 4.2 million gallons of water per day (mgd). Per capita consumption

FIGURE 8-1

Public Facilities



Existing Facilities

- Police Station
- Fire Station
- Sewer Pump Station

City Limits

Source: City of San Bruno Redevelopment Project Area Plan Draft EIR, March, 1999.

10 acres

0 500 1000 2000 FEET

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San Bruno's water supply comprises a blending of water from local wells and purchases from the San Francisco Public Utilities Commission. Municipal water is stored in eight storage tanks (shown) throughout the city.

averages approximately 75 gallons per day (gpd) in the wet season and 125 gpd in dry weather.

In addition to the five wells, San Bruno's water system infrastructure consists of 18 booster pumps, one filtering plant, eight storage tanks (with a combined capacity of eight million gallons), 900 fire hydrants, 9,000 valves, over 100 miles of water mains ranging from 12 inches to 16 inches in diameter, and 11,300 metered services. Much of the distribution system was constructed over 40 years ago before current stringent performance standards were in effect. Inspection and maintenance of equipment, inspection and treatment of the water supply, and administration of several programs including water conservation and public awareness are all tasks of the San Bruno Public Works Department's Water Division. According to the Public Work's Department, San Bruno has adequate water storage capacity to meet current demands. Two projects in the Department's 10-Year Plan will increase storage capacity 25 to 30 percent, which will be adequate to accommodate future population growth.

Based on potential buildout of the General Plan Land Use Diagram, San Bruno could add approximately 647 new housing units and 1.7 million square feet worth of non-residential building area by 2025. Assuming 75 gpd per capita during the wet season and 125 gpd per capita during the dry season, water demand in San Bruno could increase by 141,276 to 235,459 gpd by year 2025. This would bring the city's total 2025 demand to between 4.5–4.7 mgd of domestic water supply, an increase of seven to twelve percent over existing levels.

8-3 WASTEWATER SYSTEM

The Public Works Department's Wastewater Division is responsible for the wastewater collection system and assures compliance with all permit requirements for the Environmental Protection Agency, the State Water Quality Control Board, the Regional Water Quality Control Board, County Health Mandates, and the National Pollution Discharge Elimination System.

The sanitary sewer system consists of approximately 150 miles of pipeline and seven lift stations. Currently, 2.8 mgd of effluent goes to the South San Francisco-San Bruno Water Quality Control Plant (SSF/SB WQCP) treatment plant that the City of San Bruno owns jointly with the City of South San Francisco. This facility is located one mile north of San Francisco International Airport (SFO) within the boundaries of South San Francisco. Treated wastewater is discharged into San Francisco Bay from a 60-inch outfall pipeline two miles offshore and 20 feet beneath the surface, in conjunction with the North Bayside Unit, a joint powers authority consisting of the cities of South San Francisco, San Bruno, Millbrae, and Burlingame, and the San Francisco International Airport. The treatment plant is nearly 50 years old but has been updated several times to provide primary and secondary treatment. Its most recent upgrade project was completed in 2001. The facility expansion allows a dry-weather capacity of 13 mgd and a wet-weather capacity of approximately 62 mgd.

Before the plant's upgrade, San Bruno utilized approximately 50 percent, or about 4.29 mgd, during dry weather, of the plant's capacity. Since the wastewater treatment facility upgrade expanded dry weather capacity from 9 to 13 mgd, San Bruno is entitled to 0.5 mgd of the additional 4.0 mgd capacity, and currently utilizes about 30 percent of the plant's total capacity. There is no formal agreement about the proportion of wastewa-

ter treatment capacity entitled to each city, however, the agreement is specific that the share of operating costs is proportional to use.

Most of San Bruno's sewer collection system was installed 30 to 80 years ago, its age reflecting the decades of the city's most rapid development. It contains large sections of aging pipe that will require upgrading and/or replacement. The gravity-flow lines were constructed primarily with vitrified clay pipe, a material that tends to crack with age. Small sections of orangeburg (an inferior substitute cardboard-based material used during wartime) pipe installed during the 1940s still exist.

Buildout of the General Plan would result in an increase of approximately 105,400 gpd of wastewater created. Together with existing and pending flows, the city's 2025 flows are projected at 3.1 mgd of wastewater, which is still only a third of plant dry season capacity.

For additional information on the wastewater system, please see the Health and Safety Element sections on flooding and stormwater management.

8-4 SOLID WASTE

San Bruno Garbage Company (SBGC), provides solid waste disposal services to the City. The City's contract with SBGC, which is owned by Norcal Waste Systems, extends through June 30, 2009. SBGC collects approximately 37,142 tons yearly, from San Bruno. Garbage is taken to SBGC's transfer station, where recyclable materials and refuse are processed, sorted, and loaded into long-haul trucks for transfer to recycling facilities or the landfill. Waste is transported by truck for final landfill disposal.

The 173-acre Ox Mountain facility is a Class III landfill (non-hazardous waste) owned by Browning-Ferris Industries and overseen by San Mateo County. Since 1995, San Bruno has deposited between 42,000 and 49,000 tons of waste at the Ox Mountain Landfill each year, including both independent and industrial haulers. San Mateo County estimates that the landfill, which also serves other municipalities, will reach capacity in year 2017. An expansion is currently underway that may extend landfill capacity for an additional eight years.

SBGC's curbside recycling program, which began in 1987, includes collection of glass, plastics, aluminum, newspaper, cardboard, and yard waste from residential and commercial development within the city. In 1989, the California legislature enacted the California Integrated Waste Management Act, requiring all cities and counties to divert 50 percent of their solid waste stream from landfills by the end of 2000. By 2000, San Bruno had achieved the 50 percent State requirement.

Buildout of land uses according to the General Plan would result in an additional 23,901 pounds per day, or 4,362 tons per year, of solid waste. The city's total 2025 waste stream is projected at 44,654 tons per year—an increase of nearly 14 percent over the next two decades.

8-5 PUBLIC SAFETY

Public safety services in San Bruno are provided by the City's Police and Fire departments. Following is a brief description of each.

Public safety services are provided through the San Bruno Police Department (Police Plaza at the San Bruno BART Station, top) and the San Bruno Fire Department (Station No. 52 on Earl Avenue at Sneath Lane, bottom).

Police Services

The San Bruno Police Department provides police protection services to the City of San Bruno. In September 2002, construction was completed on a new 23,000 square foot police facility located at 1177 Huntington Avenue, next to the new San Bruno BART station. This new facility is shared with BART Police, which occupies approximately 20 percent of the floor space. The expanded police facility was built to accommodate future expansion of police services, including evidence and general storage. The old police facility on El Camino Real was incorporated into the expanded City Hall facility that was completed in 2003. The Department currently employs 45 Sworn Officers, and 18 civilian employees. The Police Department anticipates the need to slightly increase its staff as a result of development proposed at the former U.S. Navy Site, largely as a result of the proposed hotel and commercial development. Development in other areas may require individual assessment by the Police Department to assure adequate police protection services will be provided.

Fire Protection and Emergency Medical Response

Fire protection in the City of San Bruno is provided by the San Bruno Fire Department, which has 35 full-time fire fighters and 10 trained "Paid Call Reserves." All full-time fire fighters are certified in the use of defibrillators and are trained Emergency Medical Technicians (EMTs). Eleven to 15 of the fire fighters are trained San Mateo County Paramedics. The Fire Department operates two fire stations. Station No. 51 is located on the south side of the City Hall complex at 555 El Camino Real; Station No. 51 has primary responsibility for the area east of Interstate 280 (I-280). Station No. 52 is located near the intersection of Sneath Lane and Earl Avenue at 1999 Earl Avenue, and responds to emergency calls west of I-280. Department responsibilities include plan-checks and field inspections on commercial cooking equipment, fire alarm systems, sprinkler systems, and specialized extinguishing systems in all new and existing construction within the City of San Bruno. They also provide all new businesses, daycare centers and care facilities with their initial fire safety clearance.

