

city of **SAN BRUNO**

transit corridors plan



City Council Adopted Plan

February 2013

city of san bruno

Transit Corridors Plan

City Council Adopted
February 2013

Prepared by



In Association with

Economic & Planning Systems
Fehr & Peers
Mark Thomas & Company Inc.

acknowledgements

CITY COUNCIL

Jim Ruane, Mayor
Rico E. Medina, Vice Mayor
Ken Ibarra
Irene O'Connell
Michael Salazar

CITY MANAGER

Connie Jackson, City Manager

PLANNING COMMISSION

Rick Biasotti
Kevin Chase
Mary Lou Johnson
Bob Marshall Jr.
Sujendra Mishra
Perry Petersen
Joseph Sammut

STEERING COMMITTEE

Jim Ruane, San Bruno Mayor, Co-chair
Ken Ibarra, San Bruno City Council Member, Co-chair
Kevin Chase, San Bruno Planning Commissioner
Sujendra Mishra, San Bruno Planning Commissioner
Bob George, San Bruno Resident
Robert Riechel, San Bruno Resident
Christian Lopez, San Bruno Resident
(youth representative)
Mike Kharsa, Local Business Owner, Grand Leader Market
John Kolbisen, Local Business Owner, La Petite Baleen
Swim School
Christine Maley-Grubl, Bayhill Office Park, Peninsula Traf-
fic Congestion Relief Alliance
Pat Nielsen, Bayhill Office Park, Google/YouTube
Joe Welch Jr., Property Owner
Kim Cranston, Property Owner
Bruce Russell, Developer, Kenmark Real Estate Group
Andrew Hudacek, Developer, Regis Homes
Laura Baughman, San Bruno Chamber of Commerce
Corinne Goodrich, Regional Organization, Samtrans

CITY OF SAN BRUNO DEPARTMENT HEAD TEAM

David Woltering, Community Development
Marc Zafferano, City Attorney
Kim Juran, Finance
Dave Downing, Fire
Tami Yuki, Human Resources
Neil Telford, Police
Klara Fabry, Public Services
Steve Firpo, Cable TV
Kerry Burns, Interim Community Services Director

COMMUNITY DEVELOPMENT STAFF

Mark Sullivan, Housing & Redevelopment Manager
Laura Russell, Associate Planner
Matthew Neuebaumer, Associate Planner
Tony Rozzi, Contract Associate Planner
William Chui, Contract Assistant Planner

PREVIOUS CONTRIBUTING STAFF

Aaron Aknin, Community Development
Randy Schwartz, Community Services Director

CONSULTANT TEAM

MIG
Chris Beynon, Principal-in-Charge
Dave Javid, Project Manager
Maria Landoni de Rose, Project Associate

FEHR & PEERS

Matthew Ridgway
Matt Haynes
Franziska Church

ECONOMIC & PLANNING SYSTEMS

Jason Moody
Eileen Tumulad

MARK THOMAS & COMPANY, INC.

Brad Leveen

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THE PARTY
WAREHOUSE

AVENUE Kuya's
Tel: 87 Asian Cuisine

FRUIT & VEGETABLE
MARKET



introduction

IN THIS CHAPTER...

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- 1.2 Definition of a Specific Plan
- 1.3 Area Context and Planning Area Boundaries
- 1.4 Planning Context
- 1.5 Planning Process
- 1.6 Community Involvement
- 1.7 Document Organization

The community of San Bruno has taken bold steps to redefine itself in the 21st century. The San Bruno Transit Corridors Plan (the Transit Corridors Plan) outlines an **exciting new vision for the City** and provides a **road map for improving both the public and private realms** to transform the community. Specifically, the Transit Corridors Plan provides a vision for the Downtown core of San Bruno, historically represented by San Mateo Avenue and the streets directly adjacent to it, including El Camino Real, San Bruno Avenue and Huntington Avenue.

The San Bruno Transit Corridors Plan area (Transit Corridors Area or plan area) has a strong foundation of existing commercial services and major transit connections that provide a solid physical and social framework to build upon with future developments and improvements. The Plan is designed to facilitate new development and renovation through private investment. **The Plan will not allow eminent domain over private residential property in the Transit Corridors Area.**

With plans for a future Caltrain station underway, the Transit Corridors Area is poised to evolve into a **well-connected transit hub** within the Bay Area region and take advantage of transit-oriented development opportunities. Located in close proximity to the City of San Francisco, San Francisco International Airport, and Silicon Valley, San Bruno also has the potential to continue to evolve as an increasingly **attractive destination for residents, visitors, and businesses.**

Despite the many assets that the Transit Corridors Area possesses, it lacks a cohesive sense of identity and a desired transition to the residential areas surrounding the Downtown core. The plan area does offer great spaces along major corridors such as San Mateo Ave, that include an eclectic mix of uses and an architectural scale and character that fosters an inviting pedestrian environment. However there are stretches along some of corridors that are characterized by inconsistent streetscape elements (trees, lighting, sidewalk furniture, etc.), auto-oriented strip commercial uses and street fronting parking lots, and an overall lack of pedestrian amenities. In addition, the plan area currently has a limited range of retail uses and few public gathering spaces.

Fortunately, conditions and trends are encouraging for development of a commercially vital, physically attractive and socially inclusive Transit Corridors Area of which all residents of San Bruno can be proud. This document addresses the concerns voiced by the general public and provides solutions to transform the area into a dynamic, pedestrian-oriented and interconnected Transit Corridors Area.



Pedestrian facilities throughout the Transit Corridors Area are characterized by a mix of friendly and unfriendly environments.

The Transit Corridors Plan is the culmination of efforts by a wide range of stakeholders, members of a steering committee, and community members to evaluate the assets and opportunities and to cultivate a shared vision for this unique area. In particular, the objectives of the Transit Corridors Plan include: stimulating the economic expansion of the Downtown and station areas; reinvigorating the community's identity; capturing the potential for Transit-Oriented Development (TOD); strengthening the area's walkability and bikeability; and creating a cohesive implementation approach to enhance the character and development of the Transit Corridors Area. Under the framework established by the Transit Corridors Plan, San Bruno's Downtown and surrounding areas will provide a variety of amenities for living, working and community life.

This chapter is organized as follows:

- **1.1 Purpose and Objectives** - an overview of the purpose and objectives of the Transit Corridors Plan.
- **1.2 Definition of a Specific Plan** - a description of the major components of a Specific Plan.
- **1.3 Area Context and Planning Area Boundaries** - an outline of the plan area and how it fits into its surrounding.
- **1.4 Planning Context** - a description of the existing plans and initiatives that impact the Transit Corridors Area.
- **1.5 Planning Process** - an overview of the planning process and its influence on the development of this Plan.
- **1.6 Community Involvement** - a summary of the outreach process.
- **1.7 Document Organization** - an outline of chapters in the Transit Corridors Plan.

1.1 PURPOSE AND OBJECTIVES

The Transit Corridors Plan is focused on crafting a vision and specific steps to improve the public and private realms along the streets of El Camino Real, San Bruno Avenue, San Mateo Avenue and Huntington Avenue in the core of San Bruno. Many types of commercial services and major transit connections (including a future Caltrain station) are located in the Transit Corridors Area, offering a strong physical and social framework to build upon in future improvements.

The Transit Corridors Plan outlines detailed policies, design guidelines and development standards to steer future public and private realm improvements in the Transit Corridors Area. Building on the input gathered during the comprehensive community and stakeholder engagement process, the Transit Corridors Plan will help create a stronger retail environment. In addition, the guidelines and standards in this plan are designed to encourage a mix of housing opportunities and commercial uses, improved pedestrian and multi-modal connections to key locations throughout the plan area, and access to transit to establish a place for people to live, work and shop.



View of the north entry into Downtown from Huntington Avenue, prior to the Caltrain Grade Separation.

1.2 DEFINITION OF A SPECIFIC PLAN

The Transit Corridors Plan is a specific plan document that defines the desired development framework for the Transit Corridors Area. In the State of California, a specific plan is one of the many policy and regulatory tools used by local governments to complement a general plan. Specific plans implement a city or county's general plan through the development of more detailed policies, programs and regulations for a localized area. Although the goals and policies of a specific plan must be consistent with the general plan of a jurisdiction, a specific plan document generally illustrates a vision, supported by standards and guidelines that may present a departure from the existing zoning. A specific plan document may allow uses and increased densities that are designed to achieve a desired mix of uses and physical environment.

A specific plan can focus on broad policy concepts or detailed development regulations, but it must address:

- Land use;
- Transportation and circulation;
- Utilities and infrastructure;
- Public facilities;
- Development standards; and,
- Implementation and financing.

Once adopted, the Transit Corridors Plan will guide all new development in the Transit Corridors Area in both the public and private realms. New development projects will be required to follow the policies, programs and guidelines set forth in the specific plan. Existing developments will not be directly affected unless the occupants or owners choose to expand or change their structures, grounds or uses. However, through design guidelines the Transit Corridors Plan does delineate performance standards for the maintenance of existing properties to promote physical improvements on properties that may not be redeveloped.

Specific Plans

A specific plan is a tool for the systematic implementation of the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision.

Governor's Office of Planning
and Research
State of California

Environmental impacts that could result from implementation of the specific plan, such as noise, traffic and school enrollment, will be anticipated and analyzed in the state-mandated environmental review before the specific plan is adopted.

The authority for preparation and adoption of specific plans is set forth in the California Government Code, Sections 65450 through 65457. The law stipulates that a specific plan must include text and diagrams detailing:

- The distribution, location and extent of the uses of land, including open space, within the area covered by the plan;
- The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located in the area covered by the plan and needed to support the land uses described in the plan;
- Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable; and,
- A program of implementation measures including regulations, programs, public works projects, and financing strategies necessary to carry out the plan.

1.3 AREA CONTEXT AND PLANNING AREA BOUNDARIES

The City of San Bruno is conveniently located on the San Francisco Peninsula between San Francisco (12 miles to the north) and San Jose (39 miles to the south). The City is situated between Highway 101 to the east to the hilly western neighborhoods, which are located on the eastern facing slope of the Coast Range, gaining almost 1,200 feet in elevation. Interstate 380 traverses east-west through the City and provides a connection between Highway 101 and Interstate 280. San Francisco International Airport is located directly to the east of the City on the other side of Highway 101. Additionally, the City has strong regional transit linkages across the Bay Area with both Caltrain and BART stations (see Figure 1.1: Sub-Regional Context) and SamTrans bus routes.

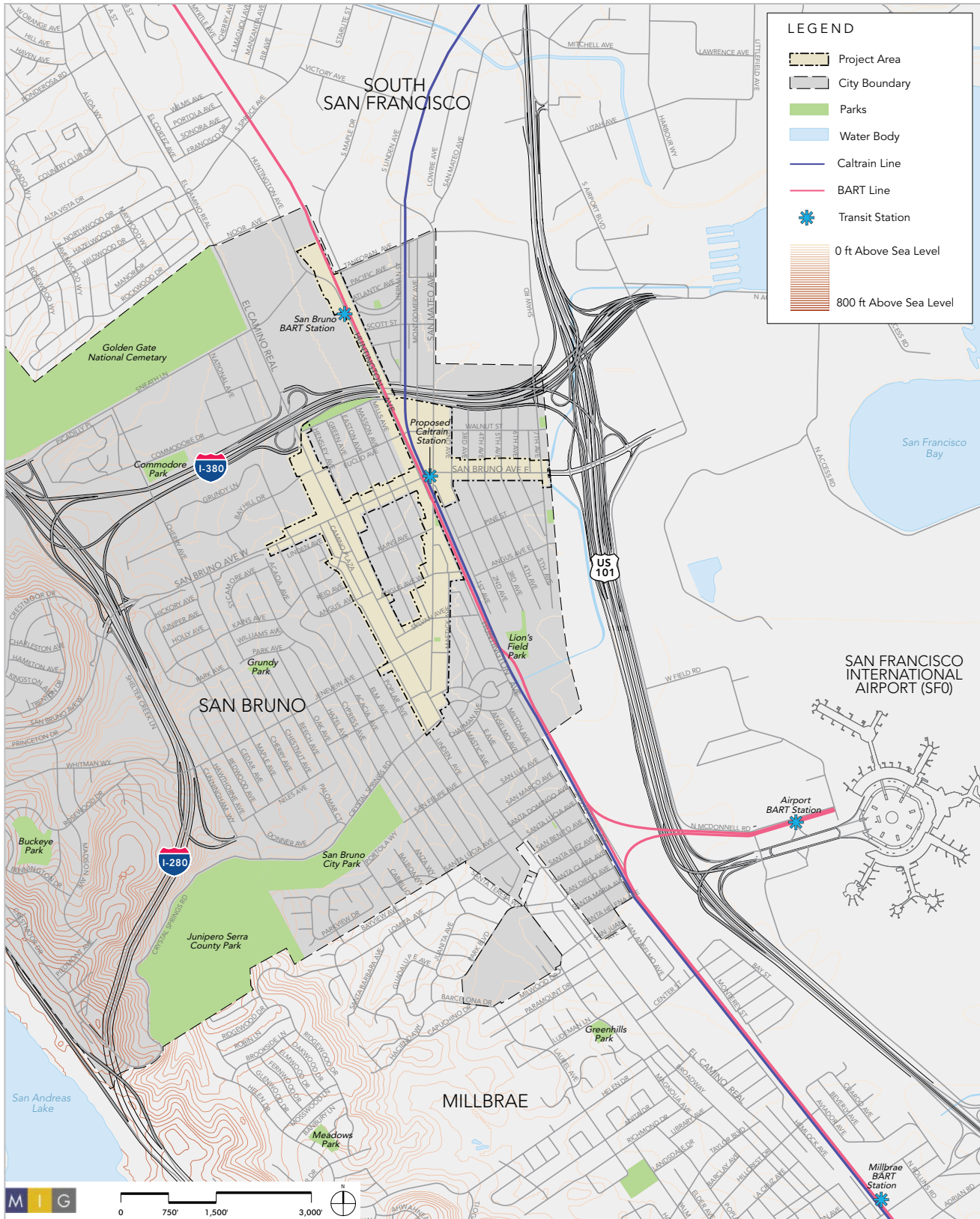


Figure 1.1: Sub-Regional Context

The Transit Corridors Area is anchored by the intersections of four major streets in the heart of San Bruno: El Camino Real, San Mateo Avenue, San Bruno Avenue and Huntington Avenue. The Transit Corridors Area encompasses parcels fronting onto these streets and generally does not include the residential neighborhoods between the corridors. Specifically, the plan focuses on the segment of El Camino Real between Interstate 380 and Crystal Springs Road, the Downtown core along San Mateo Avenue between Interstate 380 and El Camino Real, San Bruno Avenue between Highway 101 and Acacia Avenue, and Huntington Avenue between San Bruno Avenue and the San Bruno BART station (see Figure 1.2: Transit Corridors Area). In addition, through the planning process five specific “Character Areas” were identified within the plan area that include; San Mateo Avenue, El Camino Real, San Bruno Avenue, Huntington Avenue, and the Station Area. A detailed description of the land uses both within the Character Areas and adjacent to the Transit Corridors Area are included in Chapter 2: Existing Conditions.



Key intersection at San Bruno Avenue and El Camino Real.

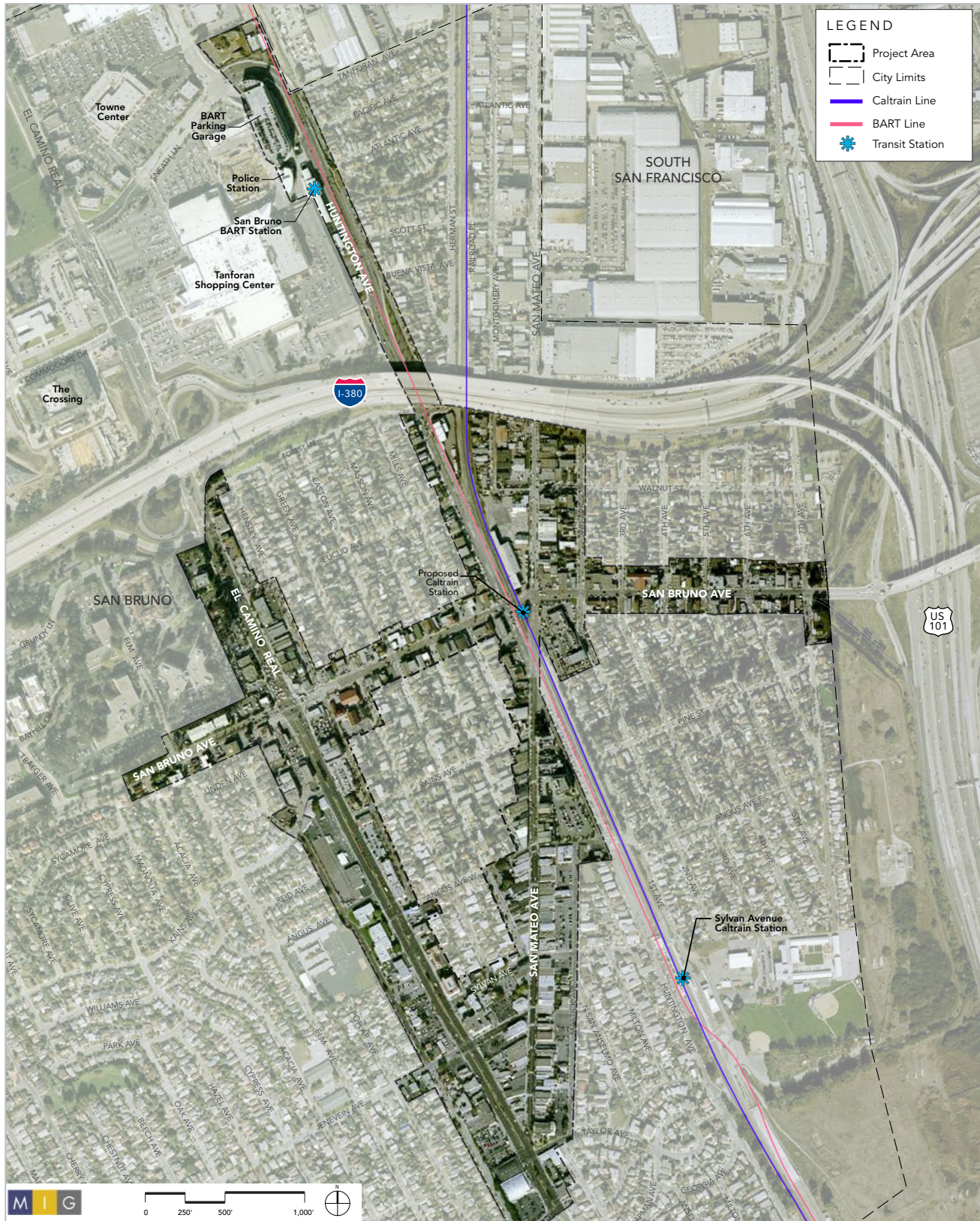


Figure 1.2: Transit Corridors Area

1.4 PLANNING CONTEXT

Building on the planning framework established by the City of San Bruno's General Plan, the Transit Corridors Plan provides a greater level of definition to the area's land uses and character of development than is articulated in the General Plan. The Transit Corridors Plan builds on and incorporates initiatives from previous plans, such as the 1987 Downtown Design Guidelines and the 2000 Downtown Improvement Plan. Additionally, the Transit Corridors Plan links to the Grand Boulevard Initiative, a regional collaboration of 19 cities, two counties, and local and regional agencies with the goal of improving the performance, safety and aesthetics of El Camino Real. The initiative's goal is to create an attractive, livable, walkable and transit-friendly multi-use boulevard that can support higher-density, mixed-use development.

The plan area is also a Potential Priority Development Area (PDA) under the FOCUS program sponsored by the Association of Bay Area Governments and other regional agencies, and will become a Planned PDA upon adoption of the Transit Corridors Plan. Its status as a PDA will play an important role in regional planning efforts and potentially qualifying San Bruno for grants designed to foster development of complete neighborhoods that offer a range of housing choices and allow residents increased opportunities for walking, bicycling, and transit use through the FOCUS program, and other State and regional incentive programs. Building on these planning efforts and the Transit Corridor Area's multiple transit opportunities, the Transit Corridors Plan emphasizes higher-density mixed-use development and inviting walkable streetscapes to capitalize on the proximity of the San Bruno BART station and future San Bruno Avenue Caltrain station.



Key intersection at San Bruno and Huntington Avenues prior to the Caltrain Grade Separation.

1.5 PLANNING PROCESS



San Bruno Transit Corridors Plan Steering Committee meeting.

To prepare this Plan, the City of San Bruno led a four-phase planning process (see Figure 1.3: Project Schedule). One of the first steps in planning process was an analysis of existing conditions by the project team, which consists of City staff and the consultant team, including a thorough analysis of existing data supplemented by additional field observations and research. The summary of that analysis is in Chapter 2: Existing Conditions.

The project team worked together to tailor an outreach strategy that would provide multiple avenues to obtain valuable community input. The outreach process included stakeholder meetings, community workshops, and meetings with a steering committee comprised of key civic and business leaders, property owners and community leaders. From those meetings and workshops a **comprehensive community vision** was developed for the Transit Corridors Area. That vision was the guiding force behind the development of this document.

Following the establishment of the community vision, the project team developed **alternative improvement scenarios** based on community input. These scenarios were then refined, through further community

Fall - Winter 2009	Summer 2009	Summer 2010	Fall 2012 - Fall 2013
PHASE I: Existing Conditions Analysis/Vision, Issues & Opportunities	PHASE II: Plan Concepts & Strategies	PHASE III: Development of Standards, Guidelines & Regulations	PHASE IV: Draft & Final Plan

Figure 1.3: Project Schedule

and committee participation, into a **preferred alternative** for the evolution of the Transit Corridors Area. With the project description defined, the specific plan document was prepared. The necessary level of environmental review will be determined based on the final development strategy that the plan embraces. The Transit Corridors Plan encompasses topics such as defines land uses, densities, and development standards for specific character areas and catalytic project opportunities; transportation and parking; urban design and character; infrastructure; and an implementation plan. The **environmental analysis and adoption of the plan** will occur in the final phases of the project.

Once this Transit Corridors Plan is adopted, the City will revise its Zoning Code for the Transit Corridors Area to match the provisions of this Plan. This will include the additions of provisions to reflect development standards and parking described in the Plan, as well as provisions to have the design guidelines become part of the development review process.

As a result of the public review process, the development standards were updated to aid in the transition from new projects to existing low-density residential housing. A summary of aspects of the Plan that emphasize integrating new projects with existing housing, titled "Mixed-Use to Residential Transition Measures," is included as Appendix A.

In addition, for each project, the **Planning Commission would have to make two new findings of fact**: 1) that the project is consistent with the Design Guidelines, and 2) that the project addresses the transition from new development to existing low-density residential uses.

Local Ordinance 1284 Implications

Finally, it is explicitly acknowledged that the height of all buildings and structures over three (3) stories or fifty (50) feet, as well as the construction of any above-ground parking structure, and dwelling units per acre in residential districts in excess of limits permitted on October 10, 1974 under the then existing zoning code, as envisioned in the Transit Corridors Specific Plan, require voter approval by a majority of the citizens of San Bruno in a general or special election (Source: San Bruno Ordinance 1284, adopted in June 1977).



Residents of all ages participated in Workshop #1 - Visioning.



Small group discussion during Community Workshop #2 - Design Charrette.



Small group discussion during Community Workshop #1 - Visioning.

The buildings proposed in the Specific Plan can be developed within the Ordinance No. 1284 guidelines for height. However, they will likely not be built to the same scale or densities identified in the Specific Plan.

The above-grade parking structure could not be constructed; below grade (underground) parking would not be affected. The location of the Transit Corridors Area in San Bruno, combined with the surrounding land uses, the intensity of development, and the proximity of transit facilities, all make the Transit Corridors Area an appropriate location for a Transit-Orientated Development with increased heights and parking structures as allowed with voter approval under Ordinance 1284.



Participant presentation at Community Workshop #2 - Design Charrette.

1.6 COMMUNITY INVOLVEMENT

To help guide the process as the Transit Corridors Plan developed, a Transit Corridors Plan Steering Committee was formed to provide feedback and to serve as a liaison between the consulting team and the community at large. The steering committee which provided input and guidance throughout the planning process included 17 members, representing residents, property owners, business owners, city council, planning commission, developers, community organizations, and youth members. City staff participated in ongoing team meetings to offer additional comments and technical information. The general public also participated in three community workshops to help develop the vision for the Transit Corridors Area, identify improvement concepts and review draft plan contents. A project website was developed at the outset of the planning process and was regularly updated with the latest project material to provide an additional avenue for community involvement.

T.O.D. / STATION AREAS

Land Use Place for workers to sit - park restaurant coffee shop little retail	Building Heights ① 4 floors ② up to 7 <u>IF</u> stepbacks
Design Characteristics Art Deco Curved - not boxy Details = San Bruno Unique	Public Realm Trees larger public art

In one phrase, what is your vision for this area?

Welcoming, robust, business-area amenities for employees with good bicycle & pedestrian access. Not car oriented.

SAN BRUNO AVENUE

Land Use different sides of station are different West - residential mixed East - retail & office add commerce	Building Heights
Design Characteristics - look like "houses" - not apartments - separate entrances	Public Realm Improve Ped Crossings - reduction in lane - may be problem for residents - buy homes + widen? ② okay to reduce lanes - reduce part of it? (left turn lanes) Setback - landscaping

In one phrase, what is your vision for this area?

Resident friendly, convenient to amenities, place to do errands, enhance residential character, historic character close to downtown

Bike access across El Camino

EL CAMINO REAL

Land Use Big park / open space	Building Heights Mix heights ① 3-4 ② up to six
Design Characteristics Spanish style Planters Complement neighborhood - Parking under or behind - Trash collection in rear	Public Realm Shrubs - sep traffic & peds Small fence Landscaping @ corners "Bright" Tree screening - parking lots Crosswalk - Center Refuge Better bus stops Mini-gateway at Jernigan

In one phrase, what is your vision for this area?

Reflect history, more car oriented, apartment living. Public space w/ events. Reflective of regional role. Some place you want to stop, get out of your car.

SAN MATEO AVENUE

#3

- a little night life - dinner late (not a dance club)

Land Use Balance - Independent retail and retail chains - Multi-cultural aspect - Not too much residential - professional services - Not big box	Building Heights - Current limit 2-3 stories ideal - roof top dining
Design Characteristics - More awnings - Corner like slide show - Funnel people in from ECR/SN corner - park bikes at the plaza	Public Realm Fountain, plaza - Park - pocket Improve parking Mastiff - Parking not too visible - Current parking hard to access - Entrance - emphasize + add landscaping

In one phrase, what is your vision for this area?

Gateway plaza to business corridor w/ night life, community gathering, where locals hang out. A place for everybody local + attracting for visitors

Entrance Features

Poster capturing input from participants at Community Workshop #2 highlighting preferred land uses and development character.

1.7 DOCUMENT ORGANIZATION

This Plan is the culmination of input received from the community, steering committee, stakeholders and City staff. It represents their collective goals and objectives while respecting the policies set forth in the City's General Plan and the standards and regulations in the City's Municipal Code. The following represents the organization of this document and includes a short summary of each chapter:

chapter one: introduction

This Introduction chapter provides the background and roadmap for the document by defining the project area and describing the purpose and intent of the Transit Corridors Plan.

chapter two: existing conditions

The Existing Conditions chapter includes a summary of the Existing Conditions Analysis Report that provides a baseline analysis of the existing land uses, community character, the five Character Areas, a circulation and parking analysis, and summary of economics and market conditions.

chapter three: vision framework

The Vision Framework chapter describes the desired future for the Transit Corridors Area through a Vision Statement and supporting elements developed through the community outreach process.

chapter four: development framework

The Development Strategy chapter provides the framework for future development within the Transit Corridor Area. The chapter describes the existing land use goals and policies from the City's General Plan that provide guidance for development. It also describes key Catalytic Opportunity Sites that are potential areas for jump starting development.

chapter five: private realm development standards and design guidelines

The Private Realm Development Standards and Design Guidelines chapter outlines the allowed land uses and development standards within

each zoning overlay in the plan area. In addition, architectural guidelines are illustrated through both text and images. These define the desired quality of architecture and character of development with the Transit Corridors Area and specifically within the designated Character Areas.

chapter six: public realm design guidelines

The Public Realm Design Guidelines chapter outlines the characteristics needed to enhance the pedestrian environment along the planning area's key street corridors as well as within public open spaces, such as pocket parks and plazas. This chapter also includes the gateway signage and wayfinding guidelines.

chapter seven: transportation

The Transportation chapter depicts the existing and proposed circulation pattern for all modes of transportation through the plan area, including pedestrian and bike paths. The chapter includes guiding principles from the City's General Plan that support the desired roadway system through the Transit Corridors Area.

chapter eight: infrastructure

The Infrastructure Analysis chapter outlines an assessment of the existing stormwater drainage, water and wastewater conditions, and an analysis of potential impact from future development within the Transit Corridors Area.

chapter nine: implementation

The Implementation chapter provides an outline of the existing funding sources or financing mechanisms available to support future development within the Transit Corridors Area. The chapter also includes an action plan that describes how the Transit Corridors Plan's objectives will be achieved and the responsible parties associated with those actions.



existing conditions

IN THIS CHAPTER...

2.1 Land Use

2.2 Community Design
and Character

2.3 Character Areas

2.4 Circulation and Parking

2.5 Economics and Market
Conditions

The Transit Corridors Area has many positive attributes, from its central location and mix of uses to its strong surrounding neighborhoods and proximity to multiple modes of transportation. The area also has some challenges and constraints including a disconnect between the Downtown core and its surrounding neighborhoods, incompatible land uses, and auto-oriented streets that inhibit pedestrian-friendly connections. The San Bruno Transit Corridors Plan is designed to guide future planning efforts to **build upon the area's assets and to achieve the Plan vision while addressing existing challenges.**

This chapter provides an overview of the existing conditions of the Transit Corridors Area (for more information see the Existing Conditions Analysis Report in Appendix A). This information provides a foundation for recommendations and strategies that will ensure high-quality design, development and economic opportunities and enhance connections both within the Transit Corridors Area and to the surrounding neighborhoods. This chapter is organized as follows:

- **2.1 Land Use** - a description of the range of existing land uses along the major corridors throughout the plan area.
- **2.2 Community Design and Character** - an overview of current identity or urban design elements along each of the corridors.
- **2.3 Character Areas** - a description of each of the five Character Areas in the Transit Corridors Area.
- **2.4 Circulation and Parking** - an outline of the existing automobile, transit, bicycle and pedestrian facilities.
- **2.5 Economics and Market Conditions** - an overview of current economic conditions and opportunities for redevelopment.

2.1 LAND USE

The Transit Corridors Area encompasses approximately 160 acres and is comprised of a variety of commercial and retail uses supported by adjacent residential neighborhoods (see Figure 2.1: Existing Land Use). Each of the five “Character Areas” possesses its own unique attributes, assets, and opportunities. Below is an overview of the Character Areas that are described in detail in section 2.3.

- **El Camino Real** is characterized by a variety of auto-oriented and regional retail uses that are designed to attract visitors both locally and regionally as well as the City’s Civic Center. City Hall, the public library, a fire station, and the San Bruno Municipal Cable TV are all located on El Camino Real in the Transit Corridors Area.
- **San Mateo Avenue** from San Bruno Ave to El Camino Real is the City’s historic Downtown street. San Mateo Avenue is a pedestrian-oriented street that is enclosed by a tight and uniform row of eclectic shops and restaurants. The Downtown lacks a diverse mix of businesses and services to draw a wider range of customers during evening hours. As the heart of the city, San Mateo Avenue also lacks a large public gathering space or plaza that can offer residents, shoppers, and employees a place of respite, to recreate, congregate, and interact.
- **San Bruno Avenue** includes a mix of retail, offices, car oriented uses, religious facilities and single and multi-family residences. The corridor is currently auto-oriented and lacks pedestrian-friendly amenities.
- **Huntington Avenue** is generally lined by residential units, but also includes the Shops at Tanforan, a regional retail destination, the BART station, and industrial uses.
- The future Caltrain **Station Area** is currently occupied by vacant land and industrial uses. This area includes a mixture of autobody shops and single family homes.

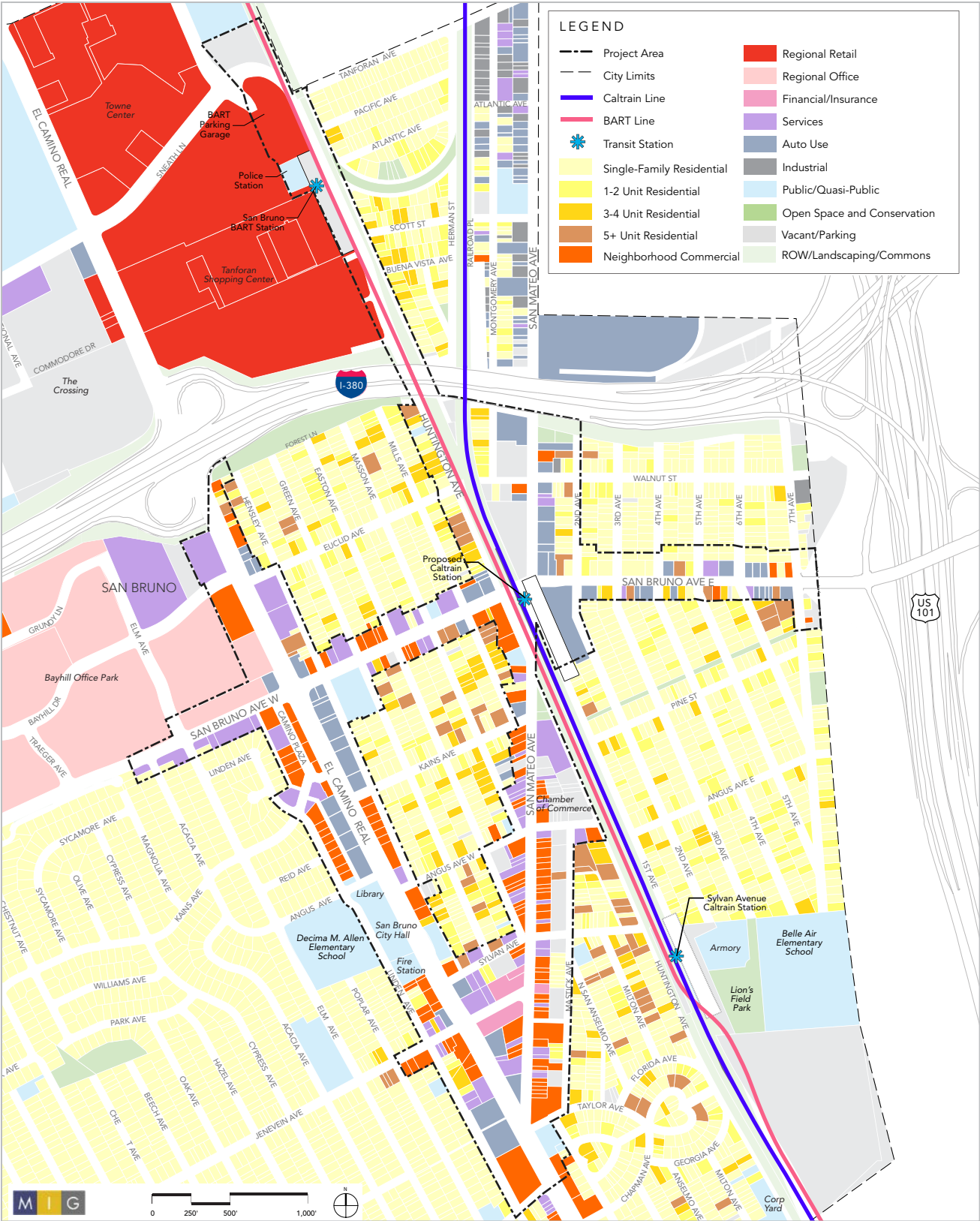
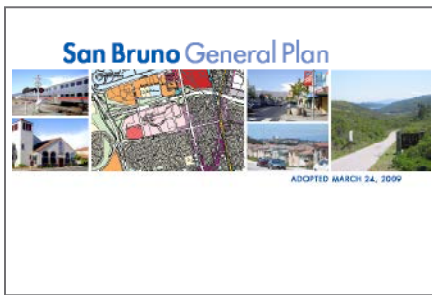


Figure 2.1: Existing Land Uses

In general, there is currently little housing in the Transit Corridors Area, and a strong presence of auto-oriented commercial services. The recent General Plan Update allows higher housing densities in the plan area, which has heightened development interest. New mixed-use residential projects in Downtown may offer the opportunity to invigorate businesses and bolster social and community vitality. This opportunity is explored in detail in Chapter 4: Development Framework.



San Bruno General Plan - Adopted 2009.

Existing General Plan Land Use

The San Bruno General Plan, adopted in 2009, outlines several major land uses for the Transit Corridors Area (see Figure 2.2: 2025 General Plan Land Use). The designations are the foundation for this plan's land use direction. The proposed Caltrain station is a major driver for the General Plan land use designations. In addition, the General Plan designates San Mateo Avenue as a Central Business district, San Bruno Avenue as a transit-oriented development area, and El Camino Real as a confluence of the two that merges and links these two areas. Uses along Huntington Avenue are mostly designated as transit-oriented development and public/quasi-public, except for The Shops at Tanforan, which is designated as Regional Commercial and Visitor Services. The only public space within the Transit Corridors Area is Posy Park and the existing landscaped viewing area (currently zoned with a Central Business District (CBD) designation), both of which are on San Mateo Avenue.

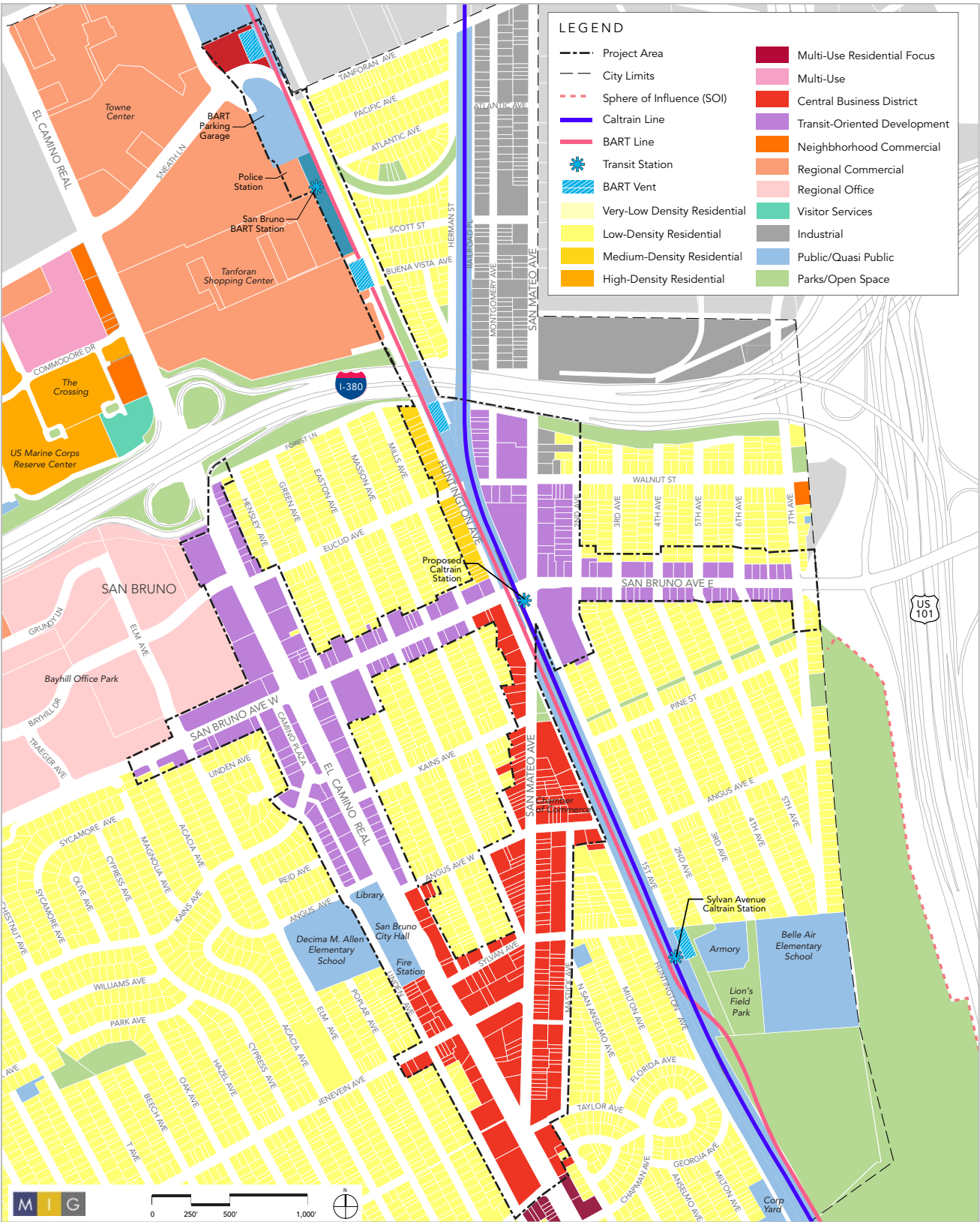


Figure 2.2: 2025 General Plan Land Use

Existing Zoning

The Transit Corridors Area is primarily zoned for commercial uses, although the City is in the process of updating its Zoning Code to be consistent with the new General Plan land use designations. Residential uses are a small component of the Transit Corridors Area (approximately 8%). General commercial uses constitute a major land use within the Transit Corridors Area, consuming approximately 42% of the area. Most general commercial uses located along San Bruno Avenue and El Camino Real (see Figure 2.3: Existing Zoning and Table 2.1: Existing Zoning). The Civic Center is also located along El Camino Real including key facilities like the City Hall, and a Fire Station. San Mateo Avenue is characterized by the Central Business designation. Most parcels behind San Mateo Avenue in the Downtown, which are currently used as surface parking for retail customers, are zoned for low-density residential use.

Table 2.1: Existing Zoning

Zoning Designation	District Description	# Parcels	Total Acres	% of Total Transit Corridors Area
A-R	Administrative and Research	10	3.3	3.6%
C	Commercial	173	34.8	38.4%
C-B-D	Central Business District	112	14.5	16.0%
C-M	Commercial Combining Industrial	12	3.8	4.2%
C-N	Neighborhood Commercial	25	4.2	4.6%
C-O	Commercial Office	3	3.7	4.1%
O	Open Space and Conservation	2	2.7	2.9%
P-D	Planned Development	6	5.6	6.1%
R-1	Single-Family Residential	56	6.0	6.6%
R-2	Low-Density Residential	55	7.5	8.3%
U	Unclassified	5	4.6	5.1%
TOTAL		459	90.6	100.0%

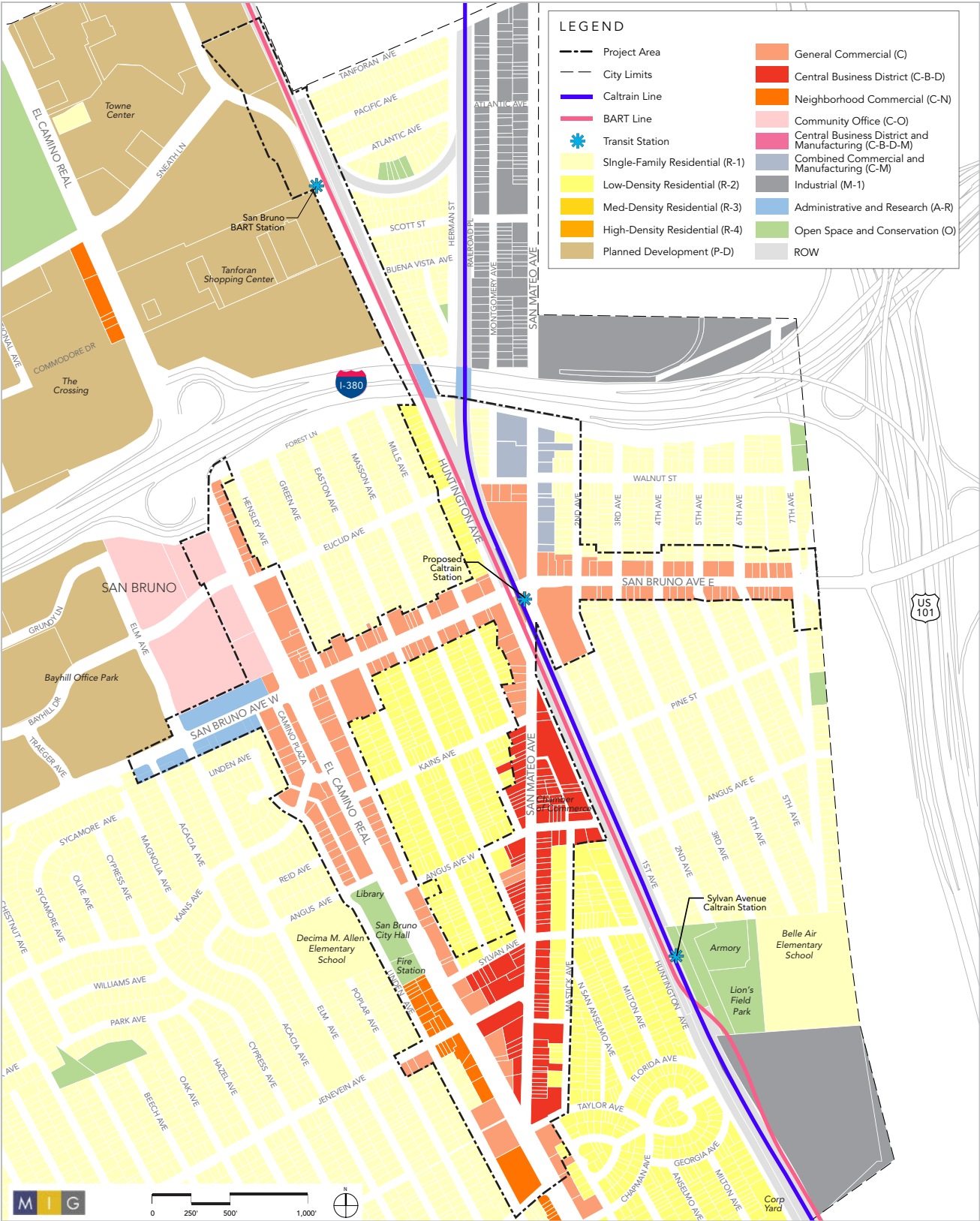


Figure 2.3: Existing Zoning

Former San Bruno Redevelopment Project

The San Bruno Redevelopment Project was established in 1999 to revitalize the oldest areas of San Bruno; stimulate private investment in commercial areas; and promote conservation and enhancement of residential neighborhoods. The Transit Corridors Area is located entirely within the former San Bruno Redevelopment Project Area (see Figure 2.4: Former Redevelopment Area).

The Redevelopment Agency ceased operations on February 1, 2012 as a result of ABX1 26, which eliminated all redevelopment agencies in California. The City created a Successor Agency to wind down the operations of the former Redevelopment Agency.

Because redevelopment tax increment financing will no longer be a funding source for public infrastructure improvements, the City will need to pursue other funding sources identified in Chapter 9, to implement the Transit Corridors Plan.

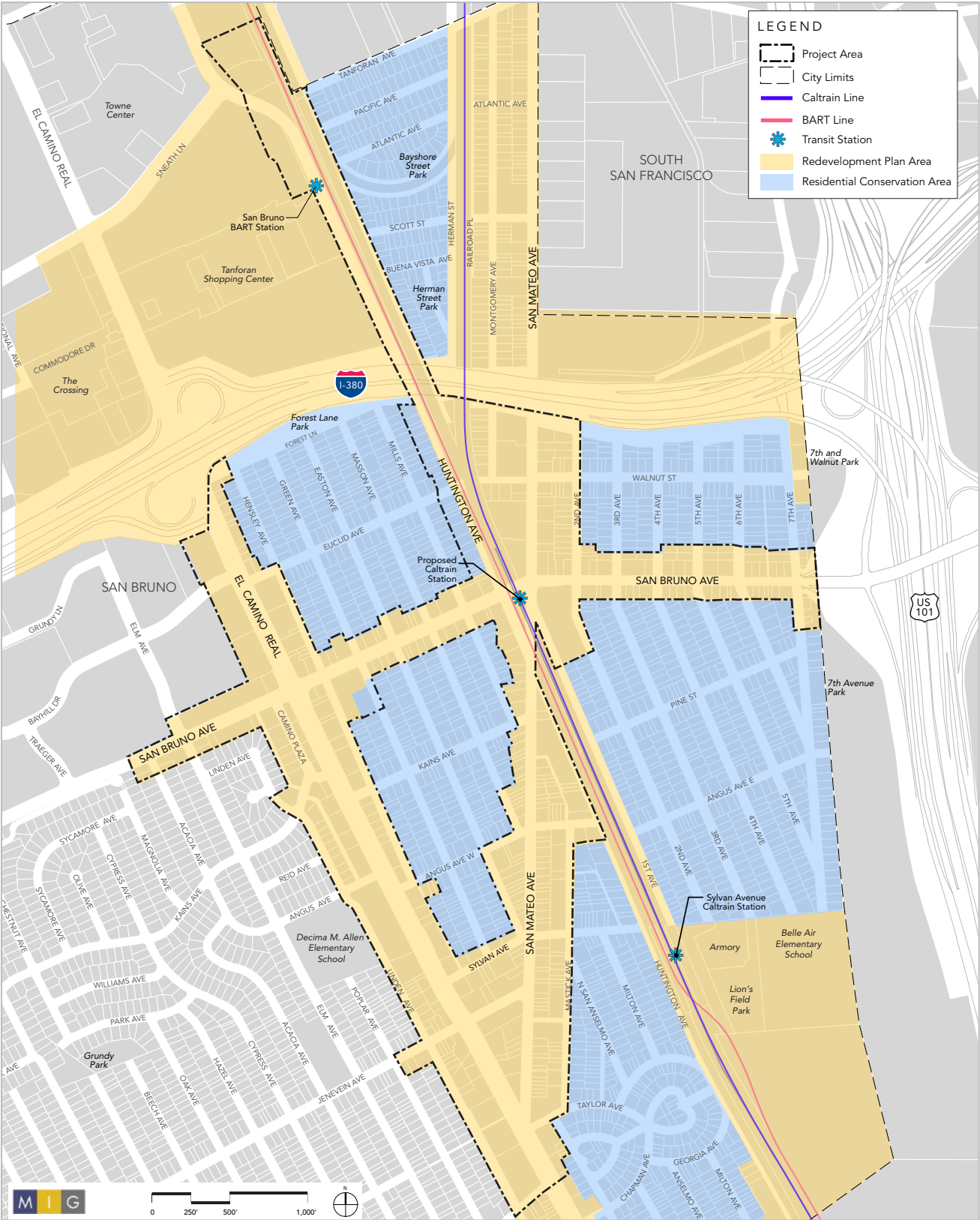


Figure 2.4: Former Redevelopment Area

2.2 COMMUNITY DESIGN AND CHARACTER

The Transit Corridors Area is characterized by a pattern of diverse building footprints, parcel sizes and surface parking lots. The unique urban fabric is divided by multiple transportation and retail corridors. San Mateo Avenue has a comfortable physical scale and unique building design elements that make it a successful pedestrian-oriented Downtown street. These attributes lend to the street's distinct character and provide the potential for San Mateo Avenue to become an even more popular local and regional destination. However, El Camino Real, San Bruno Avenue and Huntington Avenue are all typically characterized by varied building setbacks, surface parking lots, one to three story buildings, inconsistent architectural styles and wide roadways. These elements generally deter pedestrian activity and do not contribute to an overall sense of vibrancy and identity of the area.



Typical view down San Mateo Avenue.



Typical view down El Camino Real.



Typical view down San Bruno Avenue.



Typical view down Huntington Avenue.



Eclectic mix of architecture along San Mateo Avenue.

As the Transit Corridors Area’s diverse land uses suggest, buildings also vary greatly both in size and placement throughout the area. These range from small retail buildings fronting San Mateo Avenue to larger auto-oriented uses on El Camino Real (see Figure 2.5: Building Footprints). The building footprints also reveal that buildings are much closer together on San Mateo Avenue, contributing to its fine-grain and historic “main street” character. This character contrasts with El Camino Real, where large buildings are interspersed with surface parking lots and wide setbacks from the street. Shallow lot depths along El Camino Real also present a challenge for placement of buildings and the location of parking lots. The range of building footprint sizes and placement suggests that a one-size-fits-all development prototype is not ideal. Therefore, the recommendations in this Plan consider the particular contexts, character and challenges of each Character Area and its subareas.



Auto-oriented businesses fronting San Bruno Avenue.



Figure 2.5: Building Footprints



San Bruno City Hall located along El Camino Real.

Community Amenities, Retail Uses, and Services

Community amenities, retail uses, and services are essential to the current and future vitality of the Transit Corridors Area. These elements can enhance neighborhoods, create identity, and strengthen the sense of community.

There are many civic uses along El Camino Real within the Transit Corridors Area. City Hall, the Public Library, San Bruno Municipal Cable TV, and a fire station are all within two blocks of each other along the street.

San Mateo Avenue also has many community amenities along its length, most in the form of retailers serving the needs of local residents, especially those targeting various Latino, and Asian/Southeast Asian American communities. These include grocery, baked goods, clothing, video stores, and many restaurants. There are also a significant number of amenities including Lullaby Lane (a popular baby and children’s clothing and furniture retailer), La Petite Baleen Swim School, several martial arts studios, and a dance studio.



Community amenities like the fire station are also located along El Camino Real.

In addition to neighborhood retail, San Mateo Avenue also has two small open spaces: Posy Park at Huntington Avenue and the landscaped viewing area at Jenevein Avenue. Posy Park, which acts as the gateway to Downtown from the north, has dense tree cover. This creates a somewhat dark and uninviting atmosphere that discourages pedestrian activity. The landscaped viewing area at Jenevein Avenue is a City-owned parcel which has been improved with attractive landscaping, a fountain and murals depicting the area's natural history. A few other community-serving amenities such as churches and community-serving businesses and institutions are also located on San Bruno Avenue.

Two other major community amenities are the existing BART station and the proposed San Bruno Avenue Caltrain station (the existing Caltrain Station is located on Sylvan and Huntington avenues, just outside of the Transit Corridors Area), which provide residents and employees public transportation with access to the Silicon Valley and greater San Francisco Bay Area.



Posy Park at the intersection of Huntington and San Mateo avenues.



Religious institution along San Bruno Avenue.



Landscaped viewing area at Jenevein and San Mateo Avenues.

