

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO ADOPTING THE "SAN BRUNO TRANSIT CORRIDORS PLAN" DATED MARCH 2012

WHEREAS, in fall of 2008, the City of San Bruno initiated the process of developing San Bruno Transit Corridors Plan for the commercial corridors surrounding the proposed San Bruno Avenue grade separation and new Caltrain station project;

WHEREAS, in September 2008, the San Bruno City Council appointed a 17-member Steering Committee to make recommendations on a Specific Plan for the Transit Corridors Area, with the committee comprised of two members of the City Council, two member of the Planning Commission, stakeholders in adjacent properties (including commercial, office, and residential uses), as well as representatives from other residential neighborhoods in San Bruno, a youth member, as well as real estate professionals, a representative from SamTrans, and the Chamber of Commerce;

WHEREAS, the City of San Bruno, through the staff of the Community Development Department, and with the advice of the Steering Committee, began preparation of a Specific Plan for the Transit Corridors Area, which contains recommendations for land use, densities of development, height of buildings and structures, design guidelines, transportation and infrastructure improvements, along with suggested implementation mechanisms; with some development standards for height of buildings and structures; and potential construction of above-ground parking structures, which would require voter approval under the provisions of Local Ordinance 1284;

WHEREAS, between September 2008 and June 2010, the City conducted seven Steering Committee meetings and two community workshops on the proposed Transit Corridors Plan and completed and published the draft Transit Corridors Plan in June 2010;

WHEREAS, the Transit Corridors Plan presents the following vision for the Transit Corridors Area:

The Transit Corridors Plan sets forth a vision of an urban village and regional destination, with welcoming gateways and exciting architecture; fast transportation connections; pedestrian-oriented "green" streets; more dense, mixed-use development; pleasant outdoor shopping with an array of goods and services, street activity; and a sense of history. The vision reflects community and stakeholder input and provides the basis for the more detailed strategies and improvement provisions contained in the Plan;

WHEREAS, on March 29, 2012, the City published and circulated a Draft Environmental Impact Report analyzing the potential significance of impacts associated with the Transit Corridors Plan, pursuant to the requirements of the California Environmental Quality Act (hereinafter "CEQA"), the State CEQA Guidelines, City-adopted objectives and procedures for the evaluation of projects and the preparation of Environmental Impact Reports, as well as regional requirements and procedures including traffic impacts, airport-related overhead noise impacts and mitigation easements and disclosure statements, and Federal Aviation Administration (FAA) height restrictions;

WHEREAS, the Planning Commission held Public Hearings on the Transit Corridors Plan and environmental review documents on April 17, 2012 and **November 20, 2012**, and on said date, the Public Hearing was opened, held and closed;

WHEREAS, on **November 20, 2012**, in accordance with the California Environmental Quality Act, after due study and deliberation and public hearings before the Planning Commission, the Planning Commission adopted Resolution No.2012- 2 recommending to the City Council certification of a Final Environmental Impact Report (Final EIR) for the Transit Corridors Plan and that a Notice of Determination be filed with the County Clerk and circulated.

WHEREAS, on **November 20, 2012**, the Planning Commission of the City of San Bruno adopted Resolution No.2012- 4 recommending that the City Council adopt the San Bruno Transit Corridors Plan Dated March 2012, including a summary of residential protection measures.

WHEREAS, a Notice of Public Hearing was duly posted on **November 9, 2012** for consideration of the Transit Corridors Plan and environmental review before the Planning Commission;

WHEREAS, on said dates and at numerous meetings of the Steering Committee, staff, members of the Steering Committee, Planning Commissioners, and the public discussed background issues, land use opportunities and constraints, transit-oriented design guidelines, traffic circulation and mitigations, alternative land use plans, and possible environmental impacts;

WHEREAS, the Planning Commission adopted a resolution recommended that the City Council amend the General Plan to ensure consistency with the Transit Corridors Plan;