In 2002, the Fire Department responded to a total of 197 fires and 1,812 medical emergencies[1], and 1,147 other emergencies. The Fire Department is also part of a Joint Powers Authority (JPA) between the 20 incorporated cities in San Mateo County and the County itself for fire protection and emergency medical services. The JPA requires the closest available paramedic engine company to respond to a call for emergency medical service, and the closest available engine and truck company and Battalion Chief to respond to fire calls.

Station No. 52 is in need of renovations and funds have been set aside as part of the City's capital improvement program. Development in the western and central portions of the city may require the Fire Department to review project designs to assess potential wildfire hazards, assure adequate emergency access, assure that fire prevention measures are incorporated in the project design, and assure adequate water supply for fire hydrants. Among other design considerations, proposed projects would have to provide minimum road widths for emergency access, as described in the City's Municipal Code, Title 12, Article II Subdivisions, Chapter 12.44.

The level of fire hazard for an area is dependant on three major components: the natural setting; the degree of human use and occupancy of the wildland or urban area; and the level and ability of public services to respond to fires that occur. In wildland areas, highly flammable vegetation mixed with steep topography and long, dry summers create the potential for fire. Fire hazards in urban areas are usually due to industrial chemical use, overcrowding, and building condition. Figure 8-2 illustrates potential wildland fire hazard areas in San Bruno.

The greatest potential for fire hazards in the City of San Bruno occurs in areas near extensive natural vegetation, specifically Crestmoor Canyon, Junipero Serra County Park, and San Francisco Water Department's Peninsula Watershed. Dense stands of eucalyptus trees within the Rollingwood and Crestmoor neighborhoods also pose fire hazard potential. The urban-interface hazard areas represented on the map provide a conceptual illustration of those developed areas potentially at risk of damage should a wildland fire occur. In these areas, highly flammable vegetation mixed with steep topography and long, dry summers create potential for wildland fires.

Emergency Operations Plan

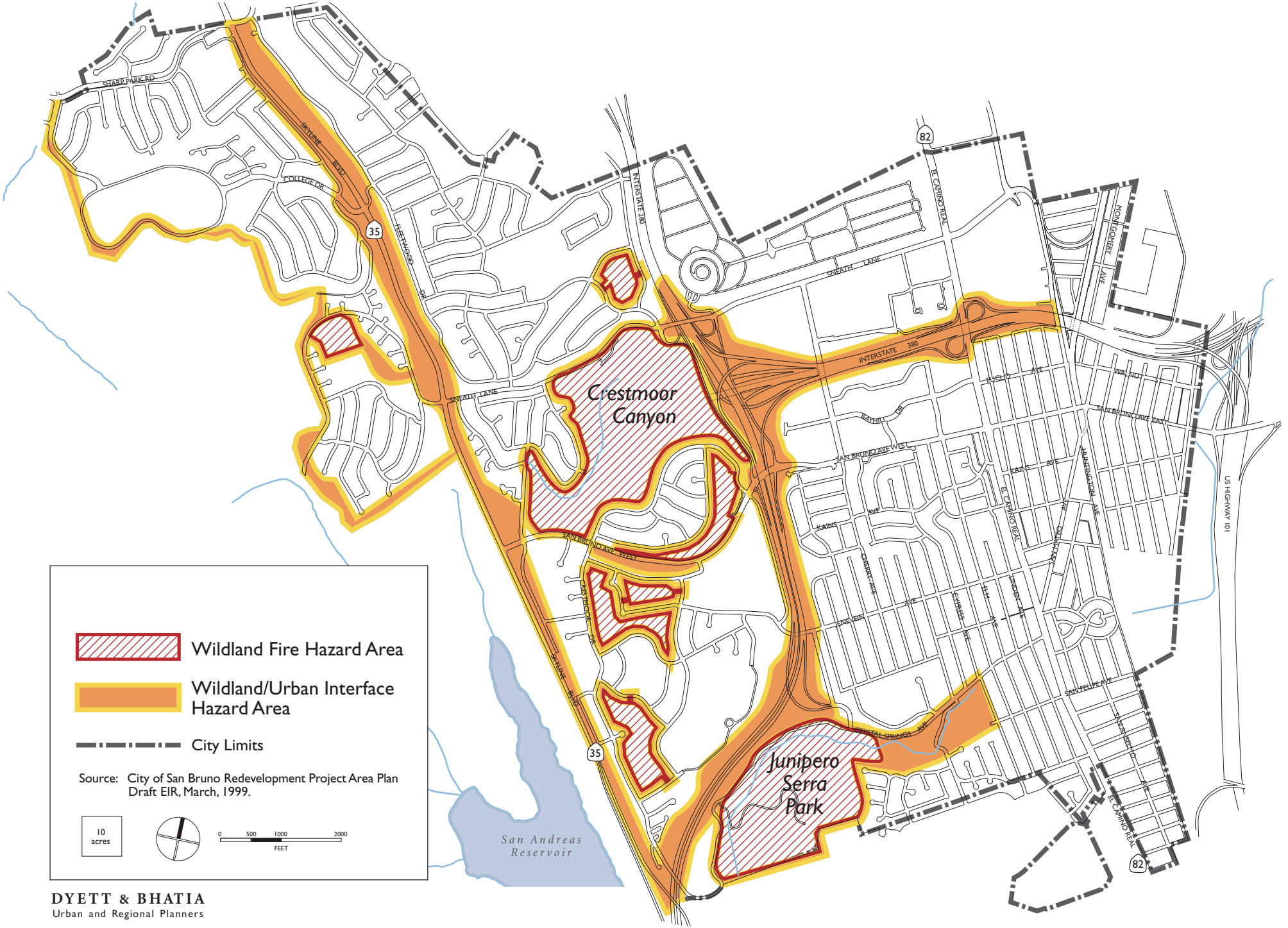
The City will publish an update to its Emergency Operations Plan in Spring 2008. It will contain current maps of emergency evacuation routes, as well as a chain of command system to coordinate all departments of first responders (police, fire, medical). For more information on emergency operations and response, including evacuation routes, please see the Emergency Operations Plan.

Fire protection and emergency response comprise two of the most important roles of the City. High risk fire hazard areas include lands where natural hillsides and woodlands are located adjacent to urban uses (Junipero Sirra Park, top, and nearby multifamily development, bottom).

[1] *City of San Bruno, City Council Adopted Two-Year Budget, General Fund and Special Revenue Funds 2002-2004.*

FIGURE 8-2

Wildland Fire Hazard Areas



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8-6 SCHOOLS

Four different school districts serve San Bruno residents from kindergarten through the community college level. The San Bruno Park Elementary School District is located entirely within the city and operates seven elementary schools and one middle school. Most San Bruno children in kindergarten through eighth grade are served by this district. South San Francisco Unified School District has one elementary school located in San Bruno—Monte Verde Elementary. The San Mateo Union High School District serves San Bruno's high school students, and the San Mateo Community College District provides post-secondary educational programs. San Bruno's existing and former school facilities are shown in Figure 8-3.

School Facilities and Enrollment

Table 8-1 illustrates current school enrollment. Schools in the San Bruno Park Elementary School District are at capacity; however, there are no projected increases in enrollment over the next five years. Most school facilities were built in the 1940s and 1950s, and the district is undertaking a facilities modernization program over the next two years.

The district also has two excess school sites which are being used, respectively, for district offices and a driving range.