2.3 CHARACTER AREAS

The following summarizes the physical assets, issues, and opportunities of each major street or Character Area in the Transit Corridors Area (see Figure 2.6: Character Areas). Each is analyzed with respect to characteristics such as its pedestrian environment, streetscape, parking lots and vacant parcels, and building character. These include:

- El Camino Real
- Central Business District
- San Bruno Avenue
- Huntington Avenue
- Station Area

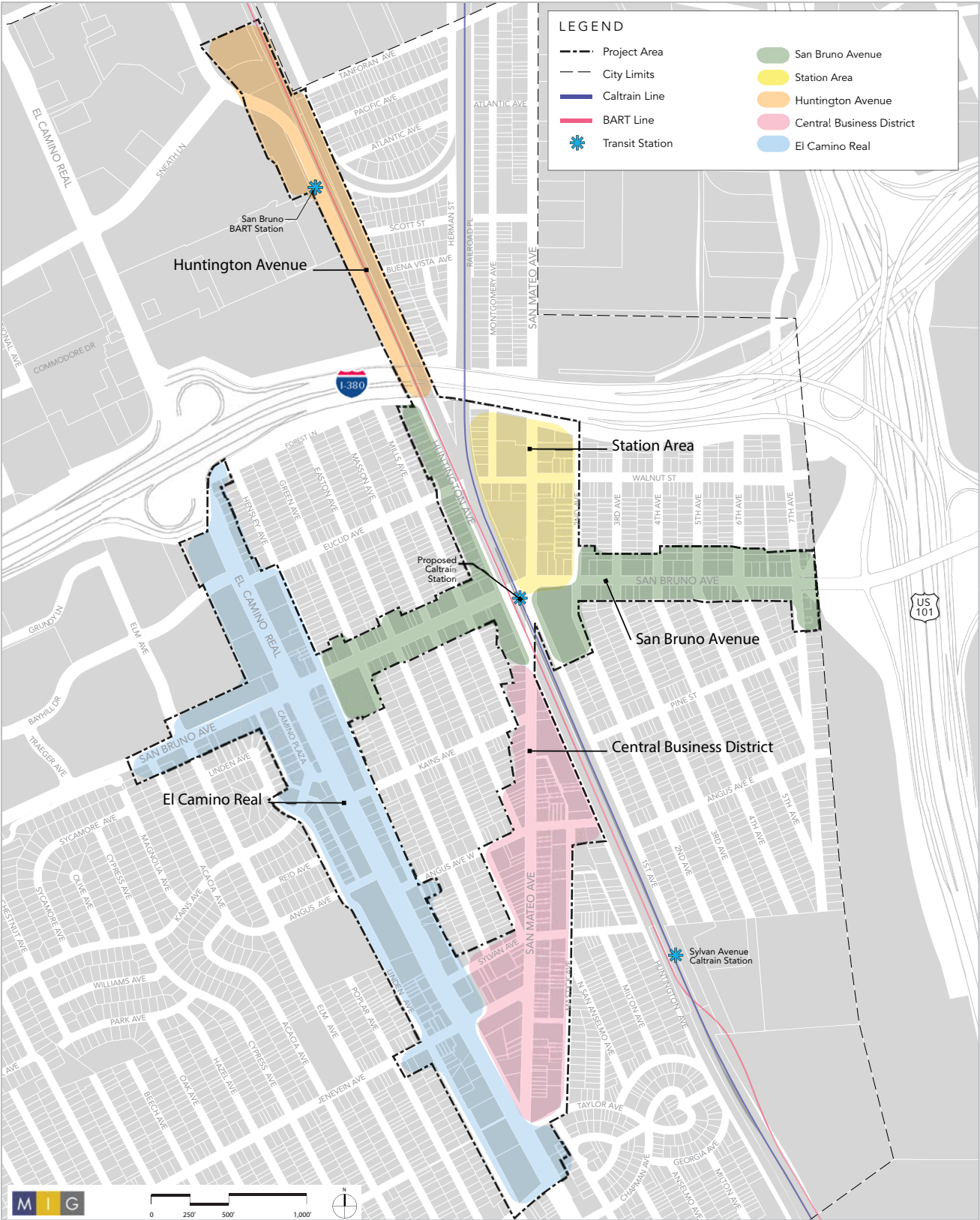


Figure 2.6: Character Areas



Figure 2.7: Character Area - El Camino Real

El Camino Real

El Camino Real, or CA-82, is the main north-south surface road in San Bruno (see Figure 2.7: Character Area - El Camino Real). The street has a significant role in California's history. Formerly known as the "Royal Road", El Camino Real originally extended for 600 miles from Sonoma in the north to San Diego in the south, connecting 21 Spanish missions. The intersection of El Camino Real and San Mateo Avenue is the historic location of the groundbreaking for the first paving project of the state highway system in 1912. This project involved paving of a five-mile stretch of El Camino Real between San Bruno and Millbrae. This intersection was also the location of two road houses, San Bruno House and Uncle Tom's Cabin, which provided lodging and restaurants, and became a major hub of activity from about 1850 and lasting for almost 100 years. El Camino Real (CA-82) remained the primary north-south auto route into the mid-20th Century when the U.S. Rte 101 Freeway replaced it as the primary highway between San Francisco and San Jose.

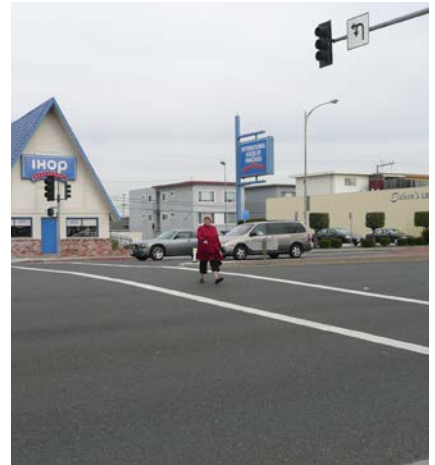
Despite its rich history, El Camino Real today is primarily an auto-oriented strip. It lacks a cohesive identity, a strong sense of place and pedestrian-friendly design. Today its uses include gas stations, car dealerships, auto-related stores, motels, a furniture store, restaurants, low-rise offices, strip center, and parking lots. Significant assets along El Camino Real are San Bruno's City Hall, Public Library, and fire station. No other City along the Peninsula has such a civic presence along El Camino Real.

The character of El Camino Real is fragmented by driveways and parking lots. Primary building entries are typically spaced far apart. Setbacks from the street vary in depth, with some buildings located directly behind the sidewalk with no setbacks. The frontage of some lots are used for surface parking lots, segregating building entries and windows from the sidewalk. These parcels represent opportunity sites and can serve to spearhead revitalization in the area.

El Camino Real's wide center median creates a clear separation of north-bound and south-bound traffic. The auto-oriented streetscape acts as a physical divide.

Streetscape assets on El Camino Real include bus shelters, wide sidewalks, signage, and public art (in front of the Library and newly landscaped medians). Some signage exists, indicating directions to main landmarks and buildings, however signage directing traffic to I-380 and the BART station is inadequate. Distinctive bells placed intermittently along this historic road convey El Camino Real's significance. Despite these assets, El Camino Real's streetscape lacks certain amenities that would improve the overall character and appearance of the corridor such as street trees, plantings and public seating. In some instances, street furnishings such as light boxes, light posts, and trash receptacles encroach upon the sidewalk and reduce its width.

Given Caltrans authority over activity in the El Camino Real right-of-way, coordination is required for all local planning efforts. The City of San Bruno has been coordinating with Caltrans to upgrade the medians along El Camino Real with new gateway signage. In addition, the objectives of the Grand Boulevard Initiative also impact the and guide development within the right-of-way. The City of San Bruno is actively participating in the Grand Boulevard Initiative, which is aiming to reinvent the El Camino Real corridor, as it relates to land use and multi-modal transportation. One of the key aspects of this effort is working with Caltrans to review and potentially update current design standards to encourage the range of transportation options envisioned along El Camino Real.



El Camino Real with its large right-of-way represents a challenge for pedestrian circulation and sense of safety.



View of El Camino Real at San Bruno Avenue.



Central Business District

San Mateo Avenue is Downtown’s main street (see Figure 2.8, Character Area - Central Business District). Existing land uses on San Mateo Avenue are dominated by locally-owned neighborhood and ethnic retail and services such as restaurants, grocery stores, cafes, religious organizations, a private indoor swimming pool (for young children), a large children’s furniture store, Posy Park, and the landscaped viewing area at Jenevein Avenue. The city’s Chamber of Commerce is located on San Mateo Avenue in close proximity to Artichoke Joe’s Casino. A large number of parcels facing Mastick Avenue are dedicated to surface parking, with several residential uses in between the parking lots. North of San Bruno Avenue, the corridor uses become more industrial and scattered.

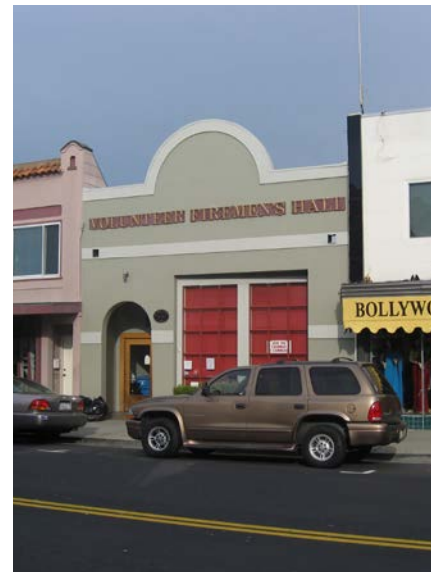
Figure 2.8: Character Area - Central Business District



San Bruno grew rapidly after the 1906 earthquake and through rail connections to San Francisco and the Peninsula. Beginning in the 1930s and continuing through the mid-20th century, the City expanded as a suburban bedroom community while maintaining its historic core along San Mateo Avenue.

San Mateo Avenue has a 60-foot right of way, with sidewalks approximately eight to ten feet wide, parallel parking on both sides of the street, and 12-foot vehicle travel lanes. The right of way along San Mateo Avenue is similar in scale and width to nearby Downtown main streets which have angled parking, including Broadway in Millbrae, Broadway in Burlingame, and Laurel Street in San Carlos.

San Mateo Avenue has many pedestrian-oriented design elements including adequate sidewalks, potted street trees, pedestrian-scaled lighting and signage, bulbouts, and on street parking, and a visually interesting building pattern. Many of these improvements can be attributed to the Downtown Improvement Plan and the Downtown Parking Project completed in 2003. In addition, about a dozen storefronts have been refurbished through the Redevelopment Agency's Facade Improvement Program.



Commercial building typical of San Mateo Avenue.



San Mateo Avenue provides an attractive streetscape for pedestrians.



Service and loading areas behind building but visible from San Mateo Avenue.



Service and loading areas, and surface parking lots behind building and in some cases also visible from San Mateo Avenue.

San Mateo Avenue generally provides a pedestrian-friendly environment with active storefronts that are engaging to the passerby. The Downtown area does however include a few vacancies and several storefronts under renovation for new retailers. Side streets and pedestrian corridors include few windows or wall décor. Blank walls, overgrown weeds, parking lots without landscaping, fences, garbage cans, garages and loading areas are conditions sometimes found behind the stores. Building and garbage/recycling maintenance are also in need of improvement.



San Mateo Avenue is a great street for bikers due to the scale and layout of the street, which encourages low traffic speeds.

There are two major entrances to Downtown via San Mateo Avenue: El Camino Real to the south and San Bruno Avenue to the north. While these intersections are the primary pedestrian and vehicular entries into the City core, they currently lack the eye-catching and welcoming characteristics of a Downtown gateway. At the San Mateo Avenue/El Camino Real intersection there is a gas station and several underutilized properties. On the east side of the street are four vacant buildings, anticipated to be redeveloped into a proposed mixed-use development, which received entitlements in January 2009. The existing sign welcoming traffic to the Downtown from El Camino Real obstructs the view of up San Mateo Avenue. At the San Mateo Avenue/Huntington Avenue intersection, Posy Park acts as the northern Downtown entrance. Posy Park will be relocated and reconstructed in conjunction with more significant the Caltrain station development. Both of these entrances to San Mateo Avenue offer opportunities to be designed as prominent and inviting gateways.



Key intersection within the plan area at El Camino Real and San Mateo Avenue.

San Bruno Avenue and Huntington Avenue (south of I-380)



Residential uses along the corridor.



Auto-oriented businesses and services lining San Bruno Avenue.

San Bruno Avenue is the key east-west corridor linking Downtown San Bruno, the future Caltrain Station and residential neighborhoods with Highway 101, Interstate 280, and Skyline Boulevard to the west. It is a main connector road within the City, linking residential neighborhoods with commercial areas (see Figure 2.9: Character Area - San Bruno Avenue and Huntington Avenue south of I-380). A new Caltrain station and grade separation will be located on San Bruno Avenue at Huntington Avenue. This facility is being designed as a primary focal point and gateway to the community. Construction of the grade separation and its associated infrastructure provide opportunities for a stronger pedestrian-oriented streetscape and built environment.

San Bruno Avenue includes a blend of restaurants, shops, gas stations, parking lots, religious facilities, motels, and apartment complexes. The western end of San Bruno Avenue hosts a concentration of service and regional office uses. An auto dealer is located at the junction of San Mateo and San Bruno avenues. The eastern end of San Bruno Avenue also has a number of single-family homes, low-, mid- and high-density apartment units, as well as auto-related uses and small shops. There is currently no true gateway feature on the eastern end of San Bruno



Figure 2.9: Character Area - San Bruno Avenue and Huntington Avenue (south of I-380)

Avenue that denotes a strong entry into the Downtown and greater City. Overall, San Bruno Avenue generally lacks an attractive or inviting pedestrian environment due to the following factors: inconsistent building edges that create an uneven sequence of pedestrian entries; blank walls and parking surfaces abutting the sidewalk; landscaping that is not consistent on both the public right of way and on private property; and private property that is generally under-maintained. In addition, fast moving traffic and too few crosswalks combine to make San Bruno Avenue a tangible barrier for pedestrians attempting to cross north-south along the street.

Huntington Avenue is now predominantly residential. The proposed mixed use development would occur slowly over time. In some cases, property owners have paved the area between their building and the sidewalk, giving the appearance of a wider sidewalk. Residences are typically even in height, volume and distribution and most pedestrian entries face the street. This residential layout creates a pleasing rhythm to walk along. South of San Bruno Avenue, some neglected building façades create a pedestrian-unfriendly environment.



Narrow sidewalks with obstacles along the corridor between Highway 101 and Huntington Avenue.



Sidewalks along San Bruno Avenue between Huntington Avenue and El Camino Real are wide but the limited landscaping and irregular development pattern do not offer a welcoming pedestrian environment.



An example of streetscape edge along Huntington Avenue south of San Bruno Avenue in need of enhancement.



Figure 2.10: Character Area - Huntington Avenue

Huntington Avenue

Huntington Avenue connects Downtown and residential neighborhoods with the San Bruno BART station and The Shops at Tanforan, a regional shopping center (see Figure 2.10: Character Area - Huntington Avenue). South of the Transit Corridors Area, Huntington Avenue acts as a neighborhood street; north of the plan area boundary, it serves more as a service and access road providing access to the BART Station, the Shops at Tanforan and the Post Office. The roadway runs parallel to the Caltrain tracks.

Huntington Avenue is lined with parking lanes on its west side and newly planted street trees. The combination of parked cars and street trees has created a more protected environment for pedestrians. The sidewalk pavement is in good condition and bulbouts exist at the intersection of Huntington and Euclid avenues, helping to calm traffic speeds.



West-side sidewalk north of San Bruno Avenue lined with single and multi-family residences.

From the BART station to the intersection at San Bruno Avenue, Huntington Avenue has a landscaped center median that also functions as a turning lane close to intersections. Median island trees are too small to reduce the scale of the avenue or create a significant aesthetic impact.

Both the width of the street and the sidewalks on Huntington Avenue offer opportunities for streetscape improvements. Sidewalks range from five- to 10-feet wide and are in good condition.



Wide sidewalks close to the BART station.



Figure 2.11: Character Area - Station Area

Station Area

The Station Area is bordered on the west by the Caltrain rail line and is currently occupied by a large parking lot, light industrial uses, and low-density housing (see Figure 2.11: Character Area - Station Area). As the site for the future Caltrain station and grade separation, the Station Area has great potential as a gateway into Downtown and a prominent focal point of high-density mixed-use office development and public open spaces. The area is currently zoned for low- and medium-density residential uses as well as an Administrative and Research designation. The new designation for the Station Area, along with the majority of the Transit Corridors Area, is Transit-Oriented Development (see Figure 2.2: 2025 General Plan Land Use).



Station Area looking west from San Bruno Avenue prior to the Caltrain Grade Separation.

The surrounding uses, including existing residential development along Huntington Avenue and the mix of service commercial uses along San Mateo Avenue, will influence the scale and massing of future development within the Station Area. Currently this site is not integrated into its surrounding fabric. Blank walls along Huntington Avenue and the lack of pedestrian amenities and facilities present an unwelcoming pedestrian environment. However, as mentioned above, this site provides a great opportunity for a well designed development that can draw visitors into Downtown with engaging architectural elements, transit facilities, and retail and other services.



Station Area looking toward Huntington Avenue prior to the Caltrain Grade Separation.

2.4 CIRCULATION AND PARKING

This section provides a brief overview of the existing roadways throughout the Transit Corridors Area (refer to Existing Conditions Analysis Report in Appendix A for full description). The description includes challenges and opportunities related to auto and transit circulation, the available bicycle and pedestrian amenities, and parking areas.

Auto Circulation

The Transit Corridors Area has strong regional transportation accessibility due to its close proximity to Highway 101 and Interstates 280 and 380. Local thoroughfares running through the plan area include El Camino Real, San Bruno Avenue, San Mateo Avenue and Huntington Avenue. The El Camino Real/San Mateo Avenue/Taylor Avenue intersection is a historical landmark, as the site of the beginning of the State Highway system, and the main entry point to the south end of the Downtown area. The intersection presents opportunities for improvement to clearly mark this location as a historical landmark and to create a gateway feature to the southern end of Downtown.

Overall, the Transit Corridors Area's intersections and roadway facilities operate at acceptable conditions. At Caltrain rail crossings, extensive delays and queues can develop during peak periods (see Chapter 6: Transportation for more information). The Caltrain station and grade separation project is underway and is expected to be completed late in 2013. The grade separation will facilitate traffic flow along San Bruno Avenue and improve access to Downtown.



San Mateo Avenue provides a balanced streetscape design that accommodates different transportation modes.



Sam Trans bus stop along El Camino Real.

Transit

A good mix of bus and rail transit facilities is available in the Transit Corridors Area (see Figure 2.12: Transit Routes and Facilities). Improving accessibility to these transit facilities presents a key opportunity for improvement. SamTrans provides fixed-route bus service near Downtown San Bruno and has existing bus stops located on El Camino Real, Jenevein Avenue, San Mateo Avenue and San Bruno Avenue. BART provides additional rail service with a station located on Huntington Avenue along the eastern side of the Shops at Tanforan. There are opportunities to improve bus stop amenities on San Mateo Avenue to further increase the accessibility and visibility of transit services in the Downtown area. The new Caltrain station will play a central role in the Transit Corridors Area. The new station will provide an anchor and create a gateway feature to increase the area’s visibility and accessibility.



Sam Trans bus service.



Figure 2.12: Transit Routes and Facilities



Inadequate bicycle facilities force bikers to ride on sidewalks for safety.



Huntington Avenue is frequently used by bikers coming to and from BART station.

Bicycle Amenities

San Bruno's Transit Corridors Area has a noticeable amount of bicycle activity, even though the area has a limited number of designated bicycle facilities available. Improving the number and quality of bicycle facilities presents a key opportunity for improvement. There are plans to construct a mixed-use bike trail along Huntington Avenue that would provide improved connections between the Downtown and the San Bruno BART station. As part of the San Mateo County Bicycle Route Plan, a county north-south route includes a proposed Class I multi-use bike path that would run along Huntington Avenue, curve under Interstate 380 and continue on Herman Street to the City limit. This route will increase access to BART.

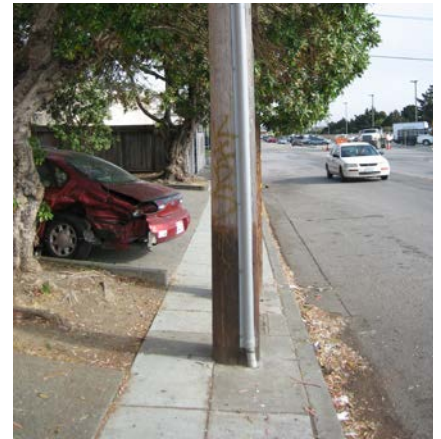
The construction of the new Caltrain station and grade separation project provides opportunities to include better bicycle facilities to increase accessibility to the Transit Corridors Area.



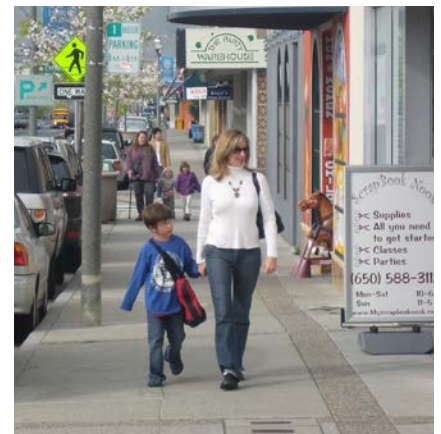
Bikers share the street with fast moving traffic along El Camino Real.

Pedestrian Amenities

The pedestrian experience is generally less prioritized than other modes of transportation in the Transit Corridors Area. Sidewalks are present throughout the Transit Corridors Area, though the width and quality of sidewalks varies. San Mateo Avenue, for example, is an area with attractive sidewalks, street trees, bulbouts and plenty of pedestrian crossings that foster a vibrant pedestrian environment. In some other areas, however, sidewalks are narrow or are partially blocked by telephone poles or parked vehicles that adversely impact pedestrian circulation. Where feasible, the removal of sidewalk obstructions would substantially help to improve pedestrian connectivity. In addition, here is an opportunity to improve pedestrian connectivity between the Downtown area and the civic uses on El Camino Real by providing enhanced crosswalks and mid-block crossings.



Narrow sidewalks with obstacles are typical along major corridors in the plan area.



San Mateo Avenue offers a welcoming pedestrian environment.



El Camino Real acts as a barrier for pedestrians.



Throughout the plan area there are many cases where parking areas abut sidewalk edges like this example along El Camino Real.



Large parking area with potential for redevelopment.

Parking

While there are opportunities to better manage parking, on an area-wide basis and based on the current land uses the Downtown parking supply is adequate to meet existing demand. The highest parking occupancy rates occur for the on-street parking. Spaces located closer to San Mateo Avenue are the most desirable and have higher parking demand rates than those located elsewhere in the Transit Corridors Area. Currently the time limit for street parking in most of the Downtown area is two hour, which limits the amount of time visitors have to shop and patronize, although there are some areas that allow parking for up to five hours. Increased parking time limits should be considered throughout the Downtown area.



Parking lots on the back side of San Mateo Avenue.

2.5 ECONOMICS AND MARKET CONDITIONS

This section includes an overview of the existing economic and market conditions within the Transit Corridors Area (refer to Existing Conditions Analysis Report in Appendix A for full description). The growth and redevelopment potential of the Transit Corridors Area will be shaped by the economic and demographic trends in San Bruno and San Mateo County, a growing and economically stable region despite the current downturn. With strong links to the Silicon Valley, San Francisco and the greater San Francisco Bay Area, San Bruno is well positioned to capture a growing share of future population and employment growth in the region. This is due to the narrowing of development opportunities elsewhere and to the growing attractiveness of in-fill, transit-accessible locations.



Residential development at The Crossing.

San Bruno has experienced a moderate amount of **residential development** in certain areas such as The Crossing and on two former school sites, in the last 10 years. The primary constraint appears to be the lack of suitable sites rather than market demand. Market prices and occupancy rates for both rental and for-sale housing have remained strong, and even increased, despite decline at the national level. Continued growth in home values and limited availability of land in San Bruno can serve as a basis for higher density condominium and/or apartment development in the Transit Corridors Area. Recent completed projects or under construction projects include over 1,000 units at The Crossing, 115 units at Marisol, 70 units at Merimont and 24 units at Skycrest.

The San Mateo County and San Bruno retail markets are currently strong, as indicated by relatively high lease and occupancy rates as well as sales performance. However, San Mateo Avenue in the Downtown core does not enjoy the same strength in the retail market as the City overall—retail lease rates are significantly lower. Downtown tenants are predominantly ethnic restaurants, grocers and suppliers. Downtown’s



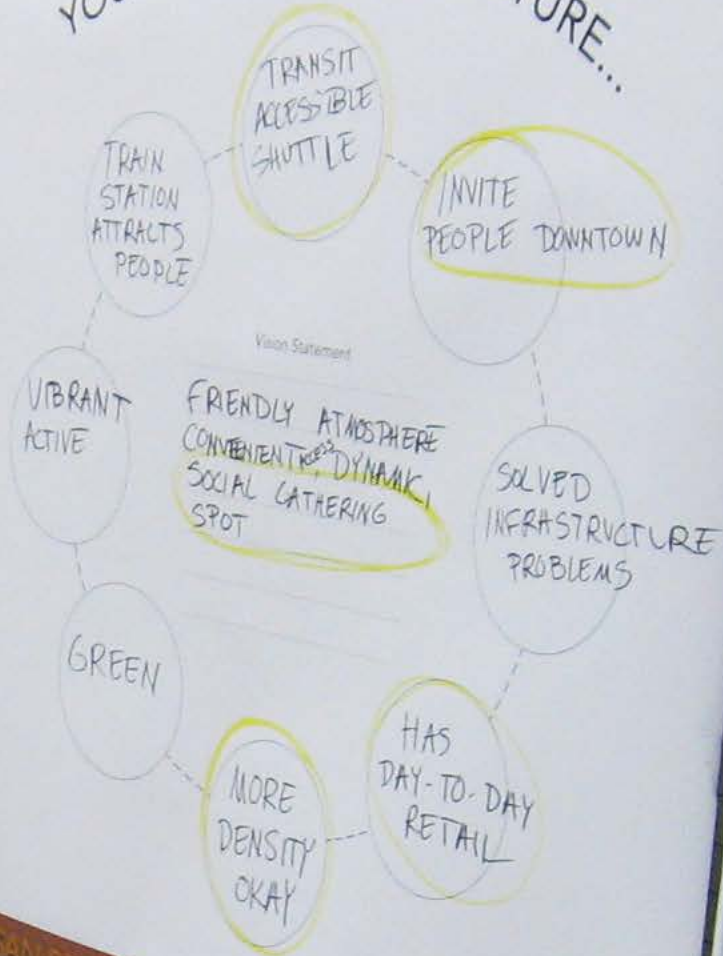
Store vacancies along San Mateo Avenue.

main street, San Mateo Avenue, has poor visibility and access from the busy El Camino Real and San Bruno Avenue corridors, which presents an obstacle in attracting major, high-volume retailers to the area. There are opportunities for additional retail in the Transit Corridors Area if properly positioned and integrated with other land uses.

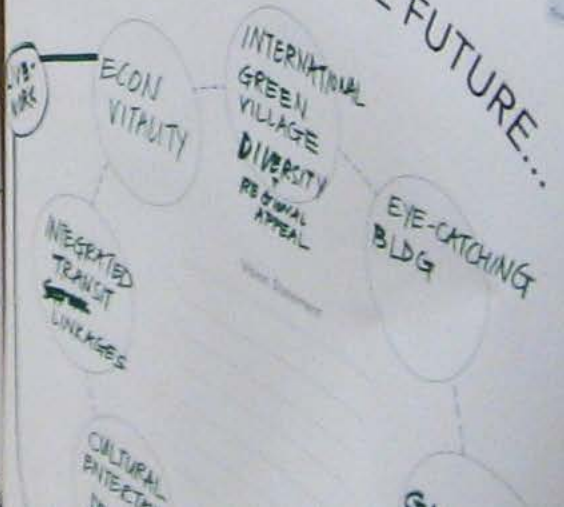
San Bruno's proximity to regional transportation facilities, including the San Francisco International Airport, BART and Caltrain; high-quality workforce; steady employment growth; and central location along the Peninsula offer opportunities for additional high-quality office development to meet the needs of technology companies and other tenants. San Bruno's Transit Corridors Area can provide space at a slightly lower cost than major urban centers, while serving as a time-efficient median location for those needing to travel to both San Francisco and Silicon Valley. However, the Transit Corridors Area will first need to cultivate a reputation as a viable office destination with high-quality space. San Bruno can build on the success of the Bayhill Office Park, a modern office park with approximately 1.5 million square feet of high quality office space, which is adjacent to the Transit Corridors Area west of El Camino Real. Although existing market conditions may present a barrier to new office development in the short term, longer-term economic trends suggest that office could be a highly successful land use that would contribute to the overall environment.

El Camino Real or San Bruno near the proposed Caltrain station may also present alternatives to office development downtown. With larger parcel sizes and an auto-oriented urban form, particularly along El Camino, these areas may be better suited to larger scale office developments. Several vacant parcels in the area further suggest this possibility. Tenants preferring this type of development would be willing to sacrifice the amenities associated with locating near a more diverse array of land uses for the benefits associated with closer proximity to other offices (e.g. Bayhill) and transit.

YOUR VISION FOR THE FUTURE...



YOUR VISION FOR THE FUTURE...



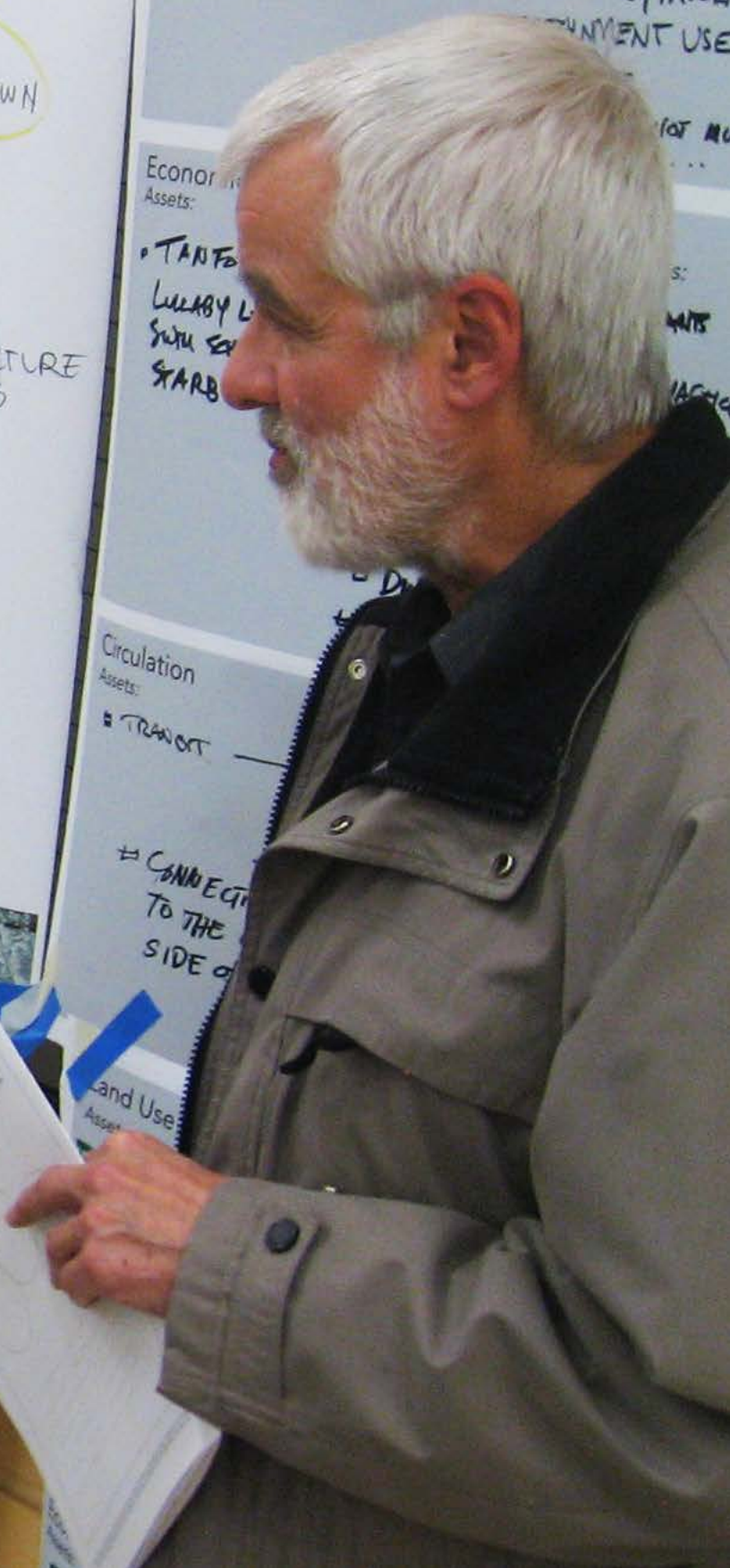
Community Workshop #1
Small Group # 4
Facilitator Name: LAURA
Number of Participants: _____

- Assets:
- TEMP PARKING WELLS PRGO
 - EXISTING PKG TRADING PLACE / ART (PO)
 - FACADE PROGRAM
 - VARIETY OF RESTAURANTS
 - GOOD PED AREA
- Challenges/Opportunities:
- CREATE OPEN SPA
 - NOT ALWAYS PR
 - BETTER SIGNAGE
 - MULTIPLE LANDOWN
 - DELICAT RESTAURANT
 - COMPETITION W/TAFO
 - ENVIRONMENT USE

- Economic Assets:
- TANFO
 - LULABY L
 - SUN SE
 - STARB

- Circulation Assets:
- TRANSPORT
 - CONNECT TO THE SIDE OF

Land Use Asset



vision framework

IN THIS CHAPTER...

3.1 The Vision

3.2 Vision Elements

The future vision for the San Bruno Transit Corridors Plan area is a comprehensive and guiding force for directing strategies and improvements that will transform central San Bruno. This vision builds on the assets and opportunities analysis and reflects extensive community and stakeholder input on **what the future should look like and how we can get there**.

The sections in this chapter define the vision for the Transit Corridors Area and provide strategies of how to realize them. Specifically, this chapter includes the following sections:

- **3.1 The Vision** - created from extensive discussions with the community and stakeholders, reflects and articulates the community's long-term desired future for the Transit Corridors Area and heart of the City.
- **3.2 Vision Elements** - designed to support the community's Vision, help define the plan area's long term direction.



3.1 THE VISION

San Bruno's Transit Corridors Area is a **unique urban village** with a sense of community, activity and vibrancy. Building on its multicultural diversity, close proximity to San Francisco International Airport, and high-speed bus and train connections to San Francisco, the Silicon Valley and beyond, the Transit Corridors Area is a **modern, globally-oriented city** with distinct, local character. Taking advantage of its unparalleled location in the San Francisco Bay Area, San Bruno has transformed its geographic and economic assets to great avail and is a **bustling regional destination**.

Striking **gateways** welcome visitors and patrons into San Bruno's Transit Corridors Area. San Bruno is a terrific place to get business done, with great companies located right in the city center as well as **fast transportation connections** that allow residents to travel easily to jobs all along the Peninsula. With the right balance of commercial activities, government services and housing options, the Transit Corridors Area is a place where residents, visitors and workers can spend a full day and night busy with different activities.

San Mateo Avenue is an **artistic place** that serves the local community as well as attracts visitors from all over the San Francisco Bay region. An eye-catching information center is a hub of activity that orients visitors to the many amenities and interesting destinations in the Transit Corridors Area, as well as informs residents about the many entertainment and community events throughout the city. Building on its natural and historic character, San Mateo Avenue is a retail-oriented street with a **pleasant outdoor shopping experience** with a range of interesting shops, sidewalk dining and important services for locals and visitors. This includes a one-of-a-kind mix of ethnic markets and goods, from Mexican groceries and Chinese food to South Asian retailers. From Polynesian dance to mariachi, a diverse range of **performers and musicians** fill up the streets and restaurants and underscore the cultural diversity in San Bruno. San Bruno residents and visitors know its **history** and are proud of how the city has evolved.

Walking in the Transit Corridors Area San Bruno is a delight! Beautiful streetscape designs foster **pedestrian-oriented streets and “green streets”** that help the ecological sustainability of the Transit Corridors Area. Well-maintained, clean and inviting, the city center boasts a vast **array of shops and services** that cater to all the daily needs of the local community. It also provides a terrific place for visitors to stroll and browse through on a leisurely day. Within the lively city center, several new **urban plazas and pocket parks** provide relaxing areas for social gathering or a peaceful moment of respite away from the excitement.

Surrounding San Mateo Avenue on El Camino Real and San Bruno Avenue, taller and more dense **mixed-use development, offices and residential** complexes are conveniently located a few blocks from Caltrain, BART, and bus rapid transit stations on pedestrian-friendly streets. These new **transit-oriented developments** not only add character to the area but also form an important base of new residents, workers and economic opportunities for the Transit Corridors Area.

The Transit Corridors Area is an **architecturally exciting** place, with well designed new developments adjacent to restored historic buildings. No single architectural style dominates, rather an eclectic ensemble of expressive buildings highlights San Bruno’s inimitable character. Higher buildings and rooftop terraces take advantage of **unique views** of the city’s natural surroundings while respectfully scaling down in height toward adjacent neighborhoods.

The hard work to revitalize the city center and proactively shape its future has paid off. A whimsical yet handsome combination of old and new characteristics makes San Bruno’s the Transit Corridors Area a **sustainable, livable, and authentic place** that will be enjoyed by many future generations to come.



3.2 VISION ELEMENTS

The community's vision for the future is also supported by several elements that further define the area's long term direction. These elements offer a more specific context for the vision while providing direction for the goals, policies, and actions outlined in the remainder of the document.



Downtown as a Day and Night Destination

- Make San Mateo Avenue into an exciting destination for visitors, workers and residents alike.
- Intensify commercial and residential uses to attract and sustain activities throughout the day and into the night.
- Create new developments, invigorate existing businesses and program activities to support an economically vibrant Downtown that is busy with business and community life.



Local Character and Distinctive Identity

- Cultivate a more distinctive identity for San Bruno while building upon its local character in future growth.
- Integrate San Bruno history into public art and streetscape designs while also developing new themes and motifs for a contemporary identity.
- Install exciting and attractive new gateways to direct visitors and patrons to destinations while creating a welcoming atmosphere.



Convenient Multi-modal Network

- Cultivate an easy-to-use network linking across different modes of transportation including pedestrians, bicycles, shuttles, buses, BART and Caltrain, as well as automobiles.
- Create circulation improvements that make arriving in and getting around the Transit Corridors Area a pleasant, easy and convenient experience for all users.
- Create linkages to area office parks, commercial centers, and San Francisco International Airport to encourage visitors and employees to use transit and visit San Bruno's Transit Corridors Area.



Economic Vitality

- Create a development- and business-friendly Transit Corridors Area with a strong, sustainable economic environment.
- Ensure that land uses reflect a diverse range of economic activities.
- Utilize a strategic development-oriented approach to cultivate appropriate growth in San Bruno and respond to local and regional market demands.



Sustainable, Mixed-Use Development

- Encourage horizontal and vertical mixed-use development that will generate increased social and business activity.
- Combine new development with housing on top to generate additional vitality and foot traffic in the Transit Corridors Area, as well as provide ridership for transit.
- Support a range of land uses to provide activities and opportunities for all community members.
- Support green building design strategies to promote energy and resource-efficiency in new buildings.
- Explore opportunities for “sustainable” infrastructure that beautifies the urban environment with ecological technologies such as “green streets” and drought-tolerant plantings.



Safe and Inviting Pedestrian Realm

- Develop circulation and streetscape improvements that provide highly visible crosswalks, sidewalk plantings, engaging sidewalk design and traffic-calming strategies to support a safe and inviting pedestrian realm.



Vibrant Transit Village

- Design an attractive, feasible and vibrant transit village around the future Caltrain station.
- Create a memorable station area that serves as an iconic gateway into San Bruno and is valued by visitors and residents alike.
- Leverage the transit village to increase and foster additional economic ties to high-tech companies in the Silicon Valley, San Francisco, and the greater region.

Streetscape Beautification and Bicycle/Pedestrian Links

3-5

HOTEL

PARKS + PLAZAS

OFFICE

RETAIL

HOTEL

RESIDENTIAL

MIXED-USE

MIXED-USE

4 STORIES (Approx. 45-60 ft)

BUILDING HEIGHT

3 STORIES (Up to 30 ft) Existing Medium-Density

Mixed-Use/T.O.D. Corridor

Caltrain Station

San Bruno Ave

Full Width

T.O.D./ Station Areas

Mixed-Use Housing/ Commercial Corridor

Downtown Core

RESIDENTIAL

PARKS + PLAZAS

RESIDENTIAL

RETAIL

OFFICE

PARKS + PLAZAS

PARKS + PLAZAS

BUILDING HEIGHT

2 STORIES (Up to 20 ft) Existing Single-Family

Green open park

Gateway

Streetscapes

emphasis

Development Strategy

San Bruno Downtown and Transit Corridors Plan



development framework

IN THIS CHAPTER...

- 4.1 Character Area Development
- 4.2 Catalytic Opportunity Sites
- 4.3 Land Use Goals and Policies
- 4.4 Plan Area Buildout Assumptions

There is a great opportunity for new development to bring about the improvements envisioned within both the private and public realms in the Transit Corridors Area. This chapter provides the **strategic thinking and foundation for development and redevelopment** in the Transit Corridors Area. Land use goals and policies establish the overall type and location of development activity and follow from the vision statement and elements presented in Chapter 3 - Vision Framework. In addition, this chapter outlines the desired character and makeup of the Character Areas introduced in Chapter 2 - Existing Conditions, and identifies catalytic opportunity sites that can help spur development in the Transit Corridors Area. The standards and guidelines described in the following chapter, Chapter 5 – Private Realm Development Standards and Design Guidelines, provide the regulatory framework for development within the plan area that supports the development strategy outlined in this chapter. This chapter is organized as follows:

- **4.1 Character Area Development** - a description of the five specific Character Areas within the plan area.
- **4.2 Catalytic Opportunity Sites** - highlights sites throughout the plan area that were identified as opportunities to spark future development.
- **4.3 Land Use Goals and Policies** - a summary of key Land Use Goals and Policies from the City's General Plan that influence the Transit Corridors Area.
- **4.4 Plan Area Buildout Assumptions** - a summary off the potential buildout of the Transit Corridors Area



Strong urban fabric along San Mateo Avenue.



Intersection of San Mateo Avenue and El Camino Real.

4.1 CHARACTER AREA DEVELOPMENT

The Character Areas are the building blocks that make up the Transit Corridors Area (see Figure 4.1: Character Area Development). They foster the creation of distinct districts that define the specific character and objectives of each of the five areas (San Mateo Avenue, El Camino Real, San Bruno Avenue, Huntington Avenue, and the Station Area). The following describes how each of the Character Areas can be enhanced and the overall development potential within each one of the areas.

San Mateo Avenue: Revitalized Downtown Core

The development strategy for San Mateo Avenue generally aims to **preserve its “main street” urban fabric and character**. However, the framework provides for targeted **enhancement of commercial uses** and the addition of **residential units and streetscape improvements** to create a more vibrant Downtown. In addition, the Transit Corridors Plan proposes that the City consider a large plaza area which necessitates reconfiguration at the intersection of San Mateo Avenue and El Camino Real to allow for a greater physical and visual connection from El Camino Real to Downtown. The realigned intersection will create the potential for new and more intense land uses to activate and anchor the southern end of Downtown. It will also allow for the creation of a great civic plaza or community space that will be a gateway amenity to signify the entrance into Downtown. The northern end of Downtown will be anchored with a redesigned Posy Park, the new Caltrain Station, and higher intensity mixed-uses. In addition, the Transit Corridors Plan recommends establishing diagonal street parking along San Mateo Avenue and potentially installing a traffic circle at the intersection of San Mateo Avenue and Huntington Avenue to further enhance the pedestrian experience.

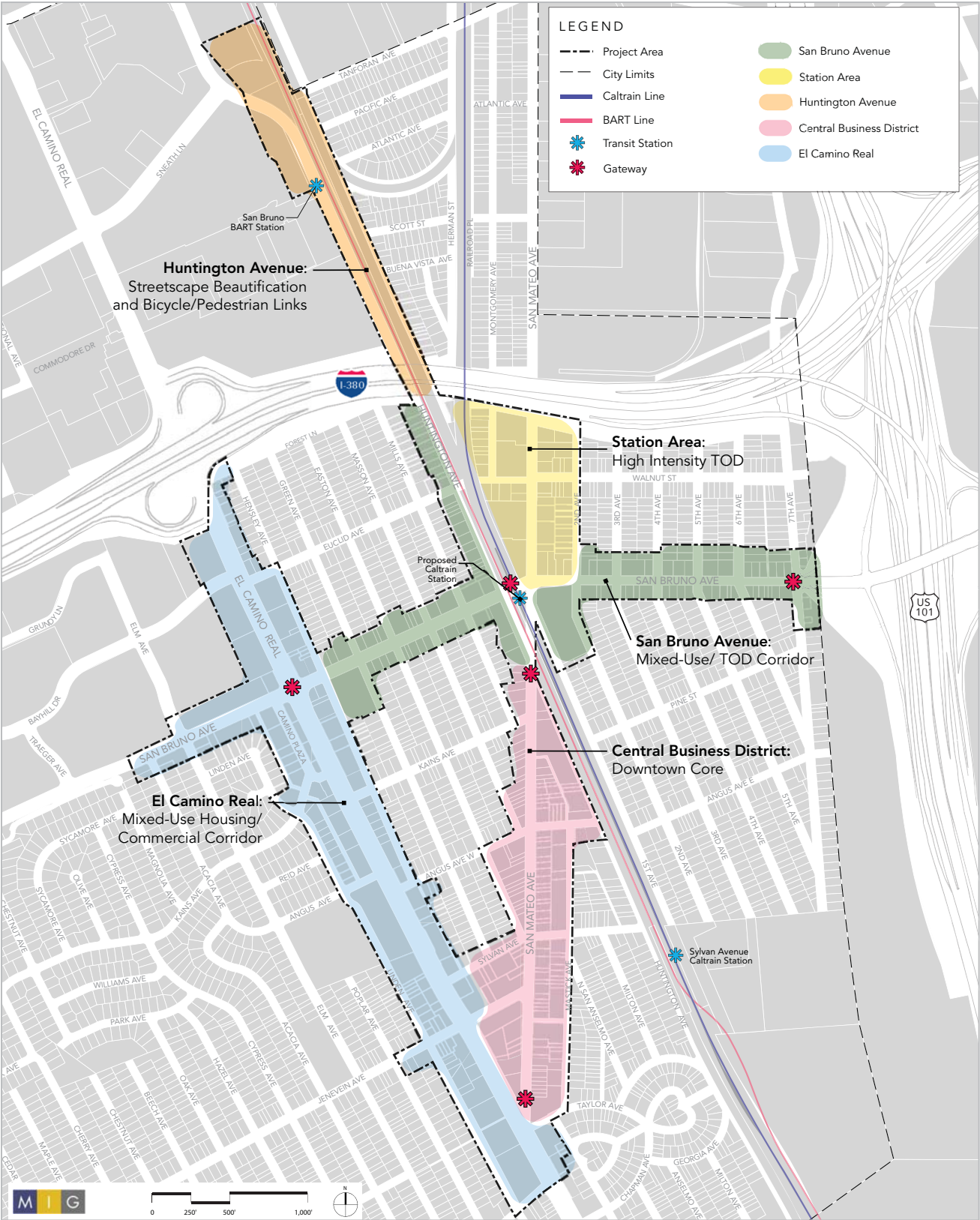


Figure 4.1: Character Area Development



El Camino Real with a wide right-of-way dominated by vehicular traffic.



Streetscape lacking amenities for pedestrians and bikers.

El Camino Real: Mixed-Use Housing and Commercial Corridor

The development strategy for El Camino Real is to install **pedestrian-oriented streetscape improvements** and promote the development of **high-density residential uses** to transform the auto-oriented corridor into a vibrant mixed-use housing and commercial corridor. The objective is to take advantage of its proximity to the new Caltrain station and the many neighborhood retail and services available on San Mateo Avenue. The southern end of El Camino Real as it approaches San Mateo Avenue is zoned with a Central Business District (CBD) designation with the purpose of focusing retail in that area adjacent to Downtown. New high-density residential development, anchored with ground-floor retail at significant intersections, will create a stronger physical presence and character along this key roadway.



New Transit Oriented Development, The Crossing, along El Camino Real.

San Bruno Avenue: Mixed-Use TOD Corridor

The development strategy for San Bruno Avenue aims to transform this street into a **mixed-use transit-oriented development (TOD) corridor** with a higher intensity of uses. This will help foster an environment that caters to **pedestrians**, encourages **multi-modal connections**, and fosters a **sense of entry and identity** to the community. The Transit Corridors Plan encourages upgrades of existing storefronts and landscaping to improve the appearance of the street. New bicycle lanes, building setbacks, higher density housing, streetscape improvements, and a potential road diet (reduction of vehicle travel lanes) are components of the future San Bruno Avenue. The Transit Corridors Plan focuses on two distinct sections of San Bruno Avenue—between El Camino Real and Huntington Avenue, and east of Huntington Avenue—to highlight proposed improvements and enhance this important gateway to the City of San Bruno. The City will explore funding opportunities to encourage upgrades to building facades and landscaping along San Bruno Avenue east of the Caltrain tracks. New housing is prohibited on most of San Bruno Avenue east of San Mateo Avenue due to the 70 decibel noise contour from planes taking off and landing at San Francisco International Airport.



Fast moving traffic accessing freeway ramp.



Example of a road diet with outdoor seating and landscaping buffering pedestrians from vehicular traffic.



Existing residential uses along Huntington Avenue.



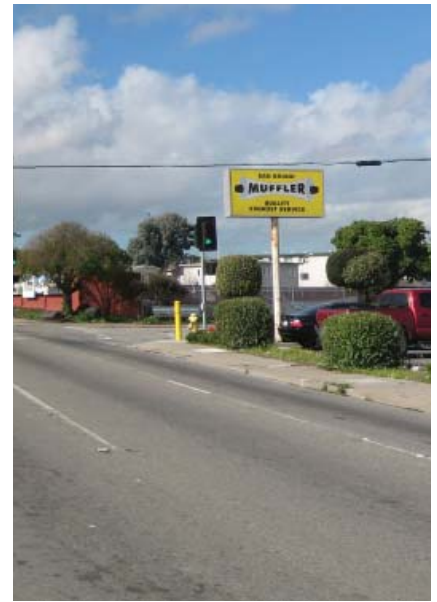
Huntington Avenue has the potential to become a bicycle and pedestrian-friendly environment.

Huntington Avenue: Streetscape Beautification and Bicycle/Pedestrian Links

The development strategy for Huntington Avenue is intended to **preserve the existing residential character** of Huntington Avenue while simultaneously taking advantage of **development opportunities around the Caltrain and BART stations**. Areas along Huntington Avenue that fall within the TOD overlay are slated for an increased intensity of uses and building heights to accommodate retail and office uses and higher density residential uses. The design guidelines in the following chapter for Huntington Avenue encourage streetscape improvements and traffic calming measures to create a pedestrian- and bicycle-friendly environment throughout what is one of the main corridors adjacent to Caltrain station. Additional residential units are not permitted in the northern portion of Huntington Avenue because the airport noise contour is over 70 decibels. However, this area could accommodate new commercial and office uses. The southern half of the street is designated to allow a mix of uses including medium-density residential units. A key development site is located across the street from the BART parking garage, which is potentially a suitable location for a new hotel.

Station Area: High-Intensity TOD

The development strategy for the Station Area is to create a **dynamic, active, high-intensity TOD development**, leveraging its proximity to San Francisco International Airport (SFO) and the southern Bay Area region. The strategy encourages an intensified mix of uses including **high-density residential, office, and retail uses** that support and synergize with the new Caltrain station. In areas located within the 70 decibels airport noise contour, residential uses are not allowed. The Station Area will be designed to be a highly desirable place to work, as well as to encourage Caltrain ridership with an attractive station surrounded by active uses and easy access. The Station Area includes an approximately two-acre vacant development site directly adjacent to the Caltrain station platform, which is envisioned as the focal point of a major mixed-use office/retail center. Gateway elements will be integrated to frame and enhance the area around the elevated tracks at the railway crossing to emphasize both the significance of the station and the entrance into Downtown. The development strategy for the Station Area seeks to create a well connected node of activity that encourages Caltrain ridership and is surrounded by active uses.



Existing auto-oriented development around the Station Area.



Future view looking west along San Bruno Avenue at the Caltrain Station grade separation. Potential for development that combines office and commercial uses adjacent to the train station.

4.2 CATALYTIC OPPORTUNITY SITES

Early in the planning process three catalytic sites were identified to stimulate development and **synergize public improvements with private project opportunities**. The sites are considered catalytic due to their prime location at key gateways within the plan area and their ability to provide much needed services and/or land uses currently lacking in the Transit Corridors Area. In addition, these sites were identified in partnership with the private sector based on their existing utilization and ownership.

Development of the catalytic opportunity sites (see Figure 4.2) has the potential to significantly influence and transform the Transit Corridors Area and should be considered top priority. A financial feasibility analysis (located in Appendix B) was performed based on the conceptual analysis for each site to address their viability from land use, design and development perspectives.

The three catalytic sites include: 1) Caltrain Station, two-acre vacant site just north of the future station; 2) Southwest Corner of San Bruno and Huntington Avenues; and 3) San Mateo Avenue and El Camino Real Gateway.