The San Mateo Union High School District operates eight schools, two of which—Capuchino High School and Peninsula High School—are in San Bruno. Students can choose to attend any of the district's schools, and San Bruno residents also attend Burlingame, Hillsdale, Mills, and San Mateo high schools. Capuchino High School is currently operating below capacity, but expects enrollment to increase once major facility upgrades are completed and curriculum changes occur. Peninsula High School is a continuation high school located at the former Crestmoor High School site. Peninsula High School is under capacity, and no facilities improvements are planned.

Skyline College is one of three community colleges operated by the San Mateo County Community College District. The 111-acre Skyline College campus, located in northwestern San Bruno, offers a wide array of cultural, educational, and vocational opportunities for students of all ages and is a valuable resource to the San Bruno community. A number of facilities improvements and expansions are planned for the campus, including redevelopment of the former Pacific Heights Middle School site with new college facilities.

School Enrollment Projections

According to the California Department of Finance, school enrollment County-wide is projected to decrease at least through 2018 (the extent of their current projections). Table 8-2 and Chart 8-1 depict enrollment trends and projections for San Bruno, which support the countywide estimates. In San Bruno, school enrollment has been decreasing steadily since 2000. The General Plan, however, makes the conservative projection that additional development may steadily increase school-age population and thus enrollment, resulting in about 5,100 projected enrolled students in 2025 as compared to about 4,100 today. Since area schools are already functioning well below capacity, and Cappuchino High School is already undergoing major facility upgrades to accommodate the modest increase in high-school age students, buildout of the General Plan is not expected to result in new facility needs.

Library Facilities

The city's 15,600 square foot library is located on El Camino Real adjacent to City Hall. The library has over

TABLE 8-1: School Enrollment, 2008-2009 School Year

School	Students
SAN BRUNO PARK SCHOOL DISTRICT	
Allen Elementary (K-6)	359
Belle Air Elementary (K-6)	453
Crestmoor Elementary (K-6)	231
El Crystal Elementary (K-6)	227
John Muir Elementary (K-6)	333
Portola Elementary (K-6)	222
Rollingwood Elementary (K-6)	242
Parkside Intermediate School (7-8)	554
SOUTH SAN FRANCISCO UNIFIED SCHOOL DISTRICT	
Monte Verde Elementary	521
SAN MATEO UNION HIGH SCHOOL DISTRICT	
Capuchino High School (9-12)	1,190
Peninsula High School (10-12)	292
Total K-6	**2,067**
Total 7-8	**554**
Total 9-12	**1,482**
Total K-12	**4,103**[1]
Skyline Community College	**8,439**[2]

[1] Includes some students who are not San Bruno residents, but who attend school in the city.

[2] Figure represents enrollment for Fall 2005 semester.

Source: Enrollment information was provided by each school district.

FIGURE 8-3

School Facilities & Library

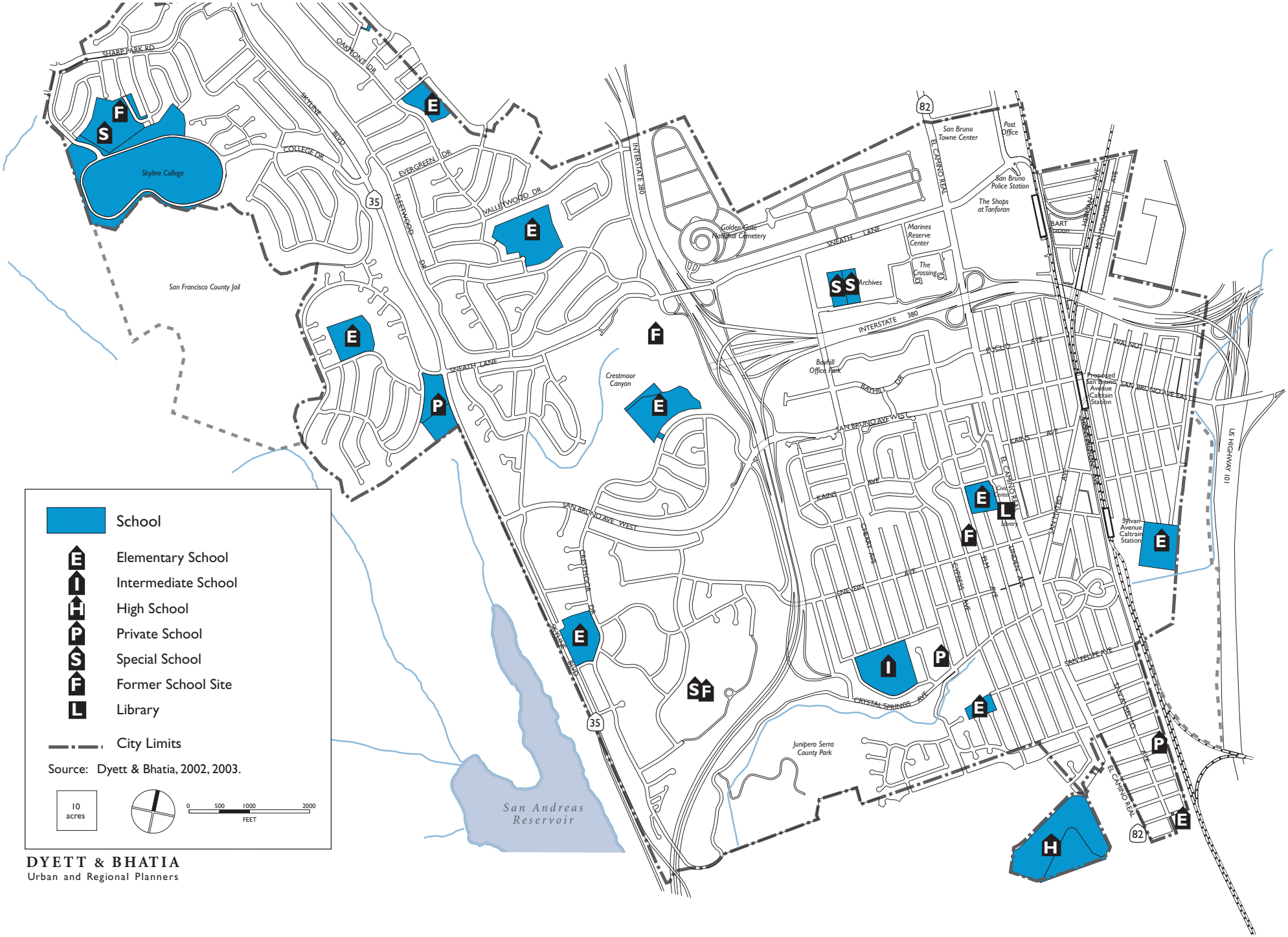

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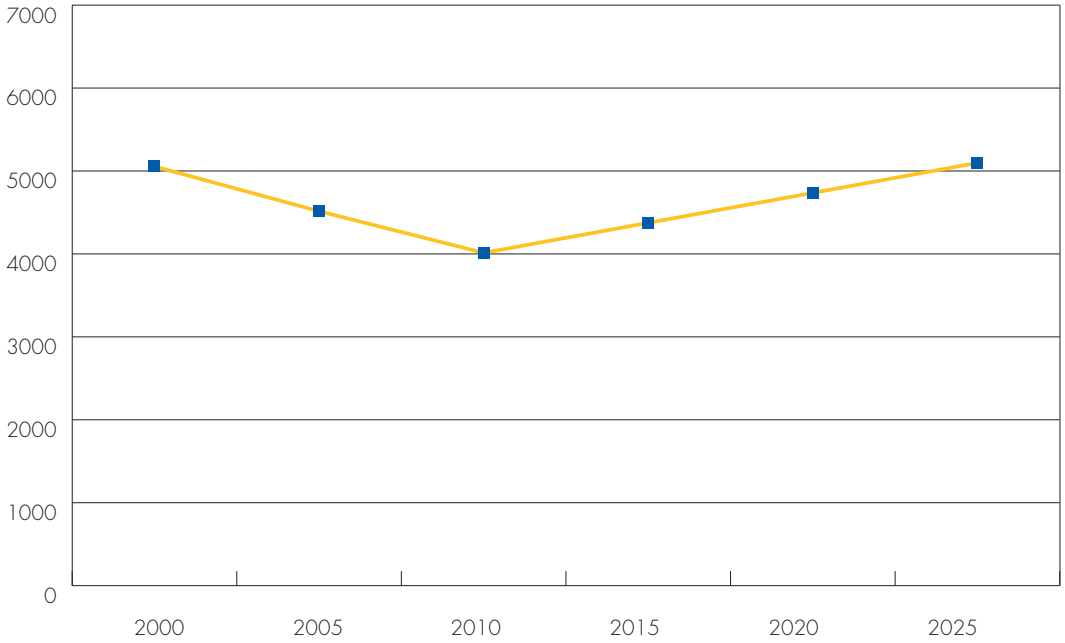
TABLE 8-2: K-12 San Bruno Public School Enrollment Capacity,Trends, and Projections by Grade Range

		2004-2005		2008-2009			
Schools	**Capacity**	**Enrollment**	**% of Capacity**	**Enrollment**	**% of Capacity**	**% Change 2005-2009**	**Projected Enrollment (2025)**
Elementary Schools (K-6)	3,970	2,536	64	2,067	52	-18%	2,772
Middle Schools (7-8)	650	605	93	554	85	-8%	766
High Schools (9-12)	1,550	1,374	89	1,482	96	8%	1,560
Total (K-12) Enrollment	**6,170**	**4,515**	**73**	**4,103**	**66**	**-9%**	**5,098**

Source: California Department of Educations CBEDS Enrollment by Grade and School; Dyett & Bhatia, 2006, 2008.

CHART 8-1: San Bruno Public School Enrollment Trends & Projections 2000-2025



Source: California Department of Educations CBEDS Enrollment by Grade and School, DOF Age Cohort Projections

TABLE 8-3: Library Services Evaluation

Service	Current Holdings/ Facilities	Needed Holdings/ Facilities
Book collection	97,500 volumes	133,000 volumes
Seating	68 chairs	178 chairs
Public Computers	12 computers	50 computers
Storytime space	35 shared seats	40 seats
Group study areas	0 seats	28 seats
Parking	9 spaces	170 spaces
Meeting room	0 seats[1]	160 seats

[1] Meeting room has been used for needed storage space.

Source: City of San Bruno Public Library, Facility Master Plan, August 2000.

120,000 circulating items, including books, magazines, videos, DVDs, CDs, books on tape and books on CD. Children's services include reading and audio-visual materials, as well as regular preschool story times, a summer reading club, after-school specials and school visits. Adult programming encompasses computer classes, a book club, and several yearly special programs. Children's services include reading and audio-visual materials, as well as regular preschool storytimes, a summer reading club, after-school specials, and a computer education program for fifth-graders. There is also a growing collection of Spanish reading materials, and a collection of Japanese materials from San Bruno's sister city Narita, Japan. Delivery and pick-up services are available for any homebound person in San Bruno. The San Bruno Public Library is a member of the Peninsula Library System, a consortium of 32 libraries located in San Mateo County.

The library facility was built in 1955 and expanded in 1960. A number of mechanical, systems, and structural deficiencies have been identified, and the library is no longer able to adequately meet the needs of its increasingly diverse and numerous patrons. The Facility Master Plan prepared for the library in August 2000 identified a shortage of materials and resources available to San Bruno residents, as listed in Table 8-3.

The Master Plan also found that the current library site is too small to support an efficient building and parking configuration. The Ad Hoc Library Citizens Committee recommended two sites for a new two-story, 38,500 square-foot library facility—both within the existing Civic Center complex. The existing library structure could then be used for City Council Chambers, meeting space, and/or offices. However, the Committee also recommended preparation of a parking plan in recognition of the limited parking available within the complex.

8-7 UTILITIES

The Pacific Gas & Electric Company (PG&E) is regulated by the California Public Utilities Commission (CPUC) and is the primary provider of gas and electrical power to the City of San Bruno. Deregulation of gas and electricity utilities allows PG&E to purchase both gas and electrical power from a variety of sources, including other utility companies. PG&E obtains its energy supplies from power plants and natural gas fields in northern California and from energy purchased outside its service area and delivered through high voltage transmission lines. Electrical power is provided to the City of San Bruno from eight different distribution feeders: four feeders are from the Sneath Lane substation in San Bruno. Natural gas is provided to the City of San Bruno by PG&E from three gas lines stretching from Milpitas to San Francisco. Gas is delivered from basins in Canada and/or Texas by transmission mains and deposited at PG&E's Milpitas Gas Terminal. The City of San Bruno currently uses a peak load of electricity of approximately 29 to 30 megawatts (MW), which is about 383,794 kilowatt hours (KWH) per day (Poon, 2003). According to PG&E, residential uses comprise the majority of energy loads in San Bruno because the city has very few large commercial or industrial customers.

8-8 CABLE TELEVISION

San Bruno Municipal Cable Television, a municipal enterprise of the City of San Bruno, provides cable television, high speed internet and digital telephone services to the San Bruno community. The enterprise, which began in 1971 as a 12-channel coaxial cable system, is a state-of-the-art hybrid fiber/coaxial cable system today offering over 200 channels of cable television programming, a 10 Mbps High Speed Internet, and digital telephone services. These services are available to every household in San Bruno.

San Bruno Cable completed its transition to an all-digital system in 2008, when 100 percent of the cable television programming will be distributed in digital format only, requiring cable television subscribers to have installed a digital set-top box to their television sets to continue receiving cable services. The use of digital set-top boxes prepares the cable system for the Federal Communications Commission (FCC) mandated transition to digital broadcasting effective February 2009, and prevents the obsolescence of the widely used analog television sets. In preparation for this transition, starting in April 2007, San Bruno Cable began the process of placing two standard digital set-top boxes in every cable household. This set-top box deployment initiative was completed in June 2008, when every cable household was equipped with digital set-top boxes to receive digital cable television programming. In addition to complying with the FCC mandate, this transition to an all-digital system has enabled San Bruno Cable to cost-effectively extend the useful life of its multi-million dollar cable infrastructure and to recapture a large portion of plant capacity for expanding products and services.

San Bruno Cable has completed plant extensions to serve the new subdivision of Marisol, Skycrest and Merimont, The Shops at Tanforan, and the apartment complexes Meridian, Village and Paragon at The Crossing. Future plant extension projects include the Pacific Bay Vistas Apartments, Glenview Terrace, and the SNK Parcel 3 & 4 at The Crossing.

8-9 PUBLIC FACILITIES AND SERVICES POLICIES

Guiding Policies

PFS-A Coordinate provision of public services to all city residents, in association with surrounding cities, agencies, and San Mateo County as appropriate.

PFS-B Provide convenient and effective access to City administration, including visitor parking, open meetings, technical assistance, etc.

PFS-C Ensure that the City's water supply systems are adequate to serve the city's present and anticipated needs, and that water conservation is implemented in all residences and businesses.

PFS-D Ensure that the City's wastewater collection and treatment systems are adequate to serve the city's present and anticipated needs, are safe, and are environmentally sound.

PFS-E Ensure that the City's solid waste collection agency provides clean and convenient garbage and recycling service.

PFS-F Provide adequate public safety services for all San Bruno properties—including police protection, fire suppression, emergency medical care, and emergency management.

PFS-G Coordinate with regional, State, and federal agencies to prepare for and publicize appropriate response and recovery for natural or man-made disasters.

PFS-H Coordinate with local school districts to provide high quality public schooling for San Bruno's youth.