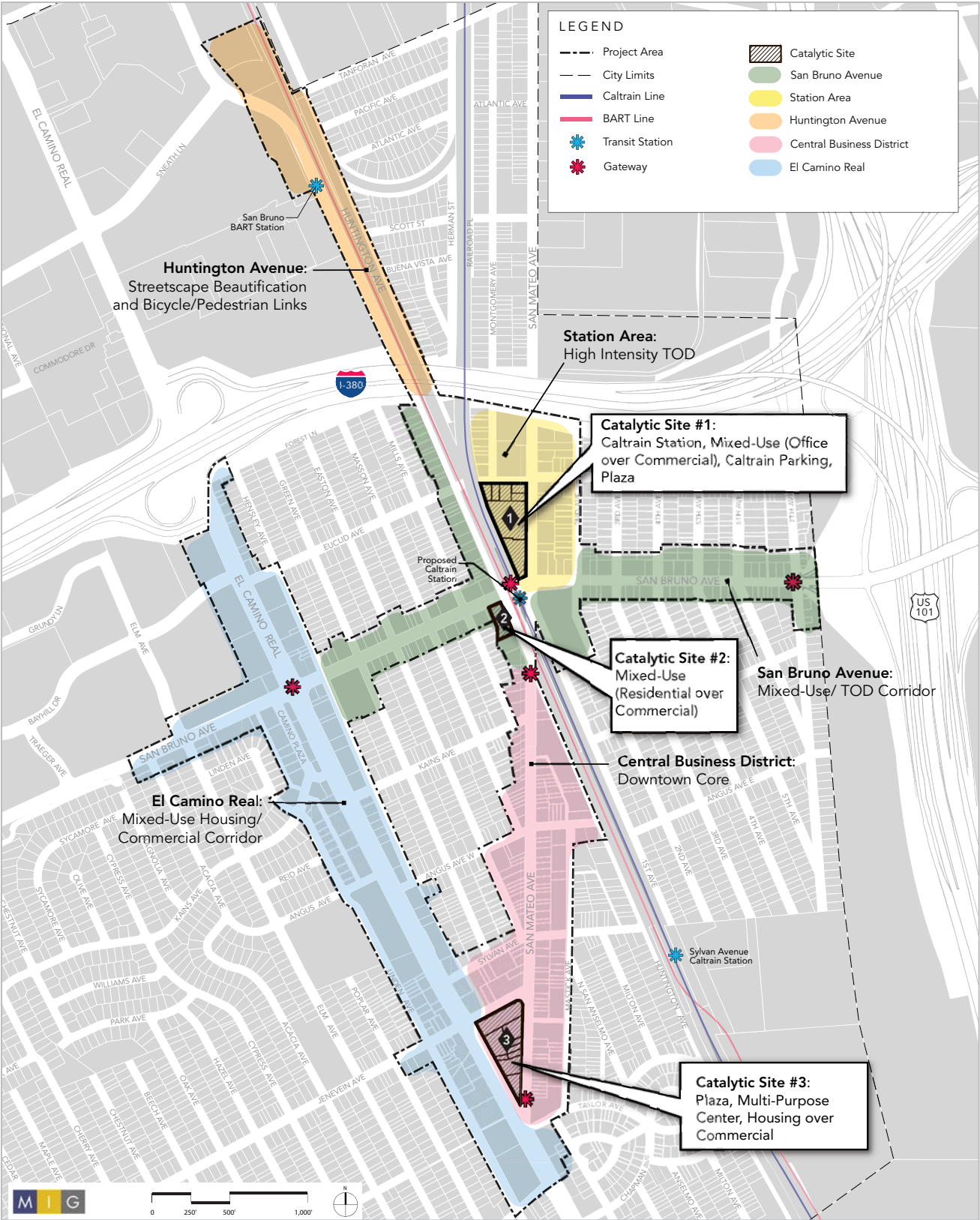
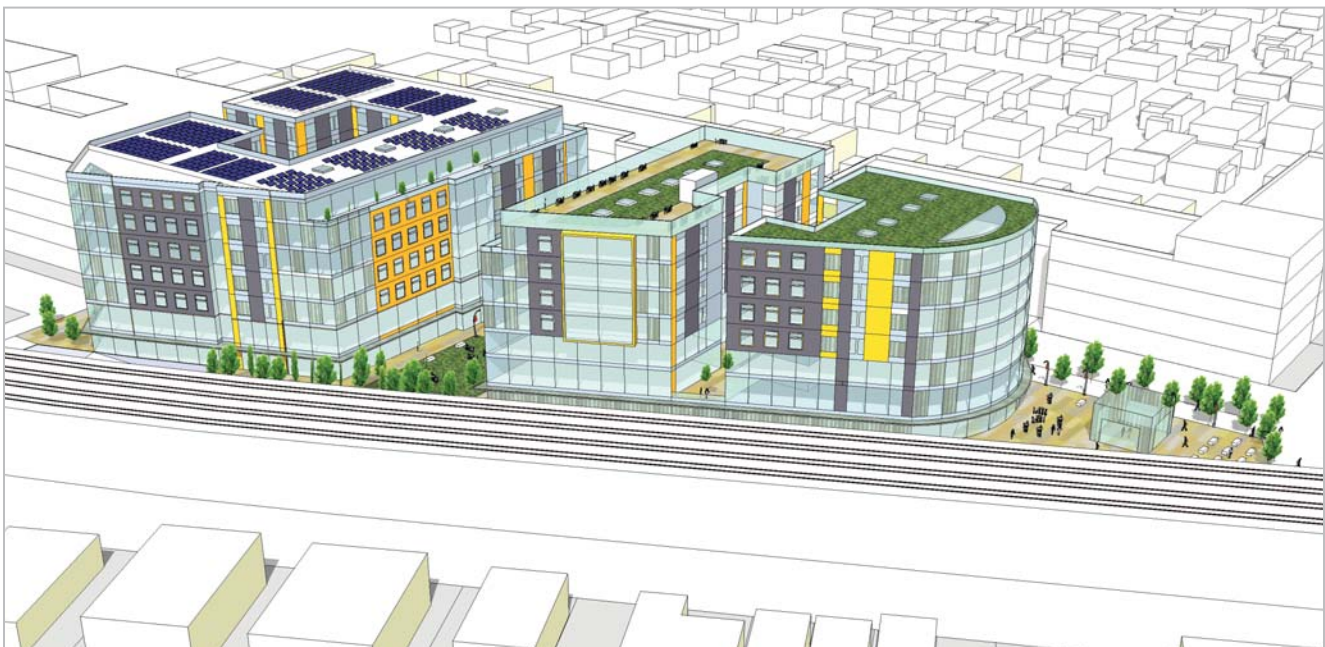


Figure 4.2: Catalytic Opportunity Sites

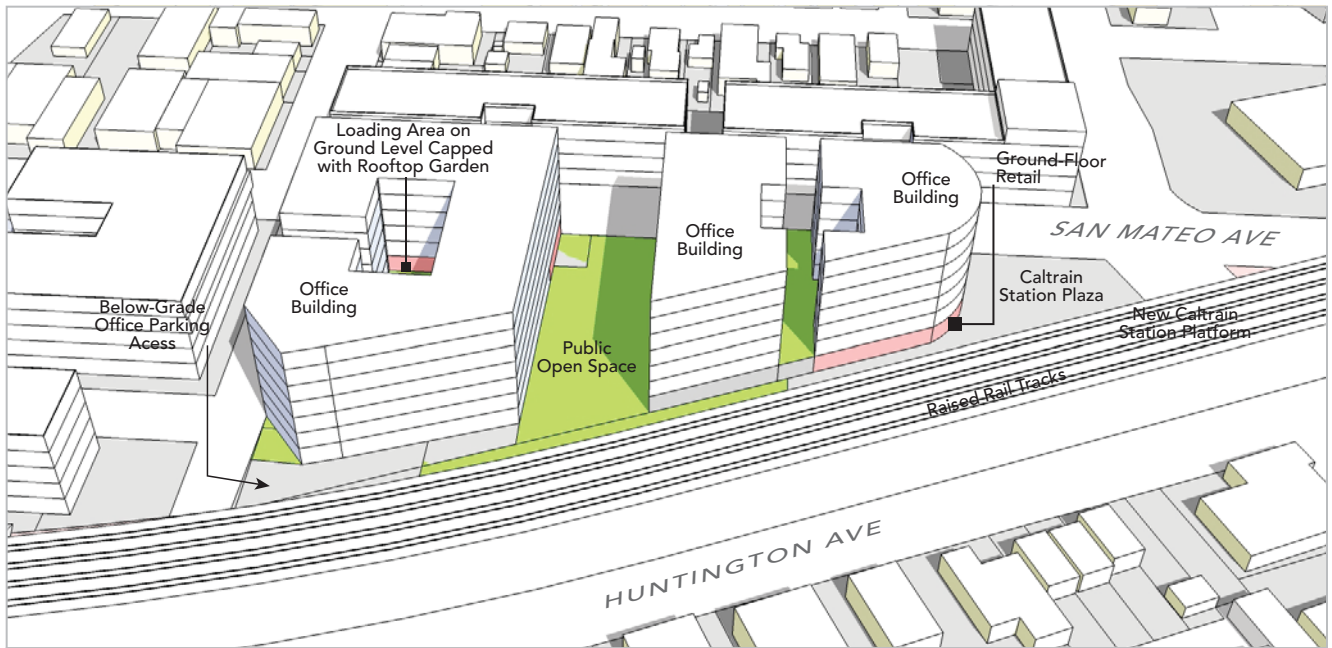


Catalytic Opportunity Site #1: Caltrain Station

The new Caltrain station will play a pivotal role in spurring development throughout the Transit Corridors Area. Centrally located in between the railroad tracks and San Mateo Avenue at the corner of San Bruno Avenue, the site should include iconic architectural elements that create a prominent gateway presence. The Transit Corridors Plan envisions buildings up to seven stories high that could house a mix of approximately 350,000 square feet of office and ground floor retail uses. To balance the high intensity of uses, the area has the potential to provide a public gathering space in the form of a park, plaza, and other open space amenities. Any development on this site will need to accommodate parking for the Caltrain Station and serve the office and retail uses in the area, potentially in a below-grade parking structure (see Figure 4.3: Catalytic Site #1 - Station Area).



A 3-D model representing a conceptual prototype of a mixed-use development within the Station Area. Any actual project will be subject to the development standards and a public meeting and may vary from this design in massing, site planning, and architectural finish.



Project Description

New Caltrain Station
 358,500 s.f. Class A Office Space over Ground Floor Retail
 7-Story Buildings
 Loading areas screened from all sides
 Large Public Open Space/Park
 Iconic Architecture facing the Station Platform

Separated Office (Private) and Caltrain (Office) Parking
 1 level at grade , 1 level below parking for Station
 2 levels below grade parking for Office
 Commercial uses must have 15' min. floor-to-floor height
 Office uses must have 12' min. floor-to-floor height

Mixed-use, Offices over Retail over Parking

Land Use	Product/Type	SF/unit	# of Parking Spaces	Total SF
Office	Class A Office	59,751		358,506
Retail	Ground-Floor Retail	59,751		59,751
Parking	Station: At-Grade Podium		25	4,500
	Station: Below-Grade		332	59,760
	Office: Below-Grade		388	69,840
	Total Parking		745	
Total Land (SF)				113,293
Total Building (SF)				552,357
Parking Ratio for Office				1.5 spaces / 1000 SF
Parking for Station				357

Figure 4.3: Catalytic Site #1 - Station Area

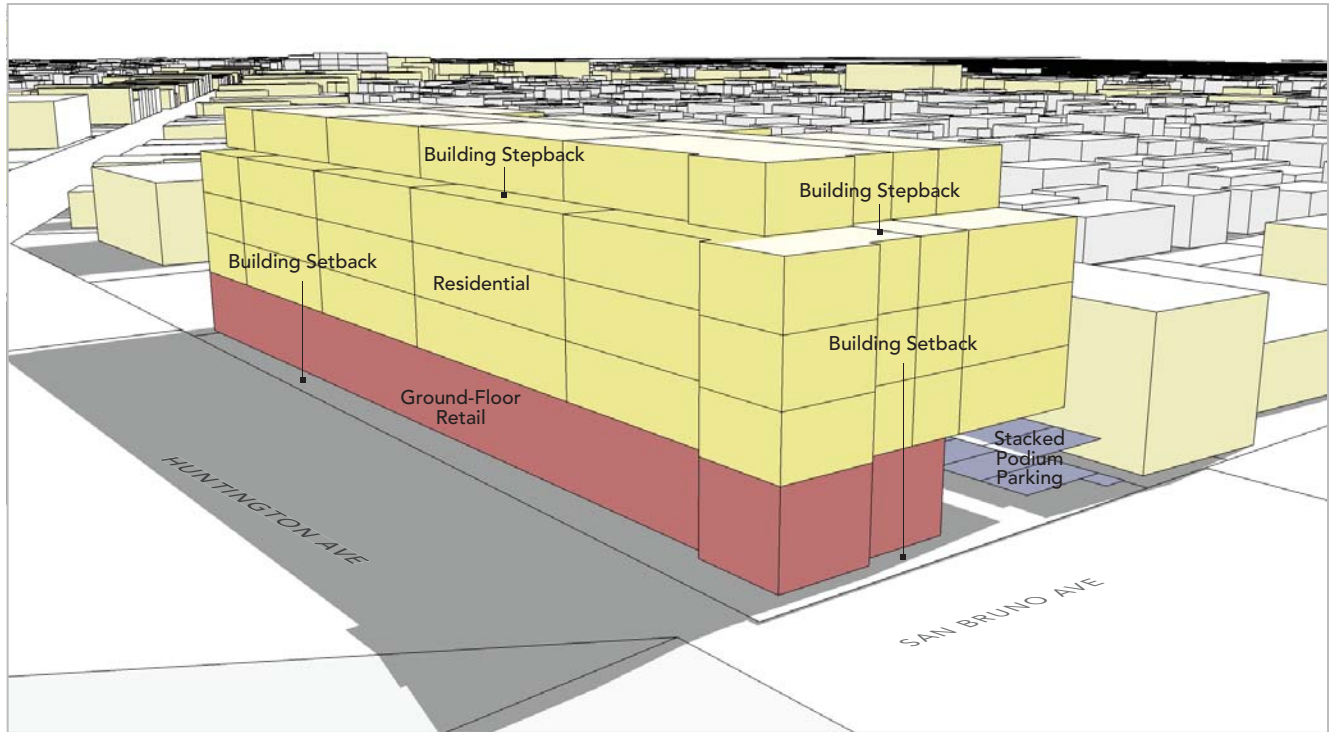


Catalytic Opportunity Site #2: Southwest Corner of San Bruno and Huntington Avenues

This site is located just west and south of the future Caltrain station at the corner of Huntington and San Bruno avenues. Strategically located, it provides an opportunity to develop a gateway connection that ties the Station Area to Downtown. The site is a prime location for a prominent building with active storefronts and uses such as outdoor dining. The building should include strong and distinctive architectural elements, particularly at the corner facing San Bruno and Huntington avenues that announces entry into Downtown. The Transit Corridors Plan envisions a five story mixed-use building with approximately 9,000 s.f. of ground floor retail and residential above (see Figure 4.4: Catalytic Site #2 - Mixed-Use San Bruno Avenue at Huntington Avenue).



A concept representing a mixed-use building at the gateway location that is connected to the pedestrian realm. Any actual project will be subject to the development standards and a public meeting and may vary from this design in massing, site planning, and architectural



Project Description

5 Story Mixed Use Building

9,000 s.f. of ground floor retail (across from new Caltrain station)

10' setback along Huntington Ave to allow outdoor seating/plaza

15' high ground floor

9 street parking stalls (for shoppers/retail users)

loading area at rear garage

2nd to 5th floors with residential units

residential units with rear stacked parking

one parking stall per residential unit

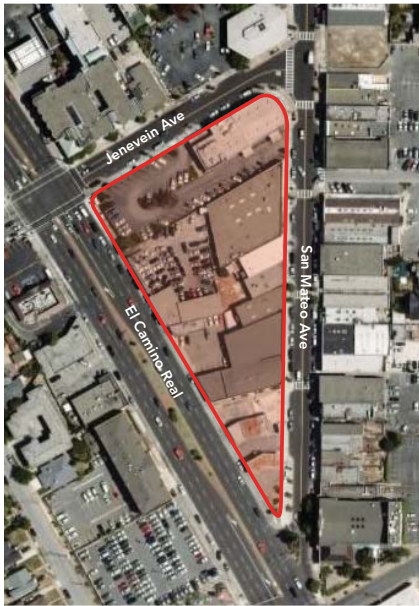
double loading building structure (from central distribution hallway)

west facing units with balconies

Mixed-use, Residential over Retail

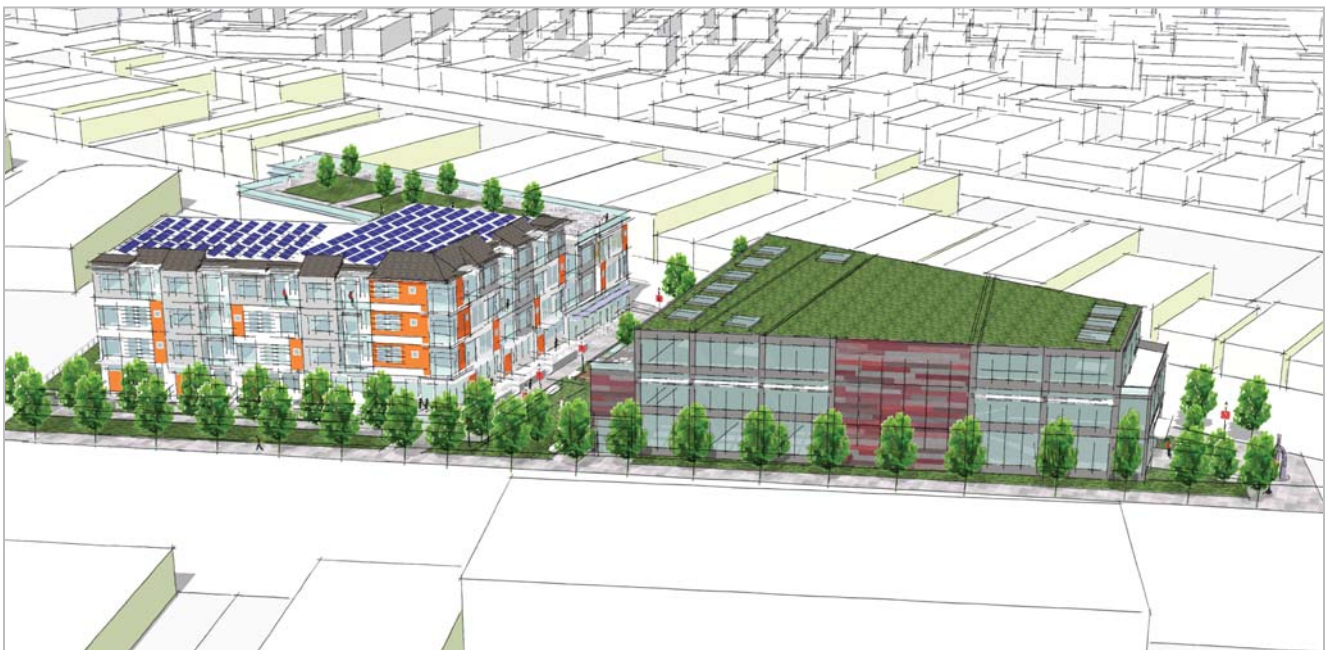
Land Use	Product/Type	SF/unit	# of Units/ Parking	Total SF
Residential	Studios	600	4	2,500
	1 bedroom	800	8	6,400
	2 bedroom	900-1100	20	19,800
	3-4 bedroom	1,300	8	10,200
	Total Units		40	
Retail	Ground-Floor Retail	9,000		9,000
Parking	Residential Parking: Stacked		40	
	Street Parking (for commercial use)		8	
	Total Parking		48	
Subtotal Land Area (SF)				20,623 (0.47 acres)
Total Building (SF)				47,900
Density (du/ac)				85
Parking Ratio for Residential (spaces/unit)				1.00
Parking Ratio for Retail (spaces/SF)				1 per 1000 sf

Figure 4.4: Catalytic Site #2 - Mixed-Use San Bruno Avenue at Huntington Avenue

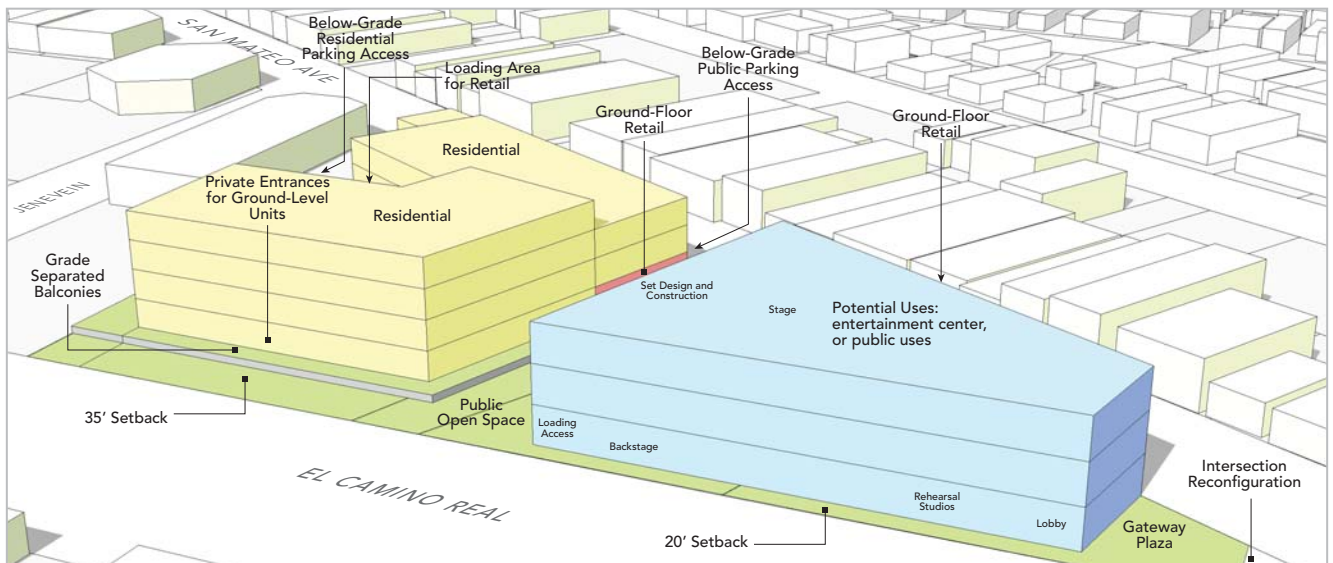


Catalytic Opportunity Site #3: San Mateo Avenue and El Camino Real Gateway

The location of this site lends itself to encouraging a use that can draw visitors into Downtown from El Camino Real. The CBD designation along El Camino Real that is adjacent to the Downtown area supports retail or mixed-use in this location. The Transit Corridors Plan envisions a four story development with a 50,000 square foot facility at the terminus of the triangular parcel, as well as active storefronts along San Mateo Avenue. The site also has potential to house a mixed-use medium- to high-density residential building with retail space on the ground floor to activate the street edge, particularly along San Mateo Avenue. To balance the density on the site and create a welcoming entrance to Downtown, the area would also benefit from a public plaza, park or open space element that would connect San Mateo Avenue to El Camino Real (see Figure 4.5: Catalytic Site #3 - El Camino Real/San Mateo Avenue Gateway).



A 3-D model representing a conceptual prototype of a new development that could establish a gateway presence and provide active community spaces. Any actual project will be subject to the development standards and a public meeting and may vary from this design in massing, site planning, and architectural finish.



Project Description

49,500 s.f. Building Footprint at the Gateway

high ceiling lobby at Gateway

Loading Area is located within building near the stage

3-4 Story Mixed Use Building

Retail Along San Mateo Avenue

Loading Area hidden from both both streets

35' setback along San Mateo Avenue with grade separation balconies for street l

Large park/open space between the 2 buildings connecting the 2 streets

1 level below grade parking under the Mixed-Use Building

Separated parking areas and ramps for residents and public users

Mixed-use, Offices over Retail over Parking

Land Use	Product/Type	SF/unit	# of Units/ Parking	Total SF
Residential	Studios	500 - 600	12	
	1 bedroom	600-800	12	
	2 bedroom	1,000	27	
	3-4 bedroom	1200+	6	
	Total Units		57	
Multi-Purpose Center	Multi-Purpose Center	49,500		49,500
Retail	Ground-Floor Retail	11,500		11,500
Parking	Residential Parking: Below Grade		66	
	Multi-Purpose Center Parking: Below Grade		50-75	
	Total Parking		116-141	
Subtotal Multi-Purpose Center Land Area (SF)				25,330 (0.58 acres)
Subtotal Mixed-Use Building Land Area (SF)				46,960 (1.08 acres)
Total Gateway Land Area (SF)				72,290 (1.66 acres)
Total Building (SF)				188,794
Density (du/ac)				53
Parking Ratio for Residential (spaces/unit)				1.16
Parking Ratio for Center (spaces/SF)				1 per 800-1200 SF

Figure 4.5: Catalytic Site #3 - El Camino Real/San Mateo Avenue Gateway

4.3 LAND USE GOALS AND POLICIES

The Transit Corridors Area represents a significant opportunity for the City of San Bruno to stimulate economic development, create housing opportunities, and offer additional services to existing residents. The Plan's land use goals and policies provide a regulatory foundation for development of the Character Areas and catalytic opportunity sites.

General Plan Land Use and Urban Design Policies

The City of San Bruno General Plan provides a strong policy basis for the Transit Corridors Plan. Updated in 2009, the General Plan addresses growth and development opportunities throughout the City, with particular attention to the Downtown and the Station Area. Policies in the Land Use and Urban Design Element of the City's General Plan define the vision for the area and provide a framework for the uses and character contained in this Specific Plan. The applicable General Plan policies are summarized below and included in Appendix B.

The General Plan established new land use designations to promote transit oriented development around the future Caltrain station and BART station along El Camino Real, San Bruno Avenue and San Mateo, the area defined as the Transit Corridors Area in this Plan. The new land uses are designed to stimulate re-use and intensification with multi-use development, including high-density residential uses within the Transit Corridors Area. The General Plan promotes infill and revitalization of Downtown San Mateo Avenue and seeks to promote Downtown as the civic and cultural center of San Bruno. El Camino Real within the Transit Corridors Area is envisioned with mixed-use corridor with the potential as a place for residents to work, live, shop, and play, creating links between communities that promote walking and transit and improved and meaningful quality of life. In addition, the General Plan describes the importance of establishing a unified streetscape design and identity through a comprehensive signage program and gateway elements. Design guidelines that help define the character of the Transit Corridors Area, and its sub area, and the quality of architecture expected is also noted in the General Plan.

As new development occurs in the Transit Corridors Area, the General Plan emphasizes the need to be sensitive to surrounding lower density residential uses to ensure the transition is designed effectively to minimize impacts.

San Bruno's General Plan includes many relevant implementation policies related to specific corridors within the Transit Corridors Area, as well as policies associated with preserving views and developing gateways at key locations. These policies were used as the foundation from which the development standards and design guidelines for this Plan were drafted.

Grand Boulevard Initiative

The Grand Boulevard Initiative is a collaborative effort between 19 cities, counties, and local and regional agencies that are working together to improve the "performance, safety and aesthetics" of El Camino Real. El Camino Real is the focus of the initiative from the northern city limit of Daly City to the Diridon Caltrain Station in central San Jose. The principles below provide a guide for the level of performance that is expected along El Camino Real within the Transit Corridors Area, which is supported by the Plan's vision. As noted in Chapter 2, the City is currently participating in the Grand Boulevard Initiative and working with Caltrans on roadway design exceptions to encourage multi-modal transportation options along El Camino Real.

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.

4.4 PLAN AREA BUILDOUT ASSUMPTIONS

The catalyst sites described in this chapter coupled with other development and redevelopment opportunities, outline the anticipated growth within the Transit Corridor Area. Table 4.1 details the projected increase in density and intensity of land uses within the plan area as compared to existing development and buildout estimates in the City's current General Plan. The standards and guidelines in Chapter 5 describe in greater detail where these additional uses may locate throughout the Transit Corridors Area.

Table 4.1: Transit Corridors Plan Buildout Potential

Land Use	What Exists Today ¹	Net New Development Per General Plan Buildout ²	Net New Development Per Transit Corridors Plan	Net Increase in Development of Transit Corridors Plan Over GP
Residential (dwelling units)	325	720	1,610	890
Retail (square feet)	900,000	128,600	147,700	19,100
Office (square feet)	100,000	321,500	988,100	666,600
Hotel (rooms)	340	0	190	190

Notes:

- 1 Based on existing land use data estimations performed by Economics and Planning Systems, September 2009
- 2 Land use data for the study area under the Current General Plan were estimated based on general development assumptions contained in the General Plan Environmental Impact Report (EIR) and the City's General Plan Land Use classification map.

MEXICANA PRODUCE

FRUITS &
VEGETABLES
CARNICERIA



private realm development standards and design guidelines

IN THIS CHAPTER...

5.1 Private Realm Development Standards

5.2 Private Realm Design Guidelines

The Transit Corridors Area is at the cusp of a significant transformation. In the coming years subareas within the Transit Corridors Area will be further defined and enhanced in character, and prominence will be given to the area's gateways to inspire and welcome visitors into the City.

This chapter contains comprehensive development standards and design guidelines that govern future private development actions in the Transit Corridors Area. These standards and guidelines will be used to evaluate private development projects or improvement plans proposed for properties within the Plan area.

The following development standards and design guidelines are intended to give form to the "private realm" within the Transit Corridors Area. They refer to the buildings and land that are on privately-owned lots and parcels. The development standards are regulations that all development in the specified zone is required to follow in order to obtain project approval. The guidelines are recommendations that direct how a project is designed. The standards and guidelines aim to **enhance the identity and environment** of those areas by establishing the **desired character and scale of development along the corridors and providing for appropriate transitions to adjacent neighborhoods.**

For each project, the Planning Commission or Architectural Review Committee would have to make two new findings of fact: 1) that the project is consistent with the Design Guidelines, and 2) that the project addresses the transition from new development to existing low-density residential uses. The adopted Mixed-Use to Residential Transition Measures are included in Appendix A.

This chapter is organized as follows:

- **5.1 Private Realm Development Standards** address those aspects of development that are essential to achieve the goals of the Transit Corridors Plan. They include specifications for site development and building design, such as permitted land uses, building height, and setbacks. Conformance with the standards is mandatory. Standards are indicated by the use of the words “shall”, “must”, or “is / is not permitted”.
- **5.2 Private Realm Design Guidelines** address the overall quality of architecture of new and existing development at both the overarching (area-wide) and Character Area scales. The guidelines provide flexibility for creative expression and design of buildings while supporting the desired character of the overall Transit Corridors Area with a set of overarching guidelines, as well as key Character Areas. Guidelines should be adhered to wherever possible and will be used as the basis of the City’s design review process.

5.1 PRIVATE REALM DEVELOPMENT STANDARDS

This section presents standards to guide the development of the private realm in the Transit Corridors Area within specific zones (see Figure 5.1: Zoning Designation Map). The standards are contained in zoning designations corresponding to each Character Area and are designed to encourage and shape future private development in order to realize the community's vision.

The zoning designations will enhance the Transit Corridors Area as a desirable place to live, work, shop or visit. They are intended to promote coordinated and cohesive site planning and design that maximize transit-supportive development; enhance residential and commercial character along the corridors; and encourage pedestrian, bicycle, and transit use rather than exclusively automobile access to employment, services and residences.

The zoning standards build upon the 2025 General Plan land use designations with more specific standards regarding the uses and physical form of new development as they pertain to specific locations. The new zoning designations will allow higher intensity development based on the General Plan provision to allow higher floor-area-ratios (FAR) on development sites over 20,000 square feet. In addition, the designations includes guidance to a full revision of the City's Zoning Ordinance.

The five zoning designations for the Transit Corridors Area are as follows:

- Station Area
- San Bruno Avenue
- El Camino Real
- Central Business District
- Civic Center

Each zoning designation includes the following development standards:

- Uses
- Maximum Height
- Building Stepbacks
- Building Setbacks
- FAR Requirements

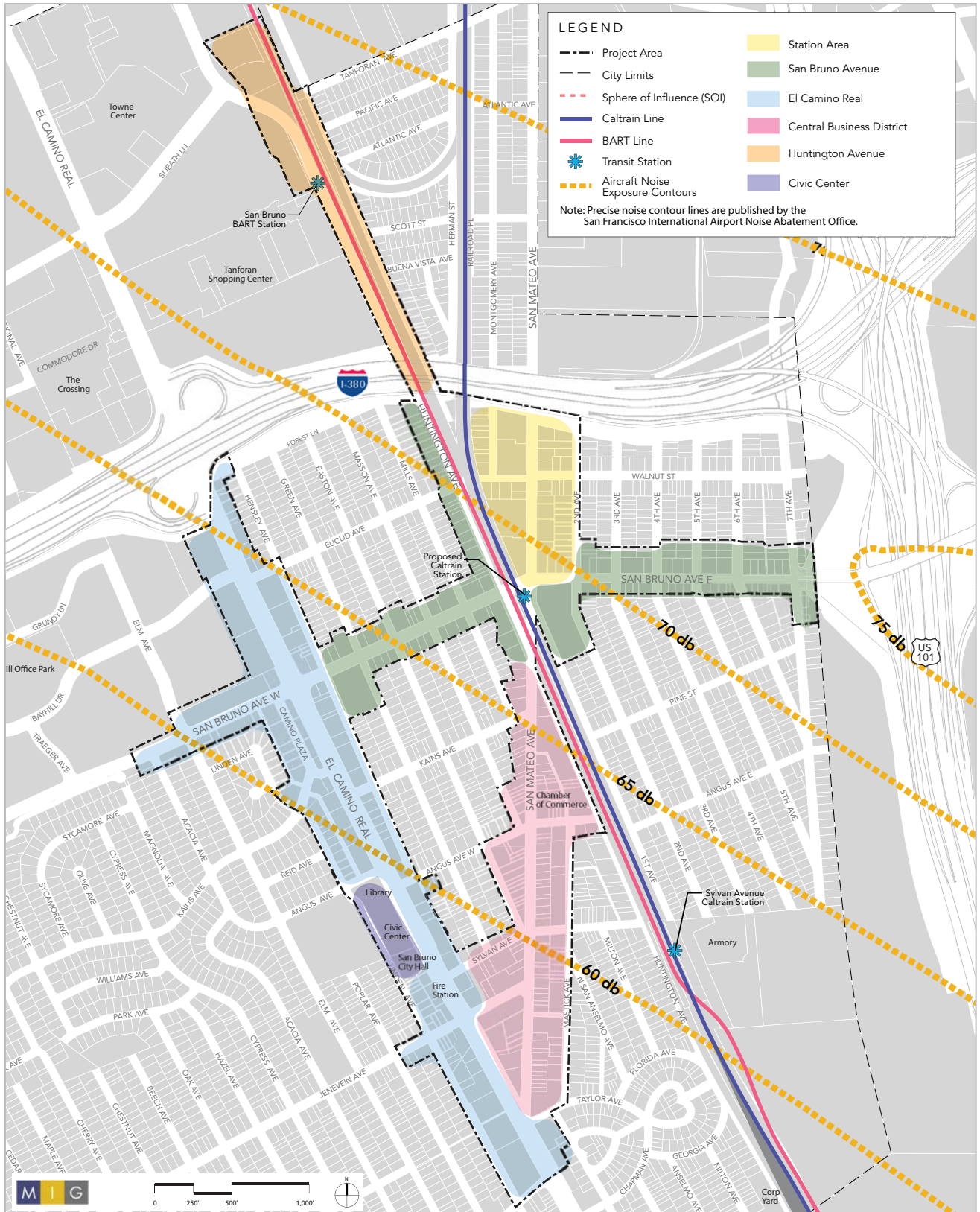


Figure 5.1: Zoning Designation Map

Maximum Height Regulations

The Transit Corridors Plan regulates height of buildings to ensure that adequate density and intensity can be achieved in order to support the economic vitality, streetlife, and public transit desired for the area, while also ensuring compatibility with adjacent low-rise residential neighborhoods and minimizing shadow impacts.

The Plan-proposed increase in height, above the three story or fifty (50) foot maximum currently allowed under Ordinance 1284, requires approval of a majority of San Bruno voters in a city-wide election.

Height is defined for the purposes of this plan as the vertical extent of a building mass measured from the average finished grade along the primary facade to the top of cornice, parapet, eave line of a peaked roof, or mansard roof ridge line. The primary building facade means the wall or plane of the building that contains the main building entrance.

The height for inhabited structures is regulated by both the number of floors permitted and by total height in feet permitted. The number of floors includes all habitable floors located above the average finished grade, and does not include portions of the building substantially submerged or partly submerged below grade such as basements or podiums. The maximum height for uninhabited structures (e.g. parking garages) is regulated exclusively by maximum height in feet permitted. Stepbacks were created to bring heights down in areas with potential shadow concerns, or areas with low-rise residential neighborhoods.

- Habitable attics, or any other inhabited spaces located above a roof's eave line or a mansard roof's peak, are not permitted.
- Portions of the building that extend above the primary building mass, such as dormers, roof-top cupolas, elevator and mechanical equipment enclosures, roof deck trellises, and other similar features, shall not exceed the maximum height requirement by more than 10 feet.
- At a height of 90 feet, future development within the Station Area could potentially encroach upon certain of the critical aeronautical surfaces that protect airspace required for the various departure procedures from Runways 28. Potential features exceeding the maximum 90-foot (7-story) height limit (e.g. architectural features subject to Planning Commission review, stairwell and elevator towers, or mechanical penthouses and equipment) may also encroach upon certain of the critical aeronautical surfaces. Future site-specific development proposals within the Station Area, as well as other portions of the Transit Corridors Area, would be referred to the San Mateo County C/CAG Airport Land Use Committee (ALUC) for a determination of consistency with the ALUCP. Depending on site-specific ground elevations and critical aeronautical surfaces, the ALUC determinations may result in maximum allowed building heights on any given site slightly lower than the maximum allowed by the Transit Corridors Plan.



Figure 5.2: Character Area - Station Area

STATION AREA

The Station Area designation covers the new Caltrain station and adjacent areas. It encourages high intensity office development to maximize the transit-oriented development potential and Caltrain ridership.

Uses

The Station Area designation allows public uses including Caltrain related uses, such as the station platform, plaza and parking. Other major permitted uses are professional offices with limited ground-floor retail at strategic locations, such as fronting the Caltrain station platform and plaza and along key streets and intersections. Parks and open spaces are also encouraged to serve as community amenities. Prohibited uses include industrial, automobile/vehicle sales, auto repair services, storage and warehouse uses. In addition, new residential uses and mixed residential and commercial uses may be permitted in areas outside of the 70 decibel SFO airport noise contour. See Table 5.1: Uses, for a list of permitted uses, Table 5.2: Development Standards, for a summary of the standards within each zoning designation and in the City of San Bruno’s Municipal Code for a complete list of permitted uses.

Maximum Height

- For new development west of San Mateo Avenue, maximum height is ninety (90) feet, and seven (7) stories, with the tallest buildings located closest to the Caltrain station. Minimum height is sixty (60) feet, and four (4) stories.
- For new development east of San Mateo Avenue, maximum height is sixty-five (65) feet, and five (5) stories. There is no minimum height
- Certain encroachments up to ten feet (e.g. architectural features such as corner tower elements) that extend beyond height limits may be permitted through the Planning Commission design review process.



There is an opportunity within the Station Area for well planned mixed-use development.

Building Stepbacks

- Buildings over four stories facing corridor streets shall step back the fifth floor and above by a minimum of 15 feet, except that buildings over three stories adjacent to low density residential shall step back the fourth floor and above by a minimum of 15 feet.

Building Setbacks

- Front: 10-foot average from back of sidewalk
- Side: zero.
- Rear: zero, except 10-feet when adjacent to low density residential.

FAR Requirements

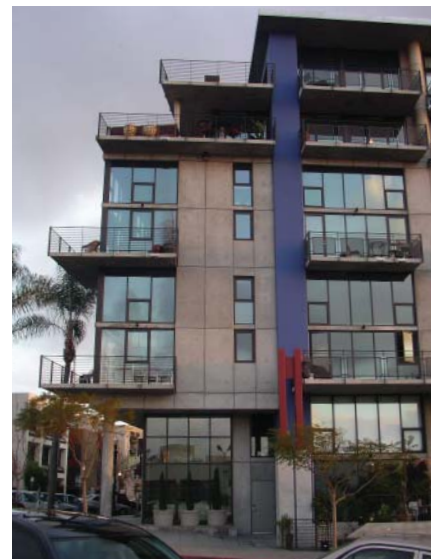
- Maximum 2.0 FAR for parcels smaller than 20,000 square feet, and no maximum FAR for parcels 20,000 square feet and larger.

Parking Requirements

- Refer to Table 7.8 Parking Requirements.



Open spaces in the form of plazas and/or parks should be integrated into the Station Area to provide community gathering



Building setbacks and stepbacks should be used to reduce building massing.



Mixed-use residential and commercial is encouraged.

SAN BRUNO AVENUE

The San Bruno Avenue designation encourages higher intensity development along San Bruno Avenue and Huntington Avenue while preserving flexibility for the range of existing and potential uses. While residential densities are not as intense as along El Camino Real, San Bruno Avenue will become a transit-oriented development corridor with both commercial and residential uses.

Uses

The San Bruno Avenue designation encourages both stand alone commercial and a mix of residential, retail, and office uses. Commercial uses can include retail sales, personal services, eating and drinking establishments, business and professional offices, and medical and dental offices. Commercial uses are required on the ground-floors at key intersections, such as adjacent to the Caltrain station and San Bruno Avenue. Flex-spaces should be encouraged for ground-floors of mixed-use buildings to allow office or retail uses depending on market demand. This designation allows new mixed-use residential and commercial and single-use residential development in areas outside of the 70 decibel SFO airport noise contour, primarily west of the Caltrain station, along Huntington Avenue south of Euclid Avenue and south of San Bruno Avenue. Prohibited uses include industrial, storage, and auto service or



Figure 5.3: Character Area - San Bruno Avenue

vehicle sales uses. See Table 5.1: Uses for a list of permitted uses and Table 5.2: Development Standards for a summary of the standards within each Designation Zone. See the City of San Bruno’s Municipal Code for a complete list of uses.

Maximum Height

- Sixty five (65) feet and maximum of five (5) floors.
- Certain encroachments up to ten feet (e.g. architectural features such as corner tower elements) that extend beyond height limits may be permitted through the Planning Commission design review process.

Building Stepbacks

- Buildings over three stories facing corridor streets and adjacent to low density residential shall step back the fourth floor and above by a minimum of 15 feet.

Building Setbacks

- Front: 10-foot average from back of sidewalk
- Side: zero.
- Rear: zero, except 10-feet when adjacent to low density residential.

FAR Requirements

- Maximum 2.0 FAR for parcels smaller than 20,000 square feet, and no maximum FAR for parcels 20,000 square feet and larger.

Parking Requirements

- Refer to Table 7.8 Parking Requirements.



A variety of materials and articulation can help distinguish individual entries.



Figure 5.4: Character Area - El Camino Real



Residential uses will provide the critical mass of residents to support the commercial uses throughout the plan area.

EL CAMINO REAL

The El Camino Real designation generally applies to parcels along the El Camino Real corridor, and emphasizes new development of residential uses with some ground-floor retail to leverage proximity to the Caltrain station and Downtown, while being sensitive to existing lower density neighborhoods. Key intersections (see Figure 5.8: Key Primary and Secondary Intersections) throughout the corridor should be activated with commercial uses that have a strong connection to the public realm (i.e. setbacks with plaza space and outdoor dining opportunities).

Uses

The El Camino Real designation encourages mixed-use residential and commercial and single-use residential development. Residential uses such as condominiums should front onto El Camino Real, with ground-floor retail required at significant street corners (see Figure 5.8: Key Primary and Secondary Intersections). Medium-density residential uses, such as townhomes, are encouraged adjacent to existing low-density residential neighborhoods. Other commercial uses, such as restaurants, and neighborhood-serving retail are allowed. Prohibited uses include auto service, industrial storage uses and new automobile repair uses. Auto Sales will be a conditional use along El Camino Real subject to high quality design standards and architectural compatibility. It is anticipated that the land uses along El Camino Real will change over time, transitioning from auto-oriented uses to mixed-use development. See Table 5.1: Uses for a list of permitted uses and Table 5.2: Development Standards for a summary of the standards within each Designation Zone. See the City of San Bruno’s Municipal Code for a complete list of uses.

Maximum Height

- Seventy (70) feet, and maximum of five (5) floors.
- Certain encroachments up to ten feet (e.g. architectural features such as corner tower elements) that extend beyond height limits may be permitted through the Planning Commission design review process.

Building Stepbacks

- Buildings over four stories facing corridor streets shall step back the fifth floor and above by a minimum of 15 feet, except that buildings over three stories adjacent to low density residential shall step back the fourth floor and above by a minimum of 15 feet.

Building Setbacks

- Front: 10-foot average from back of the sidewalk
- Side: zero.
- Rear: zero, except 10-feet when adjacent to low density residential

FAR Requirements

- Maximum 2.0 FAR for parcels smaller than 20,000 square feet, and no maximum FAR for parcels 20,000 square feet and larger.

Parking Requirements

- Refer to Table 7.8 Parking Requirements.



The strategic use of materials and building articulation will help break up the mass of larger buildings in the plan area.



Figure 5.5: Character Area - Central Business District

CENTRAL BUSINESS DISTRICT

The Central Business District designation allows for a moderate increase in intensity of uses along San Mateo Avenue, with efforts to preserve the existing urban fabric and scale of storefronts. Mixed-use with ground-floor retail and upper-floor residential or office uses are permitted, while new medium-density residential uses are allowed to infill existing surface parking lots.

Uses

The Central Business District designation preserves the existing main-street retail commercial uses on San Mateo Avenue. Other retail uses may include cultural and entertainment uses such as community theaters, performing arts centers, museums, and auditoriums. Open spaces, such as public plazas, are encouraged, especially at the southern end of Downtown where San Mateo Avenue meets El Camino Real. Additionally, residential uses are allowed in upper-stories of buildings facing San Mateo Avenue, or in developments facing existing residential neighborhoods. See Table 5.1: Uses for a list of permitted uses and Table 5.2: Development Standards for a summary of the standards within each Designation Zone. See the City of San Bruno’s Municipal Code for a complete list of uses.



New/remodeled buildings should be appropriately scaled and positioned to complement the existing eclectic architecture along San Mateo Avenue.

Maximum Height

- Fifty five (55) feet, and maximum of four (4) floors.
- Ground floor must have a 15-foot minimum floor-to-floor to provide maximum flexibility for retail uses.
- Certain encroachments up to ten feet (e.g. architectural features such as corner tower elements) that extend beyond height limits may be permitted through the Planning Commission design review process.



Uses can enhance their street presence by providing outdoor dining opportunities.

Building Stepbacks

- Buildings over three stories facing corridor streets and adjacent to low density residential shall step back the fourth floor by a minimum of 15 feet.

Building Setbacks

- Front. The combined width of the sidewalk and setback must equal at least 10 feet.
- Side: zero.
- Rear: zero except 10-feet when adjacent to existing low density residential.



Buildings within the CBD have the opportunity to increase in intensity while respecting the existing scale and form of development in the area.

FAR Requirements

- Maximum 2.0 FAR for parcels smaller than 20,000 square feet, and no maximum FAR for parcels 20,000 square feet and larger.

Parking Requirements

- Refer to Table 7.8 Parking Requirements.



Figure 5.6: Character Area - Civic Center, El Camino Real

CIVIC CENTER

The Civic Center designation allows for a higher intensity and integrated civic center along El Camino Real.

Uses

The Civic Center designation is specific to the civic uses along El Camino Real, including City Hall, the Public Library, and Fire Station. This use also allows community centers, and other civic related uses, as well as secondary retail uses (i.e. coffee shop). See Table 5.1: Uses for a list of permitted uses and Table 5.2: Development Standards for a summary of the standards within each Designation Zone. See the City of San Bruno's Municipal Code for a complete list of uses.

Maximum Height

- Seventy (70) feet, and maximum of five (5) stories
- Certain encroachments up to ten feet (e.g. architectural features such as corner tower elements) that extend beyond height limits may be permitted through the Planning Commission design review process.

Building Stepbacks

- Buildings over four stories facing corridor streets shall step back the fifth floor by a minimum of 15 feet, except that buildings over three stories adjacent to low density residential shall step back the fourth floor and above by a minimum of 15 feet.



Civic uses should incorporate landmark elements (i.e. a tower structure) when possible and appropriately scaled to be inviting to pedestrians.



Building Setbacks

- Front: minimum 15-foot setback for buildings facing El Camino Real.
- Side: zero.
- Rear: zero, except 10-feet when adjacent to low density residential.

FAR Requirements

- Maximum 2.0 FAR for parcels smaller than 20,000 square feet, and no maximum FAR for parcels 20,000 square feet and larger.



Sustainable architecture and resource conservation should be goals with each public facility project.

Table 5.1: Uses

LAND USES	Station Area	San Bruno Ave/ Huntington	El Camino Real	Central Business District	Civic Center
1) Retail					
Retail Sales & Services	Permitted - G	Permitted - G	Permitted - G	Permitted - G	-
Eating Establishments	Permitted - G	Permitted - G	Permitted - G	Permitted - G	-
Eating Establishment with Alcohol	Permitted - P	Permitted - P	Permitted - P	Permitted - P	-
Drinking Establishments	Conditional Use - G	Conditional Use - G	Conditional Use - G	Conditional Use - G	-
Personal/Business Services	Permitted	Permitted	Permitted	Permitted	-
Health/Exercise Clubs	Conditional Use	Conditional Use	Conditional Use	Conditional Use	-
Auto Sales	-	-	Conditional Use	-	-
2) Professional/ Medical Office	Permitted	Permitted	Permitted	Permitted - U	
3) Hospitals/Health Clinics	Conditional Use	Conditional Use	Conditional Use	-	-
4) Lodging/Hotel	Permitted	Permitted	Permitted	Conditional Use	-
5) Residential	Permitted	Permitted	Permitted	Permitted - U	-
6) Live/Work	Permitted	Permitted	Permitted	Conditional	-
7) Civic, Quasi-Civic, Cultural	Permitted	-	Permitted	Permitted	Permitted

G = Ground Floor Only

U = Upper Floors Only

P = Permitted w/Performance Standards

- = Not Permitted

Table 5.2: Development Standards

	Station Area	San Bruno Ave/ Huntington	El Camino Real	Central Business District	Civic Center
Front – Setback from Back of Sidewalk	10 feet Average	10 feet Average	10 feet Average	10 feet*	15 feet
Side Setback	-	-	-	-	-
Rear Setback	-	-	-	-	-
Rear Setback – (adjacent to low density residential)	10 feet	10 feet	10 feet	10 feet	10 feet
Height Limit – Maximum	W of San Mateo Ave 90 feet / 7 floors	65 feet (5 stories)	70 feet (5 stories)	55 feet (4 stories)	70 feet (5 stories)
	E of San Mateo Ave 65 feet / 5 floors				
Height Limit – Minimum	W of San Mateo Ave 60 feet / 4 floors	-	-	-	-
	E of San Mateo Ave -				
Stepback Facing Corridor Street	Above 4th floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 4th floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 4th floor Step back 15 feet
Stepback – adjacent to low density residential	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet
Architectural Encroachments	Certain encroachments that extend beyond setbacks and height limits, including architectural features such as dormers, roof deck trellises, roof-top cupolas, elevator and mechanical equipment enclosures, and other similar features promoting good urban design, may be approved through the Planning Commission architectural and site plan review process. Such encroachments should not exceed the maximum height requirement by more than 10 feet.				
FAR for parcels < 20,000 sq. feet	Maximum 2.0	Maximum 2.0	Maximum 2.0	Maximum 2.0	Maximum 2.0
FAR for parcels ≥ 20,000 sq. feet	-	-	-	-	-

- = No Requirement

* = Combined width of sidewalk and setback must be at least 10 feet

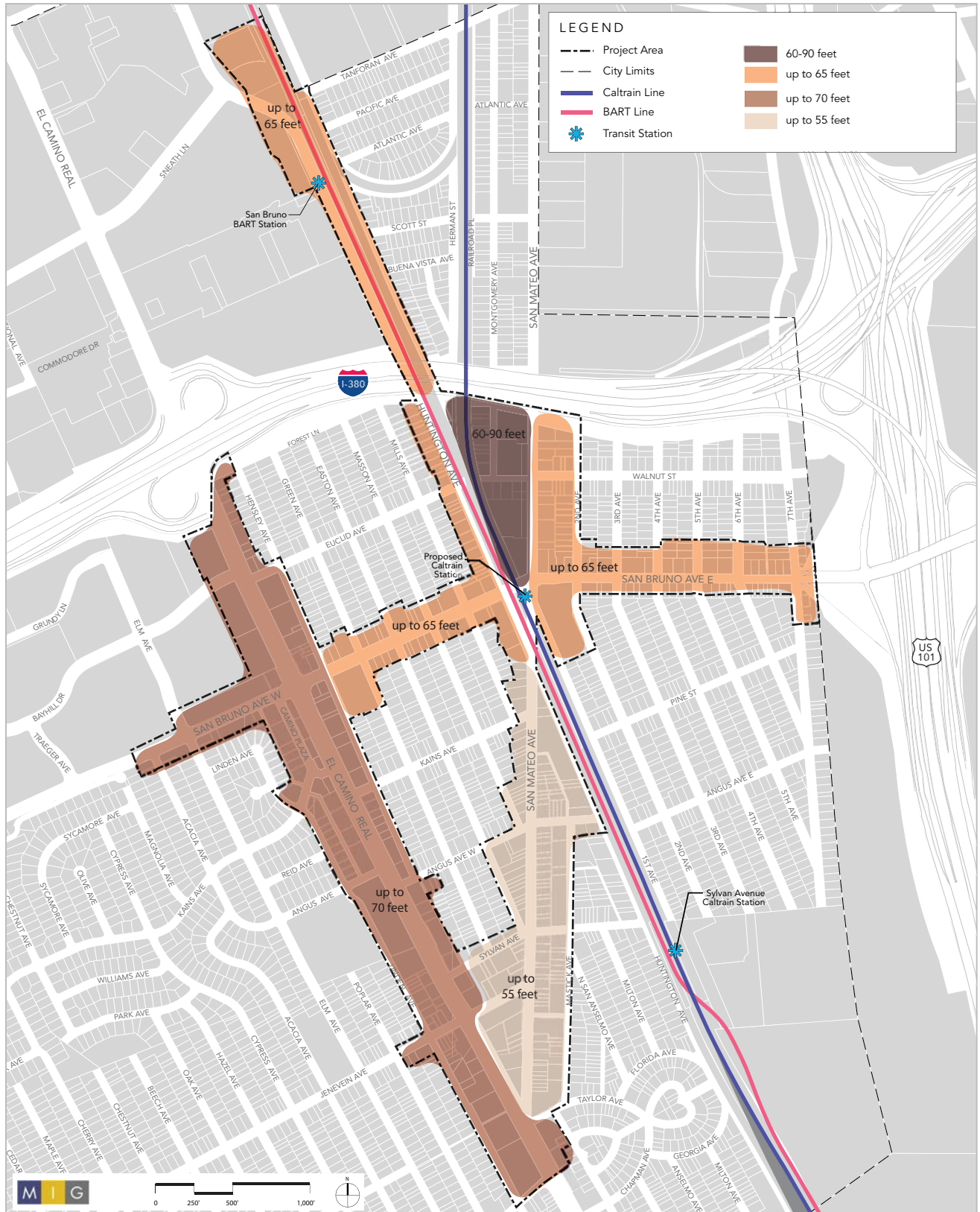


Figure 5.7: Building Heights

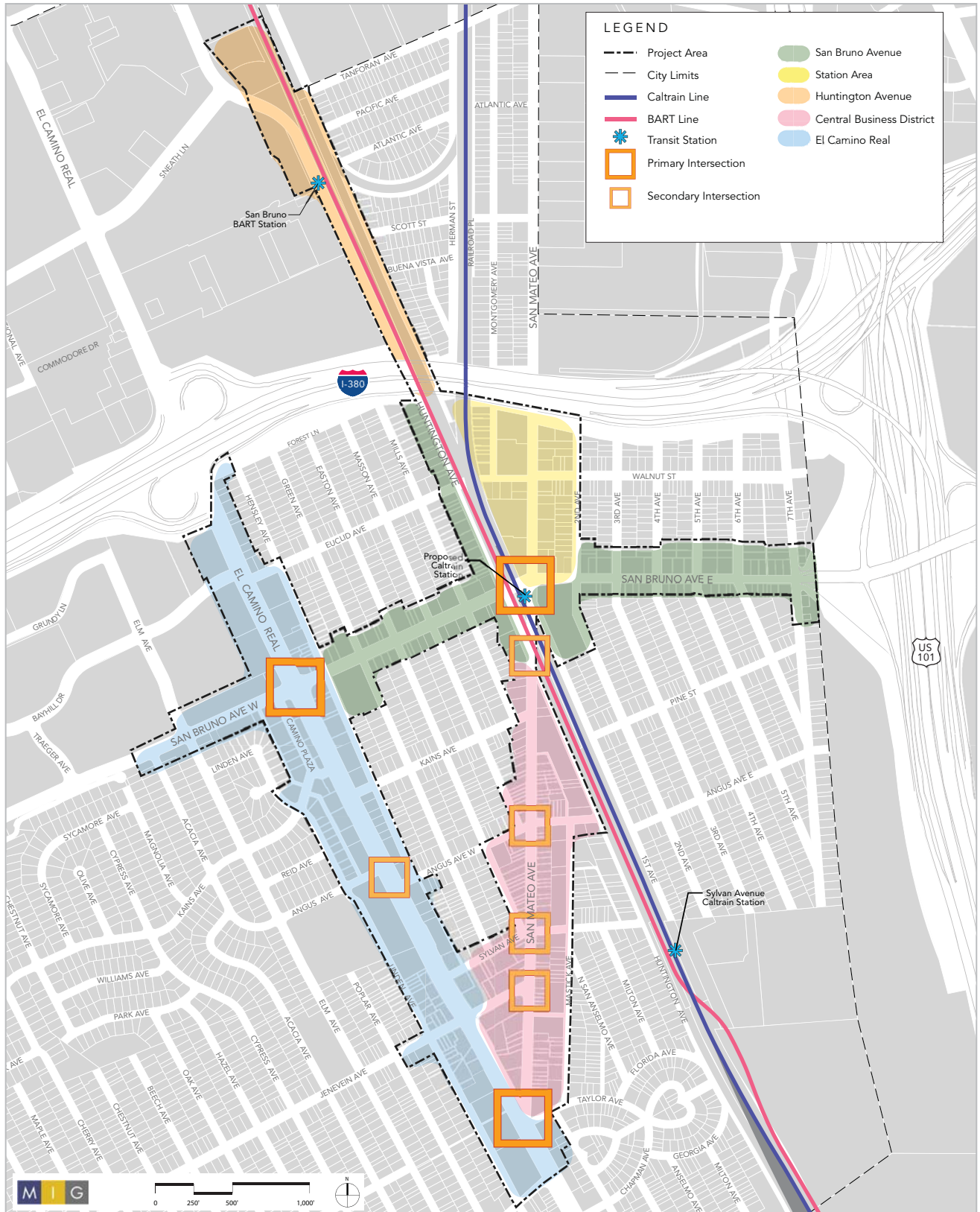


Figure 5.8: Key Primary and Secondary Intersections

5.2 PRIVATE REALM DESIGN GUIDELINES

The design and orientation of buildings and the spaces around them have great influence in shaping the character of a place. Importantly, the design of the private realm can have a significant impact on the quality of the public realm, as private buildings typically provide the edges to streets and open spaces. This interrelationship is critical because together these two realms shape the character, experience, and functionality of the Transit Corridors Area.

This section is organized as follows:

A. Overarching Design Guidelines address new development design of both new buildings and remodeling of existing buildings throughout the Transit Corridors Area. These guidelines are intended to ensure the overall quality of architecture desired throughout the Transit Corridor Area. Guidelines are indicated by the use of the words “should”, “may”, or “encouraged to”.

B. Character Area Design Guidelines provide specific private realm character defining design guidance for both new and existing buildings in the five designated Character Areas in the Transit Corridors Area.

It is recommended to first use the overarching guidelines and then specific guidelines for each of the character areas.

A. OVERARCHING (AREA-WIDE) DESIGN GUIDELINES

The overarching design guidelines are organized into several categories that provide guidance both for how buildings should be properly sited and oriented, and the elements that define the high architectural quality expected within the Transit Corridors Area. In addition to the guidelines that define the form, scale, and façade of buildings and parking and circulation design, this section also includes guidelines that encourage sustainable practices such as stormwater management, passive heating and cooling, and water and energy efficiency measures. Although direct conformance with the guidelines is the surest route to swift approval, applicants may propose alternative design plans that will be considered with respect to how they meet the overall objectives of the Plan and the

desired character of the Transit Corridors Area.

The overarching (area-wide) design guidelines include:

Site Layout and Building Design

- A1. Site Layout and Building Orientation
- A2. Massing and Scale
- A3. Building Heights and Stepbacks
- A4. Building Setbacks
- A5. Building Façade Design
- A6. Building and Roof Materials
- A7. Lighting
- A8. Building Signage
- A9. Awnings

Parking and Circulation Design

- A10. Parking Lots and Structures
- A11. Alleys and Service Access
- A12. Bicycle and Pedestrian Facilities

Sustainability Design

- A12. Stormwater Management
- A13. Passive Heating and Cooling
- A14. Water and Energy Efficiency



Building entries should be well defined and easily accessible from the street.

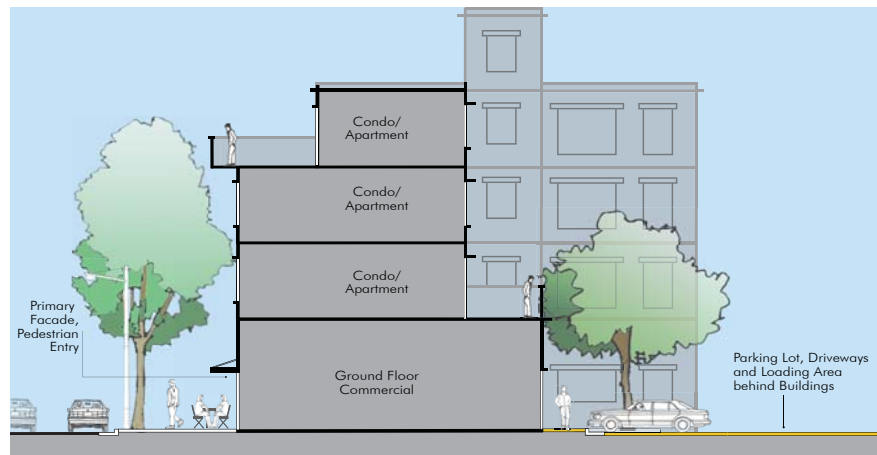


At key intersections corner buildings should be accentuated with projecting elements.

SITE LAYOUT AND BUILDING DESIGN

A1 SITE LAYOUT AND BUILDING ORIENTATION

- A1-1 Orient buildings so that primary façades and key pedestrian entries face major streets.
- A1-2 Encourage building entries to be visible from the street, so that each building has an entrance along the front of the building facing the sidewalk where the majority of the public will be entering.
- A1-3 Encourage end and corner units to be visual anchors by orienting primary façades toward major streets and intersections and using architectural design features to accentuate key vertical and horizontal features (i.e. roofline, entries, etc.).
- A1-4 Corner buildings should be accentuated through height, articulation and unique roof silhouettes to emphasize their presence.
- A1-5 Locate/concentrate new ground-floor retail uses on street corners in distinctive landmark buildings at key intersections (see Figure 5.8: Key Primary and Secondary Intersections).
- A1-6 Encourage ground-floor retail uses to activate the street where possible.



An example of how front setbacks and front stepbacks can be used to mitigate the impact of building heights.

- A1-7 Locate semi-private open spaces, such as common courtyards, to face major streets, activating the corridor and providing “eyes on the street”.
- A1-8 Encourage buildings, especially residential development, to have access to sun and air on at least two sides to provide adequate light and ventilation. Provide light and air wells for large scale buildings.
- A1-9 Require continuous building façades along San Mateo Avenue. On El Camino Real, Huntington Avenue, and San Bruno Avenue encourage continuous building façades where possible. Where continuous building façades cannot be provided, minimize driveway curb cuts to no more than 25 feet wide and landscape alleys with plantings and trees.
- A1-10 Encourage landscaping or low, well-designed fences for residential uses that can be used to delineate between the public and private realms.
- A1-11 Combine driveways, when possible, or prevent placing them close together to minimize curb cuts.
- A1-12 Minimize alley and service access driveways to provide better flow and safety for pedestrian, bicycle and automobile traffic.
- A1-13 Locate parking lots, driveways and loading areas behind buildings, with access on side or rear streets to maximize active pedestrian edges.
- A1-14 Encourage trash receptacles, located in many cases in rear parking lots, to be placed in trash enclosures that are screened with materials that are consistent with the architectural character and style of adjacent structures.



Open spaces should be located in easily accessible locations and connected to active streetscapes throughout the plan area.



Setbacks are encouraged to allow for landscaping and street furniture to enhance the pedestrian environment.



Building façades should be broken up with architectural elements such as a mix of materials and/or by recessing or projecting portions of the façade.

A2 MASSING AND SCALE

- A2-1 The design of new development must respect the scale, form, and development pattern of existing residential neighborhoods surrounding/adjoining the Transit Corridors Area.
- A2-2 Ensure the transition between high-density development and lower density development, including surrounding existing residential neighborhoods, by carefully considered in site design and architectural massing. Reduce the scale of buildings by stepping back the upper-stories, consistent with the Development Standards in this chapter when abutting single family residences.
- A2-3 Encourage development of medium density town homes in order to reduce the impacts on single family residential neighborhoods for new development on narrower blocks that are less than 75 feet in depth.
- A2-4 Create individual front entries for units at the street level to maximize activation, reduce building bulk and emphasize building frontage.
- A2-5 Break up the mass of large-scale buildings with articulation in form, architectural details, and changes in materials and colors, and other similar elements:
- Articulation in form includes changes in wall planes, upper-story building setbacks, and projecting or recessed elements;
 - Incorporate architectural elements and details such as adding notches, grouping windows, adding loggias and dormers, varying cornices and rooflines; and
 - Vary materials and colors to enhance key components of a building's façade (e.g. window trims, entries, projecting elements, etc.). Material changes should occur at interesting planes, preferably at the inside corners of changing wall planes.

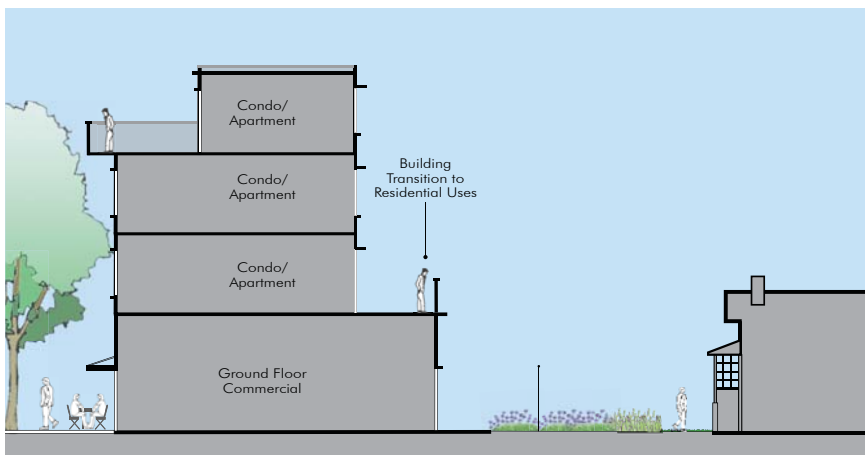
- A2-6 Encourage building articulation and break up building mass with alleys or open spaces to allow access through developments and to create visual breaks.
- A2-7 Break up long horizontal roof lines on buildings with flat or low pitched roofs by incorporating architectural elements such as parapets, varying cornices and roof lines. Roof lines should be broken at intervals no greater than 50' long by changes in height or roof form.
- A2-8 Encourage deep roof overhangs to create shadows and add depth to façades.
- A2-9 Screen all roof-mounted equipment through architectural detailing including decorative parapets or cornices.
- A2-10 Encourage roof forms typical of residential buildings such as gable, hip or shed roof combinations. Multi-form roof combinations will help create varying roof forms, emphasize individual dwelling units and break up the massing of a building.
- A2-11 Create a clear delineation of the private realm, for residential units on the street level, with well-designed elements such as low fences that distinguish private open spaces while preserving "eyes on the street". Encourage the use of fences, railings and/or windscreens to define the semi-private space.



Project elements such as balconies should be integrated to add articulation.



Examples of a new mixed-use developments transitioning to low-density residential neighborhoods.



An example of how rear stepbacks can be used to mitigate the impact of building heights adjacent to residential uses.



Varying materials and colors, and integrating awnings and window treatments are effective tools to articulate a building's façade.



Corner buildings should incorporate architectural elements that signify its presence at key intersections.

- A2-12 Encourage new developments on highly visible corner parcels to experiment with special features such as rounded or cut corners, corner towers, grand corner entrances, corner roof features, special shop windows, special base designs, etc.
- A2-13 Encourage distinctive landmark buildings at places of special significance such as the El Camino-San Mateo Avenue gateway, and important intersections such as El Camino Real and San Bruno Avenue, and the Caltrain Station Area by incorporating architectural elements such as a tower at the corner, articulation or unique roof silhouettes, providing a corner plaza, and/or a recessed building entrance at the corner.
- A2-14 Provide transparent windows for commercial uses that allow pedestrians to see into shops, offices and eateries.

A3 BUILDING HEIGHTS AND STEPBACKS

- A3-1 Provide transitions between commercial and residential buildings by encouraging upper-story stepbacks beyond what is required by the development standards.
- A3-2 Step down building heights along the secondary frontage and rear of buildings to reduce impact on adjacent properties. Stepping back upper stories will also minimize shadows cast on public amenities such as sidewalks, parks and greenways, and lessens privacy concerns with adjoining lots/neighbors.
- A3-3 Utilize upper-story stepbacks fronting major streets to encourage active uses, such as balconies or roof gardens, which provide additional open spaces for residents and add more "eyes on the street".
- A3-4 Encourage stepbacks to vary in depth to allow variation and architectural interest. Stepbacks can be measured as an average as described in the Development Standards.

A4 BUILDING SETBACKS

- A4-1 Utilize building setbacks as an extension of the sidewalk to provide adequate space for pedestrian movement and

activity. This space can be used for outdoor café seating, street furniture, landscaping, and public art that can enliven the streetscape.

- A4-3 Utilize building setbacks for ground-floor retail uses for spillover activity such as outdoor café seating. Design front setbacks for pedestrian use and consider using paving patterns or installing seating and tables, public art and decorative plantings. Use fences, railings and/or windscreens to define the semi-private space.
- A4-4 Encourage building setbacks for residential uses to create adequate buffer space between high-speed vehicular traffic and residential units.
- A4-5 Design setbacks with abundant landscaping to buffer existing parking lots along sidewalks' edge.
- A4-6 Integrate building setbacks for new development, particularly fronting key intersections (see Figure 5.8: Key Primary and Secondary Intersections), to create a visually interesting street edge by breaking up the building fronts with pockets that could provide more space for pedestrian and outdoor activity.



Setbacks can also provide pockets for street furniture and landscaping that will enhance the streetscape while not impeding on pedestrian traffic.



Building setbacks can provide an opportunity to engage the streetscape with outdoor dining.

A5 BUILDING FAÇADE DESIGN

- A5-1 Incorporate architectural elements on all façades to prevent blank walls. Though the highest level of articulation will occur on front façades, all exposed sides of a building should be designed with the same quality materials:
 - Articulate façades with a variety of materials;
 - All building sides should include glazing, awnings, projecting and recessed elements, or other details to add visual interest; and
 - Rooflines and cornice details should be designed in a three-dimensional manner so that the features on the back of the roof and/or unfinished areas are not visible.
- A5-2 Design buildings that contribute to the urban fabric by varying setbacks, roof heights, upper-story stepbacks,



Building façades can be articulated with architectural elements such as balconies, cornices, lintels, awnings, porches and stoops.



Blank wall decorated with attractive and colorful mural to improve pedestrian environment.

building articulation and landscaping treatments.

- A5-3 Provide variation in window design, color, materials, and architectural elements amongst multiple adjoining buildings and units to add interest to the pedestrian environment, while keeping within a similar theme..
- A5-4 Maximize transparent windows on all sides of buildings, specifically for ground floor retail and office uses, and do not obstruct view into space. For residential uses, design balconies with transparent or semi-transparent railings to enhance natural lighting and maximize “eyes on the street.”
- A5-5 Prohibit blank walls along street-fronting façades. Where windows and entrances are not feasible, decorate walls with murals, lighting or other visually appealing façade treatments. Incorporate vertical and horizontal architectural elements to break up long building façades.
- A5-6 Utilize architectural elements such as cornices, lintels, sills, balconies, awnings, porches and stoops to enhance building façades. Frame south- or southwest-facing windows with protruding vertical or horizontal shading devices such as lintels, sills and awnings to provide adequate protection from glare.
- A5-7 Encourage all ground-floor commercial uses to have transparent glass windows fronting onto sidewalks to connect with the pedestrian environment and provide pedestrians with views into the interior of the storefront. Opaque, reflective, or dark tinted glass is discouraged.
- A5-8 Encourage sustainable building practices, materials and design solutions—such as solar panels, light shelves, small wind turbines and cool roofs—when designing building façade and articulation. See sections A12, A13, and A14 for additional sustainable measures.
- A5-9 Ensure that materials and colors are consistent with the desired architectural style and that they complement the eclectic yet harmonious character of the corridor.
- A5-10 Ensure that durable and highly resistant building base

materials are selected such as precast concrete, brick, stone masonry, and commercial grade ceramic, to withstand pedestrian traffic.

- A5-11 Encourage existing development along the corridor to regularly maintain existing façades and private landscaping to ensure consistent appearance. All renovations should match the high level of architectural quality and character described in the design guidelines in this section.

A6 BUILDING AND ROOF MATERIALS

- A6-1 Vary materials and colors to enhance key components of a building's façade (e.g. window trims, entries, projecting elements, etc.). Material changes should occur at intersecting planes, preferably at the inside corners of changing wall planes.

- A6-2 Ensure that durable and highly resistant building base materials be selected such as precast concrete, brick, stone masonry, and commercial grade ceramic, to withstand pedestrian traffic.

- A6-3 Ensure that materials and colors be consistent with the desired contemporary architectural style.

- A6-4 Encourage signage and light fixtures that accent yet complement the architectural character of the area both in style and scale.

- A6-5 Incorporate the following recommended façade materials:

- Steel
- Brick
- Precast concrete
- Cut stone
- Exterior plaster



Façades should be balanced with an appropriate mix of materials that help ground a building at its base.



Deep roof overhangs can add visual interest to a building's façade.



Light fixtures should match the architectural character of the building both in use of materials and colors and in scale.



Blade signs should be pedestrian-scaled and proportioned to fit the form and character of the building to which they are attached.

A6-6 Incorporate the following recommended roof materials:

- Metal roof panels
- Roof tiles made of clay, slate, or integrally colored concrete

A7 LIGHTING

A7-1 Ensure that all light fixtures and poles are architecturally compatible with the buildings and/or streetscape or public space they are associated with.

A7-2 Encourage high-efficiency light fixtures. Incorporate timers and sensors where possible to prevent unnecessary lighting conditions.

A7-3 Ensure that all building entrances are well-lit with appropriately scaled light fixtures that complement the architectural style of the building.

A7-4 Site, direct, and/or shield light fixtures to prevent light pollution through glare or light spillage.

A7-5 Light parking lots, pedestrian walkways, bicycle paths, plazas, and paseos adequately.

A8 BUILDING SIGNAGE

A8-1 Design all new signage in accordance with the design guidelines in this section as well as the provisions of Chapter 12.104 Signs of the City's Municipal Code.

A8-2 Incorporate sign design into the development applications for new buildings.

A8-3 Encourage signs that represent the type of business through design, form or graphic.

A8-4 Integrate the method of sign attachment to a building into the overall design of the sign.

A8-5 Encourage signage to be wall mounted or suspend from awnings above the sidewalk. Discourage signs painted directly onto building walls.

- A8-6 Allow signage to protrude up to five feet in depth into the public right-of-way along sidewalks throughout the Downtown area.
- A8-7 Encourage directional lighting of exterior signs to illuminate the sign without producing excess glare.
- A8-8 Encourage façade signs that are individually lettered.
- A8-9 Ensure the design of signage that complements the architectural style and scale of development.
- A8-10 The following guidelines should be considered along San Mate Avenue:
 - Position flush-mounted signs above display windows and below second story windows, or, if compatible with façade design, within parapet roof design.
 - Window signs should not obscure a large portion of the display area or the view into the interior.
 - sign color and design should complement the building façade.
 - Mount projecting signs at least nine feet above the sidewalk, and project no more than five feet from the primary building wall.
 - Encourage use of external spotlights for sign illumination which is preferred over internally lit signage.
- A8-11 Provide high-quality blade signage that is perpendicular to building façades to target pedestrians.

A9 AWNINGS

- A9-1 Encourage colorful awnings overhanging the sidewalks with the following basic guidelines:
 - Awnings should be positioned within a building frame, and should never cover building piers.
 - Awnings should be fastened above the display windows



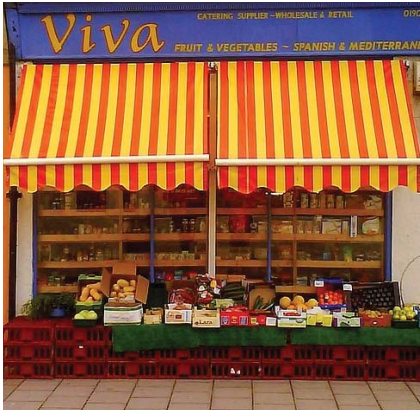
Attractive and creative blade sign that fits the character of the business.



Lighting of signage that complements the architectural style of the building and prevents excessive light pollution.



Visible signage mounted in different places of the building façade and using a range of materials.



Awnings provide an opportunity for tasteful artistic impression to attract patrons.



Awning that fits within the window frame.

and below the storefront cornice or sign panel.

- Awnings should be mounted approximately seven feet (clear) above the sidewalk, and should project no more than seven feet from the building wall.

A9-2 Encourage awnings, overhangs, and arcades where pedestrians are expected to walk and shop to provide overhead protection and to create significant entrances.

A9-3 Provide awnings along all storefronts, unless an awning does not match the architectural style.

A9-4 Encourage awnings with a distinctive identity and visual interest along the street level. Awnings should be mounted so as to respect the architecture and character of a building and its function. Awnings should project over doors and windows and not over blank walls. Creative steel, canvas, and glass awnings with signage incorporated are encouraged.

PARKING AND CIRCULATION DESIGN

A10 PARKING LOTS AND STRUCTURES

- A10-1 Provide parking consistent with the parking standards depicted in the Chapter 7 -Transportation of this document.
- A10-2 Ensure that any necessary surface parking in new development is located at the rear of the building, or is screened by landscaping.
- A10-3 Create safe walkways and visual connections to parking lots for pedestrians and vehicles.
- A10-4 Encourage higher intensity mixed-use, residential or office development to utilize podium parking that is “wrapped” with active uses along the primary façade.
- A10-5 Design façades of parking structures to reduce adverse effects on the pedestrian environment where alternative ground-floor uses are not possible, with green-screens, landscaping, public art, lighting, and semi-opaque windows. Mitigate any required blank walls with plantings, murals, architectural articulation, faux façades, etc.
- A10-6 Reduce the bulk of large parking structures by breaking up façades with articulated fronts, varying rooflines, architectural details and upper-story setbacks.
- A10-7 The preference is for retail at the ground floor of parking structures to activate the street edge and intersections. If retail is not feasible, locate stairwells and elevators of parking structures at building corners visible from the street to increase transparency between the structure and the public realm.
- A10-8 Provide attractive signage to clearly direct drivers into and out of parking structures and surface parking entrances.
- A10-9 Provide ample lighting in and around parking lots and structures to ensure safety.



Articulate parking structures with architectural elements such as window mullions. In addition, locate commercial uses on the ground floor to engage the pedestrian realm.



Stairwells should be located at the corner of parking structures and distinguishable through clear signage.



Preferred parking for alternative energy vehicles is encouraged.



Alleys should be well lit to provide a safe environment.

A10-10 Allow reduced parking requirements for buildings with adequate parking spaces in shared surface parking lots. Encourage the sharing of parking facilities among buildings with different peak demand times.

A10-11 Encourage the installation of solar panels on roof-decks of parking structures, both as shading devices for vehicles and as a sustainable energy source.

A10-12 Provide preferred parking for alternative energy vehicles and charging stations for electric powered vehicles. Provide dedicated parking for car-share vehicles.

A11 ALLEYS AND SERVICE ACCESS

A11-1 Encourage shared alleys and service access for multiple properties to minimize curb cuts and space used for service.

A11-2 Use special paving materials or patterns for alleys to indicate a shared-use zone that serves as both auto-access and pedestrian connections.

A11-3 Provide lighting in alleys to ensure safety.

A11-4 Ensure alleys are a minimum of 25 feet wide to allow for emergency access and landscaping.

A11-5 Include tree plantings and landscaped buffers along alleys to screen and mitigate the impact of new multi-story buildings on existing residential buildings.

A11-6 Install traffic-calming devices, where necessary, in alleys and service areas to reduce vehicular travel speed.

A11-7 Provide transparent windows and balconies looking over alleys and service areas to provide visual connections from the building to the street to enhance visibility and safety.

A11-8 Screen loading and waste storage areas from adjacent uses with vegetation, landscaping and well-designed screening structures. The design of screening structures should complement the architectural design/character

of the corresponding development and be designed from a solid material. Chain link or similar metal wire fencing with slats is prohibited for screening purposes. (Each business should provide individual trash receptacle enclosures, and provide a community screened recycling area, with uniform appearance, in each parking lot.) Where possible, integrate recycling and waste storage areas into the building.

A11-9 Incorporate loading areas for new development within the building, where possible, to minimize adverse traffic impacts and street activities.

A12 BICYCLE AND PEDESTRIAN FACILITIES

A12-1 Provide areas for bike parking at the Caltrain station, along San Mateo Avenue and all the identified bike routes.

A12-2 Provide a delineated and clear path of travel for pedestrians and bicyclists through new development, and particularly through parking lots and open spaces.

A12-3 Design bicycle racks and pedestrian furnishings that are both functional and visually interesting. Incorporate public art in the design of street furnishings.

SUSTAINABILITY DESIGN

A13 STORMWATER MANAGEMENT

A13-1 Ensure that all projects comply with the Municipal Regional Stormwater Permit as required by the National Pollutant Discharge Elimination System (NPDES) program.

A13-2 Encourage Low Impact Development (LID) techniques to infiltrate, store, detain, evapotranspire, and/or biotreat stormwater runoff close to its source.

A13-3 Minimize impervious surfaces such as concrete, asphalt and hardscaping, especially for surface parking lots. Utilize permeable joint pavers, porous concrete and asphalt, reinforced grass pavement (turfcrete), cobblestone block



Bicycle paths internally should be well designed and connected to overall bicycle network.



Bicycle facilities should be placed in areas that are clearly visible and easily accessible.



The use of permeable materials is encouraged throughout the Transit Corridors Area.



Landscaping should be used strategically to mitigate stormwater runoff.



Green roofs are encouraged throughout the plan area.

pavement, and other similar materials that allow water to infiltrate.

- A13-4 Use shared curb cuts, driveways and alleyways to reduce impervious surfaces.
- A13-5 Include project features to reduce pollution at its source including covered trash, recycling, and loading facilities.
- A13-6 Utilize landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices.
- A13-7 Ensure adequate tree canopies in the front setbacks of private development and in parking lots, greenways, parks, and plazas to slow and reduce the amount of rainfall that falls to the ground.
- A13-8 Encourage the use of green roofs and water collection devices, such as cisterns and rain barrels, to capture water from the building for re-use.
- A13-9 Consider incorporating water collection devices, detention areas, and drain spouts into architectural features, water features, or artwork.
- A13-10 Incorporate any required stormwater treatment measures early in the site planning process to ensure that they will be effective and attractive.

A14 PASSIVE HEATING AND COOLING

- A14-1 Orient courtyards, open spaces and façades to the south to maximize heat gain and natural sunlight.
- A14-2 Minimize building heights on the north side of developments to reduce shadows.
- A14-3 Configure building developments to create internal courtyards to trap warm air while still encouraging interaction with streets and open spaces.
- A14-4 Minimize impervious surfaces that have large ther-

mal gain. Plant groundcovers and use mulch to prevent ground reflection and keep the surface cooler, preventing radiation and the heat-island effect.

- A14-5 Provide light-shelves on south-facing windows and entries to maximize natural lighting.
- A14-6 Use adjustable exterior shades and shade screens on east-, west- and south-facing windows as flexible methods for blocking glare.
- A14-7 Design leeward openings to have substantially larger total area (50 to 100 percent) than those openings on the windward side to ensure adequate pressure to facilitate air movement during hot days.
- A14-8 Provide operable windows wherever possible to allow passive ventilation, heating and cooling.
- A14-9 Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.
- A14-10 Incorporate vegetated roofs and walls, where possible, to maintain and help regulate internal temperatures.
- A14-11 Orient upper stories and rooftops where possible to capture the views of the hills, San Bruno Mountains, and the bay to take advantage of the prime geographic setting of the City.
- A14-12 Orient buildings southward to receive optimal natural sunlight, when possible.

A15 WATER AND ENERGY EFFICIENCY

- A15-1 Incorporate water conservation measures to the extent possible pursuant to City’s Municipal Code, Chapter 10.16 Water Conservation, Article II. Water Conservation Regulations.
- A15-2 Require the use of drought-tolerant and native landscaping that requires little irrigation and low maintenance. Refer to City’s Master Street Tree List for appropriate landscaping.



Courtyards can provide a gathering space and should be connected to the streetscape.



Adjustable external shading devices can help control the climate inside buildings.



Planting strips along the corridors can provide a great resource for stormwater retention and filtration.



Opportunities for rooftop solar panels should be explored.

- A15-3 Encourage landscaping be irrigated through a drip system, where appropriate, using recycled water when possible.
- A15-4 Encourage planting strips along the street edges that are designed to act as functional stormwater management systems in the form of “urban bioswales”. Stormwater is directed into the planter strips to irrigate landscaping while filtering and reducing stormwater runoff.
- A15-5 Encourage solar panels on building rooftops and/or façades to supplement the energy source.
- A15-6 Encourage skylights to maximize the use of natural lighting.
- A15-7 Articulate building façades to increase surface areas for windows and opportunities for natural lighting.
- A15-8 Encourage the use of “cool and/or green” roofs to reduce heat island effect and thereby reduce the heat transferred into the building below. Cool roofs consist of materials that effectively reflect the sun’s energy. Alternatively, green roofs achieve the same purpose and include vegetation to harvest rainwater for reuse and diminish runoff.

B. CHARACTER AREA DESIGN GUIDELINES

The following guidelines are designed to ensure that new development within each of the designated Character Areas meets the desired level of architectural quality. The guidelines complement the Overarching Guidelines in the previous section, but provide greater detail to give form and character to each of the Character Areas. Each area includes guidelines that describe the layout and orientation of buildings and their massing and scale. In addition, each section includes a specific character-forming guidelines. This section is organized as follows:

- B1. Station Area
- B2. El Camino Real
- B3. San Bruno Avenue
- B4. Central Business District
- B5. Huntington Avenue



The architectural character for the Station Area should integrate modern elements and buildings should be articulated with a mix of materials, setbacks, and projecting and recessed components to break up their massing.



The character of both the buildings and the spaces between them should be designed with a common theme that defines the Station Area.

B1 STATION AREA

Building on the central location of the new Caltrain station, development in the Station Area will become a new destination and center of activity in San Bruno, as well as a northern gateway to the Downtown area along San Mateo Avenue. To support a Transit Oriented Development (TOD) concept, the Station Area will accommodate a higher intensity of uses. Due to the noise contours from SFO, residential uses in the Station Area will be restricted to areas outside of the 70 decibel zone. The area will be comprised mostly of office and retail uses, with potential for research and development uses.

Described in the City's General Plan as the "northern anchor" and gateway to the City, the character of the area should be defined by the distinctive architectural style of buildings and the public spaces between them. The following sections describe the desired use, orientation and layout, massing and scale, development envelope, building articulation, and use of materials that should reflect the prominence of the Station Area's use and location. The following design guidelines provide a framework for future development in the Station Area, with the flexibility to allow for innovative design solutions that complement the desired high quality of design.

BUILDING ORIENTATION AND MASSING

- B1-1 Create a pedestrian environment that connects the Station Area into the existing urban fabric along San Bruno and Huntington avenues and the anticipated character of the pedestrian environment along those streets. Public open spaces in the Station Area should be designed to be distinctive (through unique paving materials, etc.) and connect efficiently to surrounding streetscapes.
- B1-2 Where possible, orient main entrances to be visible from the Caltrain station, San Bruno Avenue, San Mateo Avenue, and public open spaces or plazas.
- B1-3 Encourage active public open spaces such as green spaces, plazas, and outdoor dining spaces within the Sta-

tion Area that are designed to complement the character of the area. Open spaces should be programmed and activated with restaurants, coffee shops or other uses that provide eyes-on-street and pedestrian traffic.

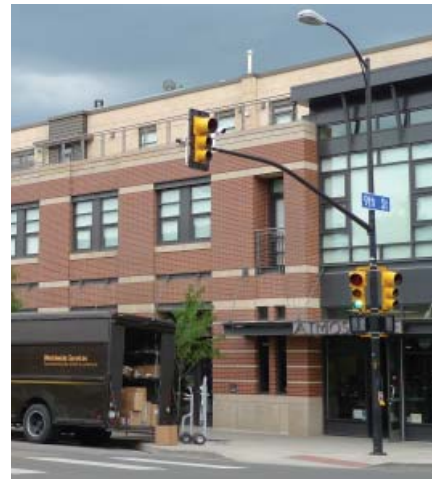
- B1-4 Locate loading and service areas behind buildings or facing the raised Caltrain tracks, where feasible, and cap with rooftop open space to minimize undesirable views and disrupting loading activity.
- B1-5 Maximize views to public open spaces from San Bruno Avenue and the Caltrain line.
- B1-6 Ensure that buildings do not span more than 200 feet across the street frontage.

BUILDING CHARACTER

The combination of the appropriate materials and colors will help define the architectural character of the Station Area. Materials should be selected intently to enhance the quality and permanence of the design. The Station Area is anticipated to reflect a contemporary architectural style through new construction that is distinctive for the area as a higher density TOD and the gateway into Downtown.



Plazas and green spaces are encouraged within the Station Area to provide space for the community and visitors to congregate.



Building setbacks at upper stories can reduce the impact of a height by providing a transition to either the street or adjacent structures.



Stepbacks are required at a certain heights and encouraged at lower heights along El Camino Real to building and transition to surrounding uses.



Residential uses should be set back adequately from El Camino to provide a buffer and an area for landscaping.

B2 EL CAMINO REAL

While El Camino Real will remain a state highway and a major corridor for moving automobiles, its character can be designed to better serve pedestrians and bicyclists and to be a gateway for the City of San Bruno. The following design guidelines provide a framework for future development along El Camino Real, helping to support the vision of its transformation into a “Grand Boulevard.” The guiding principles of the Grand Boulevard Initiative as they apply to El Camino Real (referenced in the Land Use and Urban Design Element of the City’s General Plan), provide a guide for the level of expected high-quality building design along the El Camino Real corridor, and are supported with the guidelines below.

BUILDING CHARACTER

Although the El Camino Real corridor is currently characterized primarily by auto-oriented uses, the corridor’s rich history provides character or identity forming elements that can be drawn from. In general, auto-oriented uses such as car dealerships and gas stations should be designed with landscaping and street trees to soften their appearance. In addition, auto dealerships should consider developing showrooms rather than surface lots to showcase their vehicles, particularly at the street frontage. Showrooms should be designed for maximum natural lighting with skylights and large windows, and minimize the use of artificial lighting and light pollution that might disturb nearby residents. The guidelines noted in the previous sections are intended to enhance the architectural quality and character of new and remodeled development to introduce a pedestrian-oriented environment. The guidelines allows both traditional and contemporary architectural styles.

B3 SAN BRUNO AVENUE

San Bruno Avenue presents a great opportunity to enhance its architectural elements to signify its potential as a major gateway to San Bruno. Considering that the Caltrain station is planned along the corridor, San Bruno Avenue should encourage the development of transit-oriented uses including higher density residential, on the west portion of the corridor, and active ground-floor uses that engage the street edge all along. The corridor is currently characterized primarily by office uses west of Huntington Avenue and an auto-dealership, small shops, and a range of residential uses east of San Mateo Avenue. Along both stretches of San Bruno Avenue the streetscape and the buildings' scale, orientation, and layout are auto-oriented which can be intimidating and unwelcoming for a pedestrian.

Public realm improvements (including streetscape, signage, and crosswalk/intersection enhancement) will encourage new development along the corridor by providing a unified pedestrian realm to tie into. The following design guidelines provide a framework for future development along San Bruno Avenue to help it reach its potential as the true gateway to the City.

BUILDING CHARACTER

The following design guidelines for the San Bruno Avenue corridor are intended to encourage pedestrian-oriented and scaled architectural elements. In addition, distinctive architectural features will emphasize the gateway presence at key locations along the corridor including opportunities at designated catalyst sites. The guidelines allows both traditional and contemporary architectural styles.



Building façades should be well defined with a mix of colors and materials and building form that support the desired character along San Bruno Ave.



Building forms should be varied to give prominence to areas such as corner entries at key intersections.



The private realm along San Bruno Avenue should be clearly delineated through setbacks and landscaping.



Buildings along San Mateo Avenue should be well connected to the streetscape with a pedestrian scaled façade to complement the existing character.



Retail uses should provide well defined building entries with transparent windows and appropriately scaled signage.

B4 CENTRAL BUSINESS DISTRICT

San Mateo Avenue is the historic Downtown core of San Bruno and provides a range of uses that draws both local residents and regional visitors. The existing urban fabric is comprised of smaller buildings with narrow storefront widths and a human or pedestrian scale. The following design guidelines preserve the quaint character of this main street while improving the quality of design of future development.

BUILDING CHARACTER

The Central Business District encompasses a variety of architectural styles ranging from Art Deco to Spanish or Mediterranean influences. Considering that most of the corridor is built out, special attention should be given to façade renovations to ensure they are consistent with the quality of architecture prescribed in this chapter and expected along the corridor. In addition, buildings that are located at the intersection of San Mateo Avenue and El Camino Real (south entry) or of San Mateo Avenue and Huntington Avenue (north entry) must pay special attention to façade articulation and upper level treatment (e.g., colorful canopies on upper windows, special treatment of building entrances, interesting roof forms, special accents, etc.). The following guidelines are intended to provide greater detail to the character of new and remodeled development to preserve the unique environment in the Central Business District.

- B4-1 Ensure that new development preserves the same relative bulk and basic storefront width (approximately 25 feet wide) as the average building in Downtown.
- B4-2 Encourage the design of several 25-foot wide buildings or create vertical articulation that creates the appearance of several smaller buildings.
- B4-3 Encourage the renovation of existing storefronts, especially for buildings with distinctive architecture. Restore or create an appropriately scaled building frame (a building's frame is defined by its piers, upper cornice, and base) by extending building piers to the cornice line, and by emphasizing piers, base and cornice with insets and

special materials and finishes. The following guidelines should be followed for all renovations:

- Complement existing or original architecture if historically significant.
- Encourage restoration of original architectural features that are compatible with downtown architecture. Additionally, any features that have are included in the Historic Resource Inventory and that enhance the identity of downtown should be strongly considered for restoration
- Uncover any previously boarded up or covered over upper story windows

B4-4 Allow traditional and contemporary architectural styles along the corridors.



Projecting elements such as balconies and awnings in conjunction with recessed building forms will help create visual interest.



Building setbacks are encouraged to allow for outdoor dining opportunities to engage sidewalk activity.



Residential development along Huntington Avenue should be designed with adequate setbacks to buffer it from the street.



The use of contemporary materials is desired along Huntington Avenue to complement the character of the Station Area.



Varied materials can help define key components of a building's façade and give form to the building's character.

B5 HUNTINGTON AVENUE

Huntington Avenue between San Bruno Avenue and Highway 380 is currently characterized by residential uses with a mix of single- and multi-family homes. Building upon the future Caltrain station and each of the corridor improvements, private development on Huntington Avenue should present an attractive entry into the City of San Bruno. Gateway elements including signage and architectural features should be incorporated at the San Bruno Avenue intersections. The makeup of Huntington Avenue is anticipated to be a mix of commercial and office uses on the southern end, transitioning to medium-density residential with good opportunity for live/work, flex space, or shopkeeper units uses in the northern end. The following guidelines are intended to enhance the architectural quality of development along the corridor.

BUILDING CHARACTER

Respecting the architectural cues from the design of the anticipated adjacent development in the Station Area, new development along the Huntington Avenue corridor should integrate contemporary architectural elements, although traditional architectural styles are also allowed. At gateway locations, special attention should be given to the design of corner buildings to be visual anchors. Development should be designed to activate the street edge with pedestrian-scaled design features and setbacks that provide opportunity for outdoor activities. Specifically for residential development, incorporate architectural features such as porches, balconies, chimneys, door placement, window proportions and trimming, dormers, fencing, siding, and material and color schemes to enhance building form. The following is a detailed set of character building design guidelines for the Huntington Avenue corridor.

Left blank intentionally.



Lullaby Lane CLEARANCE CENTER

SUSHI HOUSE
SUSHI BAR
TO GO
971-6100

The Bike Route

The AVENUE
DOWNTOWN
SAN BRUNO

5XDJ671

public realm design guidelines

IN THIS CHAPTER...

- A. Overarching Guidelines
- B. Character Area Guidelines
- C. Open Space Guidelines

Comprised of a city's streets, sidewalks, and public open spaces, the "public realm" plays a crucial role in the vitality, perception, functionality, and livability of our shared spaces. The intent of the public realm design guidelines is to **enhance the pedestrian environment along the Transit Corridors Area's key roadways, as well as within its public open spaces.**

The guidelines in this section are crafted to facilitate a balance between the needs of transit, automobiles, bicyclists, and pedestrians, including those with disabilities. Furthermore, these design guidelines provide opportunities for "green" design features in the public realm, supporting the sustainability goals for Downtown San Bruno.

The design guidelines for the public realm address three subcategories:

- A. Overarching Guidelines** that direct streetscape design throughout the Transit Corridors Area;
- B. Character Area Guidelines** that provide specific design guidance for the five Character Areas in the plan area; and
- C. Open Space Guidelines** that outline design parameters for creating active, vital open spaces in the Transit Corridors Area.

A. OVERARCHING GUIDELINES

The Overarching Guidelines are designed to give form to the public realm throughout the plan area. The public realm is generally defined as the City’s roadways, medians, sidewalks, planter strips, and public open spaces, such as parks and plazas. Important components of this realm include streetscape elements such as landscaping, street furniture, and lighting, as well as features that add visual interest and draw to the pedestrian environment, such as public art and signage. The guidelines in this section are organized as follows:

A1 Roadways

A2 Crosswalks and Bulbouts

A3 Sidewalks and Landscaping

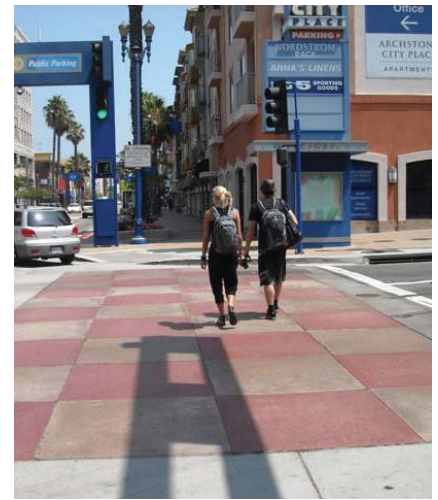
A4 Street Furniture, Lighting, and Public Art

A5 Wayfinding and Signage

A6 Stormwater Management and Sustainability

A1 ROADWAYS

- A1-1 Reduce pedestrian crossing distance at crossing locations by utilizing features such as bulbouts in parking lanes between parking spaces and at corners. Provide well-designed traffic calming devices along corridors, including traffic circles, bollards, bulbouts and chicanes to create pleasant livable environment.
- A1-2 Reassess best urban design for El Camino Real, San Bruno Avenue, Huntington Avenue and San Mateo Avenue to reach proper balance between driving, parking, walking and biking interests.
- A1-3 Provide adequate buffer between pedestrian zones and vehicle driving zones consisting of landscaping and/or curbside parking to ensure safe and appealing pedestrian environment within the Pedestrian Emphasis Zone.



Crosswalks should be clearly delineated with special paving.

A2 CROSSWALKS AND BULBOUTS

- A2-1 Provide clearly marked minimum 10-foot wide crosswalks at all controlled intersections and at intersections of key streets, as described in the Transportation Chapter.
- A2-2 Ensure that all crosswalks have ramps and warning strips that comply with Americans with Disabilities Act (ADA) standards.
- A2-3 Explore using special paving materials, colors, and/or patterns for crosswalks to heighten visibility and lend identity to the area while creating an attractive pedestrian environment.
- A2-4 Explore the use of in-pavement flashers and crosswalk signage that flashes to alert drivers of a crossing, especially at key intersections along El Camino Real and San Bruno Avenue and San Mateo Avenue.
- A2-5 Provide bulbouts along El Camino Real, San Bruno Avenue, and Huntington Avenue at intersections and pedestrian crossing locations.



Pedestrian refuges mid way across the street provide safe waiting areas for pedestrians.



Bulbouts with special paving and landscaping should be considered to provide a shorter crossing distance for pedestrians.



The pedestrian zone should be distinguishable with the use of paving materials that help it stand out and provide visual interest.

- A2-6 Consider development of new mid-block pedestrian crossing locations on El Camino Real, San Bruno Avenue and Huntington Avenue when justified by pedestrian traffic study, in conjunction with site development or in response to existing pedestrian demand.
- A2-7 Encourage the design of corner bulbouts at intersections to function as pocket plazas with pedestrian amenities such as landscaping, seating, trash receptacles, and bicycle racks.

A3 SIDEWALKS AND LANDSCAPING

- A3-1 Ensure that all streets have continuous sidewalks conforming to the ADA standard of a minimum width of five feet. Where possible, encourage a minimum six-foot wide pedestrian zone to provide comfortable pedestrian circulation.
- A3-2 Locate street trees and planter strips between sidewalks and roadway to provide a safety buffer for pedestrians from traffic. Allow tree wells and planters to be used instead of planter strips in cases where parking or bicycle lanes are located next to sidewalks.
- A3-3 Ensure that planters and tree wells are at least four feet wide to allow for healthy street trees. Incorporate well-designed tree grates in tree wells
- A3-4 Landscape planter strips with shade-providing trees and shrubs. For sidewalks, select tree species that do not create excess shade and obstruct pedestrian circulation
- A3-5 Select tree species for street medians consistent with scale and design theme for roadway segment. Ensure that tree canopies are high and airy to create a pleasant streetscape without impeding roadway visibility.
- A3-6 Use low-maintenance native or drought tolerant plant species in streetscape landscaping to minimize water consumption and maintenance.
- A3-7 Discourage use of turf, grass or landscaping that requires high water usage.

- A3-8 Promote outdoor dining and display of selected goods (i.e. fruit and vegetable stands, flowers, clothing standards, etc.) on sidewalks, where sidewalk width is sufficiently wide, to activate the streetscape. Maintain a pedestrian zone of five feet in addition to sidewalk seating, displays or activity areas.
- A3-9 Ensure at least a 12-foot tree canopy clearance from the finished sidewalk elevation to provide clear emergency and service access, allow light penetration from pedestrian-scale street lights, and create visual connections between buildings, signage, the sidewalk and the roadway.
- A3-10 Place new street trees in appropriate locations to avoid blocking views and access to building entrances or signage.
- A3-11 Ensure that trees do not obstruct ADA access, or infringe on pedestrian and/or bicycle circulation.



Outdoor dining opportunities are highly encouraged along most corridors in the plan area.

A4 STREET FURNITURE, LIGHTING, AND PUBLIC ART

- A4-1 Provide both pedestrian-oriented and automobile-oriented street lighting within the whole Transit Corridors Plan area, with first priority to the Pedestrian Emphasis Zones designed to meet established lighting standards to provide safe and comfortable pedestrian environment.
- A4-2 Provide pedestrian-friendly streetscape amenities—including seating, trash receptacles and public art—at key nodes along El Camino Real, San Bruno Avenue, San Mateo Avenue, and Huntington Avenue.
- A4-3 Provide bicycle racks and/or lockers at key locations throughout the Planning Area—especially along San Mateo Avenue and at the Caltrain Station Area. Ensure that bicycle racks are placed in highly visible locations and in sufficient quantities.
- A4-4 Explore opportunities for artistic design of bicycle racks, trash receptacles, seating, lighting posts, and utility boxes.
- A4-5 Install public art pieces throughout El Camino Real, San



Street furniture and pedestrian lighting should fit the desired character of the Transit Corridors Area.



Bruno Avenue, San Mateo Avenue, Huntington Avenue, the Station Area, and other plazas. Create a cohesive series of art pieces either by theme, artist, style, or materials.

A4-6 Utilize medians, bulbouts, pocket plazas, and wide sidewalk spaces as potential areas to display public art pieces.

A4-7 Provide shelters at bus stops where possible.

A4-8 Ensure that bus shelters do not obstruct pedestrian circulation. Require a minimum of six-foot sidewalk clearance for the pedestrian passage way.



A4-9 Work with SamTrans to design visually iconic, energy efficient, and user friendly bus shelters. Consider the use of solar panels to power lighting and monitors, require ADA accessibility, and ensure maximum transparency to enhance safety.

A5 WAYFINDING AND SIGNAGE

A5-1 Develop consistent thematically branded wayfinding and signage to maximize visual recognition.

A5-2 Employ signage for vehicular, pedestrian and bicyclist wayfinding to the Caltrain Station Area, San Mateo Avenue, major bus stops, and key community amenities such as City Hall, the City Library, and the proposed Performing Arts Center.

A5-3 Design and install gateway amenities at the Caltrain Station platform on San Bruno Avenue to announce a sense of arrival into the City. Ensure that gateway amenities are elegantly designed and contribute to the new character of Downtown San Bruno

A5-4 Install new gateway sign on San Bruno Avenue at east entry into City.

A5-5 Place signs at a height visible for both pedestrians and drivers. Signs should be placed at around 12 to 15 feet above ground. Scale signage to be visible both from the roadway and the sidewalk. Ensure that letters and



numbers are no less than four inches tall for directional signage.

- A5-6 Explore opportunities for educational and interpretive signage along El Camino Real and San Mateo Avenue to highlight important historic or design features of the area.
- A5-7 Provide visually-attractive, easy-to-read and well-located signage to direct vehicles to Downtown parking areas.



Directional signage throughout the plan area should be designed to match the desired contemporary character.



The visual simulation above shows the concept for gateway signage along San Bruno Avenue from the east at the future Caltrain Station and grade separation.



Drought tolerant and/or native landscaping is encouraged along the sidewalks and planting strips throughout the plan area to collect stormwater run-off.



A6 STORMWATER MANAGEMENT AND SUSTAINABILITY

- A6-1 Encourage the transformation of sidewalk planters and planter strips into stormwater run-off collectors and planters. Explore the transition from piped to natural percolation.
- A6-2 Install naturally drained, landscaped stormwater planters where possible, including on sidewalks, medians, bulbouts, parks and plazas, and traffic circles.
- A6-3 Encourage the use of permeable pavers around tree wells instead of impervious materials to increase infiltration of stormwater runoff.
- A6-4 Minimize the use of impervious surfaces within the public realm.
- A6-5 Explore the use of permeable paving materials or porous asphalt along parking lanes and surface parking areas.
- A6-6 Consider permeable paving with natural drainage instead of planter strips or between planter strips where feasible to increase infiltration.
- A6-7 Consider Use stormwater planters (small, contained vegetated area that collects and treats stormwater) and permeable paving as opportunities for educational and interpretive signage. Use new open spaces as opportunities for stormwater detention and infiltration to reduce run-off to the bay.
- A6-8 Employ paving materials with high solar reflectance and high thermal emittance (high albedo) to reduce heat-island effects.
- A6-9 Use native or drought-tolerant, low maintenance plant species for landscaping of streetscapes, parks and plazas to minimize water consumption and maintenance.
- A6-10 Explore the creation of a regional or municipal stormwater treatment facility to assist in maximizing the development potential of physically constrained sites. Consider implementing an in-lieu fee to develop and maintain the treatment facility.

B. CHARACTER AREA GUIDELINES

The Character Area guidelines are specific to each of the five Character Areas in the Transit Corridors Area and intended to give form to the public realm within each one of those areas. The guidelines in this section are organized as follows:

B1 Station Area

B2 El Camino Real

B3 San Bruno Avenue

B4 San Mateo Avenue

B5 Huntington Avenue



The Station Area should provide a plaza space with iconic architecture and signage and opportunities for people to congregate.



The Station Area should include well landscaped areas that provide shade.

B1 STATION AREA

- B1-1 Work with Caltrain to design the Station plaza to serve both commuters and the community.
- B1-2 Install iconic gateway streetscape elements at the Station Area. Consider archways, banners, special paving to create a unique identity to the Station Area.
- B1-3 Landscape the Station Area plaza with airy street trees that do not cast excess shadows.
- B1-4 Provide plentiful seating options in the plaza for commuters. Ensure that seating is sheltered from the rain.
- B1-5 Orient ticket booths, platform escalators or stairs, and retail kiosks to maximize visibility of the plaza. Cluster stairs and elevators to station close to platform to maximize area used for plaza space.
- B1-6 Provide secure bicycle parking and bicycle lockers at the Station Area and as part of surrounding development to encourage bicycle use.



Secured bicycle parking is encouraged throughout the Station Area.

B2 EL CAMINO REAL

- B2-1 Ensure that right-of-ways are designed in consistency with the Grand Boulevards Initiative guidelines and efforts are coordinated with Caltrans. These guidelines will adapt to be consistent with evolving Grand Boulevard design guidelines.
- B2-2 Install pedestrian scale lighting along El Camino Real.
- B2-3 Enhance and install the El Camino Real historic bells to emphasize the history of the boulevard.
- B2-4 Install directional signage and banners on lamp posts in the median and sidewalks along El Camino Real.
- B2-5 Explore installing roadway lighting in the street median to provide ample lighting on the roadway. Consider using sustainable options such as LED lights and solar panel powered lights.
- B2-6 Install public art and design treatments in underpasses to create a pleasant pedestrian experience.



Historic elements within the public realm along the El Camino Real corridor should be respected and highlighted.



Street trees, lighting and street furniture should be placed along the sidewalk's edge to buffer pedestrians from street traffic and enhance the pedestrian realm.

B3 SAN BRUNO AVENUE

- B3-1 Perform traffic study considering future build out volumes to reassess best urban design for San Bruno Avenue to reach proper balance between driving, parking, walking and biking interests. Based on study recommendation, develop new design standards.
- B3-2 Install stormwater planters with street trees along the sidewalk. Ensure that sidewalks are no less than five feet wide. Planter strips should be no less than three feet wide.
- B3-3 Install pedestrian scale signage and lighting on San Bruno Avenue to reduce the perceived scale of the arterial street.

West of Caltrain Station:

- B3-4 Ensure parallel parking lanes, where appropriate, to be seven feet in width. Install bulbouts between parking spaces to create opportunities for street trees. Ensure that sidewalks on San Bruno Avenue are at least eight feet wide and supplemented with building setbacks in the private realm.
- B3-5 Determine the best route for an east-west bike route that can accommodate Provide five-foot Class II bicycle lanes in both directions, potentially along San Bruno Avenue east west of the Caltrain Station to increase access to the transit station and connections to the bicycle network.

East of Caltrain Station

As part of an overall phasing strategy, in the near term explore design improvements that enhance the aesthetics of the street without removing driving lanes. In the mid to long-term along San Bruno Avenue the City might explore possibilities to change current road configuration

to dedicate more right-of-way to pedestrians and bikers; therefore, reducing number of vehicular travel lanes. Possible ideas to improve the streetscape while maintaining the current road configuration include:

- B3-6 Explore attractive and creative pavement materials (tinted and/or stamped concrete or asphalt, stone, brick etc.) in the crosswalks, sidewalks and/or roadway.
- B3-7 Explore raised pavement at intersections and/or special paving to increase pedestrian and bicycle safety.
- B3-8 In mid- to long-term phases of the implementation of the Plan (after the Caltrain station is built and a viable transit-oriented development area is established), the City should explore narrowing San Bruno Avenue East to two driving lanes and two parking lanes with bulbouts between parking spaces to create opportunities for street trees.
- B3-9 For sidewalks without a parking lane as a buffer, install decorative bollards and stormwater planters to buffer vehicular traffic.

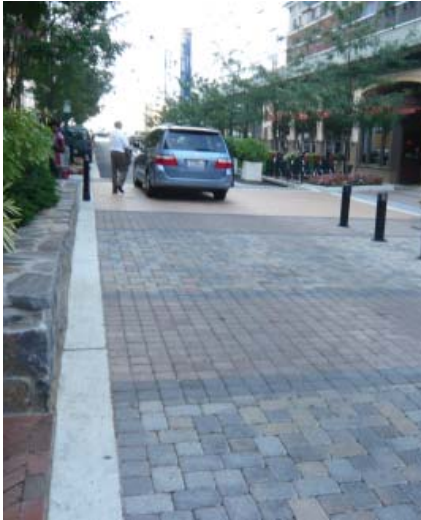
Station Underpass

- B3-10 Ensure that the Caltrain underpass is well designed, with abundant lighting, sidewalk railings or bollards, public art, or retail uses to activate the space. Maximize views into and from the underpass to provide an eyes-on-the-street environment and increase safety.