PFS-I Provide a diverse range of research, educational, and reading materials through the San Bruno Public Library.

PFS-J Develop comprehensive programs to decrease energy consumption at the household, business, and City government level.

Implementing Policies

Coordination and Infrastructure

PFS-1 Prepare and adopt an Infrastructure In-Lieu Fee Schedule to ensure that adequate improvements are made to the City's public facilities to accommodate new development.

PFS-2 Implement a Street Lighting and Sidewalk Maintenance Program for residential neighborhoods throughout the city. Underground utility wires wherever feasible.

PFS-3 Require, as part of plan review, identification of needed public service improvement and maintenance costs for those projects that may have a significant impact on existing services.

PFS-4 Improve publication of City-sponsored programs and services available to all San Bruno residents, including public shuttle services, recreation programs, etc.

PFS-5 Develop a Civic Center Complex Master Plan, in order to coordinate rehabilitation and expansion of the various City departments and service providers.

PFS-6 As part of the Civic Center Complex Master Plan explore measures to improve access to City facilities, including such measures as integration of Council chambers into the Civic Center complex, provision of visitor parking at City Hall, important information and forms available on the City's website, etc.

PFS-7 Evaluate the feasibility, budget, and timing for rebuilding or renovating the City's corporation yard in order to meet the needs of expanding City services and population growth.

Water Supply

PFS-8 Require expansion of the City's water distribution system proportionate with new development's fair share of demand.

PFS-9 Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.

PFS-10 Continue the practice of using Enterprise Funds to finance replacement of the City's aging water distribution system.

PFS-11 Monitor and regulate well water quality and production levels to prevent contamination and overdraft. Coordinate with SFPUC to develop a conjunctive use program for the Westside Groundwater Basin.

PFS-12 Work actively with the San Francisco Bay Area Water Supply and Conservation Agency, adjacent cities, and the water agencies of San Mateo County to increase water conservation measures and minimize the effects of aquifer depletion.

PFS-13 Establish water conservation Best Management Practices (BMPs) and require them for new development and for municipal buildings and facilities.

PFS-14 Actively market the importance of water conservation, water recycling and groundwater recharge through the following means:

- Develop a flyer to promote the necessity of and benefits from water conservation, and distribute the flyer to local residents, businesses, and schools;
- Make water production and treatment facilities available for tours by schools or organized groups;
- Encourage educators to include water conservation in their curricula;
- Provide tips to business groups on water conservation and recycling.

The City may solicit assistance from environmental groups, the school district, and/or concerned citizens to provide educational materials or staff time for these public outreach programs.

PFS-15 Develop a schedule for the retrofitting of existing public buildings with water conservation features, and budget accordingly.

PFS-16 Periodically test the City's water supply system for leaks and initiate repairs to conserve water.

PFS-17 Ensure that new or expanded water supply and transmission facilities are constructed in a manner in which construction and operation impacts are minimized or avoided.

PFS-18 Consider establishing rebate and/or incentive programs for the replacement of leaking, aging and/or inefficient plumbing with more efficient, water saving plumbing and for the use of water efficient landscaping.

PFS-19 Investigate the feasibility of developing additional or enhanced sources of water supply, such as recycled water, reclaimed surface water, or enhanced groundwater recharge. Explore working cooperatively with the City of South San Francisco to initiate recycling of treated wastewater from the South San Francisco-San Bruno Water Quality Control Plant.

Wastewater

PFS-20 Require expansion of the City's sewer collection system proportionate with new development's fair share of demand.

PFS-21 Upgrade or replace sewer lines to accommodate anticipated flows and to prevent overflows. Upgrade sewer lift stations as needed.

Solid Waste

PFS-22 Continue contracting for garbage and recycling collection services. Negotiate with the service provider to secure the most convenient recycling methods available within current technology.

PFS-23 Expand recycling services to include all commercial and industrial businesses in San Bruno.

PFS-24 Require provision of attractive, convenient recycling bins and trash enclosures in grouped development projects (i.e., multi-family residential projects, office complexes, and commercial shopping centers).

PFS-25 Continue public education programs about waste reduction, including recycling, yard waste, wood waste, and household hazardous waste.

Fire and Police Services

PFS-26 Ensure adequate staffing and facilities for the City's Police and Fire departments to achieve desired levels of service, particularly surrounding transit areas and along urban-interface hazard areas.

PFS-27 Consider rebuilding or rehabilitating Fire Station No. 51 to accommodate current and future Fire Department needs, Americans with Disabilities Act standards, and seismic requirements. The new Fire Station could include a community meeting room.

PFS-28 Consider relocating Fire Station No. 52 to a safe site outside of the San Andreas Earthquake

Fault Zone. Maintain existing or better levels of service to neighborhoods in the northern and western neighborhoods.

PFS-29 Establish a separate radio channel for use by City crews and firefighters during emergencies. Obtain funding for information technology systems, such as wireless communication systems, to further decrease fire and police response times.

PFS-30 Require installation and maintenance of fire protection measures in high-risk and urban-interface areas, including but not limited to:

- Proper siting, road and building clearances, and access;
- Brush clearance (non-fire resistant landscaping 50 feet from structures);
- Use of fire resistive materials (pressure-impregnated, fire resistive shingles or shakes);
- Landscaping with fire resistive species; and
- Installation of early warning systems (alarms and sprinklers).

PFS-31 Ensure adequate fire water pressure as a condition of approval for all new development projects.

PFS-32 Require installation of residential sprinklers in areas with steep slopes and/or diminished access.

PFS-33 Consider the feasibility of establishing a Fire Risk Assessment Zone within and surrounding high-risk and urban-interface areas (Figure 8-2).

PFS-34 Identify and remove mature and/or diseased Eucalyptus trees in rights-of-way and other open areas, if they pose a fire hazard or other threat to health and safety.

PFS-35 Require installation of automatic sprinkler systems in all hotel, motel, and other overnight lodging facilities, in mixed commercial/residential uses, and in apartment buildings of three or more units.

PFS-36 Expand Certificate of Compliance parameters to require issuance before an existing structure is permitted to change uses to public assembly or commercial activities.

PFS-37 Continue to clear fire hazardous materials from Crestmoor Canyon that pose a threat to nearby residents. Care should be taken to prevent unnecessary harm to healthy vegetation. Ensure continued use by the Fire Department should the existing fire road be transitioned to a multi-use trail.

PFS-38 Ensure proper maintenance of the open space areas in western residential neighborhoods. Vegetation maintenance is necessary to prevent potential fire hazards.

PFS-39 Minimize risks to single-access residential neighborhoods by providing alternative access for fire and other emergency personnel.

Emergency Management

PFS-40 Acknowledge the regional implications of natural hazards and the need for jurisdictional cooperation in the face of potential disasters. Coordinate emergency response planning with surrounding cities, agencies, and San Mateo County Office of Emergency Services.

PFS-41 Create and maintain an up-to-date Emergency Operations Plan with information including but not limited to evacuation routes and procedures, chain of command communication structure, alerts and warning systems, emergency shelter provisions, and responsibilities and instructions for all relevant departments (police, fire, hazardous materials, emergency medical services, public works).

PFS-42 Conduct emergency drills in public buildings, large office developments, and in coordination with local schools. Hold post-drill training seminars to identify needed improvements to emergency preparedness.

PFS-43 Work with critical use facilities (i.e., hospitals, schools, public assembly facilities, transportation services) to assure that they can provide alternate sources of electricity, water, and sewage disposal in the event that regular utilities are interrupted in a disaster.

PFS-44 Establish a public education program through local schools, county fair, civic organizations, and other service groups to distribute information about emergency preparedness. Develop a brochure indicating what to do and where to go in the event of safety, seismic, or emergency events.

PFS-45 Continue to participate in a cooperative San Mateo County program to pool natural hazard data which are developed either through special studies or via the plan review process.

PFS-46 Coordinate with regional, State, and federal agencies to determine appropriate disaster recovery strategies for after a major natural or man-made event. Publicize recovery measures along with emergency preparedness information.

PFS-47 Develop criteria to determine whether damaged buildings can be preserved and/or restored following a natural disaster, rather than demolished.

PFS-48 Develop a voluntary program with real estate salespersons and lenders to advise potential homeowners of safety and seismic hazards in various parts of the city, the degree of risk, and available insurance programs.

PFS-49 Consider a program to wave permit fees for seismic retrofits on non-strengthened residences and un-reinforced masonry structures.

PFS-50 Develop a primary Emergency Operations Center and a secondary Emergency Operations Center for the management and coordination of disasters in the community.

Schools

PFS-51 Work cooperatively with local school districts to monitor the growth of the school-age population within San Bruno, and the subsequent need for school sites and facilities.

PFS-52 Provide technical assistance to local school districts in design and planning for reuse of former school sites throughout the city. Consider acquisition or leasing of former school sites for recreation, education, or other community needs.

PFS-53 Maintain good communication with the local school districts, and integrate school facilities planning with the City's objectives, including:

- Designing school facilities to allow safe pedestrian and bicycle access;
- Ensuring construction of traffic-calming measures on surrounding streets;
- Designing attractive facilities that contribute to neighborhood identity and pride; and
- Allowing public use of recreational facilities on school sites on evenings and weekends.

PFS-54 Work with local school districts to ensure provision of elementary and intermediate school facilities within ½-mile radius of all residential development.

Library

PFS-55 Provide a wide range of library services to San Bruno residents through a strong main Public Library facility.

PFS-56 Study potential locations and funding mechanisms for development of a larger Public Library facility. Focus on sites within the Civic Center complex, as recommended by the Ad Hoc Library Citizens Committee.

PFS-57 Continue San Bruno's relationship with Skyline College by coordinating collections and sharing resources through their common partnership with the Peninsula Library System.

PFS-58 Continue to provide public access to the Internet and other computer-based resources through the San Bruno Public Library facility.

PFS-59 In order to prevent anticipated future population growth in San Bruno from burdening existing over-extended library services, City staff will ensure upon individual project review that the developer sets aside contributions or in-lieu fees in general proportion to the burden proposed new residential development would have on the library system, and that those fees are used to improve public library facilities. The per capita share will be negotiated between the Ad Hoc Library Citizen's Committee, City Staff, and City Council, within 1 year of Plan adoption, and will be applied uniformly (and if necessary, retroactively) across all residential development occupancy permit applications submitted after Plan adoption, until such time as an alternative form of support is provided, or the library facilities are fully upgraded to the requirements as described on p 8-12 Table 8-3 of the General Plan.

Existing schools such as Decima Allen Elementary School (above) and Capuchino High School (below) will continue to experience pressure related to population growth and new development.

Cable Television

PFS-60 Enhance Local Origination programming to promote City services and local business.

PFS-61 Continue to grow core video business while deploying and promoting new services.

Utilities

PFS-62 Develop and implement a Green Building Design Ordinance and design guidelines for climate-oriented site planning, building design, and landscape design to promote energy efficiency. These standards may include, but are not limited to, the following:

- Require the use of Energy Star® appliances and equipment in new residential and commercial development, and new City facilities;
- Require all new City facilities and new residential development to incorporate green building methods meeting the equivalent of LEED Certified "Silver" rating or better; and
- Require all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating.

The Ordinance will allow variances to site or building requirements—building setbacks, lot coverage, and building height—that will enable use of alternative energy sources, such as passive heating and/or cooling.

PFS-63 Require that all new development complies with California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6).

PFS-64 Provide incentives for retrofitting existing homes and businesses for improved energy efficiency, such as passive solar and/or cooling devices.

PFS-65 Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following:

- Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months;
- Designing building openings to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and
- Reducing heat-island effect of large concrete roofs and parking surfaces.

PFS-66 Enforce landscape requirements that facilitate efficient energy use or conservation, such as drought-resistant landscaping and/or deciduous trees along southern exposures.

PFS-67 Require developers and builders to distribute information regarding energy efficiency (such as the Home Energy Guide available from the California Energy Commission) to all new homeowners.

PFS-68 Initiate a marketing campaign where energy efficiency information is distributed to all City

employees and residents. Provide information on how, what type, and where to plant trees to reduce energy demand. Make such information available at all public locations such as City Hall and the Public Library.

PFS-69 Offer incentives (such as expedited permit processing, density bonuses, site variances) to support implementation of photovoltaic and other renewable energy technologies that provide a portion of the city's energy needs, or for projects that result in energy savings of at least 20 percent when compared to the energy consumption that would occur under similar projects built to meet the minimum standards of the energy code.

PFS-70 Facilitate environmentally sensitive construction practices by:

- Restricting use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons in mechanical equipment and building materials;
- Promoting use of products that are durable and allow efficient end-of-life disposal (e.g. reusable, recyclable, biodegradable);
- Promoting the purchase of locally or regionally available materials; and
- Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.

PFS-71 Convert street lights and traffic signals to LED and other more efficient technologies as they become available.

PFS-72 Work with utility providers to ensure that adequate electrical and natural gas facilities and services are available to meet the demands of existing and future development.

PFS-73 Provide for utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of utility facilities.

PFS-74 Work with telecommunication providers to ensure that telecommunications service is available for existing and future development.

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Glossary

100-YEAR FLOOD That flood event that has a one-percent chance of occurrence in any one year.

500-YEAR FLOOD The magnitude of a flood expected to occur on the average every 500 years, based on historical data. The 500-year flood has a 1/500, or 0.2 percent, chance of occurring in any given year.

ACRE, GROSS Area of a site calculated to the centerline of bounding streets and other public rights-of-way.

ACRE, GROSS DEVELOPABLE Area of a site, including proposed public streets and other proposed rights-of-way but excluding areas subject to physical or environmental constraints, which include creek corridors and floodways, and areas to be dedicated for greenways or habitat protection.

ACRE, NET Area of a site excluding land to be dedicated for required easements for vehicles and rights of way, either public or private; land dedicated to be hazardous and unbuildable; and land to be dedicated for schools and parks or other facilities dedicated for public use.

AFFORDABLE HOUSING Housing capable of being purchased or rented by a household with very low, low (earning below 80 percent of the area median income), or moderate income, (earning between 80 to 120 percent of the area median income) based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, property taxes, insurance, and utilities.

AQUIFER An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

ATTAINMENT AREA An area determined to have met federal or State air quality standards, as defined in the federal Clean Air Act or the California Clean Air Act. An area may be an attainment area for one pollutant and a non-attainment area for others.

BEST MANAGEMENT PRACTICES (BMP) The combination of conservation measures, structure, or management practices that reduces or avoids adverse impacts of development on adjoining site's land, water, or waterways, and waterbodies.

BIKE FACILITIES These include bike paths (Class I Facilities), bike lanes (Class II Facilities), and bike routes (Class III Facilities).

BUFFER AREA A landscape area with trees, shrubs, and vines to soften the edge of different uses and provide land use compatibility.

BUILDOUT That level of development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum probable level of development envisioned by the General Plan under specified assumptions about densities and intensities. Buildout does not necessarily assume parcels are developed at maximum allowable intensities.

CAPITAL IMPROVEMENT PROGRAM (CIP) The multi-year scheduling of public physical improvements based

on studies of fiscal resources available and the choice of specific improvements to be constructed.

CARBON MONOXIDE (CO) A colorless, odorless gas formed by the incomplete combustion of fuels, which is toxic because of its tendency to reduce the oxygen-carrying capacity of the blood.