The Caltrain underpass should integrate creative lighting techniques to establish a well lit pedestrian environment.





Raised crosswalks, special paving at intersections, and well placed bollards should be integrated throughout the Transit Corridors Area to add visual interest and reinforce the pedestrian realm.



B4 SAN MATEO AVENUE

- B4-1 Perform traffic study considering future build out volumes to reassess best urban design for San Bruno Avenue to reach proper balance between driving, parking, walking and biking interests. Based on study recommendation, develop new design standards.
- B4-2 Explore reducing vehicular speed in Downtown, and using raised intersections to slow traffic.
- B4-3 Provide, where feasible, angle parking rather than parallel parking adjacent to curb.
- B4-4 Retain bulbouts at street crossings. Install landscaping, public art, and seating amenities at bulbouts where possible.
- B4-5 Plant street trees in tree wells with grates rather than in pots.
- B4-6 Install raised crosswalks at all key intersections to improve pedestrian safety and reduce vehicle speeds (see Figure 7.17: Recommended Pedestrian Facilities Improvements).
- B4-7 Install attractive and creative pavement materials (tinted and/or stamped concrete or asphalt, stone, brick etc.) in the crosswalks, sidewalks and/or roadway.
- B4-8 Consider reconfiguration of the intersection of San Mateo Avenue and El Camino Real to facilitate creation of an outdoor public plaza and highly visible gateway to Downtown (see figure 7.14: Conceptual Realignment for a conceptual design for the intersection of San Mateo Avenue and El Camino Real). Align the intersection to be centered on the San Mateo Avenue – El Camino Real junction, rather than the Taylor Avenue – El Camino Real junction. Design a 90-degree intersection into San Mateo Avenue from El Camino Real to ease truck and service access.

B5 HUNTINGTON AVENUE

- B5-1 Perform traffic study considering future build out volumes to reassess best urban design for Huntington Avenue to reach proper balance between driving, parking, walking and biking interests. Based on study recommendation, develop new design standards.
- B5-2 Install five-foot wide bicycle lanes on Huntington Avenue.
- B5-3 Widen sidewalks an additional 5 feet and landscape sidewalks with trees, plantings and public art. This additional landscaping and art will providing a visual buffer to the future elevated Caltrain tracks.
- B5-4 Ensure that parallel parking lanes (on the west side of the street) are eight feet in width and intermittently spaced with landscaped bulbouts.
- B5-5 Install directional signage and banners on existing light poles.
- B5-6 Install pedestrian scale lighting on sidewalks.
- B5-7 Explore opportunities to enliven the berm alongside the elevated Caltrain tracks with murals, lighting, public seating, retail, and/or vegetation.



Appropriately striped and signed bike lanes should be installed throughout the plan area in locations described in the Transportation Chapter.

C. OPEN SPACE GUIDELINES

The Open Space guidelines are intended to ensure that community spaces throughout the plan area are designed to be welcoming to pedestrians and fit seamlessly into their surrounding environments. The guidelines in this section are organized as follows:

C1 Pocket Parks

C2 Plazas

C3 Greenways, Alleys and Pedestrian Connections

C1 POCKET PARKS

- C1-1 Ensure that pocket parks are of a sufficient size and active programming to cater to San Bruno residents and visitors.
- C1-2 Include a variety of programs and facilities to serve a wide range of users, including play equipment areas, gathering space, multi-use play areas, and community gardens.
- C1-3 Ensure pathways are at least five feet wide for ADA access.
- C1-4 Provide adequate lighting and signage within pocket parks.
- C1-5 Ensure that park entrances are highly visible to enhance safety and wayfinding. Maximize vistas into the park and encourage “eyes on the park”. Avoid locating tall foliage, walls, or large signage near the entrance of the park, which may act as visual barriers.
- C1-6 Encourage the design and use of natural drainage bio-swales in pocket parks to filter surface water run-off.
- C1-7 Encourage the use of pervious paving surfaces to increase natural stormwater run-off drainage.
- C1-8 Encourage adjacent uses to front directly onto pocket parks.
- C1-9 Incorporate an iconic feature that distinctly identifies each pocket park/plaza. If the pocket park on San Mateo Ave opposite Jenevein Ave intersection becomes a permanent park, install additional improvements, such as playground equipment.
- C1-10 Require the use of native or drought-tolerant plant species that require low water usage and maintenance. Discourage the use of high-maintenance species that require high water usage, such as lawn.
- C1-11 Consider the installation of a skateboard park on Huntington under Highway 380 to activate the space. Ensure that the skateboard park is designed with ample



Open spaces and parks are a key component to a balanced urban environment.



Plazas are encouraged throughout the plan area that are well designed and connected to the sidewalks.

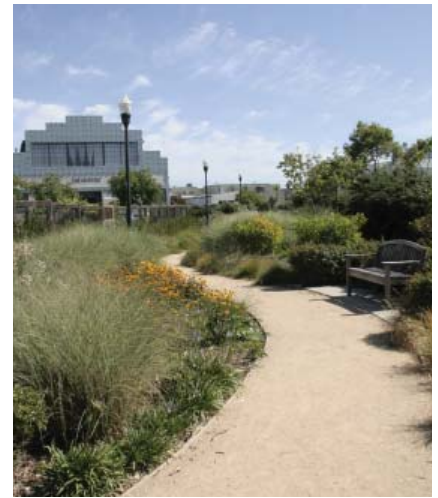
lighting and bollards or fencing to provide safety to users.

C2 PLAZAS

- C2-1 Encourage the use of water permeable paving surfaces to increase natural stormwater run-off drainage.
- C2-2 Provide signage to direct users through plazas.
- C2-3 Use special paving patterns and treatment at transit plazas and promenades to increase visibility and identity.
- C2-4 Ensure a safe pedestrian and bicycle route through the plazas to the transit stop. Include curb-cuts when necessary for ADA and bicycle access through plazas.
- C2-5 Provide landscaping and street trees in plazas to create a pleasant environment. Ensure that trees provide foliage without casting excess shade.
- C2-6 Provide amenities in plazas for social gathering, including seating, tables, interactive public art, play areas, and bicycle racks.
- C2-7 Allow outdoor seating or outdoor exhibits in plazas to activate the space.
- C2-8 Program temporary events in plazas such as farmers markets, parades, and live performances.
- C2-9 Install plentiful lighting in plazas to ensure safety.
- C2-10 Install banners and signage in public plazas to create a sense of community identity for San Bruno.
- C2-11 Create historic plaques in plazas at significant locations to commemorate the history of San Bruno and its major contributors.
- C2-12 Promote a donor recognition program to honor fundraising contributors both as a fundraising strategy and as public art/paving design..

C3 GREENWAYS, ALLEYS AND PEDESTRIAN CONNECTIONS

- C3-1 Create connections to Centennial Way Trail in South San Francisco from the Caltrain Station and San Mateo Avenue.
- C3-2 Improve the design of Memory Lane. Consider the use of a combination of special paving treatment and patterns, historic lamp posts, landscaping, signage, or street furnishings where appropriate to emphasize the pedestrian and bicycle connection..
- C3-3 Pave alleys with special patterns and materials to highlight pedestrian use. Ensure that alleys are well-lit with ambient lighting.
- C3-4 Plan for pedestrian and bicycle paths through new development.



Pedestrian paths are encouraged connecting key destinations within the plan area.



Alleys should be designed to encourage use not only for circulation but also for potential gathering spaces.



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transportation

IN THIS CHAPTER...

- 7.1 Land Use and Transportation Analysis
- 7.2 Roadway System
- 7.3 Parking Demand Management

The Transit Corridors Plan establishes a comprehensive vision and outlines the redevelopment potential of land uses on select parcels along major corridors throughout the plan area. To support the proposed land use changes, transportation improvements are essential to activate the street spaces and move traffic through the area efficiently. As the community evolves into the 21st Century, the plan area must be planned to **enhance opportunities for all modes of transportation, with priority given to establishing strong connections and amenities for pedestrians, bicycles and transit.**

Proposed transportation improvements are based on the existing conditions analysis and information gathered through the outreach process. The identified transportation improvements support the community vision for creating a vibrant mixed-use Transit Corridors Area for San Bruno. These are summarized in Table 7.1 and are grouped into five areas; vehicle, transit, bicycle, walking, and parking and Transportation Demand Management (TDM).

The improvement strategies put special emphasis on increasing access and mobility for transit users, bicyclists, and pedestrians, while balancing the needs of vehicles. Complementary strategies for the different transportation modes provide a comprehensive framework to increase multi-modal access in and around the Transit Corridors Area. The strategy also seeks to improve connections to the San Francisco International Airport and capitalize on the potential economic benefits of thousands of airport workers and travelers.

The subsequent sections describe the transportation improvements in more detail; highlight innovative methods for dealing with parking and the balancing of modes; and provide recommended implementation policies for each method of transportation. This chapter is organized as follows:

- **7.1 Land Use and Transportation Analysis** - includes an analysis of daily trips generated per land use.
- **7.2 Roadway System** - provides an understanding of the existing conditions along the corridors within the plan area and a summary of potential improvements.
- **7.3 Parking Demand Management** - is a summary of existing parking demand and how the impact on parking from potential future development can be mitigated.

Table 7.1: Transit Corridors Plan Transportation Improvements

Improvement Area	Improvement Strategies
Vehicle	<p>Note: Previous analyses conclude that overall intersection and roadway segments operate at acceptable levels.</p> <ul style="list-style-type: none"> ▪ Evaluate opportunities for “road diets” on Huntington Avenue and San Bruno Avenue ▪ Evaluate opportunities to improve the San Mateo Avenue/El Camino Real intersection ▪ Evaluation opportunities for roundabouts at key locations to enhance the streetscape as a gateway feature, improve safety and reduce greenhouse gas emissions ▪ Reevaluate level of service policy for the Transit Corridors Area
Transit	<ul style="list-style-type: none"> ▪ Implement a transit circulator shuttle route ▪ Enhance bus shelters and waiting areas ▪ Promote opportunities to grow transit ridership
Bicycling	<ul style="list-style-type: none"> ▪ Develop network of bicycle priority streets, including bicycle boulevards ▪ Add bicycle lanes on streets with available right of way and higher traffic volumes ▪ Evaluate/develop a trail connection across US-101 to the San Francisco Bay Trail ▪ Implement bicycle parking requirements
Walking	<ul style="list-style-type: none"> ▪ Promote a “complete streets” strategy for San Bruno’s Transit Corridors ▪ Increase pedestrian comfort by adding bulbouts (also known as curb extensions) and refuge islands ▪ Improve street crossings by adding new crosswalks and enhancing existing crossings ▪ Promote walking connections from surrounding neighborhoods to the Downtown core
Parking and Transportation Demand Management (TDM)	<ul style="list-style-type: none"> ▪ Develop a strategy for a Parking Management Program ▪ Promote a “Park Once and Walk” parking strategy ▪ Develop a Parking Implementation Plan ▪ Evaluate Metered Parking/Parking Pricing ▪ Create a Parking Benefits District ▪ Encourage unbundled parking ▪ Develop New Parking Standards for the Transit Corridors Area ▪ Consider a Transit Corridors Area TDM program

Source: Fehr & Peers, October 2009

7.1 LAND USE AND TRANSPORTATION ANALYSIS

The changes outlined in both the City’s current 2025 General Plan and the Transit Corridors Plan are anticipated to increase the number of daily person-trips in San Bruno compared to today. The City’s General Plan Environmental Impact Report (EIR) notes that citywide daily vehicle trips will increase by 69,000 over the life of the General Plan, meaning that new daily person trips will be in the range of 80,000 – 90,000 since not all trips will be taken by vehicle. Based on initial estimates, the Plan will increase daily person trips in the study area by approximately 8,700 trips as compared to the General Plan. This increase results from the increase in “net new development” (see Table 7.2).

Table 7.2: Land Assumptions

Land Use	Existing ¹	New Development Current General Plan Buildout	New Development with Transit Corridors Plan Buildout	Net New Development over GP
Residential (dwelling units)	Not estimated	720	1,610	890
Retail (square feet)	900,000	128,600	147,700	19,100
Office (square feet)	100,000	321,500	988,100	666,600
Hotel (rooms)	340	0	190	190

Notes:

- 1 Based on existing land use data estimations performed by Economics and Planning Systems, September 2009
- 2 Land use data for the study area under the Current General Plan were estimated based on general development assumptions contained in the General Plan Environmental Impact Report (EIR) and the City’s General Plan Land Use classification map.

Source: Fehr & Peers, October 2009

Of these daily person trips, the Plan will increase pedestrian trips by approximately 1,300 trips, transit trips by 870 trips, and bicycle trips by 430 trips as compared to the General Plan. Table 7.3 summarizes the net new daily person trips generated by the Plan and the associated mode splits.

Table 7.3: Transit Corridors Plan Daily Person Trip Estimates

Transportation Mode	Transit Corridors Plan		
	Daily Person Trips 1	Mode Split 2	Trips By Mode
Vehicle	8,670	70%	6,070
Pedestrian		15%	1,300
Bicycle		5%	430
Transit		10%	870

Notes:

- 1 Based on existing land use data estimations performed by Economics and Planning Systems, September 2009
- 2 Land use data for the study area under the Current General Plan were estimated based on general development assumptions contained in the General Plan Environmental Impact Report (EIR) and the City's General Plan Land Use classification map.

Source: Fehr & Peers, October 2009

Guiding Policies

A set of guiding transportation policies supports the Plan's overall vision of creating a vibrant plan area that enhances community identity and sense of place. These include:

- TRANS-A Promote the development of the Transit Corridors Area's street and intersection network that supports the proposed intensification of land uses, while providing mobility for all travel modes.
- TRANS-B Ensure increased transit connectivity within and to/from the Transit Corridors Area and provide for transit amenities at stops and stations that increase the visibility of stops/stations and improve the comfort and convenience for transit riders.
- TRANS-C Encourage improved bicycle connectivity and enhanced bicycle parking opportunities within the Transit Corridors Area linking the surrounding land uses and future Caltrain station.
- TRANS-D Facilitate pedestrian access and safety through pedestrian enhancements, including the provision of enhanced crosswalks at all intersections and wider sidewalks and pedestrian amenities along the transit corridors.
- TRANS-E Develop and implement a parking management strategy for the Plan area that makes efficient use of the City's parking supply through shared parking strategies and that provides the lowest number of parking spaces while still maintaining the viability of the Plan through efficient use of the parking supply within the Plan Area.
- TRANS-F Develop and implement a Transportation Demand Management (TDM) Program that reduces the amount of peak period motor vehicle traffic and encourages the use of modes other than the single-occupant vehicle.

Implementation Policies

The following implementation policies and strategies support the guiding policies. These include:

Street System

- TRANS-A.1 Support the Caltrain grade separation project and continue coordination with Caltrain to ensure that desired enhancements as part of the Transit Corridors Area are incorporated in conjunction with the Caltrain improvements.
- TRANS-A.2 Study a redesign of San Mateo Avenue/El Camino Real intersection to create a highly visible gateway to downtown and an outdoor public plaza, as well as improve access and enhance the intersection. Evaluate the concepts such as realigning the intersection to be centered on the San Mateo Avenue–El Camino Real junction, rather than the Taylor Avenue–El Camino Real junction, and creating a 90-degree intersection into San Mateo Avenue from El Camino Real to maintain truck and service access (discussed in greater detail in the San Mateo Avenue/El Camino Real Intersection segment in the following chapter).
- TRANS-A.3 Evaluate the option of implementing a round-about at the San Mateo Avenue/Huntington Avenue intersection in conjunction with improvements related to the Caltrain station relocation and grade separation project. Consider alternative locations for future implementation of roundabouts.
- TRANS-A.4 In the long term, study the option of implementing “road diets” on San Mateo Avenue and Huntington Avenue (north of San Bruno Avenue) after the Caltrain grade separation project is completed and traffic flows are understood. The road diet could be a feasible alternative if it is determined that adequate traffic flow is maintained, and pedestrian, bicycle, and transit access in the Plan Area are enhanced.

Transit Facilities

- TRANS-B.1 Provide a local circulator shuttle service between the Downtown, BART station, and Caltrain station, with potential stops at the San Francisco International airport.
- TRANS-B.2 Enhance bus stops with appropriate amenities (shelters, benches, lighting, real-time passenger information) to improve the overall comfort and safety for transit riders.

Bicycle Facilities

- TRANS-C.1 Provide Class II bicycle lanes on Huntington Avenue north of San Bruno Avenue.
- TRANS-C.2 Provide a network of bicycle priority streets that provide linkages throughout the Plan area. As appropriate, bicycle priority streets should provide traffic-calming measures to limit vehicle travel and speeds.
- TRANS-C.3 In the long-term, determine the best route for an East-West connection from the Caltrain station to the regional San Francisco Bay Trail on the east side of Highway 101, potentially along San Bruno Avenue East or a via a new Highway 101 pedestrian and bicycle overpass and a new bicycle path north of Pine Street.
- TRANS-C.4 Implement a citywide bicycle parking ordinance that specifies bicycle parking, locker, and shower requirements.

Pedestrian Facilities

- TRANS-D.1 Provide enhanced crosswalks at all crossings in Transit Corridors Area. As appropriate, enhanced crosswalks should include pedestrian bulbouts, median refuge islands or special paving treatments.
- TRANS-D.2 Provide raised crosswalks on San Mateo Avenue and other locations as appropriate in order to maintain slow vehicle speeds and promote a walkable Downtown.
- TRANS-D.3 Provide additional pedestrian crossings on El Camino

Real at Angus Avenue and Kains Avenue.

Parking Management

- TRANS-E.1 Promote a “Park Once and Walk” parking strategy for the Transit Corridors Area. This strategy aims to pool all available parking spaces within the Transit Corridors Plan, including public and private parking spaces, and make these available for everyone to use. This will allow visitors to park once and then walk to several different destinations within the Downtown; thus reducing the number of overall parking spaces needed for the Plan.
- TRANS-E.2 Implement parking pricing strategies that seek to achieve a target 85% occupancy rate in all areas.
- TRANS-E.3 Create a Parking Benefits District such that future parking revenue is reinvested in the Transit Corridors Area.
- TRANS-E.4 Unbundle parking supply from residential developments so that residents will know the price of parking and can make informed decisions on their transportation options.
- TRANS-E.5 Develop a Parking Implementation Plan that details the approach and timing for new parking strategies and potential additional parking capacity in the Transit Corridors Area. The implementation Plan should seek to achieve the following:
- Strategy for defining and regularly evaluating parking demand
 - Strategy for evaluating and setting parking pricing and timeline for implementation
 - Strategy for funding construction of future parking facilities
- TRANS-E.6 Promote a new parking standard for the Transit Corridors Area that provides flexibility to developers, reflects actual market demand for parking and demonstrates the City’s increased commitment to creating a district that relies less on the automobile and promotes travel by walking, bicycling and transit (see proposed standards on page 203).

7.2 ROADWAY SYSTEM

The term “complete streets” describes a comprehensive approach to the practice of mobility planning. Complete streets principles recognize that transportation corridors have multiple users with different abilities and mode preferences (driving, biking, walking and taking transit). Adjacent land use influences the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs, and the context that it serves. Complete streets consider the range of users including children, the disabled and seniors. They can accommodate expected traffic demand yet also provide additional facilities to support travel by other modes.

The Plan proposes to develop the area with new mixed-use and transit-oriented developments with a goal of increasing multi-modal access to and within the Transit Corridors Area. The principles of complete streets should be an integral part of the Plan development in San Bruno to provide for a transportation network that successfully integrates bicyclists, walkers and transit users, along with vehicle drivers.

Traffic Volumes on Transit Corridors

The goal of the Plan is to prioritize transportation conditions for trips by transit, walking and bicycling. However, automobile circulation needs are also evaluated as part of the Plan. Based on the proposed land use intensification under the Plan, there would be some additional traffic demand on the transit corridors.

Intensification of land use and a mix of land uses generally means more traffic is generated on a net basis but due to type and location of the development, the result is that fewer trips will be generated on a per capita basis than typical isolated, single use land uses. The factors typically described as the “Ds” include Density, Diversity of uses, Distance to transit, and Design of internal roadway system and pedestrian and bicycle facilities. These factors have been shown to reduce per capita vehicle trips by up to 50 percent in Center city mixed-use environments where high quality transit service is nearby.

By applying the “D” factors to the Transit Corridors Area, it is estimated that even though land use intensity increases by 150 percent for Downtown parcels that are part of the Plan, vehicle trips for these same parcels would only increase by approximately 50 percent more vehicle trips compared to the City’s General Plan buildout land use assumptions. The expected increase in traffic would result in approximately 6,100 daily vehicle trips by the year 2035. By comparison, the remainder of San Bruno is expected to have an additional 60,000-65,000 daily vehicle trips by the year 2035.

Vehicle trips were distributed and assigned to the following roadways in the Downtown area: San Bruno Avenue (25%), El Camino Real (40%), Huntington Avenue (10%) and San Mateo Avenue (25%). Table 7.5 shows the approximate Average Daily Traffic (ADT) estimated for the main roadway segments in the Transit Corridors Area.

Based on the anticipated traffic volumes under the Plan, the following table shows the anticipated street configurations for the transit corridors. These configurations balance the need for accommodating traffic demand with improvements for other travel modes.

Even if future traffic volume forecasts are accounted for, reductions in the number of travel lanes (road diets) on certain roadways such as San Bruno Avenue and Huntington Avenue could be considered feasible. Potential “road diets” are discussed in more detail in the following section.

Road Diets

In the long term, the Plan recommends evaluating a reduction of the travel lanes from four travel lanes to two lanes to provide bicycle and other pedestrian amenities on San Bruno Avenue and Huntington Avenue north of San Bruno Avenue. This road diet alternative would be based on a study of traffic patterns after the completion of the Caltrain station and grade separation project. Roadway narrowing, commonly called road diets, has the benefit of providing enhanced access and mobility for pedestrians, bicyclists and transit users, as well as motorists.

Table 7.4: Traffic Volumes and Road Diet Feasibility

Average Daily Traffic Volume Range	Road Diet Feasibility	Local Bay Area Examples
Less than 12,000 vehicles/day	High Potential (center turn lane/turn pockets beneficial, though not necessary for traffic capacity)	Castro Street, Mountain View (~9,000 vehicles/day)
12,000 – 18,000 vehicles/day	High Potential (center turn lane/turn pockets likely needed; may require traffic microsimulation analysis to confirm signal timings and turn pocket lengths)	Valencia Street, San Francisco (~17,000 vehicles/day)
18,000 – 23,000 vehicles/day	Moderate Potential (center turn lane/turn pockets needed; typically requires traffic simulation analysis to confirm feasibility)	Marin Avenue, Berkeley, (~20,000 vehicles/day)
Greater than 23,000	Road diet generally not appropriate	N/A

Notes:

- 1 Based on existing land use data estimations performed by Economics and Planning Systems, September 2009
- 2 Land use data for the study area under the Current General Plan were estimated based on general development assumptions contained in the General Plan Environmental Impact Report (EIR) and the City's General Plan Land Use classification map.

Source: Fehr & Peers, October 2009

Evidence from case studies from different Northern American cities where road diets were successfully implemented notes that streets have substantially fewer traffic collisions after road diets have been implemented. In many cases roadway capacity is not reduced because road diets enable left-turning vehicles to have a dedicated turn lane rather than having to stop in a through lane before executing a left turn. To be considered good candidates for road diets, roadways should have moderate volumes (up to 18,000 daily vehicles), though many cities have successfully implemented road diets on facilities that carried up to 23,000 daily vehicles. Table 7.4 summarizes the general feasibility of road diets based on average daily traffic volumes and provides local Bay Area Examples. (See Figure 7.1: Road Diet) Figures 7.2 through 7.11 provide a conceptual layout of the existing and proposed street configurations.

One travel lane on a major street can typically carry 8,000 to 10,000 vehicles per day. While many factors influence street capacity, including peak hour traffic volume, intersection spacing, presence of on-street parking, traffic speeds and other factors, a street with one travel lane in each direction and a center turn lane/median normally has a capacity of 16,000 to 20,000 vehicles per day.



Figure 7.1: Road Diet

Table 7.5: Transit Corridors Plan Street Configurations

Corridor	Existing Conditions		Future Conditions under Transit Corridors Plan	
	Daily Traffic Volume	Roadway Configuration	Daily Traffic Volume	Roadway Configuration
San Bruno Avenue (West)	13,000	<ul style="list-style-type: none"> ▪ 4 travel lanes ▪ No median ▪ No bike lanes ▪ Narrow sidewalks ▪ On-street parking 	~ 17,500	<ul style="list-style-type: none"> ▪ In the long term, consider potential for road diet, consisting of- 2 travel lanes, center median/turn lane with pedestrian refuge islands at crosswalks ▪ 2 bike lanes ▪ Wide sidewalks with landscaping ▪ On-street parking
San Bruno Avenue (East)	11,000	<ul style="list-style-type: none"> ▪ 4 travel lanes ▪ No median ▪ No bike lanes ▪ Narrow sidewalks ▪ No on-street parking 	~ 16,000	<ul style="list-style-type: none"> ▪ In the long term, consider potential for road diet, consisting of- 2 travel lanes, center median/turn lane with pedestrian refuge islands at crosswalks ▪ Standard sidewalks ▪ On-street parking on one side of roadway
El Camino Real	41,000	<ul style="list-style-type: none"> ▪ 6 travel lanes ▪ Center median ▪ No bike lanes ▪ Standard sidewalks ▪ On-street parking 	~ 52,900	<ul style="list-style-type: none"> ▪ 6 travel lanes ▪ Center median/turn lane with enhanced pedestrian refuge islands ▪ Additional crosswalks ▪ No bike lanes ▪ Standard sidewalks ▪ On-street parking

Table 7.5: Transit Corridors Plan Street Configurations (cont.)

Corridor	Existing Conditions		Future Conditions under Transit Corridors Plan	
	Daily Traffic Volume	Roadway Configuration	Daily Traffic Volume	Roadway Configuration
San Mateo Avenue	11,000	<ul style="list-style-type: none"> ▪ 2 travel lanes ▪ No median ▪ No bike lanes ▪ Wide side-walks ▪ High visibility crosswalks ▪ On-street parking 	~ 17,000	<ul style="list-style-type: none"> ▪ 2 travel lanes ▪ No median ▪ No bike lanes ▪ Wide sidewalks ▪ Raised crosswalks ▪ On-street parking- evaluate changing to angled street parking.
Huntington Avenue (between San Bruno Avenue and BART)	11,000	<ul style="list-style-type: none"> ▪ 4 travel lanes ▪ Center median ▪ No bike lanes ▪ Standard side-walks ▪ On-street parking 	~ 14,400	<ul style="list-style-type: none"> ▪ 4 travel lanes ▪ Center median/turn lane ▪ 2 bike lanes ▪ Standard sidewalks ▪ On-street parking ▪ Opportunity to reduce through lanes

1. Transit Corridors Plan traffic volumes are planning-level estimates only.
 2. Existing traffic volumes are based on the Caltrain Grade Separation TIA prepared by Kimley-Horn and Associates, 2009 and by the San Bruno 2025 General Plan Final EIR prepared by Dyett & Bhatia, 2008.
 Source: Fehr & Peers, October 2009

Based on the future roadway volumes outlined in the following Table 7.5, San Bruno Avenue west of Huntington Avenue is estimated to carry approximately 17,500 vehicles on an average mid-weekday and east of Huntington Avenue San Bruno Avenue is estimated to carry 16,000 vehicles. Huntington Avenue is estimated to carry approximately 14,000 daily vehicles.

Based on the research presented on road diets, San Bruno Avenue and Huntington Avenue will be able to accommodate these volumes and will not likely result in a significant amount of traffic diversion to parallel neighborhood facilities such as Kains Avenue or Euclid Avenue. This assumes that separate left turn pockets are provided at each public street intersection as is currently proposed as part of the Transit Corridors Plan. Successfully implementing a road diet project is oftentimes helped by a public information campaign to notify drivers of the proposed reconfiguration and encourage them to consider alternate routes if possible.

Overall, the analysis indicates that the proposed narrowing of San Bruno Avenue and Huntington Avenue from a 4-lane roadway to a 2-lane roadway with enhanced pedestrian and bicycle facilities will be able to accommodate the projected traffic volumes. Diversion of traffic from San Bruno Avenue to local parallel facilities is estimated to only occur during the most congested periods with higher traffic volumes, such as on days with special events.

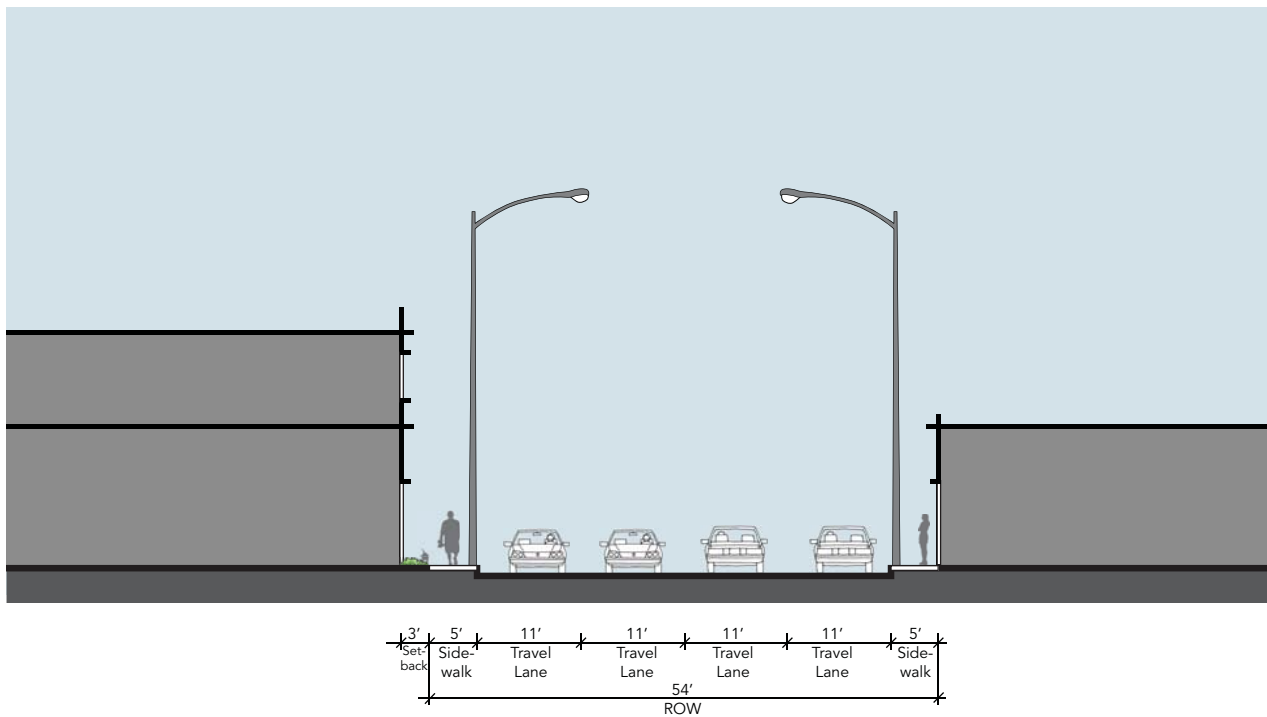


Figure 7.2: Existing Conditions (San Bruno Avenue facing west between San Mateo Avenue and US 101)

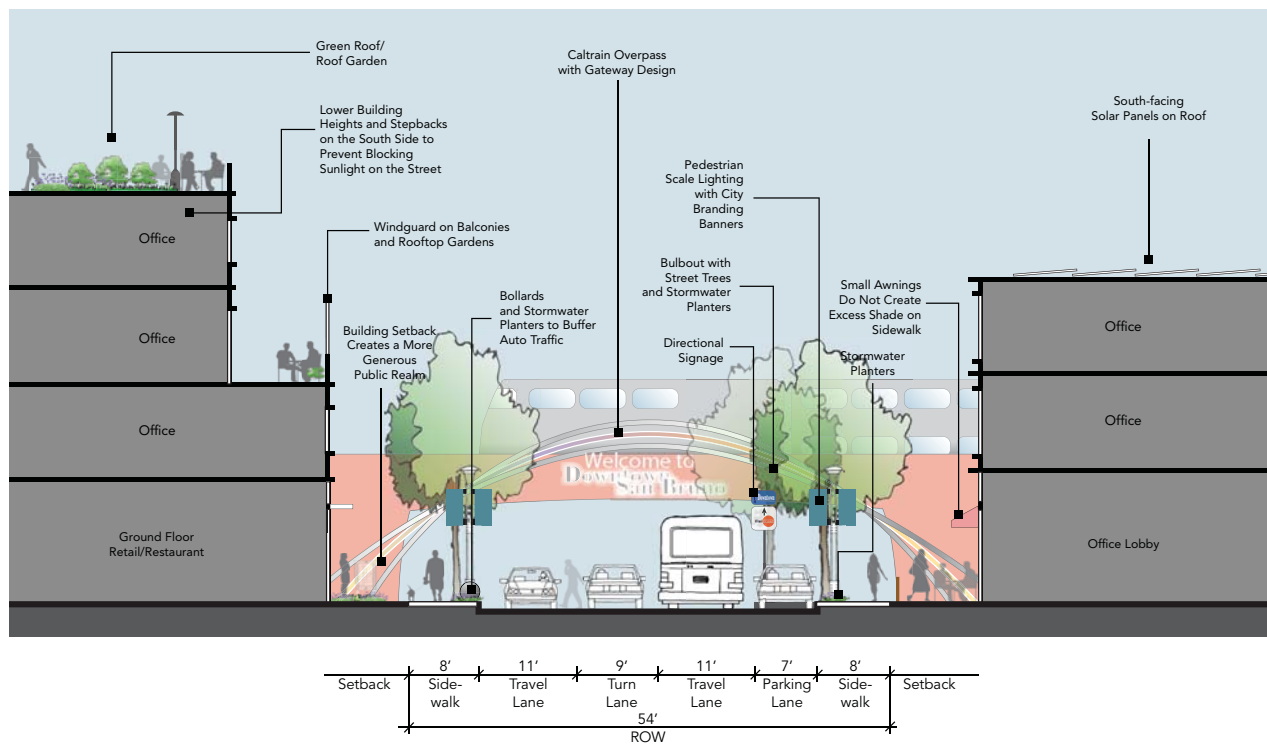


Figure 7.3: Proposed Improvements (San Bruno Avenue facing west between San Mateo Avenue and US 101)

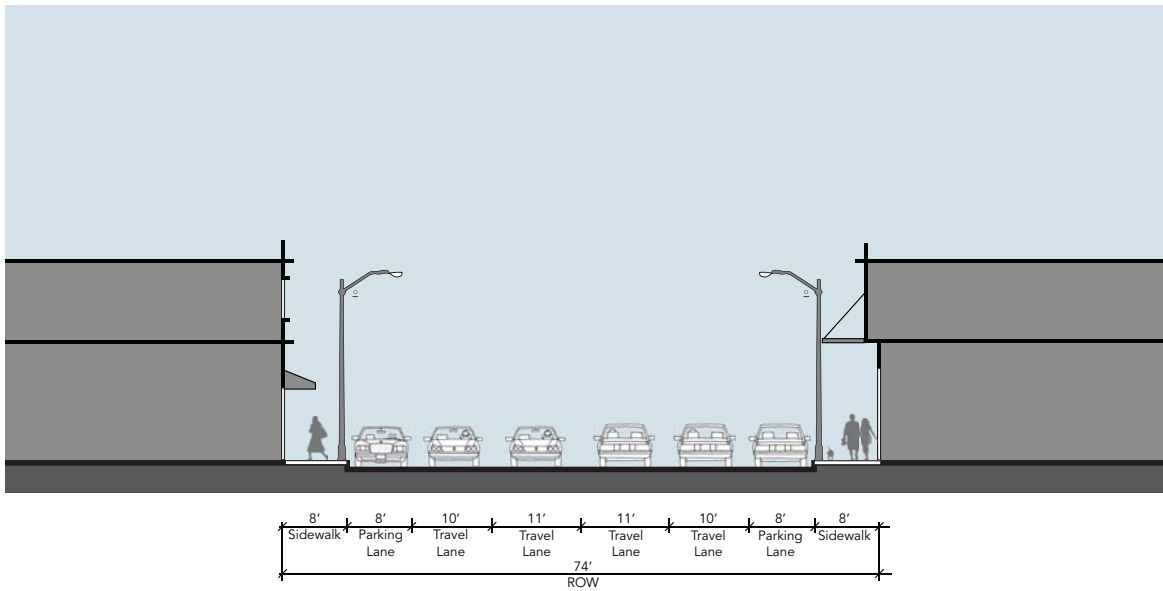


Figure 7.4: Existing Conditions (San Bruno Avenue facing East between El Camino Real and Huntington Avenue)

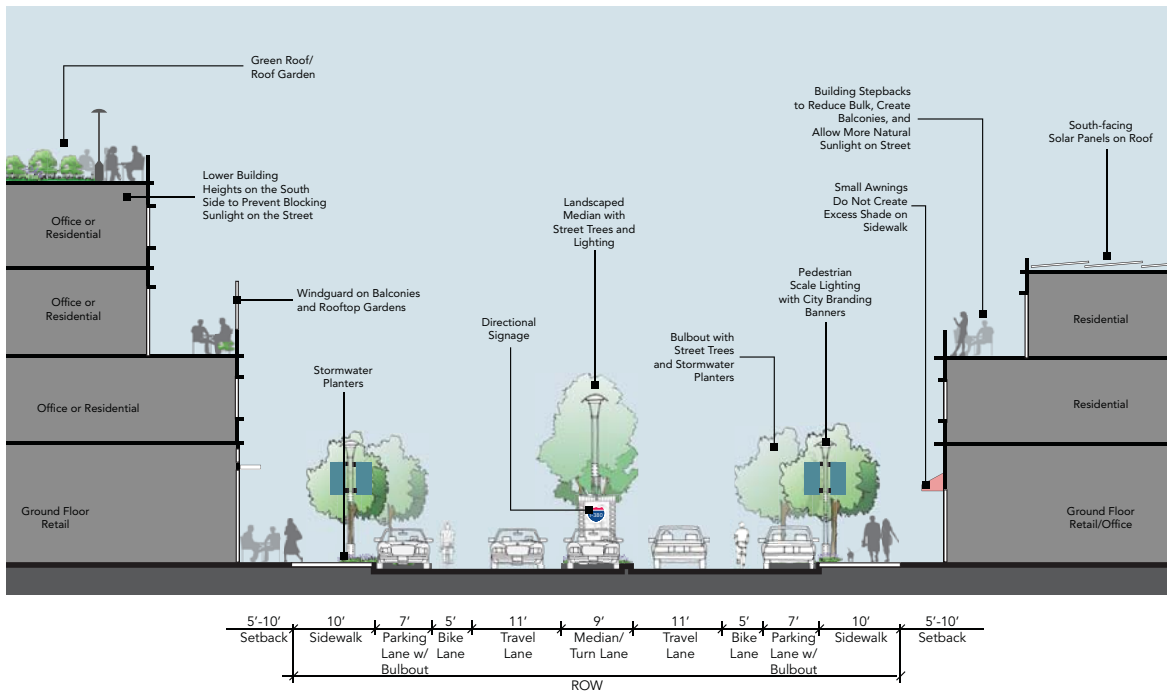


Figure 7.5: Proposed Improvements (San Bruno Avenue facing East between El Camino Real and Huntington Avenue)

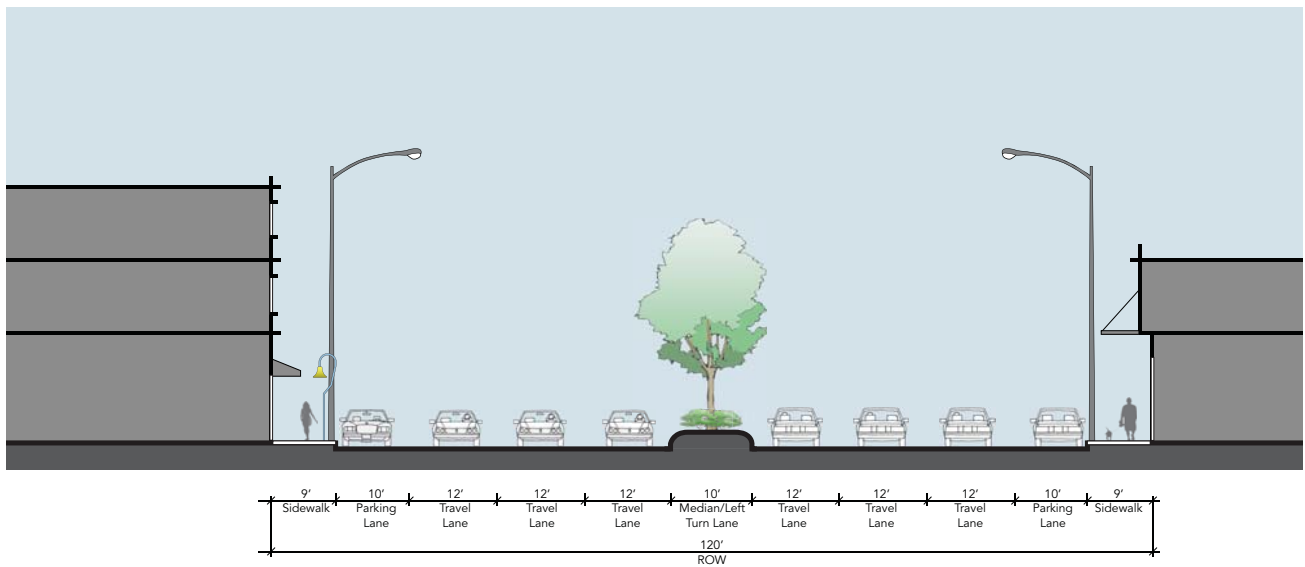


Figure 7.6: Existing Conditions (El Camino Real facing south)

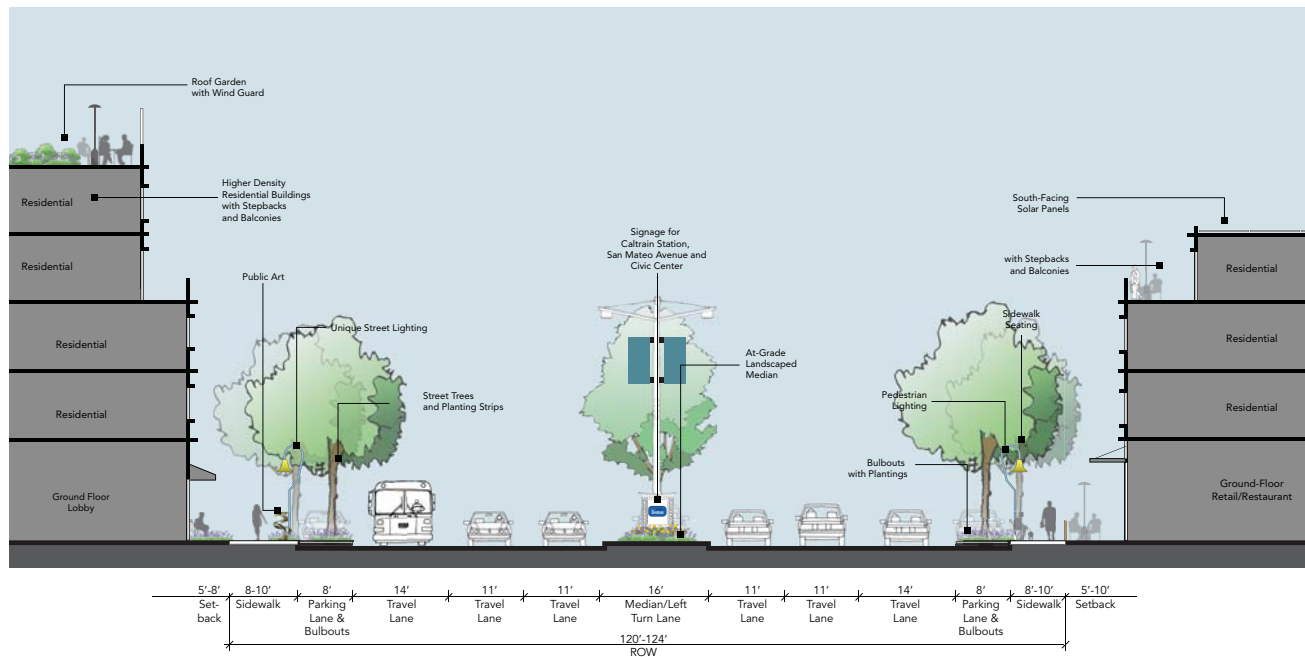


Figure 7.7: Proposed Improvements (El Camino Real facing south)

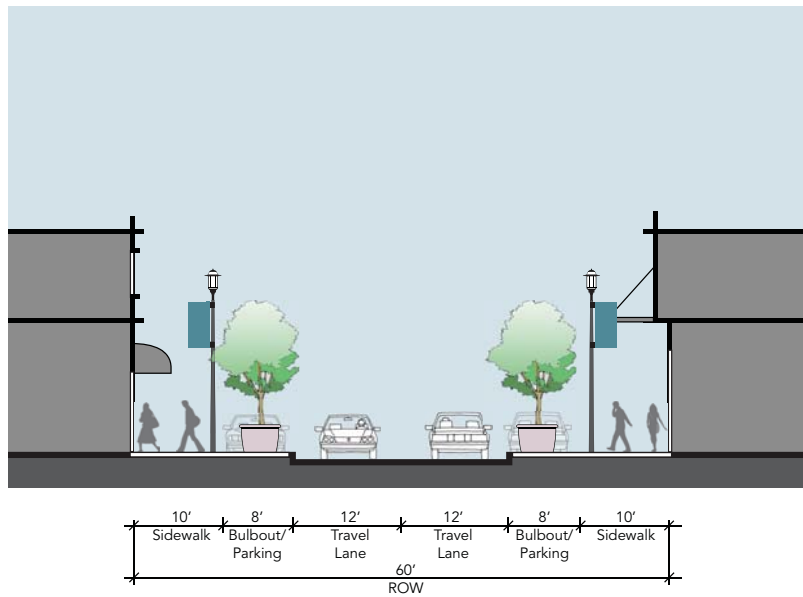


Figure 7.8: Existing Conditions (San Mateo Avenue)

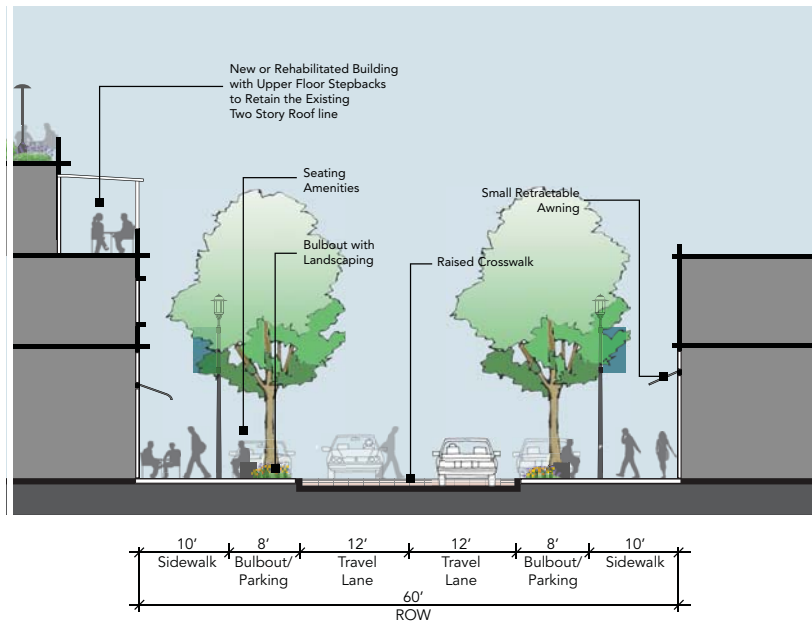


Figure 7.9: Proposed Improvements (San Mateo Avenue)

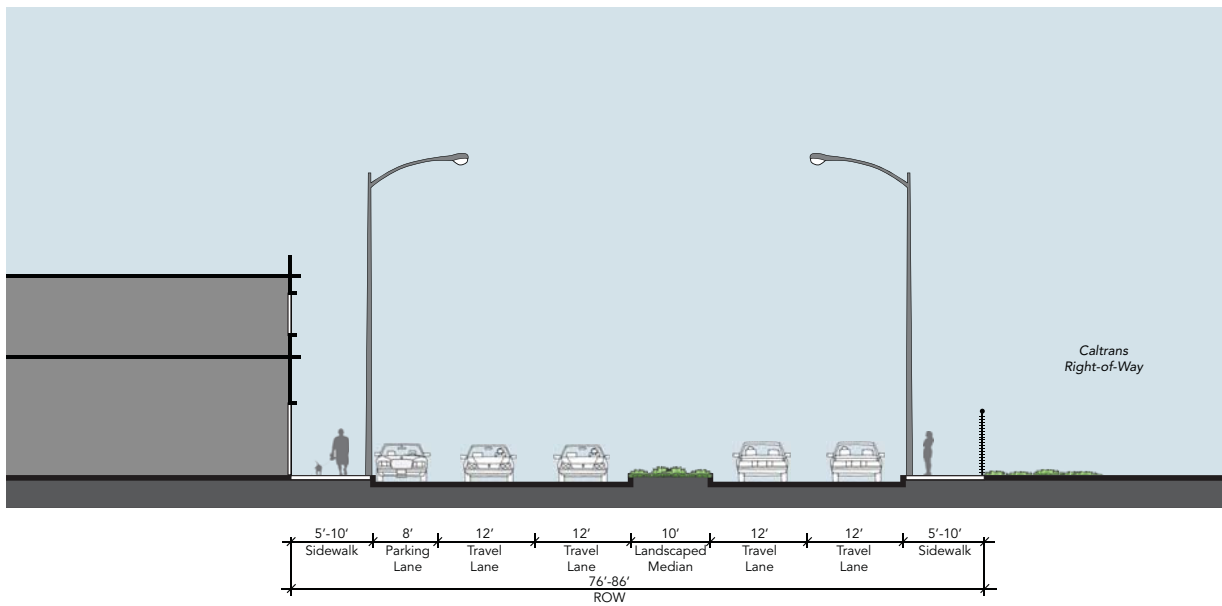


Figure 7.10: Existing Conditions (Huntington Avenue north of San Bruno Avenue facing north)

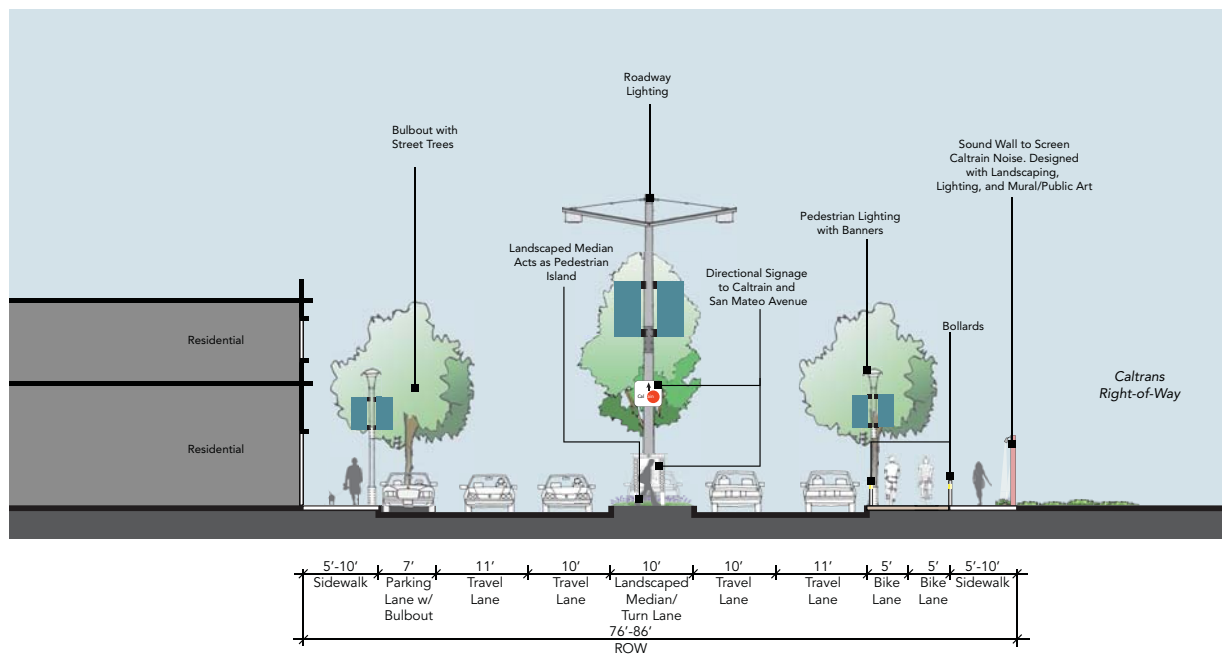


Figure 7.11: Proposed Improvements (Huntington Avenue north of San Bruno Avenue facing north)

Intersections on the Transit Corridors

Intersection operations represent an important element of a transportation network. Since intersections are control points for roadway volumes, they typically are the largest source of delay on a corridor. Also, they serve as preferred locations for pedestrian crossings since they allow for controlled crossing points.

Roundabouts

A roundabout is a circular intersection with yield control on entry points with splitter islands to direct traffic through the intersection. Roundabouts provide several key safety benefits such as fewer conflict/collision points (nationally resulting in a 39 percent reduction of collisions) and slower intersection speeds that improve safety for pedestrians and bicyclists.

Roundabouts also result in lower average delays than stop or signal control intersections for locations with less than 20,000 daily vehicles. This in turn results in environmental benefits, since less idling time and delay equates to lower emission of air pollution, greenhouse gases, and reduced fuel consumption.

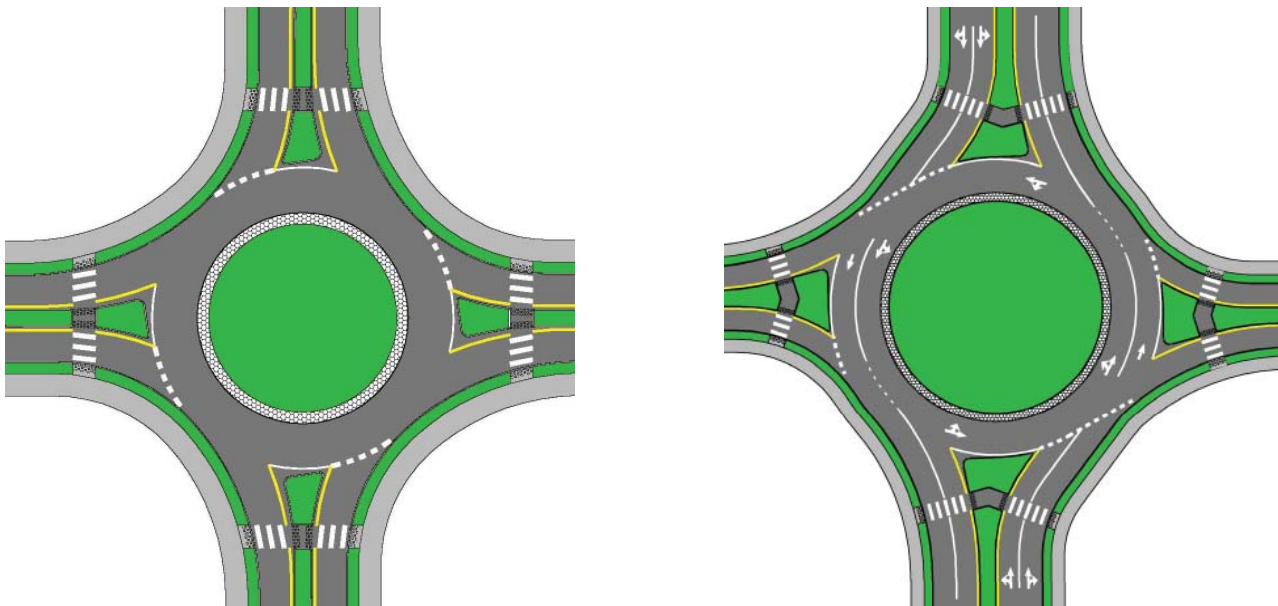


Figure 7.12: Roundabouts

One potential drawback to roundabouts is that they typically require more land area at the intersection than conventional intersections. However with the added area in the center of the roundabout they can have the benefit of serving as a gateway feature into the Downtown with the provision of sculptures, signs, or landscaping.