CNEL (COMMUNITY NOISE EQUIVALENT LEVEL) The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.

COMPATIBLE Capable of existing together without conflict or ill effects.

CONGESTION MANAGEMENT PROGRAM (CMP) A CMP provides a procedure to alleviate or control anticipated increases in roadway congestion and to ensure that federal, state, and local agencies join with transit districts business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

CONSERVATION The management of natural resources to prevent waste, destruction, or neglect.

CONSISTENT Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

CULTURAL FACILITIES Premises operated to accommodate cultural pursuits such as visual or performing arts, lectures, or exhibitions.

CURB CUT The opening along the curb line at which point vehicles or other wheeled forms of transportation may enter or leave the roadway. Curb cuts are essential at street corners for wheelchair users.

DARK SKY Dark Sky is the name usually given to the campaign to reduce and eventually eliminate light pollution from as much of the planet as possible. The campaign is led by the International Dark Sky Association (IDA) and supported by organizations in many countries.

DBA The "A-weighted" scale for measuring sound in decibels; weights or reduces the effects of low and high frequencies in order to stimulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

DECIBEL (DB) A unit of measurement used to express the relative intensity of sound as heard by the human ear describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

DEDICATION The commitment by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or

other public uses often are required by the city as conditions of approval on a development.

DEDICATION, IN LIEU OF Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

DENSITY The number of residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per gross developable acre. (See "Acres, Gross," and "Acres, Gross Developable.")

DENSITY BONUS The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California State Law, residential projects that provide affordable housing may be entitled to a 35 percent increase of the underlying zone district.

DETENTION AREA A detention area is an area in the natural environment where rainwater runoff and stormwater naturally collects during a rain and then is pumped to other areas. Human activity and construction of homes have the effect of changing the size and shape of a detention area.

DEVELOPER An individual who, or business which, prepares raw land for the construction of buildings or builds or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

DEVELOPMENT The physical extension and/or construction of urban land uses. Development activities include but are not limited to: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetation cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered as "development."

EASEMENT A right given by the owner of land to another party for specific limited use of that land. An easement may be acquired by a government through dedication when the purchase of an entire interest in the property may be too expensive or unnecessary; usually needed for utilities or shared parking.

ENDANGERED SPECIES, CALIFORNIA A native species or sub-species of a bird, mammal, fish, amphibian, reptile, or plant, which is in serious danger of becoming extinct throughout all or a significant portion of its range, due to one or more factors, including loss in habitat, change in habitat, over-exploitation, predation, competition, or disease. The status is determined by the State Department of Fish and Game together with the State Fish and Game Commission.

ENDANGERED SPECIES, FEDERAL A species which is in danger of extinction throughout all or a significant portion of its range, other than the species of the Class Insect determined to constitute a pest whose protection under the provisions of the 1973 Endangered Species Act, as amended, would present an overwhelming and

overriding risk to humans. The status is determined by the US Fish and Wildlife Service and the Department of the Interior.

ENVIRONMENTAL IMPACT REPORT (EIR) A document used to evaluate the potential environmental impacts of a project, evaluate reasonable alternatives to the project, and identify mitigation measures necessary to minimize the impacts. The California Environmental Quality Act (CEQA) requires that the agency with primary responsibility over the approval of a project (the lead agency) evaluate the project's potential impacts in an Environmental Impact Report (EIR).

ENVIRONMENTAL JUSTICE Environmental Justice refers to the fair treatment of all people—regardless of race, income, and religion—when implementing policies that affect housing and the environment. The federal and State government have policies that require agencies to identify and avoid placing a disproportionately large number of minority and low-income populations in certain geographical locations.

EQUIVALENT NOISE LEVEL (LEQ) A single-number representation of the fluctuating sound level in decibels over a specified period of time. It is a sound-energy average of the fluctuating level.

EROSION The process by which material is removed from the earth's surface (including weathering, dissolution, abrasion, and transportation), most commonly by wind or water.

EXPANSIVE SOILS Soils which swell when they absorb water and shrink as they dry.

FAÇADE The front of a building; also, any face of a building given special architectural treatment.

FAULT A fracture in the earth's crust forming a boundary between rock masses that have shifted. An active fault is a fault that has moved recently and which is likely to again. An inactive fault is a fault which shows no evidence of movement in recent geologic time and little potential for movement.

FINDINGS Findings are defined as the results of an investigation, carried out by an investigating team.

FLOODPLAIN An area adjacent to a lake, stream, ocean or other body of water lying outside the ordinary banks of the water body and periodically inundated by flood flows. Often referred to as the area likely to be inundated by the 100-year flood.

FLOOD ZONE The relatively level land area on either side of the banks of a stream that is subject to flooding under a 100-year or a 500-year flood.

FLOOR AREA RATIO (FAR) The ratio between gross floor area of structures on a site and gross site area. Thus, a building with a floor area of 100,000 square feet on a 50,000 square-foot lot will have a FAR of 2.0.

FLOOR AREA, GROSS The total horizontal area in square feet of all floors within the exterior walls of a building, but not including the area of unroofed inner courts or shaft enclosures.

GROUNDWATER RECHARGE The natural process of infiltration and percolation of rainwater from land areas

or streams through permeable soils into water-holding rocks that provide underground storage (i.e. aquifers).

GROUNDWATER Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

GREEN BUILDING A Green Building generally refers to one that is environmentally friendly in terms of energy consumption, or the waste they produce during its entire life-cycle. A Green Building will have little or no significant impact on the environment. Green buildings are scored by rating systems, such as the Leadership in Energy and Environmental Design (LEED) rating system developed by the U.S. Green Building Council, Green Globes from GBI and other locally developed rating systems.

GREYWATER Greywater is defined as the wastewater produced from baths and showers, clothes washers, and lavatories. Greywater may be recycled for irrigation, cooling, or other secondary uses after minimal treatment.

HABITAT The natural environmental of a plant or animal.

HAZARDOUS MATERIAL A material or form of energy that could cause injury or illness to persons, livestock, or the natural environment. Some examples from everyday life include, gasoline, fertilizers, detergent, used cooking oil, mineral spirits, batteries, and paint.

HAZARDOUS WASTE Waste which requires special handling to avoid illness or injury to persons or damage to property. Includes, but is not limited to, inorganic mineral acids of sulfur, fluorine, chlorine, nitrogen, chromium, phosphorous, selenium and arsenic and their common salts; lead, nickel, and mercury and their inorganic salts or metallo-organic derivatives; coal, tar acids such as phenol and cresols and their salts; and all radioactive materials.

HISTORIC RESOURCE A historic building or site that is noteworthy for its significance in local, state, national, its architecture or design, or its works of art, memorabilia, or artifacts.

HISTORIC STRUCTURE A structure deemed to be historically significant based on its visual quality, design, history, association, context, and/or integrity.

HOUSEHOLD An occupied housing unit.

IMPERVIOUS SURFACE Any material which reduces or prevents absorption of water into land.

IMPLEMENTATION Actions, procedures, programs, or techniques that carry out policies.

INFILL The development of new housing or other buildings on scattered vacant lots in a predominantly developed area or on new building parcels created by permitted lot splits.

INFILTRATION The introduction of underground water, such as groundwater, into wastewater collection systems. Infiltration results in increased wastewater flow levels.

INTERSECTION CAPACITY The maximum number of vehicles that has a reasonable expectation of passing through an intersection in one direction during a

given time period under prevailing roadway and traffic conditions.

INFRASTRUCTURE Permanent utility installations, including roads, water supply lines, sewage collection pipes, and power and communications lines.

INTRUSIVE NOISE That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or information content as well as the prevailing noise level.