Roundabouts are typically designed as one-lane or two-lane roundabouts (see Figure 7.12). One-lane roundabouts provide one lane for internal circulation and typically have a diameter between 100 and 150 feet, while two-lane roundabouts with two internal circulation lanes are typically between 150 and 230 feet (see Figure 7.12: Roundabouts).

Figure 7.13: Potential Roundabout Locations identifies three potential locations for roundabouts. Preliminary analysis with microsimulation to evaluate the feasibility of these four locations determined that there are no fatal flaws that would limit these three from being considered for full evaluation in the future.

One location that presents the greatest opportunity for a round-about is the Huntington Avenue/San Mateo Avenue intersection. The image to the right shows a conceptual drawing of how a round-about could be implemented at this location with the proposed improvements related to the Caltrain relocation and grade separation project (discussed below).

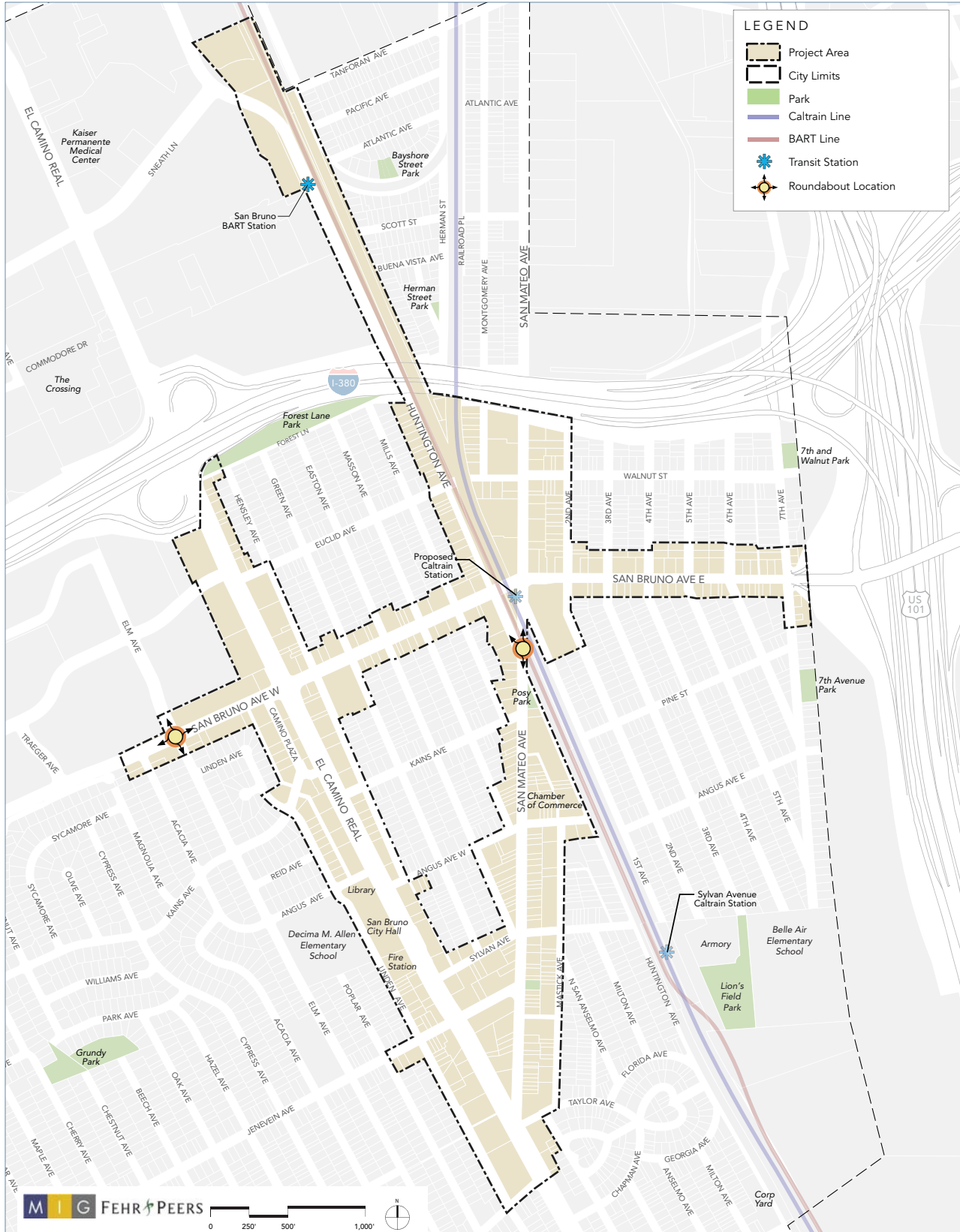


Figure 7.13: Potential Roundabout Locations

Caltrain Grade Separation Project

Currently Caltrain service runs parallel and east of the Transit Corridors Area. San Bruno Avenue crosses the rail tracks between the two closely spaced intersections of San Bruno Avenue/Huntington Avenue and San Bruno Avenue/San Mateo Avenue. One of the Transit Corridors Plan area's main roadway operations constraint points is the Caltrain rail crossing points where during the peak periods extensive delays and queues can develop.

Caltrain is currently constructing a grade separation and station relocation project, which should be complete by late 2013. This project will move the Caltrain station from its current location on Sylvan Avenue to the north-east corner of the San Bruno Avenue/Huntington Avenue intersection. This station is on an elevated structure spanning San Bruno Avenue and built as part of the grade separation process. Three roadway grade separations will be built at San Bruno Avenue, San Mateo Avenue and Angus Avenue. Three pedestrian under-crossings will also be constructed at Scott Street, Euclid Avenue/Walnut Street and Sylvan Avenue. Roadway realignments and closures are also part of this project.

The Caltrain grade separation project will greatly improve operations at the most congested crossing points on San Bruno Avenue and will help to facilitate connectivity for all travel modes on San Bruno Avenue east and west of the train tracks.

San Mateo Avenue/El Camino Real Intersection

The San Mateo Avenue/Taylor Avenue intersection is the main entry point into the south end of the Downtown area. The intersection is a historical landmark since it marks the beginning of the California State Highway system. Currently, when traveling northbound on El Camino Real, it is not obvious to drivers that San Mateo Avenue is the southern entry to the Downtown area. The Plan recommends evaluating a redesign of this intersection to create a highly visible gateway to downtown and an outdoor public plaza, as well as improving access in and out of downtown. The study should consider the alternative of realigning the intersection to be centered on the San Mateo Avenue–El Camino Real junction, rather than the Taylor Avenue–El Camino Real junction, and creating a 90-degree intersection into San Mateo Avenue from El Camino Real to ease for truck and service access. To further enhance this intersection the Plan recommends that it be clearly marked as a gateway feature, which could include a combination of special paving, landscaping treatments, a rebuilt plaza or other urban design features (see Figure 7.14: Conceptual Realignment).



Figure 7.14: Conceptual Realignment

Intersection Level of Service Policy

A level of service policy is a tool for achieving certain transportation network performance objectives throughout a planning horizon. The City of San Bruno currently has a policy of maintaining level of service (LOS) D on its intersections and roadways. However, from a policy perspective, maintaining a LOS policy of “D” for vehicles is not conducive to mixed-use, high density TOD areas which enhance pedestrian, bicycle and transit activity. Under current City policy, intersections that do not meet the City’s current LOS D standard require improvements, primarily by adding capacity through vehicle travel lanes which can widen roadways and worsen conditions for bicycle and pedestrian travel by increasing riders’ and walkers’ level of exposure to vehicles. The current policy, by limiting vehicle congestion, reduces the incentive for San Bruno citizens to use non-automotive modes such as transit, ridesharing, bicycling and walking; all of which are vital modes for the success of the Plan.

There are three primary ways in which a change in LOS policy for the Transit Corridors Plan area could be considered:

- Change the target LOS from D to E for intersections in the Transit Corridors Area.
- Eliminate any LOS policy for the Transit Corridors (development would instead mitigate impacts through payment of a multimodal transportation impact fee program that would be established by the City).
- Create a multi-modal LOS policy that also evaluates bicycle, pedestrian and transit access in conjunction with vehicle LOS.

The Plan recommends that the City either lower its LOS policy from “D” to “E” or implement a multi-modal LOS policy for the Transit Corridors Area. The benefit of reducing the LOS from “D” to “E” is that it allows for intersection designs to accommodate more growth than the existing policy, since LOS “E” typically refers to “at capacity” operations. LOS is typically measured during the morning and evening peak 15 minutes of the peak hour when vehicle volumes are the highest. Thus, intersections

operating at LOS E will operate at better LOS for the remainder of the day. The added benefit of allowing more vehicles to operate at intersections is that it reduces cost for new development, since the City will not be required to provide improvements to improve LOS to “D”.

A multi-modal LOS policy would allow the City to evaluate potential transportation improvements from a multi-modal perspective in order to determine optimal improvements that balances the needs of all users, including bicycles, pedestrian, transit and vehicles. A multi-modal approach results in better choices that can be made based on the respective transportation, design, aesthetic and economic objectives for the Transit Corridors Area.

Transit Facilities

Access and connectivity to and from nearby transit facilities is critical to take full advantage of the mixed-use and high density development proposed under the plan.

The Transit Corridors Area has several key transit facilities, including the San Bruno BART station located approximately 0.5 miles north of the core of the plan area and the San Bruno Caltrain station that will be relocated to the north-east corner of the San Bruno Avenue/San Mateo Avenue/Huntington Avenue intersection. Additionally, there are several SamTrans bus stops throughout the plan area that provide vital transit connections.

Transit ridership along the transit corridors will increase substantially as a result of the Plan. It is estimated that approximately ten percent of daily trips due to the new development will be taken by transit. By contrast, only five percent of daily trips in San Mateo County are transit trips (Bay Area Travel Survey 2000, MTC).

Connectivity to Rail Stations

The Plan will have two rail stations, with Caltrain being centrally located in the plan area and the BART station being located on the northern edge of the plan area approximately a half-mile north of the core

area. In evaluation of transit, access a quarter- to a half-mile is typically considered a reasonable walking distance that most individuals are willing to walk to/from transit facilities.

Local Transit Shuttle

To enhance the transit connectivity in the Plan area a local transit shuttle between the Downtown Caltrain and BART would improve connections for those areas that are beyond a half mile from either station. The shuttle could use some existing SamTrans transit stops; though the Plan recommends the provision of additional stops near the El Camino Real/San Mateo Avenue, El Camino Real/San Bruno Avenue and San Bruno Avenue/Huntington Avenue intersections. Figure 7.2 outlines the proposed shuttle route and stops for the Plan.

To be effective, the proposed shuttle would need to circulate the Plan area at relatively frequent and regular intervals. The shuttle would need to run at higher frequencies during the morning and evening peak hours to provide convenient connections for employees. Shuttle frequency could be reduced during non-peak hours, but nonetheless should provide service three to four times per hour to provide adequate connectivity and to increase the vitality of transit service in the Plan area.

The Bayhill Office Park would be served by the stop at the El Camino Real/San Bruno Avenue intersection. While providing a route into the office park would serve those employees, it would result in a substantial amount of additional travel time on the shuttle route and make the shuttle service less efficient and attractive for other users.

Connectivity to San Francisco International Airport

Because Downtown San Bruno is located in close proximity to the San Francisco International Airport, the City may also consider a second shuttle that serves the airport at regular intervals. Because no transit service currently connects the Airport with Downtown, this strategy may help provide economic benefits due to airport employees and travelers utilizing City services.

Bus Stops

The majority of the existing bus stops in the Transit Corridors Area are simply marked by a sign and do not provide any transit amenities such as shelters, benches and lighting. Such amenities enhance comfort and safety for transit riders. The Plan recommends that transit stops on San Mateo Avenue, San Bruno Avenue and El Camino Real be enhanced to increase the viability of bus service within the Plan area and to the surrounding land uses. Installation of transit amenities should be evaluated on a case by case basis to ensure that the amenities are appropriate for a given transit stop and fit within the available right of way.

The addition of real-time passenger information displays for SamTrans buses and the proposed local shuttle would provide passengers with an added benefit that would improve the waiting experience and help make transit a more effective travel option.



Real-time information and technology is important for 21st century transit systems.

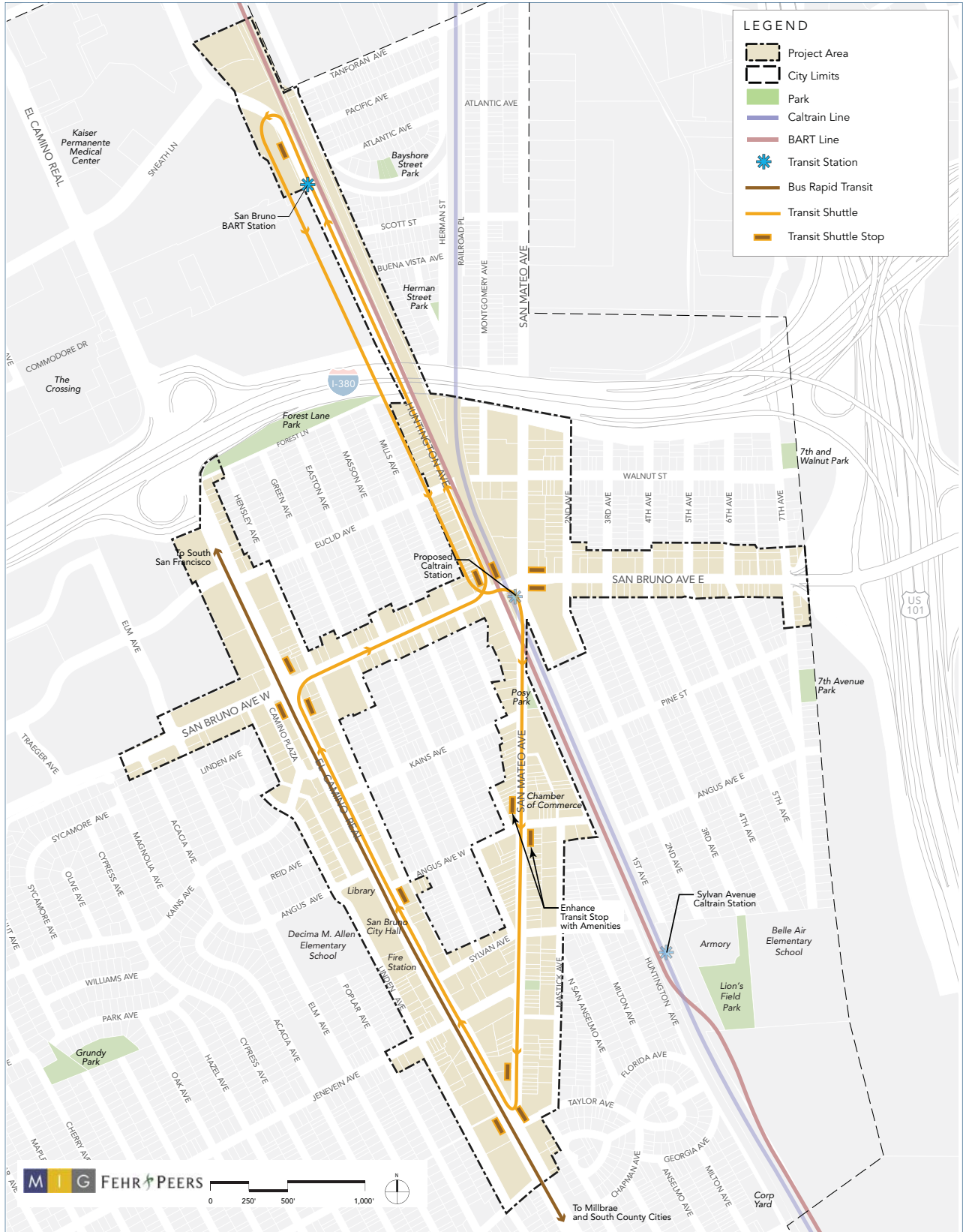


Figure 7.15: Recommended Transit Facility Improvements

Bicycle Facilities

The proposed Land Use Plan will provide a mix of uses and increased densities along the San Bruno Avenue, San Mateo Avenue, El Camino Real and Huntington Avenue corridors within the plan area. It is vital to the Plan's success to not only enhance bicycle connectivity within the Plan area but also to provide bicycle access from the surrounding land uses, including the transit stations, to the Transit Corridors Area.

The overall goal of the bicycle facilities recommendations is to provide access to and from the surrounding transit centers (BART and Caltrain), the Downtown, and surrounding land uses but also to provide a direct connection to the Bay Trail, which is a regional bicycle facility located east of Highway 101 (see Figure 7.15: Recommended Transit Facilities Improvements).

Bicycle facilities comprise bike paths, bike lanes, bike routes and bicycle priority streets. Bike paths (Class I) are paved pathways separated from roadways. Bike lanes (Class II) are lanes for bicyclists adjacent to the outside vehicle travel lanes. These lanes have special lane markings, pavement legends and signage. Bike routes are generally located on low traffic volume streets that provide alternative routes for recreational, and in some cases, commuter, and schoolchildren cyclists. These facilities are designated Class III and are signed for bike use but have no separated bike right-of-way or lane striping. Bicycle priority streets are similar to Class III bike routes, though they might have special treatments to keep vehicle volumes and speeds low.

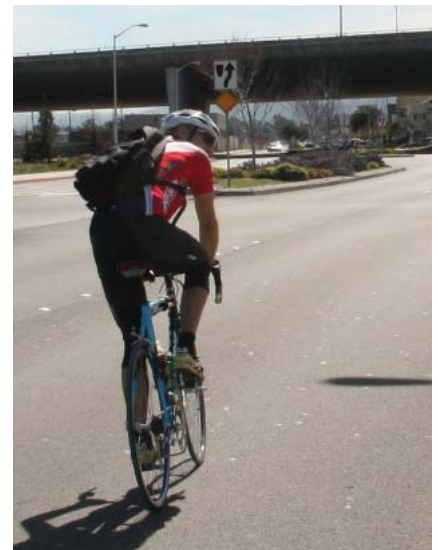
Bike Lanes

Where possible Class II bike lanes should be provided on the major roadways within the Plan area. Bike lanes require a minimum right of way of five feet per direction of travel, and therefore the provision of bicycle lanes is usually limited to those roadways that can accommodate the extra right of way. As appropriate, this can either be accomplished within the existing roadway width through the narrowing of vehicle travel lanes, through removal of on-street parking or through the reduction of travel lanes (the concept of “road diets” is discussed previously). Alternatively, bicycle lanes can be accommodated through widening of the roadway, though in most cases this is not an option to due physical constraints adjacent to the roadway.

The Plan plans to reduce the travel lanes on San Bruno Avenue from four travel lanes to two lanes to provide bicycle and other pedestrian amenities. The narrowing of San Bruno Avenue is discussed in more detail in the Street System section above. Bike lanes on San Bruno Avenue would provide a direct east-west bicycle connector in the Plan. Similar to San Bruno Avenue, the plan recommends the narrowing of Huntington Avenue to provide bike lanes north of San Bruno Avenue. This would provide a critical and direct bicycle connection between the Transit Corridors Area and the BART station and facilitate bicycle connectivity within the Transit Corridors Area.

Bicycle Priority Streets

Based on the Grand Boulevard Initiative and C/CAG policies to maintain all travel lanes on El Camino Real for potential future BRT lines, there are no current opportunities to provide bicycle lanes on El Camino Real. Street width constraints on San Mateo Avenue and on other roadways within the Transit Corridors Area do not allow for the provision of bicycle lanes without significantly impeding vehicle travel. Therefore, to facilitate cross-town bicycle travel, the Plan identifies a network of “bicycle priority streets” as indicated in Figure 7.16.



Bicycle mobility and facilities are essential elements of the Transit Corridors Plan.



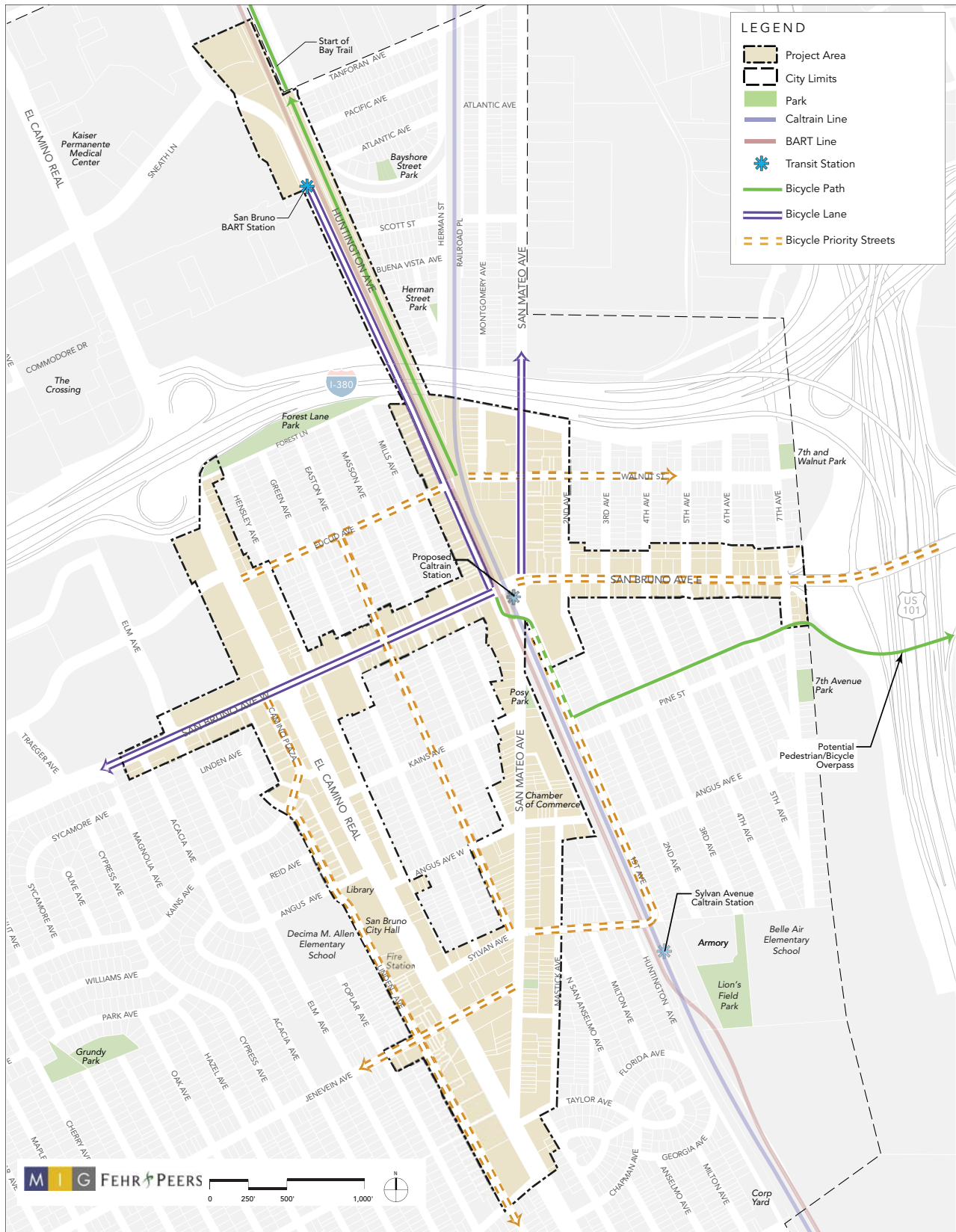


Figure 7.16: Recommended Bicycle Facility Improvements

Bicycle priority streets run primarily on smaller roadways parallel to the main roadways, such as El Camino Real and San Mateo Avenue, and provide bicycle linkages throughout the Plan area and to surrounding neighborhoods. Bicycle priority streets are on roadways that have slower travel speeds and discourage vehicle through access. Bicyclists do not have separate right of way but share the road with vehicles. As appropriate, bicycle priority streets should provide traffic-calming measures (such as speed humps, diagonal diverters and chicanes) to limit vehicle travel and speeds.

San Francisco Bay Trail

The City of San Bruno and the Plan do not have a good connection the San Francisco Bay Trail, which is a regional bicycle facility east of US-101. As a long-term goal the Plan recommends that the City provide a new connection between the City and the trail via a new pedestrian path in the right of way approximately 100 feet north of Pine Street and a exploring the opportunity for a potential new pedestrian/bicycle overpass just south of the existing US101/I-380 interchange. Design constraints, feasibility and cost of a new overpass would need to be evaluated further to determine the best route for crossing US-101 and connecting to the Bay Trail. In the interim, adding bicycle lanes to the San Bruno Avenue / US-101 overpass and providing bicycle enhancements at freeway ramp crossings could serve as an alternate connection to the Bay Trail (see Figure 7.16: Recommended Bicycle Facility Improvements).



San Francisco Bay Trail.



Example of bike lockers and bike racks.



Bicycle Parking

To enhance the viability of bicycle travel within the Transit Corridors Area it is vital that the Plan area provide sufficient bicycle parking opportunities. Bicycle parking ranges from short-term parking amenities, such as bicycle racks in highly visible and secure locations near building entrances, to long-term parking facilities, such as lockers or cages where bicycles are either locked individually (lockers) or with limited access (cages).

In conjunction with bicycle parking facilities, the employers are encouraged to provide shower opportunities for its employees. As part of the Plan it is recommended that the City implement a bicycle parking ordinance that clearly defines bicycle parking requirements and shower requirements for different land uses. Table 7.6 summarizes some sample bicycle parking requirements.

Table 7.6: Sample Bicycle Parking Requirements

Land Use	Long-Term Parking Requirement ¹	Short-Term Parking Requirement ¹	Shower Requirement ¹
Residential	1 to 2 per two units	1 to 2 per ten units	None
Commercial	1 to 2 per three ksf	1 to 2 per ten ksf.	0-9.9 ksf.: 0 shower
Office	1 space for every 20 code-required auto parking spaces	1 space for every 40 code-required auto parking spaces	10 ksf – 20 ksf: 1 shower 20 ksf – 50 ksf: 2 showers 50+ ksf: 4 showers

Notes:

1 ksf = 1,000 square feet

Source: Fehr & Peers, October 2009.

Pedestrian Facilities

Pedestrian activity along the transit corridors will experience the greatest increase compared to the other modes because the Plan lays the foundation for walkable corridors throughout the study area. Based on the proposed Land Use Plan, there are several areas that are expected to have the greatest concentration of pedestrian activity. These areas are marked in Figure 7.4 as pedestrian nodes.

One of the goals of the pedestrian facilities recommendations is to facilitate pedestrian access through pedestrian enhancements, including the provision of enhanced crosswalks at all intersections and wider sidewalks and pedestrian amenities along the transit corridors.



Enhanced crosswalks can help create a safer pedestrian environment.



Crosswalks

This section discusses some of the recommended crosswalk improvements within the Transit Corridors Area. In general the Plan recommends that all crosswalks in the Transit Corridors Area be enhanced crosswalks with bulbouts to reduce the pedestrian crossing distances and where appropriate provide pedestrian refuge islands to allow pedestrians to cross one direction of travel at a time. Additionally the Plan recommends that crosswalks be marked with special paving treatments or paint to highlight the presence of the crosswalks. Figure 7.17: Recommended Pedestrian Facilities Improvements illustrates the recommended improvements at the specified locations. To help determine the appropriate location and type of crosswalk improvements the City should consider developing pedestrian crossing guidelines, which would provide evaluation criteria for when and where crosswalks should be installed. Before the crosswalk guidelines would include information on enhanced pedestrian treatments including raised crosswalks.

San Mateo Avenue

San Mateo Avenue currently has fairly good pedestrian access within the downtown. All crosswalks on San Mateo Avenue are high visibility “ladder” crosswalks that are used in conjunction with pedestrian curb extensions, or bulbouts, to increase the visibility of pedestrians and to reduce crossing distances. To further enhance these crosswalks the Plan recommends raised crosswalks on San Mateo Avenue. Raised crosswalks serve two purposes: they increase the visibility of pedestrians while at the same time acting as traffic-calming measures by reducing vehicle speeds in areas where pedestrian activity is high.

El Camino Real and San Bruno Avenue

The Plan includes land use changes both east and west of El Camino Real. However, crossings on El Camino Real are limited to two crossings between the 0.6 miles stretch between the San Mateo Avenue and San

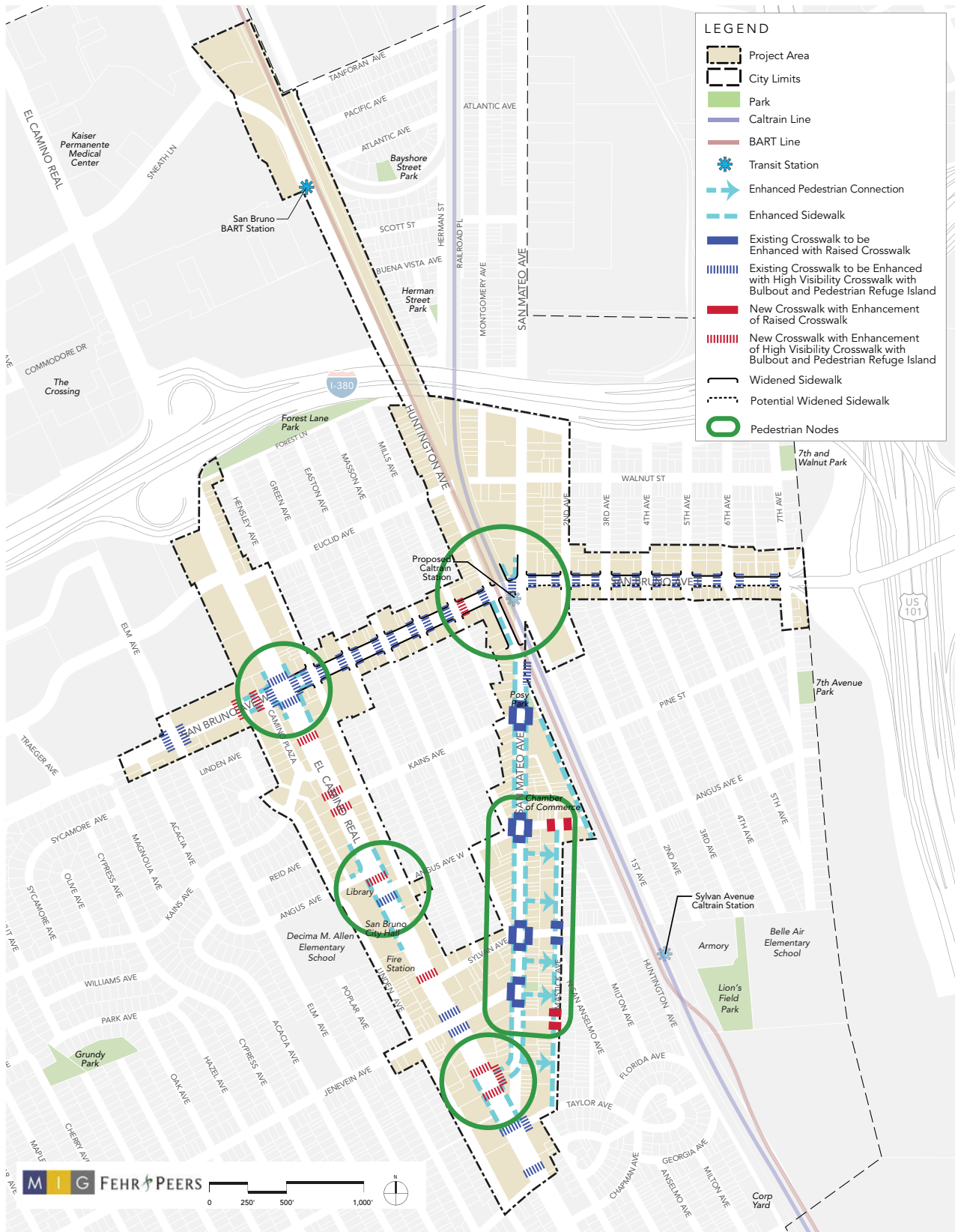


Figure 7.17: Recommended Pedestrian Facilities Improvements

Bruno Avenue intersections. Thus the Plan recommends the provision of additional crossing on El Camino Real.

The signalized intersection at El Camino Real/Angus Avenue includes crosswalks and pedestrian signals across its south and east legs. Because many of the key civic uses (City Hall, Public Library, Fire Station) are located on the west side of the intersection, an additional pedestrian crossing on the north leg of the intersection would help promote convenient street crossings of El Camino Real. Additionally, improved pedestrian amenities on Angus, such as raised crosswalks and bulbouts, would be beneficial due to its function as a key pedestrian link between City Hall and downtown.

Because of the distance between marked pedestrian crossings, adding an additional crosswalk across El Camino Real at the West Kains Avenue intersection would also be useful for improving pedestrian connectivity. The Plan recommends that this new crosswalk be an enhanced high-visibility crosswalk with "bulbouts," a pedestrian refuge and a pedestrian signal to alert vehicles of the presence of pedestrians.



The Grand Boulevard Initiative outlines enhancements to the streetscape and roadway for communities along its entire length.

San Bruno Avenue provides crosswalks at all intersections and the Plan recommends further evaluating the installation of crosswalks at three additional locations based on expected demand, safety and benefit to pedestrian connectivity:

- Midblock between Elm Avenue and El Camino Real
- The east leg of the Mills Avenue intersection

As discussed above, all crosswalks should be enhanced crosswalks with bulbouts and median refuge islands. (See Figure 7.4: Recommended Pedestrian Facilities Improvements)

Sidewalks

Sidewalks are a critical element in the creation of good pedestrian environments. Based on preliminary recommendations, the Plan plans to reduce the travel lanes on San Bruno Avenue east of Huntington Avenue from four travel lanes to two lanes to provide wider sidewalks and enhance pedestrian amenities. As part of the Plan it is recommended that sidewalks be improved to provide convenient, comfortable and connected pedestrian access throughout the plan area.

7.3 PARKING DEMAND MANAGEMENT

This section summarizes the City of San Bruno’s existing parking demand and makes recommendations on parking management strategies and implementation programs. This section also provides an analysis and recommendation of the City’s current parking standards for the Transit Corridors Area.

Currently the City of San Bruno has approximately 1,460 on- and off-street parking spaces within the Transit Corridors Area. In addition, a new parking garage on the Artichoke Joe’s parking lot has recently been approved. Motorists can park free of charge in all of the parking spaces, though approximately 810 parking spaces have posted time restrictions ranging from one to five hours. Parking surveys were conducted in June 2008 to collect data on the location and temporal distribution of parking demand in the Downtown area of San Bruno.

Table 7.7 summarizes the results of the parking surveys by facility type and availability of excess parking supply. A parking occupancy rate of 85 percent is considered the optimal parking rate because it provides for full use of the existing parking supply while providing sufficient vacancy so that vehicles trying to park can find a space fairly easily without having to unnecessarily circulate around the transportation network looking for a parking space.

Table 7.7: Existing Excess Peak Period Parking Supply in Transit Corridors Area

Parking Facility	Parking Supply (Number of Spaces)	Excess Capacity
San Mateo Avenue On-Street Parking	137	No
Other On-Street Parking	263	Yes
City Parking Lots	506	Yes
Private/Commercial Parking Lots	552	Yes

Notes:

1 Parking facilities with occupancy rates of less than 85 percent are considered to have excess capacity.

Source: Fehr & Peers, October 2009.

Parking Management Strategies

The parking management strategies recommended below aim to utilize the City of San Bruno's parking supply within the Plan to its fullest extent by targeting an 85 percent occupancy rate.

Promote a "Park Once and Walk" Parking Strategy

The "Park Once and Walk" strategy aims to pool all available parking spaces within the Transit Corridors Plan, including public and private parking spaces, and make these available for everyone to use. This will allow visitors to park once and then walk to several different destinations within the Downtown; thus reducing the number of overall parking spaces needed for the Plan.

The "Park Once and Walk" strategy achieves two goals:

1. Make efficient use of the parking supply by including as many spaces as possible in the common pool of shared, publicly available parking space, and
2. Facilitate and promote pedestrian travel within the Transit Corridors Area.

To make this strategy successful within the Transit Corridors Area, the Plan recommends eliminating time restrictions for all parking spaces; demand would instead be managed through pricing strategies, which are discussed in more detail in the following section.

To increase the common pool of available parking spaces that can be used to manage parking demand and parking supply, the a purchase/ lease of existing private lots or encourage private commercial parking lots to share parking with other commercial land uses, may be considered.



Example of multi-space electronic parking pay station.

Study Metered Parking/Parking Pricing

The Plan recommends that the City study the implementation of a multi-spaced, pay-by-space parking meters to allow visitors to pay with cash, credit card or even through cell phones/PDAs. This could create a convenient metered parking program that allow visitors flexibility in how they pay for parking.

The Parking Implementation Plan section below outlines strategies to help ensure that the parking pricing strategies are implemented in a strategic and cost-effective way and are regularly monitored for effectiveness.

One of the initial impediments to parking pricing is the perception that charging for parking will reduce the number of visitors to the Downtown. However, if pricing strategies are set up effectively by varying cost by location and by setting cheaper cost based at cheaper rates (e.g. \$0.25/hour) then the implementation of metered parking should not reduce the number of visitors to the Downtown. Pricing strategies should be set up so that higher prices are charged for those areas that have the greatest demand (e.g. San Mateo Avenue) and less expensive or nearly free for parking spaces that are less convenient or underutilized (e.g. Huntington Avenue and Sylvan Avenue). Additionally, if the City decides to construct parking garages then parking in the structures should be cheap as well. Some cities have employed parking pricing strategies where parking garages are free of charge for the first hour or two hours and then charge a fee for the subsequent hours; thus increasing the desirability of spaces in parking garages. Such location-specific pricing strategies will help to distribute the parking demand throughout the Transit Corridors Area and help the City achieve the 85 percent occupancy goal.

To prevent vehicles from shifting from the paid parking spaces to the surrounding neighborhood streets, the City could also consider implementing parking meters on the blocks immediately adjacent to the Transit Corridors Area and residential permit parking on blocks not immediately adjacent.

The structure of parking pricing needs to be carefully reviewed before implementation so that the 85% parking occupancy rate can be achieved. This might require periodic review and adjustment of the pricing system to most effectively make use of the City's parking supply.

Create Parking Benefits District

Other cities in California that have implemented parking meters/pricing strategies have been able to do so successfully through the creation of "Parking Benefit Districts". Parking Benefit Districts are similar to Business Improvement Districts in that all or portions of parking revenues can be returned to the district where the revenues are collected. Parking Benefit Districts are an attractive tool for local communities seeking to gain access to revenue and to ensure there is sufficient parking turnover for their business district and sufficient parking reserved for local residents.

The goal of Parking Benefit Districts is to reinvest meter revenues into the Transit Corridors Area and to potentially fund transportation demand management (TDM) programs (such as shuttles and transit passes) or to provide improvements such as benches, street trees, street sweeping and other public amenities serving the Transit Corridors Area. The revenues that are collected in the adjacent neighborhood streets could be used to directly fund improvements to those streets, such as repairing sidewalks, installing lighting and filling potholes.



Example of an innovative pay station powered by a solar panel.

The City of Pasadena has used Parking Benefit Districts for the provision of parking garages and parking credits. The City allows businesses to pay an annual fee (in this case \$115) per space in the public parking garage rather than requiring businesses to provide their own off-street parking spaces.

Combined with the elimination of time limits and the implementation of metered parking, the Parking Benefits District can help make the most efficient and effective use of the City's parking supply in the Transit Corridors Area.

Encourage Unbundled Parking

When parking is bundled into tenant leases, the true cost of parking is hidden. For example the price for an apartment with two parking spaces may be \$1,500 per month. However, if the parking spaces were unbundled, the price for rent for the apartment would be \$1,300 per month, plus \$100 per month for each space. Unbundled parking helps tenants to understand the cost of parking and may influence a resident's decision to own a car (Reforming Parking Policies To Support Smart Growth, MTC, 2007).

Unbundling parking especially makes sense in mixed-use development areas within walking distance to transit; therefore unbundled parking would be especially applicable to the Transit Corridors Area.

The effect of unbundled parking can be evaluated in the shared parking model by reducing the number of "reserved" resident spaces which are not available for sharing with other land uses. A "reserved" space rate of zero represents a policy of completely unbundled parking, where residents park in a garage shared with other uses and without any assigned spaces or reserved sections. Unbundled parking spaces could also be set aside for carsharing providers such as ZipCar or CityCarShare.

Implement Parking Implementation Plan

Once the City of San Bruno decides to implement a parking management plan, it will be vital to the plan's success to prepare a detailed Parking Implementation Plan. The implementation plan helps to ensure that the parking strategies are implemented in a strategic and cost-effective way and are monitored for effectiveness.

In the first phase of the Parking Implementation Plan the City should evaluate existing and future parking demand patterns and develop a plan that matches the parking demand to future parking strategies, including parking demand for special events. Once the City has identified appropriate parking management strategies, it should form a Parking Benefits District as a second phase of the implementation plan. The formation of the benefits district should include clear guidelines on the operating principles of the parking plan; define a monitoring plan to ensure that the parking pricing strategies are appropriate for the Plan and meet the City's goal of maintaining 85 percent parking occupancy. The City would designate a parking manager to oversee the Plan's implementation and creation of the Parking Benefits District.

As part of the Parking Benefits District formation the City should also revise its parking regulations to reduce current minimum parking requirements, create the in-lieu parking fee program and set up the residential parking permit program.

In the long-term the plan should include ongoing monitoring of the parking management plan and evaluation of how the parking revenue is used for transportation, parking, and TDM programs within the Transit Corridors Area.

Develop New Parking Standards for the Transit Corridors Area

The City's current parking standards require each individual land use to provide a specified number of parking spaces. These standards are typically established based on national guidelines that are based on suburban locations and do not take into consideration access to other

modes (such as transit and walking) and the principles of shared parking. Because households in mixed-use developments near transit stations generate substantially fewer vehicle trips, there is a reduced demand for residential parking in these areas. Similarly, commercial areas near transit support a greater percentage of trip-making by modes other than private automobile, reducing the need to provide dedicated parking for all customers or employees.

The City of San Bruno should consider allowing lower requirements for parking for new development projects in the Plan, and collect in-lieu fees to help fund centrally located public parking structure(s). Additionally, consideration may be given toward exempting the reuse of existing buildings from parking requirements in order to attract business to downtown. Potential new parking standards for the Transit Corridors Area are discussed in more detail below. The draft parking standards are based estimated parking demand in similar types of mixed use, in downtown areas near rail transit. Table 7.8 summarizes the City's current off-street parking requirements based on its Municipal Code, and the proposed parking requirements.

Based on the current Municipal Code and the proposed development of 1,610 residential units, 147,000 square feet of retail uses, 988,100 square feet of office uses, and 190 hotel rooms, the Plan would need to provide over 7,400 new parking spaces at full buildout to meet City requirements.

Office parking standards are proposed at a maximum of 3 spaces per 1,000 gross square feet of office space. As parking needs for office development near the Caltrain Station are better understood, and if actual parking demand is demonstrated to be lower than 3 spaces per 1,000 square feet due to increased transit use, the allowed number of spaces may be lowered in the future.

Table 7.8: Transit Corridors Plan Parking Requirements

Land Use Category	Current Requirement 1	Proposed Transit Corridors Plan Standard
Residential		
Studios	2 per unit	0.75 per unit
Single-Family and Two-Family Dwelling Units	2 per unit (If unit > 2,800 sqft, 3 spaces)	1 - 2 per unit (generally 1 per bedroom)
1 Bedroom Apartments or Condos	2 per unit	1 per unit
1+ Bedrooms Apartments or Condos	2 per unit	1 - 2 per unit (generally 1 per bedroom)
Commercial		
General Retail	4 per ksf GFL	1.5 per ksf GFL minimum 3 per ksf GFL maximum
Shopping Centers	4 per ksf GFL (LU has min. lot area of 3 acres)	Combine classification with "general retail" – see row above
Theaters	1 per 5 seats	1 per 5 seats minimum
Restaurants	10 per ksf GFL (40 + 20 per ksf GFL over 4ksf)	3 per ksf GFL minimum 6 per ksf GFL maximum
Medical Office Building	5 per ksf GFL	3 per ksf GFL maximum
General Office	3 per ksf GFL (Min. of 4 spaces)	3 per ksf GFL maximum (*)
Downtown Existing Groundfloor	4 per ksf GFL	Exempt
Downtown New	4 per ksf GFL	3 per ksf GFL

Notes:

1. City of San Bruno Municipal Code, Chapter 12.100.090

ksf = thousand square feet, GFL = gross floor area

(*). This table is not intended to set a strict control on the amount of parking provided for any one development. Developments desiring to provide parking in excess of the maximum standard should be permitted but charged a fee to be set by the City for each parking space above the maximum.

Source: Fehr & Peers, 2009

Shared Parking Analysis

A sketch-level “shared parking” analysis was prepared to estimate the parking demand expected in the Plan assuming implementation of a shared parking strategy. Shared parking occurs when complementary land uses in close proximity to each other are able to utilize the same parking spaces because they have different peak parking characteristics. To evaluate the potential for shared parking, the project’s parking demand was calculated using the methodology presented in the Urban Land Institute’s (ULI) Shared Parking (2nd Edition) manual.

The results of the shared parking analysis, summarized in the Table 7.9 below, conclude that during most of the year the average peak parking demand in the Transit Corridors Area would be for approximately 4,100 parking spaces, which represents a 45 percent reduction in the parking requirement. However, the project’s overall peak parking demand would occur during the last two weeks of December during pre-holiday peak shopping period when retail land uses have the greatest parking demand. During this peak parking period the estimated demand for the Transit Corridors Plan area is for approximately 4,250 parking spaces. Approximately 35 percent of the project’s 4,100 space parking demand represents residential demand, and the remaining 65 percent account for the parking the demand associated with the other land uses proposed as part of the Transit Corridors Plan area.

The analysis estimates that sharing parking results in a peak demand of approximately 3,300 spaces less than the amount that would otherwise be required under the City’s existing requirements. This illustrates the value of creating a parking district to manage parking demand, as well as the value of centralized parking available for general public use. A parking district would oversee a shared parking program by managing parking supply in centralized parking locations where the advantages to shared parking could be realized. The analysis described above shows one of the benefits of mixed-use development is the opportunity for shared parking, which results in a reduction in the required parking supply.

Table 7.9 outlines the recommended parking requirements for the Transit Corridors Area. Using the average parking requirements for all of the land uses, the Plan would require a parking supply of at most 4,300 spaces. This number would be even less if parking pricing strategies were also implemented. Thus the total parking supply would not exceed the shared parking estimates and would make full use of the area’s parking supply.

Table 7.9: Transit Corridors Plan Parking Requirements Comparison

Land Use	Size	Existing City Parking Requirement ¹	Parking Demand Estimates under “Shared Parking” ¹
Residential	1,610 units	3,220	1,755
Retail/Commercial	147,700 s.f.	740	1,940
Office	988,100 s.f.	3,295	405
Hotel	190 rooms	190	115
Total		7,445	4,215

Notes:

- 1 Based on City of San Bruno Municipal Code, Chapter 12.100.090 (see Table 7.8 for rates).
- 2 Based on sketch-level analysis using data from Urban Land Institute, Shared Parking, 2nd ed. (2005)

Source: Fehr & Peers, October 2009.

Transportation Demand Management

The intent of Transportation Demand Management (TDM) programs is to reduce the amount of peak period motor vehicle traffic on roadways and parking. TDM programs encourage the use of modes other than single-occupant vehicles for travel. The implementation of a TDM program is an essential part to the Plan area's parking management strategies, since TDM programs have the potential to reduce parking demand.

Funding of an area-wide TDM program could be provided through annual assessments on new development. A successful TDM program can have a substantial impact in reducing automobile traffic. Some potential TDM strategies that could be considered for the Plan area include:

- Transit subsidies/reimbursements to residents and employees ("commuter check" or "EcoPass");
- Pedestrian/bicyclist subsidies for those who primarily walk/bike to work;
- Car-Share programs and neighborhood electric vehicle programs to reduce the need to have a car or second car;
- Area-wide TDM Coordinator to manage and promote TDM programs and oversee monitoring to determine program effectiveness;
- Guaranteed ride home program for employees in event of emergency;
- Incentives such as "parking cashout" program in which employees receive cash in lieu of receiving free parking, to encourage carpool and vanpool use;
- Marketing and information programs to encourage alternative transportation modes (which could include partnering with other local organizations such as the Peninsula Congestion Relief Alliance); and

- Strategies to make the cost of residential and commercial parking visible to households and commercial tenants.

Some of the recommended implementation policies discussed in the previous sections, such as for bicycle parking, unbundled parking, and reduced parking codes are also TDM measures commonly considered in programs to reduce vehicle travel.

Residential Parking Districts

For some residential neighborhoods nearby the Transit Corridors Area, spillover parking may be a concern.

To alleviate this issue, some cities establish a Residential Parking Permit District that reserves all curb spaces in a neighborhood for residents and their guests. Historically, San Bruno has created residential parking districts for the residential neighborhoods surrounding the existing Caltrain and BART Stations.

In the long-term the plan encourages ongoing monitoring of any spillover parking impacts on nearby residential neighborhoods to evaluate the need for a Residential Parking Permit District.



**PASSENGER
LOADING ZONE**
ENFORCED
WHEN SCHOOL IS IN
SESSION
MON - FRI
7:30 AM - 8:30 AM
2:30 PM - 3:30 PM
VEHICLES MAY NOT BE
LEFT UNATTENDED
NO DOUBLE PARKING

**PASSENGER
LOADING ZONE**
ENFORCED
WHEN SCHOOL IS IN
SESSION
MON - FRI
7:30 AM - 8:30 AM
2:30 PM - 3:30 PM
VEHICLES MAY NOT BE
LEFT UNATTENDED
NO DOUBLE PARKING

STOP



infrastructure

IN THIS CHAPTER...

8.1 Analysis Methodology

8.2 Assessment Analysis
Summary

The purpose of this Infrastructure chapter is to **identify potential demand impacts on the City's existing infrastructure based on the proposed changes in land use designations in the Transit Corridors Plan**. The chapter includes a general summary of findings and the suggested infrastructure improvements required for the potential development of the parcels. It also provides a general overview of potential developmental impacts, suggested improvements, and conceptual costs based on the analysis and review of the available data. Additional studies will be required as future development occurs, in order to specifically address the infrastructure demands of new projects and identify infrastructure upgrades needed for the overall collective systems.

This chapter is organized as follows:

- **8.1 Analysis Methodology** - an overview of how the analysis was formed and description of methods and terminology used.
- **8.2 Assessment Analysis Summary** - a summary of the findings and recommendations to mitigate the impact of potential development within the Transit Corridors Area.
- **8.3 Assessment of Additional Upgrades** - a preliminary estimate of upgrades needed for existing underground infrastructure to meet current standards.

8.1 ANALYSIS METHODOLOGY

Limitations and Assumptions

The plan area is divided into five corridors for the purpose of water, sanitary sewer, and storm drainage assessment for the land use demands. Assessments of existing and proposed utility infrastructure demands are limited to the conceptual demands based on the typical industry accepted per acre utility demands for each land use.

The City of San Bruno provided existing utility maps and pipe size data for water, sewer, and storm systems for this analysis. The City was unable to provide capacity information for each individual utility line or system within each of the five corridors. The City assumes that these existing utility lines were sized specifically to serve the existing land uses and are at capacity or close to capacity for the purpose of this analysis and proposed recommendations.

The City of San Bruno and San Mateo County Flood Control District City were also unable to provide capacity data for the existing storm drain systems within the land use study area. However, the updated Master Plan provides recommendations that identify proposed improvements to improve flows and reduce flooding within the study area. The recommendations in this chapter take that information into account. Note that storm runoff calculations for existing and proposed development are based on a 10-year storm requirement as defined by the Hydrology and Hydraulics Criteria for San Mateo County Flood Control District. It is assumed these lines are currently serving each corridor's existing drainage needs. Any additional runoff flows generated for the proposed land uses will require some onsite detention and/or retention system to reduce flow volume into the existing systems.

Analysis Method

The following methods were used for calculating demands for sanitary sewer, water and stormwater in the Transit Corridors Plan area. Note: see the Appendix D for the tables and data cited in this section.

1. Sanitary Sewer Formula:

The existing and proposed sanitary sewer demands were calculated using the product of the typical industry standard Sewer Discharge by Usage and the acreage of the land use defined by City of San Bruno Existing Land Use / Zoning Designations (see Figure 8.1 - Existing Zoning Acreages). The results are expressed in Gallons Per Day (GPD).

$(\text{Discharge (GPAD)}) * (\text{Acreage}) = \text{Demand (GPD)}$

2. Water Formula:

The existing and proposed water demands were calculated using the product of the typical industry standard Water Duties for Land Classifications values defined and the acreage of the land use, defined by City of San Bruno Existing Land Use / Zoning Designations. The results are expressed in Gallons Per Day (GPD).

$(\text{Water Demand (GPAD)}) * (\text{Acreage}) = \text{Demand (GPD)}$

3. Stormwater Formula:

The existing and proposed storm drainage demands were calculated using the Hydrology and Hydraulics Criteria Summary for San Mateo County Flood Control District Rain Fall Intensity Chart and runoff coefficient values as shown on the typical industry standard Storm Drainage Runoff Coefficient.

Rational Method $Q = CIA$

$Q = \text{Flow CFS}$

$C = \text{Run Off Coefficient}$

I = Rain Fall Intensity inches per hour

A = Acreage

I = Product of (unit of rain fall intensity) (mean annual precipitation)

C = Based on existing and proposed Land Use Designations

Note: Time of Concentration (15 minutes) used for paved areas at 2% – 6 % w/ Flow Path at 100' – 500'.

References

1. Hydrology and Hydraulics Criteria for San Mateo County
2. City of San Bruno Water System Master Plan 2002 update
3. City of San Bruno Sanitary Sewer Master Plan update
4. City of San Bruno Drainage Master Plan 2001 update
5. Highway Design Manual, 6th Edition (September 1, 2006), California Department of Transportation (CALTRANS)

Acronyms

CFS - cubic feet per second

GPD - gallons per day

GPAD - gallons per acre per day

8.2 ASSESSMENT ANALYSIS SUMMARY

The analysis of the impacts for the proposed land use designations for the potential development areas are organized into five corridors as follows: the San Mateo Avenue (North); San Mateo Avenue (South); El Camino Real (South); El Camino Real (North); and San Bruno Avenue (see Figure 8.1 - Existing Zoning Acreages and Figure 8.2 - Parcels Identified for Potential Development or Redevelopment).

The existing utility conditions for these corridors are problematic and have been identified in the City of San Bruno Water, Wastewater, Drainage Master Plan updates (See Appendix : Existing Conditions Report for additional information and infrastructure maps). The proposed land use designation changes for these corridors will significantly impact the existing water and sewer systems. However, the utility upgrades proposed by the Master Plan updates should ultimately support these proposed land uses under the current projected 2030 Water Master Plan and 2025 Wastewater Master Plan demands. In comparison, the Drainage System impact will be minor. However, the existing deficiencies need to be corrected as identified by the City recommendations in the Drainage Master Plan 2001 update. The findings are summarized by corridor demand impacts and assume that the City will have the recommended improvements implemented by 2030.

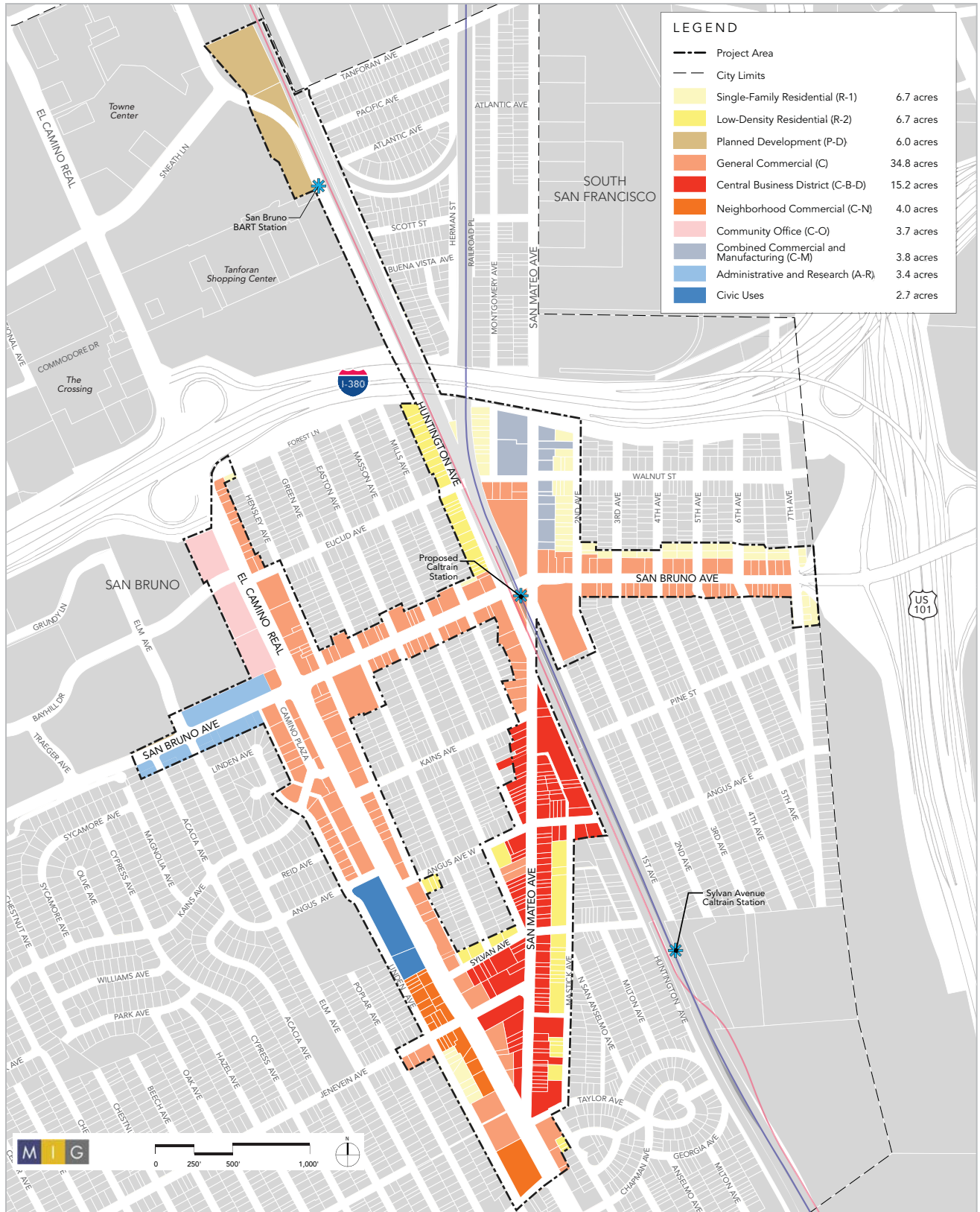


Figure 8.1 - Existing Zoning Acreages

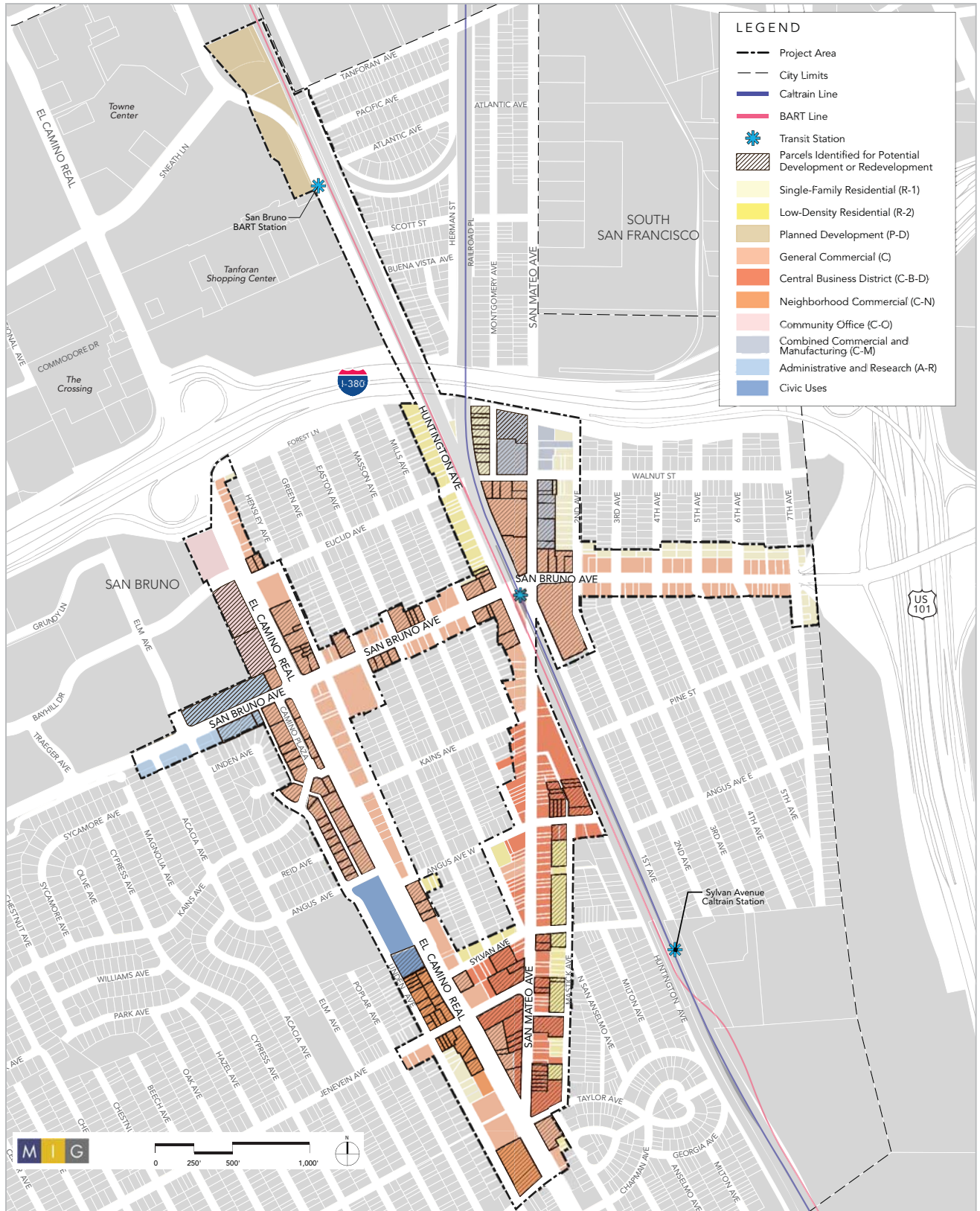


Figure 8.2 - Parcels Identified for Potential Development or Redevelopment

Projected Infrastructure Demand Summary

Tables 8.1 - 8.3 summarize the projected impact related to stormwater runoff, water, and sewer infrastructure at buildout within the Transit Corridors Area. The following sections describe the projected increased demand in further detail.

Table 8.1: Summary - Stormwater Runoff Demands

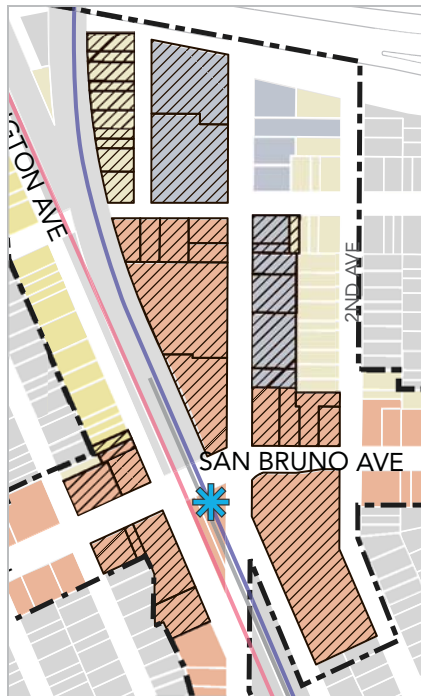
Corridor	Existing Demand (CFS)	Proposed Demand (CFS)	Increase in Demand (CFS)
San Mateo Ave (North)	13.18	15.71	2.53
San Mateo Ave (South)	10.89	14.14	3.25
El Camino Real (North)	16.48	17.60	1.12
El Camino Real (South)	7.58	8.74	1.16
San Bruno Ave	4.18	4.88	0.7
TOTAL	52.31	61.07	8.76

Table 8.2: Summary - Water Demands

Corridor	Existing Demand (GPD)	Proposed Demand (GPD)	Increase in Demand (GPD)	Increase in Demand (MGD)
San Mateo Ave (North)	11,625	24,720	13,095	0.013
San Mateo Ave (South)	12,500	28,560	16,060	0.016
El Camino Real (North)	14,690	45,785	31,095	0.031
El Camino Real (South)	6,720	20,210	13,490	0.013
San Bruno Ave	3,720	10,310	6,590	0.007
TOTAL	49,255	129,585	80,330	0.080

Table 8.3: Summary - Sewer Demands

Corridor	Existing Demand (GPD)	Proposed Demand (GPD)	Increase in Demand (GPD)	Increase in Demand (MGD)
San Mateo Ave (North)	8,720	36,700	27,980	0.028
San Mateo Ave (South)	8,931	37,212	28,281	0.028
El Camino Real (North)	10,956	67,200	56,244	0.056
El Camino Real (South)	4,928	28,102	23,174	0.023
San Bruno Ave	2,910	11,400	8,490	0.008
TOTAL	36,445	180,614	144,169	0.143



San Mateo Avenue Corridor (North)

Finding Summary

Impacts

- Water will be increased 1.1 times the current demand.
- Sanitary Sewer will be increased three times the current demand.
- Stormwater increase will have a minor impact

Recommendations

The proposed grade separation project planned along the Huntington Avenue/San Mateo Avenue/Interstate 380 corridor will be to relocate and upsize the sewer, water and storm systems within the project limits. The following upgrades are recommended to be coordinated with this project:

Water: It is anticipated that the construction of a new water line will be required to accommodate new development. This would include a 12" water main of approximately 1,000 LF. south along the San Mateo Avenue (North) Corridor, approximately 1,800 LF west along the San Bruno Avenue Corridor, and approximately 600 LF south to connect to the existing 12" water main in El Camino Real. This system should eventually "loop" the San Mateo (North and South) Corridors, the El Camino Real (South and North) Corridors, and the San Bruno Corridor. Estimated cost is \$1.3 million.

Sanitary Sewer: It is anticipated that the construction of a new 18" SS trunk line of approximately 2,200 LF along Huntington and San Mateo avenues from the existing 18" SS trunk line at the intersection of Huntington and Angus avenues to the intersection of Walnut and San Mateo avenues will be needed to accommodate new development. Estimated cost is \$1 million.

Storm Drain: The increase in demand is based on land use runoff coefficients; actual anticipated runoff could go down with mitigation measures and detention/retention requirements placed on future developers by the City.

Table 8.4: Potential Development Parcels Stormwater Runoff Demands. San Mateo Avenue Corridor (North)

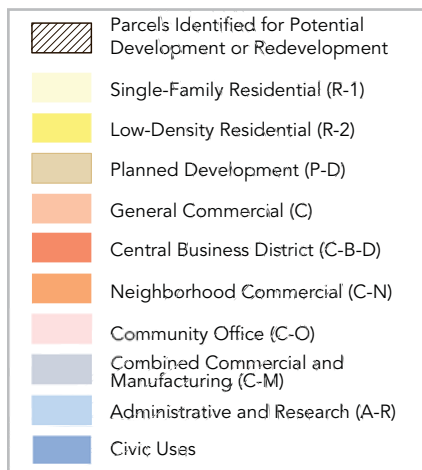
Existing Land Use	Existing Acreage	Existing Storm Demand (CFS)	Proposed Land Use	Acreage	Proposed Storm Demand (CFS)	Street Name and Ex. SD Line
C-M Zoning Com. Commercial / Industrial	1.9	2.56	Office Commercial (High Density)	1.9	3.08	San Mateo Ave. 12" SD
R-1 Zoning Single Family Residential	1.0	1.08	Office Commercial (High Density)	1.0	1.62	San Mateo Ave. 12" SD; Huntington Ave. SD Trunk size unknown
C-M and C Zoning Com. Commercial / Industrial and Gen. Commercial	2.0	3.06	Mixed Use Office /Retail (High Density)	2.0	3.24	San Mateo Ave. 12" SD; San Bruno Ave. 12" SD; Huntington Ave. SD Trunk size unknown
C Zoning Gen. Commercial	2.6	3.51	Mixed Use Office / Retail (High Density)	2.6	4.21	San Mateo Ave. 12" SD; San Bruno Ave. 12" SD; Huntington Ave. SD Trunk size unknown
C Zoning Gen. Commercial	2.2	2.97	Mixed Use Office / Retail / Residential (High Density)	2.2	3.56	San Mateo Ave. 12" SD; San Bruno Ave. 12" SD; Huntington Ave. SD Trunk size unknown
Total	9.7	13.18	Total	9.7	15.71	

Table 8.5: Potential Development Parcels Water Demands. San Mateo Avenue Corridor (North)

Existing Land Use	Existing Acreage	Existing Water Demand (GPD)	Proposed Land Use	Acreage	Proposed Water Demand (GPD)	Street Name and Ex. Water Line
C-M Zoning Com. Commercial / Industrial	1.9	1,615	Office Commercial (High Density)	1.9	4,465	San Mateo 8" W; Walnut St. 8" W; Montgomery Ave. 4" W and 2" W
R-1 Zoning Single Family Residential	1.0	1,850	Office Commercial (High Density)	1.0	2,350	Montgomery Ave. 4" W and 2" W; Huntington 6" W
C-M and C Zoning Com. Commercial / Industrial and Gen. Commercial	2.0	2,400	Mixed Use Office / Retail (High Density)	2.0	4,700	San Mateo 8" W; Walnut St. 8" W; 2nd Ave 6" W; San Bruno Ave 6" W
C Zoning Gen. Commercial	2.6	3,120	Mixed Use Office / Retail (High Density)	2.6	6,110	San Mateo 8" W; Walnut St. 8" W Huntington Ave 6" W
C Zoning Gen. Commercial	2.2	2,640	Mixed Use Office / Retail / Residential (High Density)	2.2	7,095	San Mateo 8" W; 2nd St 6" W; Huntington Ave 8" W; San Bruno 6"W
Total	9.7	11,625	Total	9.7	24,720	

Table 8.6: Potential Development Parcels Sanitary Sewer Demands. San Mateo Avenue Corridor (North)

Existing Land Use	Existing Acreage	Existing Sewer Demand (GPD)	Proposed Land Use	Acreage	Proposed Sewer Demand (GPD)	Street Name and Ex. Sewer Line
C-M Zoning Com. Commercial / Industrial	1.9	1,596	Office Commercial (High Density)	1.9	6,650	San Mateo Ave. 5" and 6" SS; Walnut St. 5" SS; Montgomery Ave. 5" SS
R-1 Zoning Single Family Residential	1.0	1,140	Office Commercial (High Density)	1.0	3,500	Walnut St. 5" SS; Montgomery Ave. 5" SS; Huntington Ave. 8" SS
C-M and C Zoning Com. Commercial / Industrial and Gen. Commercial	2.0	1,760	Mixed Use Office / Retail (High Density)	2.0	7,000	San Mateo Ave. 6" SS; Walnut St. 6" SS; San Bruno Ave. 6" SS; 2nd Ave. 5" SS
C Zoning Gen. Commercial	2.6	2,288	Mixed Use Office / Retail (High Density)	2.6	9,100	San Mateo Ave. 6" SS; Walnut St. 5" SS; San Bruno Ave 6" SS; Huntington Ave. 8" SS
C Zoning Gen. Commercial	2.2	1,936	Mixed Use Office / Retail / Residential (High Density)	2.2	10,450	Huntington Ave. 5" SS and 8" SS; San Bruno Ave 6" SS; 2nd Ave. 5" SS
Total	9.7	8,720	Total	9.7	36,700	



San Mateo Avenue Corridor (South)

Impacts

- Water will be increased 1.3 times the current demand.
- Sanitary Sewer will be increased three times the current demand.
- Stormwater increase will have a minor impact.

Recommendations

Water: It is anticipated that the construction of a new 12" water main will be required to accommodate new construction. This would include approximately 3,600 LF starting from the future stub at the intersection of San Mateo Avenue and San Bruno Avenue south along the San Mateo Avenue (South) Corridor to connect to the existing 12" water main in El Camino Real (South) Corridor. This system should eventually "loop" the San Mateo (North and South) Corridors, the El Camino Real (South and North) Corridors, and the San Bruno Corridor. The estimated cost is \$1.4 million.

Sanitary Sewer: It is anticipated that the construction of a new 18" SS trunk line will be required to accommodate new construction. This would include approximately 2,000 LF from the intersection of El Camino Real and San Mateo Avenue running north along the San Mateo Avenue and connecting to the existing 18" SS trunk line at the intersection of Angus Avenue and San Mateo Avenue. It is suggested to incorporate this improvement into the City's Rehabilitation Program Project which is planned to eliminate the existing 4" Sewer line running parallel to Mastick Avenue in the alley (Mid Block). The estimated cost is \$900,000.

Storm Drain: The increase in demand is based on land use runoff coefficients; actual anticipated runoff could go down with mitigation measures and detention/retention requirements placed on future developers by the City.

Table 8.7: Potential Development Parcels Stormwater Runoff Demands. San Mateo Avenue Corridor (South)

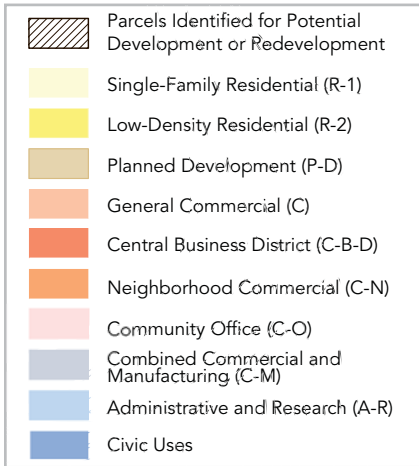
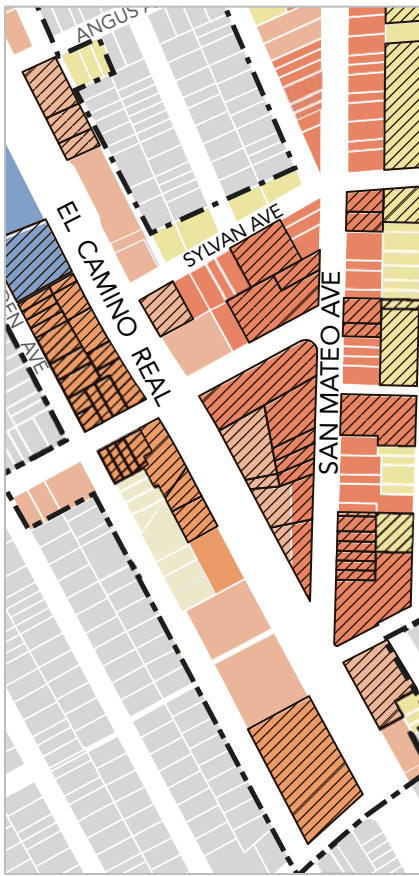
Existing Land Use	Existing Acreage	Existing Storm Demand (CFS)	Proposed Land Use	Acreage	Proposed Storm Demand (CFS)	Street Name and Ex. SD Line
CBD Zoning Central Business District	1.2	1.62	Public Parking Garage	1.2	1.94	San Mateo Ave. 10" SD; Angus Ave. 4x6 Culvert; Huntington 4x8 Culvert
R-2 Zoning Low Density Residential	0.6	0.65	Residential (High Density)	0.6	0.92	San Mateo Ave. 6x4 Culvert; Angus Ave. 4x6 Culvert
R-2 Zoning Low Density Residential	0.7	0.76	Residential (High Density)	0.7	1.07	San Mateo Ave. 10" SD
R-2 and CBD Zoning Low Density Residential / Central Business District	0.4	0.43	Mixed Use Retail / Residential (Med./ Multi Family Density)	0.4	0.65	San Mateo Ave. 10" SD; San Mateo Ave 6x4 Culvert
R-2 and CBD Zoning Low Density Residential / Central Business District	0.7	0.76	Mixed Use Retail / Residential (High/ Multi Family Density)	0.7	1.13	San Mateo Ave. 10" SD
CBD Zoning Central Business District	0.5	0.68	Mixed Use Retail / Residential (Med./ Multi Family Density)	0.5	0.81	San Mateo Ave. 10" SD
R-2 and CBD Zoning Low Density Residential / Central Business District	1.3	1.4	Mixed Use Retail / Residential (Multi Family/High Density)	1.3	2.11	El Camino 10" SD; Alley 10" SD
C and CBD Zoning Gen. Commercial / Central Business District	2.4	3.24	Mixed Use Retail / Residential / Institutional (High Density)	2.4	3.89	San Mateo Ave. 10" SD; El Camino 10" SD
CBD Zoning Central Business District	1.0	1.35	Mixed Use Hotel / Commercial (High Density)	1.0	1.62	San Mateo Ave. 10" SD
Total	8.8	10.89	Total	8.8	14.14	

Table 8.8: Potential Development Parcels Water Demands. San Mateo Avenue Corridor (South)

Existing Land Use	Existing Acreage	Existing Water Demand (GPD)	Proposed Land Use	Acreage	Proposed Water Demand (GPD)	Street Name and Ex. Water Line
CBD Zoning Central Business District	1.2	1,740	Public Parking Garage	1.2	1,200	Huntington Ave. 8" W; Angus Ave. 8" and 4" W; Alley 2" W
R-2 Zoning Low Density Residential	0.6	750	Residential (High Density)	0.6	2,460	Angus Ave. 8" and 4" W; Mastick Ave. 2" W and 4" W
R-2 Zoning Low Density Residential	0.7	875	Residential (High Density)	0.7	2,870	Mastick Ave. 2" W and 4" W; Sylvan Ave. 4" W
R-2 and CBD Zoning Low Density Residential / Central Business District	0.4	580	Mixed Use Retail / Residential (Med./Multi Family Density)	0.4	840	Mastick Ave. 2" W, 12" W, 4" W; Sylvan Ave. 4" W; San Mateo 8" W
R-2 and CBD Zoning Low Density Residential / Central Business District	0.7	1,015	Mixed Use Retail / Residential (High/Multi Family Density)	0.7	2,170	Mastick Ave. 2" W, 12" W; San Mateo 8" W; Alley 12" W
CBD Zoning Central Business District	0.5	725	Mixed Use Retail / Residential (Med./Multi Family Density)	0.5	1,050	Mastick Ave. 2" W, 12" W; San Mateo 8" W; Alley 12" W
R-2 and CBD Zoning Low Density Residential / Central Business District	1.3	1,885	Mixed Use Retail / Residential (Multi Family/High Density)	1.3	4,030	Mastick Ave. 2" W, 8" W; San Mateo 8" W; Taylor Ave. 8" W and 2" W
C and CBD Zoning Gen. Commercial / Central Business District	2.4	3,480	Mixed Use Retail / Residential / Institutional (High Density)	2.4	9,840	San Mateo 8" W; El Camino 12" W and 8" W; Jenevein Ave. 8" W
CBD Zoning Central Business District	1.0	1,450	Mixed Use Hotel / Commercial (High Density)	1.0	4,100	San Mateo 8" W; Jenevein Ave. 8" W; Sylvan Ave. 4" W
Total	8.8	12,500	Total	8.8	28,560	

Table 8.9: Potential Development Parcels Sewer Demands. San Mateo Avenue Corridor (South)

Existing Land Use	Existing Acreage	Existing Sewer Demand (GPD)	Proposed Land Use	Acreage	Proposed Sewer Demand (GPD)	Street Name and Ex. Sewer Line
CBD Zoning Central Business District	1.2	1,320	Public Parking Garage	1.2	1,176	Huntington Ave. 8" SS, 6" SS, and 10" SS; Angus Ave. 10" SS, 18 SS; Alley 10" SS
R-2 Zoning Low Density Residential	0.6	270	Residential (High Density)	0.6	3,600	Angus Ave. 10" SS, 18 SS; Mastick Ave. 6" SS
R-2 Zoning Low Density Residential	0.7	315	Residential (High Density)	0.7	4,200	Mastick Ave. 6" SS; Sylvan Ave. 6" SS
R-2 and CBD Zoning Low Density Residential / Central Business District	0.4	456	Mixed Use Retail / Residential (Med./ Multi Family Density)	0.4	816	Mastick Ave. 6" SS; Sylvan Ave. 6" SS; Alley 6" SS; San Mateo Ave. 6" SS
R-2 and CBD Zoning Low Density Residential / Central Business District	0.7	798	Mixed Use Retail / Residential (High/Multi Family Density)	0.7	2,100	Mastick Ave. 6" SS; Alley 6" SS; San Mateo Ave. 6" SS
CBD Zoning Central Business District	0.5	550	Mixed Use Retail / Residential (Med./ Multi Family Density)	0.5	1,020	Mastick Ave. 6" SS; Alley 6" SS; San Mateo Ave. 6" SS
R-2 and CBD Zoning Low Density Residential / Central Business District	1.3	1,482	Mixed Use Retail / Residential (Multi Family/High Density)	1.3	3,900	Mastick Ave. 6" SS; Taylor Ave. 10" SS; San Mateo Ave. 6" SS; El Camino Real 8" SS
C and CBD Zoning Gen. Commercial / Central Business District	2.4	2,640	Mixed Use Retail / Residential / Institutional (High Density)	2.4	14,400	Taylor Ave. 10" SS; San Mateo Ave. 6" SS; EL Camino 6" and 8" SS; Jenevein Ave. 6" SS
CBD Zoning Central Business District	1.0	1,100	Mixed Use Hotel / Commercial (High Density)	1.0	6,000	Jenevein Ave. 6" SS; San Mateo Ave. 6" SS; Sylvan Ave. 6" SS
Total	8.8	8,931	Total	8.8	37,212	



El Camino Real Corridor (South)

Impacts

- Water will be increased two times the current demand.
- Sanitary Sewer will be increased 4.7 times the current demand.
- Stormwater increase will have a minor impact .

Recommendations

Water: The newly constructed 12" water main loop will provide adequate capacity for future development along the El Camino Real (South) and El Camino (North) Corridors. This system should eventually "loop" the San Mateo (North and South) Corridors, the El Camino Real (South and North) Corridors, and the San Bruno Corridor.

Sanitary Sewer: It is anticipated that new development will require a new 15" SS trunk line, approximately 850 LF from the intersection of El Camino Real and Jenevein Avenue running south along El Camino Real to connect to the new 18" SS trunk line at the intersection of El Camino Real and San Mateo Avenue. This estimated cost is \$400,000.

Storm Drain: The increase in demand is based on land use runoff coefficients; actual anticipated runoff could go down with mitigation measures and detention/retention requirements placed on future developers by the City.

Table 8.10: Potential Development Parcels Stormwater Runoff Demands. El Camino Real Corridor (South)

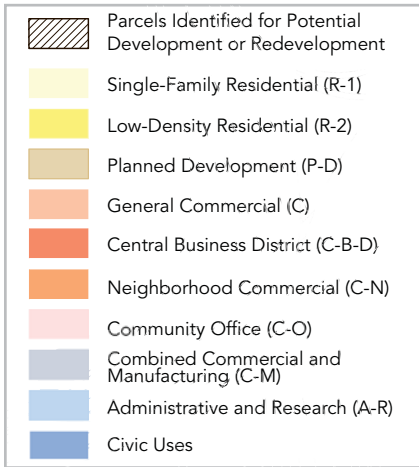
Existing Land Use	Existing Acreage	Existing Storm Demand (CFS)	Proposed Land Use	Acreage	Proposed Storm Demand (CFS)	Street Name and Ex. SD Line
C Zoning Gen. Commercial	0.5	0.68	Public Parking Garage	0.5	0.81	Mastick Ave. 5x8 Culvert, 6x4 Culvert; El Camino 10" SD
C-N Zoning Neighborhood Commercial	1.3	1.76	Mixed Use Retail / Residential (High Density)	1.3	2.11	Linden Ave. 10" SD; El Camino 10" SD, 6x4 Culvert
C-N Zoning Neighborhood Commercial	0.9	1.22	Residential (High Density)	0.9	1.38	Linden Ave. 10" SD; El Camino 10" SD
C-N and O Zoning Neighborhood Commercial / Open Space	2.0	2.70	Residential (High Density)	2.0	3.06	Linden Ave. 10" SD, 3x10 Culvert; El Camino 5x9 Culvert
C Zoning Gen. Commercial	0.3	0.41	Residential (Med./ Multi Family Density)	0.3	0.46	San Mateo Ave. 10" SD; El Camino 5x9 Culvert
C Zoning Gen. Commercial	0.6	0.81	Residential (Multi Family/High Density)	0.6	0.92	El Camino 5x9 Culvert
Total	5.6	7.58	Total	5.6	8.74	

Table 8.11: Potential Development Parcels Water Demands. El Camino Real Corridor (South)

Existing Land Use	Existing Acreage	Existing Water Demand (GPD)	Proposed Land Use	Acreage	Proposed Water Demand (GPD)	Street Name and Ex. Water Line
C Zoning Gen. Commercial	0.5	600	Public Parking Garage	0.5	500	Mastick Ave. 2" W, 8"W; San Mateo 8" W; Taylor Ave. 8" W and 2" W; El Camino 12" W and 8" W
C-N Zoning Neighborhood Commercial	1.3	1,560	Mixed Use Retail / Residential (High Density)	1.3	5,330	El Camino 12" W and 8" W; Crystal Springs RD. 6" W; Linden Ave. 4" W and 2" W
C-N Zoning Neighborhood Commercial	0.9	1,080	Residential (High Density)	0.9	3,690	El Camino 12" W and 8" W; Jenevein Ave. 10" W and 8" W; Linden Ave. 4" W and 2" W
C-N and O Zoning Neighborhood Commercial / Open Space	2.0	2,400	Residential (High Density)	2.0	8,200	El Camino 12" W and 4" W; Jenevein Ave. 10" W and 8" W; Linden Ave. 4" W and 2" W
C Zoning Gen. Commercial	0.3	360	Residential (Med./ Multi Family Density)	0.3	630	El Camino 12" W; Sylvan Ave. 4" W
C Zoning Gen. Commercial	0.6	720	Residential (Multi Family/High Density)	0.6	1,860	El Camino 4" W, 12 W and 2"; Angus Ave. 4" W
Total	5.6	6,720	Total	5.6	20,210	

Table 8.12: Potential Development Parcels Sanitary Sewer Demands. El Camino Real Corridor (South)

Existing Land Use	Existing Acreage	Existing Sewer Demand (GPD)	Proposed Land Use	Acreage	Proposed Sewer Demand (GPD)	Street Name and Ex. Sewer Line
C Zoning Gen. Commercial	0.5	440	Public Parking Garage	0.5	490	Mastick Ave. 6" SS; Taylor Ave. 10" SS; El Camino 8" SS
C-N Zoning Neighborhood Commercial	1.3	1,144	Mixed Use Retail / Residential (High Density)	1.3	7,800	El Camino 8" SS; Crystal Springs RD. 8" SS; Linden Ave. 6" SS
C-N Zoning Neighborhood Commercial	0.9	792	Residential (High Density)	0.9	5,400	El Camino 6" SS, 8" SS; Jenevein Ave. 6" SS; Linden Ave. 6" SS
C-N and O Zoning Neighborhood Commercial / Open Space	2.0	1,760	Residential (High Density)	2.0	12,000	El Camino 14" SS; Jenevein Ave. 6" SS and 10" SS; Linden Ave. 6" SS and 10" SS
C Zoning Gen. Commercial	0.3	264	Residential (Med./ Multi Family Density)	0.3	612	Sylvan Ave. 6" SS
C Zoning Gen. Commercial	0.6	528	Residential (Multi Family/High Density)	0.6	1,800	Angus Ave. 6" SS and 14" SS; El Camino 14" SS; Alley 6" SS
Total	5.6	4,928	Total	5.6	28,102	



El Camino Real Corridor (North)

Impacts

- Water will be increased two times the current demand.
- Sanitary Sewer will be increased five times the current demand.
- Stormwater increase will have a minor impact.

Recommendations

Water: The newly constructed 12" water main loop will provide adequate capacity for future development along the El Camino Real (South) and El Camino (North) Corridors. This system should eventually "loop" the San Mateo (North and South) Corridors, the El Camino Real (South and North) Corridors, and the San Bruno Corridor.

Sanitary Sewer: It is anticipated that new construction will require a new 18" SS trunk line, approximately 2,400 LF from the intersection of El Camino Real and Kains Avenue running north along El Camino Real to connect to the existing 18" SS trunk line at the intersection of El Camino Real and Bay Hill Drive. The estimated cost is \$1.1 million.

Storm Drain: The increase in demand is based on land use runoff coefficients; actual anticipated runoff could go down with mitigation measures and detention/retention requirements placed on the developers by the City.

Table 8.13: Potential Development Parcels Stormwater Runoff Demands. El Camino Real Corridor (North)

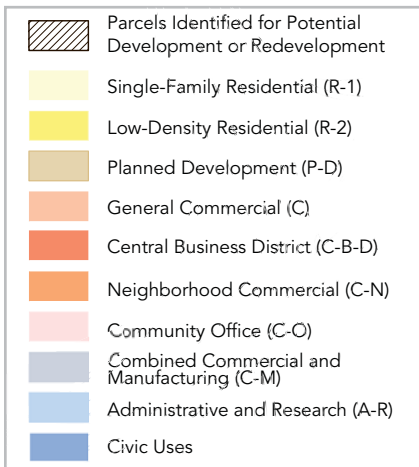
Existing Land Use	Existing Acreage	Existing Storm Demand (CFS)	Proposed Land Use	Acreage	Proposed Storm Demand (CFS)	Street Name and Ex. SD Line
C Zoning Gen. Commercial	0.2	0.27	Residential (High Density)	0.2	0.31	El Camino Trunk size unknown
C Zoning Gen. Commercial	1.5	2.03	Mixed Use Hotel / Commercial / Residential (High Density)	1.5	2.30	El Camino 10x7 Culvert, Trunk size unknown; San Bruno Ave. 15" SD
C Zoning Gen. Commercial	1.6	2.16	Residential (High Density)	1.6	2.45	Kains Ave. 12" SD; Angus Ave. Trunk size unknown
C Zoning Gen. Commercial	1.1	1.49	Residential (High Density)	1.1	1.68	Kains Ave. 12" SD; Angus Ave. Trunk & Linden Ave. Trunk sizes unknown
C Zoning Gen. Commercial	0.6	0.81	Residential (High Density)	0.6	0.92	Kains Ave. 12" SD; Camino Plaza Trunk size unknown; El Camino Real 10x7 Culvert
C Zoning Gen. Commercial	0.6	0.81	Mixed Use Retail / Residential (High Density)	0.6	0.92	Kains Ave. 12" SD; Camino Plaza Trunk size unknown; El Camino Real 10x7 Culvert
C Zoning Gen. Commercial	0.6	0.81	Residential (High Density)	0.6	0.92	San Bruno Ave. 10x7 Culvert; Camino Plaza Trunk size unknown
A-R Zoning Admin. – Research	0.8	1.30	Residential (High Density)	0.8	1.30	Linden Ave. 12" SD; San Bruno Ave. 10x7 Culvert; Trunk size unknown
C-O, C, and A-R Zoning Community Office / Gen. Commercial / Admin. – Research	4.2	6.80	Mixed Use Retail / Residential (High Density)	4.2	6.80	El Camino Trunk size unknown; San Bruno Ave. 10x7 Culvert; Parking Lot 10" SD
Total	11.2	16.48	Total	11.2	17.60	

Table 8.14: Potential Development Parcels Water Demands. El Camino Real Corridor (North)

Existing Land Use	Existing Acreage	Existing Water Demand (GPD)	Proposed Land Use	Acreage	Proposed Water Demand (GPD)	Street Name and Ex. Water Line
C Zoning Gen. Commercial	0.2	240	Residential (High Density)	0.2	820	El Camino 8" W ; Euclid Ave. 6" W and 2" W
C Zoning Gen. Commercial	1.5	1,800	Mixed Use Hotel / Commercial / Residential (High Density)	1.5	6,150	El Camino 8" W, 6" W, 4" W and 2" W; Hensley Ave. 6" W, 4" W, and 2" W; San Bruno Ave. 6" W and
2" W	1.6	2.16	Residential (High Density)	1.6	2.45	Kains Ave. 12" SD; Angus Ave. Trunk size unknown
C Zoning Gen. Commercial	1.6	1,920	Residential (High Density)	1.6	6,560	El Camino 12" W and 2" W; Kains Ave. 2" W, 8" W; Angus Ave. 2" W
C Zoning Gen. Commercial	1.1	1,320	Residential (High Density)	1.1	4,510	Kains Ave. 8" W and 2" W; Angus Ave. 2" W; Linden Ave. 4" W and 2" W
C Zoning Gen. Commercial	0.6	720	Residential (High Density)	0.6	2,460	Kains Ave. 8" W and 2" W; Linden Ave. 6" W and 2" W; Camino Plaza 8" W; El Camino Real 12" W
C Zoning Gen. Commercial	0.6	720	Mixed Use Retail / Residential (High Density)	0.6	2,460	Camino Plaza 8" W; El Camino 12" W; San Bruno Ave. 6" W and 2" W
C Zoning Gen. Commercial	0.6	720	Residential (High Density)	0.6	2,325	Camino Plaza 8" W; San Bruno Ave. 6" W and 2" W
A-R Zoning Admin. – Research	0.8	1,160	Residential (High Density)	0.8	3,280	San Bruno Ave. 6" W and 2" W; Camino Plaza 8" W
C-O, C, and A-R Zoning Community Office / Gen. Commercial / Admin. – Research	4.2	6,090	Mixed Use Retail / Residential (High Density)	4.2	17,220	San Bruno Ave. 6" W and 2" W; Alley 8" W; Bay Hill DR. 8" W and 10" W
Total	11.2	14,690	Total	11.2	45,785	

Table 8.15: Potential Development Parcels Sanitary Sewer Demands. El Camino Real Corridor (North)

Existing Land Use	Existing Acreage	Existing Sewer Demand (GPD)	Proposed Land Use	Acreage	Proposed Sewer Demand (GPD)	Street Name and Ex. Sewer Line
C Zoning Gen. Commercial	0.2	176	Residential (High Density)	0.2	1,200	El Camino 6" SS and 18" SS; Euclid Ave. 6" SS
C Zoning Gen. Commercial	1.5	1,320	Mixed Use Hotel / Commercial / Residential (High Density)	1.5	9,000	San Bruno 6" SS; Hensley Ave. 6" SS
C Zoning Gen. Commercial	1.6	1,408	Residential (High Density)	1.6	9,600	Kains Ave 6" SS; El Camino 6" SS; Alley 10" SS and 6" SS; Camino Plaza 6" SS
C Zoning Gen. Commercial	1.1	968	Residential (High Density)	1.1	6,600	Alley 10" SS and 6" SS; Kains Ave. 6" SS
C Zoning Gen. Commercial	0.6	528	Residential (High Density)	0.6	3,600	Camino Plaza 6" SS; Linden Ave. 6" SS
C Zoning Gen. Commercial	0.6	528	Mixed Use Retail / Residential (High Density)	0.6	3,600	El Camino " SS; San Bruno Trunk size unknown; Camino Plaza 6" SS
C Zoning Gen. Commercial	0.6	528	Residential (High Density)	0.6	3,600	San Bruno Trunk size unknown; Camino Plaza 6" SS
A-R Zoning Admin. – Research	0.8	880	Residential (High Density)	0.8	4,800	San Bruno Trunk size unknown; Alley 6" SS
C-O, C, and A-R Zoning Community Office / Gen. Commercial / Admin. – Research	4.2	4,620	Mixed Use Retail / Residential (High Density)	4.2	25,200	San Bruno Trunk size unknown; Bay Hill DR 18" SS; El Camino " SS
Total	11.2	10,956	Total	11.2	67,200	



San Bruno Avenue Corridor

Impacts:

- Water will be increased 1.8 times the current demand.
- Sanitary Sewer will be increased 2.9 times the current demand.
- Stormwater increase will have a minor impact.

Recommendations:

Water: The newly constructed 12" water main loop will provide adequate capacity for future development along the San Bruno Avenue Corridor. This system should eventually "loop" the San Mateo (North and South) Corridors, the El Camino Real (South and North) Corridors, and the San Bruno Corridor.

Sanitary Sewer: It is anticipated that new construction will require a new 10" SS line, approximately 1,500 LF to replace the existing 6" SS line in San Bruno Avenue and connect to the new 18" SS trunk line in El Camino Real. It is estimated to cost \$400,000.

Storm Drain: The increase in demand is based on land use runoff coefficients; actual anticipated runoff could go down with mitigation measures and detention/retention requirements placed on the developers by the City.

Table 8.16: Potential Development Parcels Stormwater Runoff Demands. San Bruno Avenue Corridor

Existing Land Use	Existing Acreage	Existing Storm Demand (CFS)	Proposed Land Use	Acreage	Proposed Storm Demand (CFS)	Street Name and Ex. SD Line)
C Zoning Gen. Commercial	0.4	0.54	Residential Multi Family/High Density)	0.4	0.61	San Bruno Ave. 15" SD
C Zoning	1.3	1.76	Mixed Use Retail / Residential (High Density)	1.3	2.11	Linden Ave. 10" SD; El Camino 10" SD, 6x4 Culvert
Gen. Commercial	0.4	0.54	Residential Multi Family/High Density)	0.4	0.61	San Bruno Ave. 15" SD
R-1 and C Zoning Single Family Residential / Gen. Commercial	0.7	0.94	Residential High Density)	0.7	1.07	San Bruno Ave. 15" SD
C Zoning Gen. Commercial	0.6	0.81	Mixed Use Retail / Residential Multi Family/High Density)	0.6	0.97	San Bruno Ave. 15" SD; Huntington Trunk size unknown
C Zoning Gen. Commercial	1.0	1.35	Mixed Use Retail / Residential (Multi Family/High Density)	1.0	1.62	San Bruno Ave. 15" SD; Huntington Trunk size unknown
Total	3.1	4.18	Total	3.1	4.88	

Table 8.17: Potential Development Parcels Water Demands. San Bruno Avenue Corridor

Existing Land Use	Existing Acreage	Existing Water Demand (GPD)	Proposed Land Use	Acreage	Proposed Water Demand (GPD)	Street Name and Ex. Water Line
C Zoning Gen. Commercial	0.4	480	Residential Multi Family/High Density)	0.4	1,240	San Bruno Ave. 6" W and 2" W; Green Ave. 2" W, 4" W, and 6" W
C Zoning	1.3	1.76	Mixed Use Retail / Residential (High Density)	1.3	2.11	Linden Ave. 10" SD; El Camino 10" SD, 6x4 Culvert
Gen. Commercial	0.4	480	Residential Multi Family/High Density)	0.4	1,240	San Bruno Ave. 6" W and 2" W; Green Ave. 2" W, and 6" W; Easton Ave. 2" W, 6" W, and 8" W
R-1 and C Zoning Single Family Residential / Gen. Commercial	0.7	840	Residential High Density)	0.7	2,870	San Bruno Ave. 6" W and 2" W; Easton Ave. 2" W, 6" W, and 8" W; Mason Ave. 2" W, 4" W, and 6" W
C Zoning Gen. Commercial	0.6	720	Mixed Use Retail / Residential Multi Family/High Density)	0.6	1,860	San Bruno Ave. 6" W and 2" W; Mills Ave. 2" W, 4" W, and 6" W; Huntington Ave 6" W
C Zoning Gen. Commercial	1.0	1,200	Mixed Use Retail / Residential (Multi Family/High Density)	1.0	3,100	San Bruno Ave. 6" W and 2" W; Mills Ave. 2" W, and 6" W; Huntington Ave 2" W
Total	3.1	3,720	Total	3.1	10,310	

Table 8.18: Potential Development Parcels Sanitary Sewer Demands. San Bruno Avenue Corridor

Existing Land Use	Existing Acreage	Existing Sewer Demand (GPD)	Proposed Land Use	Acreage	Proposed Sewer Demand (GPD)	Street Name and Ex. Sewer Line
C Zoning Gen. Commercial	0.4	352	Residential Multi Family/High Density)	0.4	1,200	San Bruno Ave. 6" SS
C Zoning	1.3	1,76	Mixed Use Retail / Residential (High Density)	1.3	2,11	Linden Ave. 10" SD; El Camino 10" SD, 6x4 Culvert
Gen. Commercial	0.4	352	Residential Multi Family/High Density)	0.4	1,200	San Bruno Ave. 6" SS
R-1 and C Zoning Single Family Residential / Gen. Commercial	0.7	798	Residential High Density)	0.7	4,200	San Bruno Ave. 6" SS
C Zoning Gen. Commercial	0.6	528	Mixed Use Retail / Residential Multi Family/High Density)	0.6	1,800	San Bruno Ave. 6" SS; Huntington Ave. 8" SS
C Zoning Gen. Commercial	1.0	880	Mixed Use Retail / Residential (Multi Family/High Density)	1.0	3,000	San Bruno Ave. 6" SS; Huntington Ave 8" SS
Total	3.1	2,910	Total	3.1	11,400	

8.3 POTENTIAL ADDITIONAL INFRASTRUCTURE UPGRADES

The adequacy and reliability of the City's water, sanitary sewer and stormwater systems is vital for the commercial and residential redevelopment of property in the transit corridors area. Management staff of the City's Water, Wastewater and Stormwater Divisions reviewed the infrastructure assessment in the previous section, and based on the aging and deteriorated conditions of much of the underground infrastructure in the project area, additional improvements were identified in order to rehabilitate existing underground infrastructure systems to meet current City standards. The master plans for all three systems are scheduled to be updated within the next one to two years. The master plans will identify necessary infrastructure improvements and establish the priorities that will provide more reliable and efficient service throughout the City. This section provides a planning level cost estimates for infrastructure improvements. The assumptions include cost of materials, manholes, traffic control, and 15% contingency.

Wastewater

The City’s Capital Improvement Program plans for complete rehabilitation of the entire sewer collection pipeline system within the next 25 years. Deficiencies include broken or seriously leaking pipes, manholes that are structurally or hydraulically inadequate, pipeline conditions that restrict flow, or chronic maintenance locations that can only be remedied by repairs. Many of these problems are caused by the age of the underground infrastructure, which averages 60 to 80 years old. In the Transit Corridors Area many pipes are 90 to 100 years old and are made of clay, and most are undersized. About 90% of the sewage from the Transit Corridors Area drains to an 18” sewer main along Angus Avenue East. Wastewater management staff reported that the entire system within the transit corridors area needs to be replaced and upsized.

The previous section of this chapter identified approximately 9,000 linear feet of wastewater mains that need to be upgraded to accommodate the additional demands on the system assuming the maximum development allowed under the Transit Corridors Plan. Wastewater management staff identified a need to replace an additional approximately 8,500 feet of old or deteriorated mains and 5,800 feet of laterals and cleanouts. The estimated cost is \$5.2 million.

Table 8.19: Sewer Location

Sewer Main Location	From	To	Length (Linear Feet)
El Camino Real	Crystal Springs Rd	Forest Ln	1,800
San Mateo Ave	El Camino Real	Huntington Ave	1,450
Angus Ave E	1st Ave	7th Ave	1,250
7th Ave	East Angus Ave	I-380	2,500
San Bruno Ave E	San Mateo Ave	7th Ave	1,500
Laterals			5,800
TOTAL			14,300

Water

Much of the water supply and distribution system within the Transit Corridors Area has passed its useful life, and has been patched and re-patched numerous times over the years. Water main breaks that disrupt service are generally caused by the natural deterioration of the aging pipelines, which will ultimately lead to their failure. Upgrading and replacement of aging, damaged or undersized water mains is necessary to add additional pressure, volume and flow for taller buildings envisioned in the Plan and for fire protection.

The previous section of this chapter identified approximately 7,000 feet of water mains that need to be upgraded to handle the increased demand on the system assuming the maximum development allowed under the Transit Corridors Plan. Water management staff identified a need to replace an additional approximately 19,200 linear feet of old or deteriorated water mains and 130 fire hydrants within the transit corridors area, including installing a new 12-inch line along El Camino Real, so that two 12-inch mains are available on both sides of the street. The estimated cost is \$7.9 million.

Table 8.20: Water Location

Water Main Location	From	To	Length (Linear Feet)
San Bruno Ave W	Acacia Ave	Huntington Ave	900
San Mateo Ave N	San Bruno Ave	Scott St	1,400
El Camino Real (E side)	San Felipe Ave	Commodore Dr	2,800
El Camino Real (W side)	San Felipe Ave	Commodore Dr	3,600
San Bruno Ave E	Huntington Ave	7th Ave	1,850
Huntington Ave	Angus Ave	Forest Ln	3,200
Sylvan Ave	El Camino Real	Huntington Ave	1,300
Jenevein Ave	El Camino Real	San Mateo Ave	1,000
Montgomery Ave	Walnut Ave	Scott St	2,000
Taylor Ave	El Camino Real	Mastick Ave	350
Camino Plaza	Linden Ave	San Bruno Ave	800
TOTAL			19,200

Fire Hydrant Location	Hydrant Count
Fire Hydrants throughout the transit corridors area	130

Stormwater

The previous section of this chapter determined that no storm drain improvements are necessary to handle the maximum development allowed under the Transit Corridors Plan. This is due to the fact that the area is currently built out and impervious surfaces will not increase, and plan will adopt standards that require development to reduce runoff. In addition, storm drain improvements will be constructed in conjunction with the Caltrain grade separation project, which will improve capacity in the flow of stormwater immediately upstream of the Caltrain right-of-way crossings, and alleviate much of the potential for flooding west of the tracks and in the downtown area along San Mateo Avenue.

Stormwater management staff assessed the condition of the existing drainage pipes and culverts in the transit corridors area, and found that the majority are in good to excellent condition. Approximately 700 feet of corrugated metal pipe in El Camino Real and San Mateo Avenue were identified as being in poor condition and in need of replacement with concrete pipes. The estimated cost is \$175,000.

Table 8.19: Stormwater Location

Stormwater Pipe Location	Length (Linear Feet)
El Camino Real (South)	200
San Mateo Ave (North)	500
TOTAL	700



implementation

IN THIS CHAPTER...

- 9.1 Overview of Financing
- 9.2 Existing Financing Mechanisms
- 9.3 Potential Financing Mechanisms
- 9.4 Implementation Action Plan

This chapter provides a road map of the actions necessary to successfully implement the Transit Corridors Plan. The financing mechanisms highlighted in this chapter are devised to help spur development in the Transit Corridors Area to achieve the goals and objectives outlined throughout the document.

The economic recession has contributed to General Fund revenue shortfalls in recent years due to declining sales tax and building revenues, which is expected to continue in the near term. The City is taking actions to reduce the operating budget deficit resulting from the shortfall in revenues. The implementation of the Transit Corridors Plan will be a long term effort, and the financing mechanisms identified in this chapter anticipate an economic recovery over time.

Ultimately, implementation of the Transit Corridors Plan will require a **coordinated effort of public and private sector projects and initiatives that will together help achieve the vision in the coming years.**

- **9.1 Overview of Financing** - a general overview highlighting the crucial role financing plays in the implementation of the plan.
- **9.2 Existing Financing Mechanisms** - identifies and describes the applicability of various local, State, and Federal funding sources and programs that appear most appropriate for the types of improvements envisioned for the Transit Corridors Plan.

- **9.3 Potential Financing Mechanisms** - outlines additional funding sources the City may seek to develop or obtain going forward.
- **9.4 Implementation Action Plan** - timelines and the parties responsible for implementing the actions that will result in tangible change.

9.1 OVERVIEW OF FINANCING

Potential public infrastructure and capital improvements that will require funding as part of the Transit Corridors Plan are identified in the following sections. These improvements range from streetscape and plazas to sewer/storm-water projects and a new Caltrain station, as summarized in Implementation Action Matrix in Table 8.2 at the end of this chapter.

With the exception of the Caltrain station, it is expected that the City of San Bruno will take the lead in coordinating and implementing the improvements listed. However, a variety of other public and private entities may be involved as partners including transportation agencies (e.g. Samtrans and CALTRANS) and private developers/land-owners. In addition, a range of financial resources and programs will need to be deployed to ensure successful implementation of the Transit Corridors Plan and to stimulate private investment. These include various Federal and State grants, tax credits and incentives, as well as locally based initiatives such as special assessments, and business improvement districts.

9.2 EXISTING FINANCING MECHANISMS

Much of the funding for the Transit Corridors Area public improvements could be derived from locally-based programs. A funding “snapshot” of the existing local programs which may be used for Transit Corridors Area projects is summarized in summarized in Table 9.1 and described further below. It is important to note that the amounts shown have not been approved or earmarked for this purpose.

Table 9.1: Existing Sources of Funding (2010)

SOURCE ¹	POTENTIALLY AVAILABLE FUNDS
Measure A	\$710,000
Park In-Lieu Fee	\$220,000
Affordable Housing In-Lieu Fee	\$2,600,000
City Art Fund	\$50,000
Total	\$3,580,000

1 Excludes General Fund monies because it is assumed that a minimal amount, if any, will be available to help finance public improvements.

2 Excludes redevelopment Low and Moderate Income Housing (LMIH) Fund balance of \$2.4 million. Cleanup legislation for ABX1 26 is seeking to allow housing successor agencies to retain the LMIH balance.

Source: City of San Bruno; Economic & Planning Systems, Inc.

Former Redevelopment Agency

Preparation of the Transit Corridors Plan was funded with redevelopment tax increment revenues. The Redevelopment Agency ceased to operate on February 1, 2012, pursuant to of ABX1 26. The elimination of redevelopment agencies statewide means that tax increment financing is no longer funding option in California. Tax increment revenues were expected to be a significant source of funding to implement the Transit Corridors Plan, however, the City will need to pursue other funding mechanisms outlined in this chapter to carry out the Plan.

Measure A

In 1988 voters approved Measure A, authorizing a half-cent transportation sales tax in San Mateo County. The measure also created the development of the San Mateo County Transportation Authority (SMCTA), to administer the sales tax funds. In 2007 the voters of

San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority of the half-cent tax for an additional 25 years, beginning January 1, 2009.