JOBS-EMPLOYED RESIDENTS RATIO Total jobs divided by total employed residents (i.e. people who live in the area, but may work anywhere). A ratio of 1.0 typically indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

LANDSCAPE EASEMENT An area behind a City right-of-way on private property which includes trees and other landscaping.

L10 A statistical descriptor indicating the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities.

LDN (DAY-NIGHT AVERAGE SOUND LEVEL) The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels (after 10 p.m. and before 7 a.m.). The Ldn is approximately numerically equal to the CNEL for most environmental settings.

LEQ (EQUIVALENT ENERGY LEVEL) The sound level corresponding to a steady sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1, 2, and 8-hour sample periods. The Leq is a "dosage" type measure and is the basis for the descriptions used in current standards, such as the 24-hour CNEL used by the State of California.

LEED The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings.

LEVEL OF SERVICE, LOS (TRAFFIC) A qualitative measure describing operational conditions within a traffic stream and the perception of motorists and/or passengers regarding these conditions. A level of service definition generally describes these conditions in terms of such factors as traffic volumes, speed and travel time, delays at traffic signals, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

LIQUEFACTION A sudden large decrease in the shearing resistance of a cohesion less soil, caused by a collapse of the structure by shock or strain, and associated with a sudden but temporary increase of the pore fluid pressure.

MINERALS Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic sub-

stances, including, but not limited to, coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum (Public Resources Code Section 2005).

MITIGATION MEASURES Action taken to avoid, minimize, or eliminate environmental impacts. Mitigation includes: avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance during the life of the action; and compensating for the impact by repairing or providing substitute resources or environments.

MIXED USE Describes a development project which includes two or more categories of land use such as residential and commercial, or commercial and professional office and the like. For further discussion see the Land Use Element section on Mixed-use centers.

NITROGEN OXIDES (NO^x) Chemical compounds containing nitrogen and oxygen; reacts with volatile organic compounds, in the presence of heat and sunlight to form ozone. It is also a major precursor to acid rain.

NOISE ATTENUATION Reduction of the level of a noise source using a substance, material, or surface.

NOISE CONTOURS Lines drawn about a noise source indicating equal levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe annoyance due to noise and to establish land use planning criteria for noise.

OPEN SPACE Any parcel or area of land or water that is essentially unimproved. The General Plan designates privately-owned rural/grazing lands, and devoted open space areas as defined by California planning law.

OZONE A compound consisting of three oxygen atoms that is the primary constituent of smog. It is formed through chemical reactions in the atmosphere involving volatile organic compounds, nitrogen oxides, and sunlight. Surface level Ozone can initiate damage to the lungs as well as damage to trees, crops, and materials. There is a natural layer of Ozone in the upper atmosphere, which shields the earth from harmful ultraviolet radiation.

PARKWAY STRIPS Areas adjacent to curbs containing street trees and landscaping as well as utilities.

PEAK HOUR The busiest one-hour period for traffic during a 24-hour period. The PM peak hour is the busiest one hour period of traffic during the evening commute period. The AM peak hour is the busiest one hour period during the morning commute.

PEDESTRIAN-ORIENTED DEVELOPMENT Development designed with an emphasis on the street sidewalk and on pedestrian access to the building, rather than an auto access and parking areas.

PERFORMANCE STANDARDS A statement representing a commitment by a public agency to attain a specified level or quality of performance through its programs and policies.

PLANNING AREA The land area addressed by a General Plan, including land within the city limits and land outside the city limits that bears a relation to the City's planning. This area is not all intended for development; the Urban Growth Boundary (UGB) shows the future development area.

PM-10, PM-2.5 The current standard for measuring the amount of solid or liquid matter suspended in the atmosphere ("particulate matter including dust"). Refers to the amount of particulate matter under 10 micrometers and 2.5 micrometers in diameter, respectively. Particulate matters can penetrate to the deeper portions of the lung, affecting sensitive population groups such as children and people with respiratory diseases.

RARE OR ENDANGERED SPECIES A species of animal or plant listed in Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

RECYCLE The process of extraction and reuse of materials from waste products.

RETENTION AREA A pond, pool, lagoon, or basin used for the storage of water runoff, which is not pumped to another location, thereby holding an entire winter's storm capacity.

RIGHT-OF-WAY A continuous strip of land reserved for or actually occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer or other similar use.

SENSITIVE RECEPTORS Persons or land users that are most sensitive to negative effects of air pollutants. Persons who are sensitive receptors include children, the elderly, the acutely ill, and the chronically ill. The term "sensitive receptors" can also refer to the land use categories where these people live or spend a significant amount of time. Such areas include residences, schools, playgrounds, child-care centers, hospitals, retirement homes, and convalescent homes.

SIGNIFICANT EFFECT A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

SILTATION The process of silt deposition. Silt is a loose sedimentary material composed of finely divided particles of soil or rock, often carried in cloudy suspension in water.

SOLID WASTE General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood.

SPECIFIC PLAN A plan that provides detailed design and implementation tools for a specific portion of the area covered by a general plan. A specific plan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).

SPHERE OF INFLUENCE (SOI) The ultimate service area of an incorporated city, as established by the LAFCO.

STATIONARY SOURCE A source of air pollution that is not mobile, such as a heating plant or an exhaust stack from a laboratory.

STORM RUNOFF Surplus surface water generated by rainfall that does not seep into the earth but flows overland to a watercourse.

STREETSCAPE The appearance or view of a street.

THREATENED SPECIES, CALIFORNIA A species of animal or plant is endangered when its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, disease, or other factors; or when although not presently threatened with extinction, the species is existing in such small numbers that it may become endangered if its environment worsens. A species of animal or plant shall be presumed to be rare or endangered as it is listed in Sections 670.2 or 670.5, Title 14, California Code of Regulations; or Title 50, Code of Federal Regulations Sections 17.11 or 17.12 pursuant to the Federal Endangered Species Act as rare, threatened, or endangered.

THREATENED SPECIES, FEDERAL A species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

TOTAL DISSOLVED SOLIDS (TDS) Total dissolved solids comprise inorganic salts and small amounts of organic matter that are dissolved in water. The principal constituents are usually calcium, magnesium, sodium and potassium and the anions carbonate, bicarbonate, chloride, sulphate and, particularly in groundwater, nitrate (from agricultural use).

TRANSPORTATION DEMAND MANAGEMENT Measures to improve the movement of persons and goods through better and more efficient utilization of existing transportation systems (e.g., streets and roads, freeways and bus systems) and measures to reduce the number of single-occupant vehicles utilized for commute purposes.

TRIP GENERATION The number of vehicle trip ends associated with (i.e., produced by) a particular land use or traffic study site. A trip end is defined as a single vehicle movement. Roundtrips consist of two trip ends.

URBAN GROWTH BOUNDARY (UGB) The line within which all urban development is to be contained. The primary purpose of an UGB is to limit the extent of urbanization.

USE The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged as per the City's Zoning Ordinance and General Plan land use designation.

VEHICLE MILES TRAVELED (VMT) A measure of both the volume and extent of motor vehicle operation; the total number of vehicle miles traveled within a specified geographical area (whether the entire country or a smaller area) over a given period of time.

VIEW CORRIDOR The line-of-sight (identified as to height, width, and distance) of an observer looking

toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.).

WATERSHED The total area above a given point on a watercourse which contributes water to the flow of the watercourse; the entire region drained by a watercourse.

WETLANDS Areas that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mud flats, and fens.

WILDLIFE CORRIDORS A natural corridor, such as an undeveloped ravine, that is frequently used by wildlife to travel from one area to another.

ZONING ORDINANCE A section of municipal code that divides incorporated city land into districts and establishes regulations governing the use, placement, spacing, and size of buildings, open spaces, and other facilities.

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DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
415 956 4300 415 956 7315