Funds are distributed to the various jurisdictions in San Mateo County based on population and road miles for the improvement or maintenance of local transportation, including streets and roads. The City's projected Measure A allocation for FY 2011-12 is \$710,000. While these funds have already been allocated to specific projects, in the near future a portion of this revenue may be used to fund transit, street and roadway improvements (e.g. bus stop amenities, bulbout installation, a pedestrian promenade on Memory Lane linking Linden Avenue with El Camino Real, bicycle lanes on Huntington Avenue and San Bruno Avenue, etc.) in the Transit Corridors Area. According to the SMCTA 2004 Transportation Expenditure Plan, a goal of the plan is to meet local mobility needs through the improvement of local shuttle services. As such, Measure A funds can help finance the proposed shuttle through the Transit Corridors Area.

Development Impact Fees

Some cities require new development to pay impact fees for street trees; water, sewer, and storm drain development; traffic impacts; and public facilities. These fees are then used to support infrastructure projects such as street improvements, landscaping, and community facilities. If the City chooses to require impact fees, a nexus study that identifies the projects that require funding must first be prepared in order to determine the impact fee to be charged to new development. The impact fees can help fund Huntington Avenue, El Camino Real, and San Bruno Avenue streetscape improvements, as well the pedestrian promenade on Memory Lane and infrastructure upgrades.

The City currently requires developers to dedicate park land to mitigate the impact of new residential development. The developer may opt

to pay fees in lieu of park lands as a condition to the approval of a subdivision map. The fee is based on a standard of 4.5 acres per 1,000 residents. According to the City, the current balance of the Park In-Lieu fund is approximately \$220,000. These funds could help finance the gateway plazas at San Mateo Avenue and El Camino Real, as well as a skate park under Highway 380.

Affordable Housing In-Lieu Fund

The City Housing Element requires 15 percent of the total units in new residential development of ten or more units to be affordable to very low-, low- and moderate-income households. For certain residential developments, this requirement may be satisfied by paying a fee in-lieu of constructing the affordable units. In-lieu fee revenue is contributed to the city's Below Market Rate (BMR) Housing-In-Lieu Fund to increase and improve the supply of affordable housing in the City. As of October 2009 the City has collected approximately \$2.6 million in affordable housing in-lieu fees. These funds can help finance affordable housing projects in the Transit Corridors Area.

General Fund

While the City can choose to dedicate General Fund monies to projects in the Transit Corridors Area as its budget allows, two General Fund revenue sources will be directly affected by development in the Transit Corridor Area and may deserve special consideration as potential funding mechanisms. Both sales tax and property tax generated within the Transit Corridors Area are likely to increase as the retail market improves and property values rise. The City Council could elect to dedicate any new sales tax and/or property tax revenues (i.e., above a set "base level") toward Transit Corridors Area infrastructure improvements and special programs. Increased sales tax revenue from potential new spending in Downtown businesses, as well as increased property tax revenue from new development and improvements, has the potential to be significant.

However, such a policy could be revoked by future City Councils and would therefore not provide a guaranteed long-term funding source.

Transient Occupancy Tax Increase (Measure F)

Voters approved a general tax increase (Measure F) in November 2009 increasing the city's Transient Occupancy Tax (TOT) rate from 10 percent to 12 percent. The TOT increase goes toward the City's General Fund and could also provide a revenue stream to secure Certificate of Participation financing or other form of debt financing for infrastructure improvements, or to fund ongoing program costs.

Measure F was a general tax increase, so it required a two-thirds approval by City Council and a simple majority approval by the voters. On July 14, 2009 the City Council unanimously approved the proposed tax increase. Several other neighboring cities, such as Brisbane, Burlingame, San Mateo, and Millbrae, placed similar measures on the November 2009 ballot to increase their TOT rates from 10 percent to 12 percent, all of which passed. The 2 percent increase began on January 1, 2010.

Projected TOT revenues for FY 2011-2012 are approximately \$2.0 million. Because Measure F is a general tax increase, the additional TOT revenue is not earmarked specifically for Transit Corridors Area projects and might be subject to changing budget priorities.

City Art Fund

The City collects a fee with each building permit for funding of art in public places. These funds can help to finance public art in the Transit Corridors Area. As of March 2010, the City Art Fund has a balance of about \$52,000.

9.3 POTENTIAL FINANCING MECHANISMS

In addition to the existing local programs described above, there are a number of other local, State, and Federal programs that the City might pursue to help finance Transit Corridors Area public improvements. These are described further below.

Local Programs

Special Assessment District

In a special assessment district property taxes or fees are raised within a specific geographic area, with the proceeds going to provide public improvements or services that benefit the property owners within that area. Typically there must be a logical relationship between the assessment method and amount and the benefit received by associated property owners or tenants. A special assessment district also requires the voter approval of the owners of a majority of the property within the district. A strong community network and effective leadership are therefore critical to the successful formation and operation of any benefit assessment district.

Different types of special assessment districts are supported by specific legislation; the appropriate type will depend on how the City expects to use the funds generated. For example, funds generated through a Landscaping and Lighting District (LLD) would be restricted to construction and maintenance of parks, landscaping, and street lighting; LLDs may assess both commercial and residential properties. Such a district could fund the landscaping and medians on El Camino Real, San Bruno Avenue, San Mateo Avenue and Huntington Avenue.

Only improvements with property-specific benefits (e.g., roads, and sewer and water improvements) may be financed with assessments. Therefore an assessment district may be formed to help fund the infrastructure upgrades in the Transit Corridors Area, such as water line upgrades, sanitary sewer pipe upgrades and storm water improvements. The

assessment district would have to be initiated by the City Council, subject to majority protest of property owners. Special assessments are fixed dollar amounts that are typically paid back with interest over time by the assessed property owner. In some cases, special assessments are paid back, or “retired” prior to the pay-back term.

Business Improvement District

A Business Improvement District (BID), in contrast to a special assessment district, is a form of public-private partnership in which business owners within a specific geographic area agree to pay an annual assessment which is then used to fund a wide range of services such as enhanced maintenance and security, marketing and promotional support, and special programs and events. Assessments on businesses within a BID are collected by the city but are frequently administered by a Business Association or similar nonprofit group.

BIDs are usually initiated by businesses and therefore require a certain level of shared interests among business owners. It may take time before new and existing businesses feel that they will benefit from making the financial commitment associated with a BID. In the long term, however, a BID could prove to be an effective tool for financing Transit Corridors Area infrastructure and programming. A BID could provide funding for the gateway plazas at the San Mateo Avenue and El Camino Real intersection, San Mateo Avenue surface parking lot improvements, displays on sidewalks on San Mateo Avenue, public art in the proposed plaza, and a new Transit Corridors Area shuttle.

Dedicated Tax Increases

With voter approval, special tax increases may be implemented to support specific programs or infrastructure projects. Two possible tax increase options are described below.

Sales Tax Increase

A voter-approved, city-wide sales tax increase could provide a revenue stream to fund Transit Corridors Area development or special programs. If intended to provide dedicated funding for projects in the Transit Corridors Area, this type of sales tax measure would require a two-thirds majority vote of residents and would depend on significant public support. A general tax increase, in contrast, would require only a simple majority but would not be earmarked specifically for projects in the Transit Corridors Area and might be subject to changing budget priorities.

Projected sales tax revenues for FY 2010-11 are approximately \$5.3 million, implying that a quarter-cent sales tax increase would generate an additional \$1.3 million annually, with the amount increasing as taxable sales grow.

It is important to note that in 2007 a measure (Measure F) to increase the city's sales tax by an additional one-half cent was voted down. The increase would be a general-purpose tax with revenues going into the City's General Fund. Given the lack of support for the 2007 sales tax increase, voter approval for a sales tax increase to provide dedicated funding for Transit Corridors Area projects may be difficult.

Transient Occupancy Tax Increase

Like a sales tax increase, a transient occupancy tax (TOT) increase requires two-thirds voter approval if it is to be dedicated to a specific purpose, or simple majority approval if it is to be a general tax. A two percent TOT increase was approved by San Bruno voters in November 2009 to support the General Fund Operations. The current TOT is 12% could provide a revenue stream to secure Certificate of Participation financing or other form of debt financing for infrastructure improvements, or to fund ongoing program costs. However, given the recent TOT general tax increase it is unlikely voters would approve a further increase to provide dedicated funding for Downtown projects.

Regional Programs

Priority Development Area

The Transit Corridors Area was designated as a potential Priority Development Area (PDA) by the Association of Bay Area Governments in 2007, as part of the FOCUS program. The plan area will become a Planned Priority Development Area once the City adopts the Plan. FOCUS is a regional development and conservation strategy that promotes a more compact land use pattern for the Bay Area. It unites the efforts of four regional agencies into a single program that links land use and transportation by encouraging the development of complete, livable communities in areas served by transit, and promotes conservation of the region's most significant resource lands.

The San Francisco Bay Area is a unique and diverse region - home to 7.1 million people living in big cities, suburbs, and small towns. In the Bay Area, people have access to a wide variety of distinctive communities, beautiful natural environments, a diverse economy, and unique recreation areas. However, these positive attributes mean that the region will continue to attract new residents. It is expected that there will be nearly 2 million more people living in the Bay Area by 2035.

The FOCUS program seeks to coordinate efforts between regional agencies and local government partners. Regional agencies have been developing programs for technical assistance, planning grants, and capital infrastructure funding to support PDAs in the creation of complete communities. The FOCUS Program has worked to help connect PDAs with a variety of funding opportunities. Although these funding programs are still highly competitive, jurisdictions with designated FOCUS PDAs and whose goals are closely aligned with the program's objectives can be more successful in securing financial assistance than other areas. As a Planned Priority Development Area, San Bruno will be well positioned to be competitive for such funding opportunities.

Statewide Programs

Mills Act

Passed in 1972, the California Mills Act allows participating local governments to enter into contracts with owners of historic properties who actively participate in the restoration and maintenance of their historic properties while receiving property tax relief. Mills Act properties are assessed using the “income approach” to value. In other words, residential properties are valued based on their rental income, which typically results in a value lower than current market values. At present, the City does not have a Mills Act policy. However, in the future the City may identify properties which are eligible for Mills Act contracts.

California Seismic Bond Act

The California Seismic Bond Act (RTC Sections 70(d) and 74.5) provides a 15-year property tax break for seismic improvements to Unreinforced Masonry (URM) buildings or buildings identified by local government as being hazardous to life during an earthquake. Under this Act, increases in property assessed value based on seismic improvements are not reflected in property assessment for 15 years following construction.

To the extent that there are qualifying historic properties in the project area, this policy could be advantageous to the Transit Corridor Plan as it would provide property owners a financial incentive to preserve the historic nature of their properties, thereby enhancing the unique character of the area. However, further analysis related to qualifying properties in the Project Area, (e.g. any historic property inventory that may have been done as part of this or a previous effort) will be required to further evaluate the applicability of this policy in this context.

CEDLI Loans

The California Economic Development Lending Initiative (CEDLI) is a for-profit, multi-bank community development corporation established

to provide investment capital to small businesses and community organizations throughout California. Under its Co-lending Program, CEDLI makes loans to businesses which are not able to qualify for conventional bank financing. CEDLI funds up to 50 percent of a business's loan requirement, while a participating member bank funds the remaining loan. Providing access to minority- and women-owned businesses is a high priority. Proceeds may be used for equipment purchase, permanent working capital, business acquisition, lease hold improvements, financing accounts receivable and inventory.

California Department of Housing

The State of California has several programs to assist localities with housing and community development, including those described below.

- **Downtown Rebound Capital Improvement Program**—Finances the conversion of vacant or underutilized commercial and industrial structures into residential units, residential infill and the development of high-density housing adjacent to existing or planned mass transit facilities, through deferred payment development loans to public and private entities. Funding is not currently available under this program.
- **Multifamily Housing Program**—Assists in the new construction, rehabilitation and preservation of permanent and transitional rental housing for lower income households through deferred payment loans to public and private entities.
- **Workforce Housing Rewards Program**—Provides financial incentives to cities and counties for their issuance of building permits for new housing affordable to very low or low-income households. Grants may be used for construction or acquisition of capital assets such as traffic improvements, neighborhood parks, bike paths, libraries, school facilities, community centers and police or fire stations.

Program funding is contingent upon available state funds and grants are awarded on a competitive basis.

Federal Programs

Community Development Block Grant Funds

Community Development Block Grants (CDBGs) provide federal funding from the Department of Housing and Urban Development (HUD) to support the development of urban communities with a primary focus on low-income residents. Designated “entitlement cities” include the principal cities of Metropolitan Statistical Areas (MSAs) and cities with populations of at least 50,000. Entitlement cities are eligible to receive annual funding, contingent on HUD approval of an Annual Action Plan. The City of San Bruno is not an entitlement city and does not receive on-going CDBG funds for projects. However, in the past the City has received CDBG funds to finance individual projects such as senior housing and ADA facilities. In the future, the City may qualify for additional grants and could pursue funding for additional Transit Corridors Area improvements.

Federal Historic Preservation Programs

The National Park Service (NPS) administers several programs that provide incentives and funding for historic preservation projects. While the City does not currently have any historic preservation projects, if historic properties are identified in the future these programs may be relevant. Two major programs are described below.

Federal Income Tax Credits for Historic Preservation

Federal law provides an income tax credit equal to 20 percent of the cost of rehabilitating a historic building for commercial or government use. The property must be a certified historic structure listed on the National Register of Historic Places or contributing to a registered historic district. Rehabilitation work must meet federally established standards, and final determinations of eligibility are made by the NPS.

Certified Local Government Program

The Certified Local Government (CLG) Program, administered by the NPS and State Historic Preservation Offices (SHPOs), provides technical assistance and small grants to local governments pursuing historic preservation projects. Participating jurisdictions are eligible to apply for grants to support a range of initiatives relating to the preservation, rehabilitation and designation of historic structures; design guidelines and preservation plans; archaeological, historical, and architectural surveys; and public outreach materials. Grants generally require a 50/50 match from other funding sources or in-kind services.

Federal Loan Programs

The U.S. Small Business Administration (SBA) administers several loan programs to assist small businesses, typically by acting as a guarantor of loans made through private institutions. Relevant programs include the 7(a) Loan Guarantee Program, which provides guaranties to participating commercial lenders who make loans to eligible small businesses, and the 7(m) Microloan Program, which makes small loans (up to \$35,000) through intermediary community-based lenders. These intermediaries may also provide SBA Loan Prequalification assistance. SBA-administered loans may be used to pay for a range of short- and long-term capital needs, and could help Transit Corridors Area business-owners to purchase and improve properties for new retail uses.

Environmental Protection Agency Brownfields Grants

The Environmental Protection Agency (EPA) Brownfields Program empowers states, communities and other stakeholders in economic development to work together to prevent, assess, safely clean up and substantially reuse brownfields (i.e., real property, the reuse of which may be complicated by the presence of a hazardous substance, pollutant or contaminant). The EPA provides financial assistance to eligible participants through four competitive grant programs: (1) assessment

grants, (2) revolving loan funds, (3) cleanup grants and (4) job training grants. The EPA collaborates with other EPA programs to identify and make available resources that can be used for brownfields activities. Up to \$700,000 is available per applicant.

While there are no major industrial sites within the Transit Corridors Area, there are former rail and industrial facilities, as well as existing auto-related uses, which may be eligible for brownfields redevelopment. Potentially contaminated sites include several gas stations in the area, such as a vacant gas station on San Bruno Ave and the 76 station on San Mateo Avenue.

Federal Transportation Grants

Major federal funding sources for transportation infrastructure are part of the federal transportation omnibus legislation, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into law in August 2005. These funds are administered regionally by Caltrans and MTC and can be used for a wide variety of transportation-related infrastructure projects from bike paths to major road improvements. The City recently received federal funding for infrastructure projects as part of the American Recovery and Reinvestment Act of 2009. The Act included funding for infrastructure investments including roads, bridges, railways, sewers and other transportation. As part of the Act's Paving Project, the City received \$659,000 for the rehabilitation of city streets. Even though current grant funds are not available for the Transit Corridors Area public improvements, in the future, the City could pursue additional federal transportation grants for Downtown infrastructure improvements, specifically the streetscape improvements on El Camino Real, San Mateo Avenue, San Bruno Avenue and Huntington Avenue.

9.4 IMPLEMENTATION ACTION PLAN

The improvements identified in the Transit Corridors Plan will fall to both the public and private sectors to champion and implement. The majority of improvements can be grouped into categories that implement a particular component of the long-term vision for the Transit Corridors Area. Market factors and implementation logistics make it impossible to implement all of the proposed improvements at once. Rather, early allocation of public resources must be directed toward actions that will maximize private investment, such as facilitating projects on the catalytic development sites. This section describes the recommended sequencing of public investment and desired timing for private projects, which have been prioritized based on their capacity to transform the plan area into a more vital mixed-use corridor. The sequence of implementation actions described here is based on current assumptions about funding availability and market factors, and is not intended to be prescriptive. Should other opportunities to pursue projects arise out of this anticipated order – due to private investment, changing market conditions or other factors – the timing of improvements can and should be reassessed.

Initially, it is anticipated that public and private investment will be directed to areas surrounding the new Caltrain station to help it become a focal point and catalyst for subsequent development in the plan area. Enhancements to the public realm, such as the façade improvement program along San Mateo Avenue, will be ongoing. Gradually, other key streetscape improvements will be implemented throughout the whole plan area. These improvements might include pedestrian amenities such as sidewalk furniture, street and sidewalk lighting, and landscaping as well as other improvements to enhance pedestrian safety and walkability (e.g. bulbouts, mid-block crosswalks, and raised intersections). Other improvements including the creation of bike lanes and bus stops will benefit alternative modes of transportation and may be considered in the short term.

The implementation actions matrix is organized into different actions, estimated time frames, the responsibility party, and potential funding sources. The time frames are separated into those actions that may be accomplished in the near or short-term, mid-term, and long-term. Though comprehensive, this list does not necessarily include every improvement necessary along the Transit Corridors Area. It should be used as a flexible and evolving guide to direct the timing of major improvements, many of which are tied to market demand and triggered by private investment, estimated time frames, the responsibility party, and potential funding sources. The time frames are separated into those actions that may be accomplished in the near or short-term, mid-term, and long-term. Though comprehensive, this list does not necessarily include every improvement necessary along the Transit Corridors Area. It should be used as a flexible and evolving guide to direct the timing of major improvements, many of which are tied to market demand and triggered by private investment.

Table 9.2: Implementation Actions Matrix

ACTION	RESPONSIBILITY (Lead in bold)	POTENTIAL FUNDING MECHANISMS
Short-Term - 1 to 3 years		
IA-1 TOD Office Development and shared parking solution at Caltrain station on former lumberyard site	SamTrans, Caltrain, Private Development, City of San Bruno	Caltrain, SamTrans, Area developers, tax increment
IA-2 Catalytic mixed-use development on the southwest corner of San Bruno and Huntington avenues.	Private Development, City of San Bruno	BMR In-Lieu Fund
IA-3 Continuation and expansion of façade improvement program throughout the area	City of San Bruno	BID funding
IA-4 Landscaping within setbacks on San Bruno Avenue and El Camino Real	Private Development	Private sources
IA-5 Perform traffic study considering future build out volumes to reassess best urban design for San Bruno Avenue and Huntington Avenue, to reach proper balance between driving, parking, walking and biking interests. Based on study recommendation, develop new street design standards. Installation of bike lanes on Huntington Avenue and San Bruno Avenue (west of San Mateo Avenue).	City of San Bruno	Measure A, development impact fee, dedicated tax increase, General Fund tax increase, General Fund, federal transportation grants
IA-6 San Bruno Avenue streetscape improvements e.g. sidewalk landscaping, sidewalk furniture and lighting (west of San Mateo Avenue to Cherry Avenue), bulbout installation and landscaping, bus stop amenities, special pavement materials for crosswalks and intersections, and bike lanes.	City of San Bruno	Measure A, special assessment district, development impact fees, dedicated tax increase, General Fund, federal transportation, grants
IA-7 San Mateo Avenue streetscape improvements e.g. sidewalk landscaping, sidewalk furniture and lighting, bulbout installation and landscaping, bus stop amenities, special pavement materials for sidewalks, crosswalks and intersections, raised intersection treatment	City of San Bruno	Measure A, special assessment district, development impact fees, dedicated tax increase, General Fund, federal transportation, grants
IA-8 Huntington Avenue streetscape improvements e.g. sidewalk landscaping, sidewalk furniture and lighting, bulbout installation and landscaping, bus stop amenities, and bike lanes	City of San Bruno	Measure A, special assessment district, development impact fees, dedicated tax increase, General Fund, federal transportation
IA-9 Work with Caltrain and City Art Commission to design pedestrian-oriented improvements to railway underpass on San Bruno Avenue and San Mateo Avenue near Caltrain station, and Sylvan, Walnut, and Euclid Avenues	City of San Bruno, Caltrain	BID, dedicated tax increase, General Fund
IA-10 San Mateo Avenue "Northern and Southern Gateways" intersection realignment and Downtown gateway features (public art, wayfinding and signage)	City of San Bruno, Caltrans	Measure A, BID, dedicated tax increase, General Fund, Build Permit Art Fee.

ACTION	RESPONSIBILITY (Lead in bold)	POTENTIAL FUNDING MECHANISMS
IA-11 San Mateo Avenue pedestrian alley and surface parking lot improvements, e.g. screen trash and recycling receptacles	City of San Bruno	Measure A, development impact fees, BID, dedicated tax increase, General Fund
IA-12 Develop infrastructure improvement plans	City of San Bruno , Private Development	Special assessment district, development impact fees, dedicated tax increase, General Fund, area developers
IA-13 Develop a plan to identify sites and pursue opportunities for property acquisition and/or land assembly and disposition for the following uses: <ul style="list-style-type: none"> ▪ San Bruno public facilities master plan, including potential additional rights of way for gateway and activity nodes ▪ Catalytic private mixed-use developments, hotels and affordable housing 	City of San Bruno	Dedicated tax increase, General Fund, Park In-Lieu Fees
IA-14 Catalytic mixed-use development on south corner of San Mateo Avenue and El Camino Real	City of San Bruno , Private Development	Special assessment district, development impact fees, dedicated tax increase, General Fund, area developers
Mid-Term - 4 to 6 years		
IA-15 Installation of additional El Camino Real mid-block crossings consistent with the El Camino Real Grand Boulevard Initiative street design guidelines	City of San Bruno , Caltrans	Measure A, development impact fee, dedicated tax increase, General Fund, federal transportation grants
IA-16 El Camino Real pedestrian-friendly streetscape improvements, e.g. sidewalk landscaping, bike lanes, sidewalk furniture and lighting, bulbout installation and landscaping, bus stop amenities consistent with El Camino Real Grand Boulevard Initiative street design guidelines	City of San Bruno , Caltrans	Measure A, special assessment district, development impact fees, dedicated tax increase, General Fund, federal transportation, grants
IA-17 Pedestrian promenade on Memory Lane linking Linden Avenue with El Camino Real	City of San Bruno	Measure A, development impact fees, dedicated tax increase, General Fund
IA-18 Plaza at El Camino Real and San Mateo Avenue	City of San Bruno , Private Development, Property Owners	Measure A, BID, dedicated tax increase, General Fund, property owners
IA-19 Outdoor dining / displays on sidewalks on San Mateo Avenue	City of San Bruno, Property Owners, Tenants	Low interest loans, BID, dedicated tax increase, General Fund, property owners, tenants

ACTION	RESPONSIBILITY (Lead in bold)	POTENTIAL FUNDING MECHANISMS
IA-20 Enhancement of existing shuttle service with connections to SFO, the BART station, the Caltrain station, San Mateo Avenue and Bayhill Office Park	City of San Bruno, SamTrans, SFO	Measure A, BID, dedicated tax increase, General Fund
IA-21 Implementation of the city's 2030 Water Master Plan and additional water line upgrades (exact recommendations under analysis)	City of San Bruno, Private Development	Special assessment district, development impact fees, dedicated tax increase, General Fund, area developers
IA-22 Sanitary sewer pipe upgrades (exact recommendations under analysis) to be incorporated into new master plan to be started next year	City of San Bruno, Private Development	Special assessment district, development impact fees, dedicated tax increase, General Fund, area developers
IA-23 Storm water improvements (exact recommendations under analysis) to be incorporated into new master plan to be started next year	City of San Bruno, Private Development	Special assessment district, development impact fees, dedicated tax increase, General Fund, area developers
IA-24 Develop Parking Management Plan to make better use of existing municipal parking facilities, parking meters and pricing, shared parking, unbundled parking. Also, evaluate need and identify potential sites for a centrally located parking structure.	City of San Bruno, Private Development	Special assessment district, development impact fees, dedicated tax increase, General Fund, area developers
Long-Term - 6 to 10 years		
IA-25 Enhancement of existing shuttle service with connections to SFO, the BART station, the Caltrain station, San Mateo Avenue and Bayhill Office Park	City of San Bruno, SamTrans, SFO	Measure A, BID, dedicated tax increase, General Fund
IA-26 Provide incentives for additional affordable housing in new mixed-use developments.	City of San Bruno	BMR In-Lieu Fund

glossary

Affordable Housing. Housing that can be purchased or rented by a household with very low income (earning below 50 percent of the area median income), low income (earning between 50 percent and 80 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.

Airport Noise Contour. Also see Noise Contour. Noise contour zones of 65 decibels (dB) and 70 dB, as measured by the Federal Aviation Administration (FAA), run generally southeast to northwest through the Transit Corridors Area. For residential uses, development is considered compatible in areas where the noise level is below 65 dB, conditionally compatible in areas between 65 to 70 dB, and incompatible in areas where noise levels are more than 70 dB. The 70 dB contour roughly runs southeast to northwest bisecting San Bruno Avenue at 1st Avenue, with new residential development prohibited to the east of 1st Avenue. As aircraft modernize, noise contours at SFO have continued to shrink in recent years.

Best Management Practices (BMP). Any program, technology, process, or engineered system, which controls, removes, or reduces pollution.

BID (Business Improvement District). A BID is a public-private partnership in which businesses in a defined area pay an additional tax or fee in order to fund improvements or maintenance within the district's boundaries.

Bike Facilities. These include Class I, Class I and Class III Bike Facilities. A Class I Facility, typically called a "bike path" or "shared use path", provides bicycle travel on a paved right-of-way completely separated from any street. A Class II Facility, often referred to as a "bike lane," which provides a striped and stenciled lane for one-way travel on either

side of a street or highway. A Class III Facility, generally referred to as a “bike route,” provides routes through areas not served by Class I or II facilities or to connect discontinuous segments of a bikeway. Class III facilities can be shared with either motorists on roadways and is identified only by signing.

Caltrain Grade Separation and New Train Station Project. The San Bruno Grade Separation Project will elevate the Caltrain tracks above three existing at-grade street crossings at San Bruno, San Mateo and Angus Avenues. This will improve safety for both motorists and pedestrians, and it will reduce traffic congestion to and from Highway 101 in the City of San Bruno. In addition, a new elevated Caltrain station will be constructed between San Bruno and San Mateo Avenues, replacing the existing station at Sylvan Avenue. The project will provide three pedestrian underpasses - one in the vicinity of Sylvan Avenue, one at the new station and another between Euclid Avenue and Walnut Street. The grade separation project is a catalytic project that supports the downtown revitalization goals of the City of San Bruno.

Capital Improvement Program (CIP). The City of San Bruno’s Capital Improvement Program (CIP) is a five-year plan that serves to accomplish two goals. First, the CIP identifies various new projects and/or changes and improvements to existing city facilities or infrastructure. Examples include water main replacements, new park facilities, road resurfacing, computer network, a replacement library, etc. Second, the CIP provides an outline of the total cost to the City for these projects. In most cases, the list of CIP projects will exceed the City’s financial capacity to complete all of these projects, and the CIP becomes a tool to identify the priorities of the City Council for financing the limited number of projects the city is able to fund in any given fiscal year.

Character Area. The five subareas within the Transit Corridors Area, each of which has certain unique characteristics. El Camino Real, San Bruno Avenue, Central Business District (Downtown), Huntington Avenue, and

the Caltrain Station Area.

Commercial Use. Land use category that includes retail sales, personal services, eating and drinking establishments, business and professional offices, and medical and dental offices.

Compatible. Capable of existing together without conflict or ill effects.

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.

Decibel (dB). A unit of measurement used to express the relative intensity of sound as heard by the human ear.

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.

Design Guidelines. Recommendations that direct how a project is designed. Guidelines provide flexibility for creative expression and design of buildings while supporting the desired character of the overall Transit Corridors Area as well as key Character Areas.

Development Standards. Regulations related to the physical aspects of a project. They include specifications for site development and building design, such as maximum building height and setbacks. All development applications must comply with development standards to be approved.

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.

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).

Façade. One side of the exterior of a building, especially the front, but sometimes also the sides and the rear. Also, any face of a building given special architectural treatment. the facade of a building is often the most important from a design standpoint, as it sets the tone for the rest of the building.

Facade Articulation. The articulation of facades and the massing of structures give them richness and scale and break up the visual massing of building facades. Façade articulation includes the variation of wall planes, varied texture, relief and design accents on building walls such as balconies, wall projections and porches that can soften the architecture.

Flex-space. Land-use classification that allows the flexibility in permitted uses to respond to market demand.

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 area of all enclosed spaces of all floors within a building. The measurement shall be taken from the exterior face of all exterior walls.

Floor-to-floor height. The median interval between the top of one floorplate and the top of the next successive floorplate. Or, the median height between the tops of two adjacent floorplates in a multistory

structure.

General Plan. A master or comprehensive plan that lays out the future of the city's development in general terms through a series of policy statements (in text and map form). Each city and county adopts and updates their General Plan to guide the growth and land development of their community, for both the current period and the long term. San Bruno's General Plan was adopted in 2009.

Grand Boulevard Initiative. Collaboration between 19 cities, counties, and local and regional agencies that are working together to improve the performance, safety, and aesthetics of El Camino Real.

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. 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.

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. A Historic Resource Inventory was conducted in 2003 that created a list of cultural and historic resources within the boundaries of the San Bruno Redevelopment Project Area.

Historic Structure. A structure deemed to be historically significant based on its visual quality, design, history, association, context, and/or integrity.

Impervious Surface. Any material which prevents absorption of water into land.

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. Gradual flow of runoff through the soil to mix with

groundwater.

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, drainage pipes, and power and communications lines.

Level of Service, LOS. A measure used by traffic engineers to determine the amount/level of traffic and efficiency of performance, at a particular intersection, roadway, or highway. The LOS rating system utilizes letters A through F, A being the best and F being the worst. LOS A describes conditions where traffic flows at or above the posted speed limit and all motorists have complete mobility between lanes. LOS F describes conditions where flow is forced, and every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required.

Mass & Scale. The physical size and bulk of a building as it appears to the pedestrian. Many building elements contribute to the mass & scale of a building, including: building height, length and height of walls, building wall and roof articulation, window and door openings, and building materials.

Mitigation. A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant measures are identified.

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.

Mixed-Use to Residential Transition Measures. Techniques to help integrate new development into existing neighborhoods and reduce the impacts on residents. The adopted Transition Measures are included in Appendix A.

Multi-modal. Emphasis on many different modes of transportation including pedestrians, bicycles, shuttles, public transportation, and

automobiles.

Noise Contours. Lines drawn on a map indicating noise levels at a particular location from noise sources such as roadways, railways and aircraft.

NPDES. As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution.

Ordinance 1284. Any buildings and structures over three (3) stories or fifty (50) feet, as well as the construction of any above-ground parking structure, and dwelling units per acre in residential districts in excess of limits permitted on October 10, 1974 under the then existing zoning code, requires voter approval by a majority of the citizens of San Bruno in a general or special election (Chapter 12.26 of the S.B.M.C.).

Parking Management Plan. Parking management is the strategic use of existing and planned parking spaces, both on-street and off-street, in a given area. Parking management is a system management tool which addresses how vehicles access, use (length of time) and egress from parking spaces. These tools include: the designation of long term and short term parking; payment technologies; and strategies to encourage multiple use of parking facilities.

Parking – Unbundled Parking. Parking is unbundled when there is a separate charge for parking and there is flexibility to vary the number of spaces. Generally, parking spaces are bundled into the leases and are a hidden cost. Unbundled parking gives the user an opportunity to opt out of parking and make decisions based upon the price of parking as a commodity rather than a free good.

Parking – Shared Parking. The concept of using the same parking spaces for two or more different land uses at different times. For example, many businesses experience their peak business during daytime business hours on weekdays, while restaurants and bars peak in the evening hours and on weekends. This presents an opportunity

for shared parking arrangements and can improve the economics of constructing new parking by providing greater turnover in the facility. Residents in a mixed use building generally need parking at night, while retail users need parking during the day. Mixed use developments that share parking result in greater density, better pedestrian connections, and reduced reliance on private vehicles because multiple uses can be accessed by walking.

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.

Planning Area. The land area addressed by a Transit Corridors Plan, including land outside the boundary that bears a relation to the planning for the Planning Area.

Priority Development Area (PDA). Priority Development Areas (PDAs) are locally-identified, infill development opportunity areas near transit in the San Francisco Bay Area, established through the FOCUS program. FOCUS is a regional development and conservation strategy that promotes a more compact land use pattern for the Bay Area. FOCUS links land use and transportation by encouraging the development of complete, livable communities in areas served by transit. The San Bruno Transit Corridors Plan has been designated as a Priority Development Area.

Private/Public Realms. The private realm includes all privately owned land and improvements, including buildings, private parking lots, and landscaping. The public realm includes all publicly owned land and improvements, including roads, sidewalks, public parking lots, open space, etc.

Private realm. Buildings and land that are privately owned.

Public realm. Publicly owned facilities, including City streets, sidewalks, medians, planter strips, and public open spaces.

Residential Conservation Area. Residential neighborhoods identified in the former San Bruno Redevelopment Plan whose residential character,

integrity and property values are to be preserved and enhanced.

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.

Road Diet. A road diet is a technique in transportation planning whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements. The additional space that is freed up by removing a vehicular travel lane can be converted into bicycle lanes, turn lanes, or other public use.

Roof articulation. Variation in roof lines through both vertical and horizontal changes. Roof articulation may be achieved by changes in mass, shape, plane, materials changes and/or the use of roof forms such as gables, hips and dormers. Flat roofs can be articulated through the use of parapets.

Setback. The required separation between a lot line and a building or structure.

Side and front corner lots. For the purpose of this Plan, the wall of a building containing the primary building entrance, generally facing a primary street corridor, such as El Camino Real, San Bruno Avenue or San Mateo Avenue, is the front, and the plane facing the intersecting street or at right angles to the front, is the side.

Specific Plan. A specific plan is a special set of development standards that apply to a particular geographical area. Under California law, a specific plan provides for systematic implementation of the general plan for all or part of the area covered by the general plan.

Stepback. The required stepping back of a story above a specific height or number of floors to reduce the apparent mass and bulk of a building.

Story. A complete horizontal section of a building, having one continuous or practically continuous floor.

Streetscape. The appearance or view of spaces located between street

curbs and building facades, including pedestrian crosswalks, paving, plantings, and street furniture.

Traffic Calming Device. Traffic calming measures to improve safety for pedestrians and bicyclists and improve the environment for residents such as speed humps, speed cushions, and speed tables, sized for the desired speed. Such measures slow cars to between 10 and 25 mph (15–40 km).

Transit Corridors Area. The area covered by the proposed San Bruno Transit Corridors Specific Plan, approximately 155 total acres, including 92 acres that is private property and 63 acres of public rights of way and other publicly owned property. The Transit Corridors Area includes parcels along El Camino Real, San Bruno Avenue, San Mateo Avenue and Huntington Avenue, surrounding the future San Bruno Avenue Caltrain Station.

Transit-Oriented Development. A compact, walkable, mixed-use residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a transit station or bus stop, surrounded by relatively high-density development with progressively lower-density development spreading outwards from the center. This makes it possible to live a higher quality life without complete dependence on a car for mobility.

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.

Use. The purpose for which land or structure may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City's Zoning Ordinance and General Plan land use designation. The City's zoning regulations provides a list of approved uses that can legally operate on the zoned

parcel. The uses referred to in chapter 5 and outlined in Table 5.1: Uses, identify allowed uses in broad terms, and a detailed list of permitted, conditional and prohibited uses will be adopted as part of the zoning code update.

Zoning Ordinance. The zoning ordinance translates the general plan's broad policy statements into specific requirements of individual landowners. The zoning ordinance divides all land in the city into zones and specifies the permitted uses and required standards in each zone. The zoning ordinance must be consistent with a city's general plan and specific plan.

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San Bruno Transit Corridors Plan Mixed-Use to Residential Transition Measures

Transit Corridors Plan Mixed-Use to Residential Transition Measures

The Transit Corridors Plan (TCP) includes a number of techniques to help integrate new development into existing neighborhoods and reduce the impacts on residents.

Public Review Process

Every new building constructed in the Transit Corridors Plan area will require a public meeting and neighborhood notification. This is an improvement over current requirements, where the approval process does not always trigger neighborhood notification. This will be implemented through the Zoning Code Update. For each new project, the Zoning Code will require analysis of the transition from a new project to any adjacent low-density residential property. For each project, staff will analyze the project to make sure the applicant has considered adjacent residential properties and make recommendations as needed. This would include things like building design, privacy impacts, and exterior lighting. Staff will not be able to recommend approval for projects that do not implement transition measures. The Planning Commission will have to make a legal finding of fact related to the transition, which will bring attention to this issue and make applicants aware that this is a priority for the community.

Building Design

The TCP includes two different tools to ensure quality design: Development Standards and Design Guidelines. The Development Standards are requirements that set the maximum building envelope and the basic form of buildings. The Design Guidelines address how buildings should be oriented on the site and the quality of the architecture. Together, they will provide guidance to developers on the community's expectations and to the Planning Commission on whether to approve a project.

Development Standards

The TCP includes three specific requirements that will aid in the transition from new projects to existing low-density residential properties:

- **New setback requirement:** The current Municipal Code does not require any setbacks in the C- Commercial Zoning District, which applies to San Bruno Avenue and the majority of El Camino Real. As a result, it would be possible for a developer to build a new building on the property line up to 50 feet tall, immediately adjacent to single family homes. The TCP proposes a new rear setback requirement of 10 feet in the entire Plan Area.
- **Stepback requirement:** A stepback is a development standard that requires the upper stories of buildings to be stepped back, or set in, farther than the lower floors to reduce the apparent mass and bulk of the building. Through the community input process, the required stepback adjacent to existing low-density residential uses was increased. The version of the TCP before the City Council on February 12, 2013 requires a 15 foot stepback above the 3rd floor when the project is adjacent to low density residential uses.
- **Graduated FAR requirement:** FAR or "floor area ratio" establishes the maximum permitted building area as a multiple of the area of the lot. Currently, the Municipal Code does not set FAR requirements within the TCP area. For sites greater than 20,000 square feet, the Plan proposes no FAR limit, with the building envelope being limited by height, setback, and stepback. On sites less than 20,000 square feet, the Plan proposes an FAR of 2.0. Thus, projects on smaller sites could not be built to the maximum height

and would be small in scale, minimizing the impact on adjacent residential properties. Projects on larger sites that can take full advantage of the maximum height would have sufficient lot area to incorporate appropriate design measures to create sensitive transitions to adjacent residential properties. Currently, there are a limited number of parcels of 20,000 square feet or more within the Plan Area. Therefore, to achieve maximum buildout, applicants would likely have to do significant land assembly. This requirement is applied throughout the Character Areas.

The development standards in the TCP will be integrated into the Municipal Code through the Comprehensive Zoning Code Update.

Design Guidelines

There are four specific Design Guidelines that relate specifically to the transition from new projects to existing housing.

A2-1 The design of new development should respect the scale, form, and development pattern of existing residential neighborhoods surrounding/adjoining the Transit Corridors Area.

A2-2 Ensure the transition between high-density development and lower density development, including surrounding existing residential neighborhoods, be carefully considered in site design and architectural massing. Reduce the scale of buildings by stepping back the upper-stories, consistent with the Development Standards in this chapter when abutting single family residences.

A3-2 Step down building heights along the secondary frontage and rear of buildings to reduce impact on adjacent properties. Stepping back upper stories will also minimize shadows cast on public amenities and lessens privacy concerns with adjoining lots/neighbors.

A7-4 Site, direct, and/or shield light fixtures to prevent light pollution through glare or light spillage.

Approved Land Uses

The Transit Corridors Plan would not allow new industrial, auto repair, or storage/warehouse uses anywhere within the Plan Area. These uses are associated with traffic, spillover parking, and noise concerns and do not contribute to the transit-oriented focus of the Plan Area. This will result in a positive benefit for residents in adjacent areas that will not have exposure to these types of businesses. New vehicle sales would only be allowed on El Camino Real if the project meets high architectural design standards.

Parking and Transportation

The TCP includes recommendations for parking management and proposed parking requirements. Each new development project will still be required to provide on-site parking at a rate that has worked in other transit-oriented development areas. For example, new development Downtown would be required to provide 3 spaces / 1,000 square feet of floor area. This can be compared to the current requirement for retail uses of 4 spaces / 1,000 square feet. There is a potential for spillover parking impacts with reduced parking requirements, so the Plan proposes expansion of the City's Residential Permit Parking system to address this concern. Residential permit parking programs are successful in many communities and operate through

issuance of permits to residents. The Police Department can then do enforcement if non-residents are parking in the neighborhoods.

Permit parking will work along with other programs, such as Transportation Demand Management (TDM), that will require large employers to offer incentives for employees to take transit to work. Additionally, the pedestrian and bicycle improvements proposed in the Plan should benefit existing residents and help transition new residents and employees into the neighborhood.

City of San Bruno General Plan Relevant Land Use Policies

CITY OF SAN BRUNO GENERAL PLAN RELEVANT LAND USE POLICIES

The Specific Plan for the Transit Corridors Area (“Transit Corridors Plan”) is consistent with and will help to implement the general vision, and the guiding and implementing policies of the San Bruno 2025 General Plan. The Transit Corridors Plan will help to facilitate the broad vision of the General Plan to promote balanced development, outline strategies for conserving established neighborhoods, revitalizing Downtown and other aging commercial and industrial areas, and foster development of transit-supportive uses adjacent to the new BART and a (planned) Caltrain station. The Transit Corridors Plan also provides more detailed policies and strategies to expand the city’s affordable housing stock and promote mixed-use development, as well as improved bicycle and pedestrian connections between residences, activity centers, and transit stations. The Transit Corridors Plan is consistent with the following General Plan vision themes:

- 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;
- Infill surrounding The Shops at Tanforan, creating a vibrant, walkable area around the BART station;
- 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;
- Improvement and expansion of transit, pedestrian, and bicycle connections throughout the city, particularly to/from the BART and Caltrain stations;
- Efficient vehicular movement through the city, with preservation of natural features along scenic corridors; and
- Preservation and protection of residential neighborhoods.

The Transit Corridors Plan is also consistent with the type, intensity and character of the predominant existing Transit-Oriented Development and Central Business District General Plan land use designations within the Transit Corridors Area, as well as the Transportation Element, Economic Development Element and Housing Element policies. However, implementation of the Transit Corridors Plan-proposed land use revisions and refinements requires the adoption of associated General Plan amendments to achieve consistency between General Plan and Transit Corridors Plan.

LAND USE AND URBAN DESIGN ELEMENT

Existing General Plan land use designations within the Transit Corridors Area include Central Business District, Transit-Oriented Development, Industrial, Public/Quasi-Public, Low Density Residential, Medium Density Residential, and Parks/Open Space. These designations are largely based on the anticipated new Caltrain station. In addition, the General Plan designates San Mateo Avenue as a Central Business district, San Bruno Avenue as a transit-oriented development area, and El Camino Real as a confluence of the two, merging and linking the two areas. The General Plan designates a Transit-Oriented Development district along El Camino Real and San Bruno Avenue, allowing mixed-use higher density housing and commercial development that will promote walkability and transit use. Uses along Huntington Avenue are mostly designated as transit-oriented development and public/quasi-public, except for The Shops at Tanforan, which is designated as Regional Commercial and Visitor Services. The only General Plan-designated public space within the Transit Corridors Area is Posy Park and the existing landscaped viewing area, both located on San Mateo Avenue. Development of the Transit Corridors Plan is largely based on the following land use policies contained in the 2009 San Bruno General Plan.

The Transit Corridors Plan is consistent with the following General Plan Land Use Element policies related to the potential aesthetic impacts of the proposed Transit Corridors Plan and associated buildout.

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.

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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-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-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 [of the General Plan]. 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.

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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. (With the loss of redevelopment funding, investigate other sources of funding to assist merchants and property owners with façade improvements)

- Integrate Civic Center as part of an expanded Downtown that “embraces” El Camino Real (as shown in Figure 2-5 [of the General Plan]). 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.

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-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.

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-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 [of the General Plan] 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-foot wide planted median that serves to buffer residential development from railway activities along Huntington Avenue.

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.

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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-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.

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.

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.

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-69 Conduct a design review of all development in “Areas visible from all sites” in Figure 2-3 [of the General Plan] to ensure it is not visually over-dominant.

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.

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-78 Consider developing 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).

HOUSING ELEMENT POLICIES

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The 2009-2014 Housing Element of the City's General Plan was certified by the California Department of Housing and Community Development on June 15, 2010. The Housing Element addresses housing issues such as affordability, design, housing types, density and location. The Housing Element describes how the City will meet projected housing needs, including its "fair share" of the regional housing need, and identifies housing sites to accommodate these units. The Transit Corridors Plan includes standards and guidelines to achieve the following San Bruno General Plan Housing Element policies.

Program 1-F: Ensure replacement housing. Require replacement of any legal housing unit that is demolished within San Bruno.

Actions:

- Amend the Zoning Ordinance to require replacement of demolished legal housing units in all areas of the city.
- Require replacement equal to or more than the number of legal units previously on the site.

GOAL 2: Accommodate regional housing needs through a community-wide variety of residential uses by size, type, tenure, affordability, and location. (GC 65583(c)(1))

Program 2-A: Update the Zoning Ordinance to be consistent with the new General Plan. Revise the Zoning Ordinance to reflect the San Bruno 2025 General Plan, including land use designations allowing mixed-use development.

Actions:

- Update the Zoning Ordinance to create Transit Oriented Development and Multi Use-Residential Focus zoning districts that promote high-intensity mixed-use development, including retail, office, services, and housing. Limit retail development along El Camino Real to those sites north of Crystal Springs Road, thus reinforcing the existing retail activity in Downtown.
- Update the Zoning Map to match the designations indicated in General Plan.

Program 2-B: Complete Downtown and Transit Corridors Plan. Complete and adopt a Downtown and Transit Corridors Plan with the goal, amongst others, of increasing residential options in Downtown and transit corridors of El Camino Real and San Bruno Avenue in the vicinity of the future Caltrain Station.

Actions:

- Consider how best to promote new or different housing products or arrangements (e.g., shared housing, cube housing, co-housing, etc.) that better meet current housing needs, and work these concepts into the Transit Corridors Plan.
- Incorporate development standards and design guidelines for residential uses in second stories over commercial uses on sites with Central Business District (San Mateo Avenue) and Transit Oriented Development designations in the General Plan.
- Structure the Downtown and Transit Corridors Plan to foster streamlined project review and approval processes, especially for projects that contain housing. The Downtown and Transit Corridors Plan will define development standards and guidelines in preparation for the Zoning Ordinance Update in order to avoid redundancy and ensure consistency of applicable standards.
- Evaluate increasing the height limit or number of stories above the existing requirements of Ordinance 1284 in certain locations within the transit corridors area, such as in the vicinity of the future Caltrain station. Such a change would be designed to accomplish green building objectives and make mixed-use development and affordable housing more financially feasible.
- The change would require voter approval in a citywide election. (This change is not required in order to meet the RHNA need for 2007-2014 and is not included in the analysis of opportunity sites.)
- If the Transit Corridors Plan is approved and includes a recommendation to increase height limits, the City proposes to bring the plan before the voters as a ballot measure, as required by Ordinance 1284.

Program 2-C: Support identified housing opportunities. Work with property owners and the community to support and encourage the redevelopment of identified opportunity sites into mixed uses with affordable housing components.

Actions:

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- Actively engage the community about options to redevelop the proposed housing opportunity sites listed in Table 4.4-1 and shown in Figure 4.4-1.
- Prioritize review of development proposals and permitting procedures for identified housing opportunity sites.

Program 2-F: Ensure compatibility of new housing with neighborhood character. Use Residential Design Guidelines to ensure that new housing development proposals are compatible with existing neighborhood character. (See Program 1-K regarding additions and renovations to existing homes.)

Actions:

- Require applications for new single-family housing to comply with the standards set forth in the Residential Design Guidelines to ensure that the design, scale, and buffering retains existing neighborhood character.
- Require applications for new multi-family residential and mixed-use development in General Plan-designated TOD and CBD areas to comply with the standards set forth in the Downtown and Transit Corridors Plan.
- Develop design standards during the Zoning Ordinance update for new multi-family residential projects in R-3, R-4, and new General Plan multi-use residential focus districts, to ensure compatibility of design and scale with surrounding uses.
- Use the new development standards and processing procedures within the Residential Design Guidelines to increase applicant certainty, and periodically evaluate the implementation of the guidelines to ensure they do not unduly constrain residential development.

Program 3-I: Reduce parking requirements. Reduce parking requirements for new or reuse housing projects along transit corridors and adjacent to transit stations, as well as within the Medium Density (R-3) and High Density (R-4) zones.

Actions:

- Consider ways to reduce parking standards for housing near transit and units with residents with reduced automobile use, such as seniors and persons with disabilities, and clarify and implement reduced parking requirements in the Zoning Ordinance Update.
- Update parking standards pursuant to Government Code 65915(p) affordable housing density bonus requirements.
- Consider allowing--but not mandating--"unbundled" parking as part of residential developments (mandating this could create financing issues for purchase of these spaces).
- Consider updating parking standards to allow tandem parking to satisfy the parking requirement for second units by right as suggested by State law (Government Code Section 65852.2(e)). Currently tandem parking is only allowed by securing a parking exception from the Planning Commission.
- Review and consider revising zoning enforcement criteria and procedures to address localized problems with street parking availability due to the use of garages for storage of personal belongings rather than cars.

Program 5-F: Increase the supply of housing for large families. Encourage diversity in unit size to ensure that 3- and 4-bedroom affordable rental housing units are provided for large families.

Actions:

- Ensure affordability requirement is met through routine project review.
- Work with developers to accommodate designs that facilitate affordable units.
- Negotiate development of large (3- and 4-bedroom) units in future development agreements.
- Exclude senior housing developments from this expectation.

Program 5-H: Modify regulations to encourage affordable housing. Modify development regulations in specific zoning districts to encourage housing affordable to very-low, low-, and moderate-income households.

Actions:

- During the Downtown and Transit Corridors Plan process, study the creation and modification of zoning districts appropriate for development of affordable housing, in consideration of the land use definitions set out in the San Bruno 2025 General Plan. Consider how factors such as unit size, building materials, and required amenities affect the cost of units.

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- Modify development regulations accordingly during the Zoning Ordinance Update.
- Encourage the development of small-size housing with small lots, studio apartments, shared housing, and other similar solutions to promote high quality of life in a small space.
- See also Program 3-I regarding reducing parking requirements.

ECONOMIC DEVELOPMENT ELEMENT

The following General Plan policies are relevant to consideration of the economic development of the Transit Corridors Plan.

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 Airport, including car rental, limousine services, hotels, etc.

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

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.

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.

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-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;

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- 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-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.

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-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.

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-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.

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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.

TRANSPORTATION ELEMENT POLICIES

The transportation improvements recommended in the Transit Corridors are generally consistent with the Plan General Plan transportation policies below. The San Bruno General Plan specifies that the minimum acceptable peak hour level of service for intersections and freeway segments within the Transit Corridors Area. Full build out of the Transit Corridors Plan would result in LOS levels below the General Plan standards at three intersections and one freeway segment (as described in Chapters 2 and 14 of the Draft EIR), which will be allowed with a statement of overriding considerations, and General Plan Amendment acknowledging the lower LOS.

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-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-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 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-7 Undertake improvements to intersections shown in [General Plan] 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

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establish an impact fee program to assess improvement costs to new development, proportionate to the impacts created by such development.

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

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 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.

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

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:
 - El Camino Real, northern and southern city limits;

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.

T-34 Comprehensively review and revise parking standards for new office and commercial development providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage).

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.

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.

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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.

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-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-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 Airport, and other bus lines).

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-69 Continue to work toward dedication and/or installation of bicycle lanes throughout the city in accordance with [General Plan] 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.

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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.

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-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 [General Plan] 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-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.

ENVIRONMENTAL RESOURCES AND CONSERVATION ELEMENT

The Transit Corridors Plan is consistent with the following General Plan Environmental Resources and Conservation Element policies related to hydrology and water quality.

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

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-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 water bodies 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-23 Regulate new development to minimize storm water 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.

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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.

The following policies of the Environmental Resources and Conservation Element of the San Bruno General Plan are relevant to consideration of the cultural resources impacts of the Transit Corridors Plan:

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.

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

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.

The San Bruno General Plan contains the following policies relevant to consideration of the air quality impacts of the Transit Corridors Plan:

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-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-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-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.

HEALTH AND SAFETY ELEMENT

The Transit Corridors Plan is consistent with the following Health and Safety Element policies related to hazards and hazardous materials.

HS-E Ensure the health, safety, and welfare of San Bruno residents by requiring appropriate use, disposal, and transport of hazardous materials.

HS-G Ensure that all development heeds safety pre cautions from the San Francisco International Airport.

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- HS-23 Ensure appropriate clean-up of all former commercial and industrial sites according to relevant regulatory standards prior to reuse.
- 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-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-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.
- 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-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-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-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-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-20 Retain existing open space areas that serve as detention ponds in order to retain stormwater, recharge aquifers, and prevent flooding.
- 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

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the California Stormwater Quality Association (CASQA), Stormwater Best Management Practice Handbook for Construction.

The San Bruno General Plan Health and Safety Element addresses issues of land use/noise compatibility, transportation noise, and community noise. Table 11.5 presents the City's land use/noise compatibility standards, from Table 7-2 Land Use Compatibility for Community Noise Environments of the General Plan Health and Safety Element. The table identifies generally acceptable and unacceptable noise level ranges for general land use types. The General Plan states that, "These [standards] apply to areas outside of the airport noise-impacted areas; for land within 60 dB or greater airport noise contours, County Airport Land Use Compatibility noise standards shown in [EIR Table 11.6] shall apply. For sites impacted by both airport and non-airport related sources, the more stringent of the two restrictions shall apply. The General Plan Health and Safety Element contains the following policies relevant to the noise impacts of the Transit Corridors Plan.

HS-F Protect the health and comfort of residents by reducing the impacted noise from automotive vehicles, San Francisco International Airport, railroad lines, and stationary sources.

HS-32 Encourage developers to mitigate ambient noise levels adjacent to major noise sources by incorporating acoustical site planning into their project. Utilize the City's building code to implement mitigation measures, such as:

- Incorporating buffers and/or landscape 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 attenuating 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 11-5.

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 AB2776.

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-40 Prohibit new residential development within the 70+ Airport CNEL areas, as dictated by Airport Land Use Commission infill criteria.

HS-42 Require new residential development within the 65 dB CNEL SFO noise contour to submit an aviation easement to the airport. Specific aviation 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.

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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.

PUBLIC FACILITIES AND SERVICES ELEMENT

The Transit Corridors Plan is consistent with following San Bruno General Plan policies relevant to reducing greenhouse gas emissions within the city and the Transit Corridors Area.

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 Transit Corridors Plan 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-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.

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PFS-71 Convert street lights and traffic signals to LED and other more efficient technologies as they become available.

The Public Facilities and Services Element of the San Bruno General Plan contains the following policies relevant to consideration of Transit Corridors Plan water, wastewater and solid waste collection:

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-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-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-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.

PFS-E Ensure that the City's solid waste collection agency provides clean and convenient garbage and recycling service.