WHEREAS, the objectives of the Transit Corridors Plan, its concepts, policies and design guidelines are consistent with the San Bruno General Plan as amended and by accompanying documents, and as demonstrated in detail in **Exhibit A**;

WHEREAS, the policies of the Transit Corridors Plan, its concepts and design guidelines will be implemented in the Transit Corridors Area through new zoning district classifications set forth in the Transit Corridors Plan, to be approved through the normal City of San Bruno development review process;

WHEREAS, minor revisions have been made to Transit Corridors Plan, to reflect public input and the analysis within Environmental Impact Report, as demonstrated in detail in **Exhibit B**;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of San Bruno, based on the facts in the staff reports, written and oral testimony, recommendations from the Steering Committee, and exhibits presented:

1. That the City Council determined the Transit Corridors Plan, dated March 2012, to be consistent with the City of San Bruno's 2009 General Plan, as amended,
2. That the City Council hereby adopts the Transit Corridors Plan.

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I hereby certify that foregoing **Resolution No. 2013 - 16** was introduced and adopted by the San Bruno City Council at a regular meeting on February 12, 2013, by the following vote following vote:

AYES: Councilmembers: Ibarra, Medina, O'Connell, Salazar, Mayor Ruane

NOES: Councilmembers: None

ABSENT: Councilmembers: None



I hereby certify this to be a full, true and correct copy of the document it puports to be, the original of which is on file in my office.


(Carol Bonner, City Clerk)

Dated: March 14, 2013



City Clerk of the City of San Bruno

EXHIBIT A
FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES
SAN BRUNO TRANSIT CORRIDORS PLAN

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.

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

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

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

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

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

LUD-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.

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

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

LUD-18 Upgrade the appearance of Downtown through combined efforts of the City, merchants, and property-owners. (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.

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

LUD-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).

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HOUSING ELEMENT POLICIES

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.

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Actions:

- 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

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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.

- 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;

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- Identify target industries (and possibly specific firms);
- Prepare marketing materials, in coordination with Chamber of Commerce;
- Conduct outreach through mailings, personal contact, and trade shows; and
- Coordinate with permit processing.

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

ED-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.

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

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

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

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.

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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 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.

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

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

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.

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

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

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

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recommendations provided in the Bay Area Stormwater Management Agency's Start at the Source Design Guidance Manual for Stormwater Quality Protection.

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

- Additional landscaped areas including canopy trees and shrubs;
- Reducing building footprint;
- Removing curbs and gutters from streets and parking areas where appropriate to allow stormwater sheet flow into vegetated areas;
- Permeable paving and parking area design;
- Stormwater detention basins to facilitate infiltration; and
- Building integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.

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.

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HS-G Ensure that all development heeds safety pre cautions from the San Francisco International Airport.

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.

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HS-22 Require that construction-related grading and other activities comply with the Association of Bay Area Governments' (ABAG) Manual of Standards for Erosion and Sediment Control Measures and with the California Stormwater Quality Association (CASQA), Stormwater Best Management Practice Handbook for Construction.

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 avigation easement to the airport. Specific avigation easement requirements shall be consistent with the County of San Mateo Comprehensive Airport-Land Use Compatibility Plan for SFO.

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HS-43 Allow reasonable latitude for noise generated by uses that are essential to community health, safety, and welfare such as emergency vehicle operations and sirens.

HS-44 Adopt traffic mitigations -- including reduced speed limits, improved paving texture, and traffic signal controls -- to reduce noise in areas where residential development may front on high-traffic arterials, such as El Camino Real.

HS-45 Where feasible and appropriate, develop and implement noise reduction measures when undertaking improvements, extensions, or design changes to San Bruno streets.

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

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- Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.

PFS-71 Convert street lights and traffic signals to LED and other more efficient technologies as they become available.

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.

Exhibit B

Revisions and Corrections Draft Transit Corridors Plan, dated March 2012

A number of revisions and edits will be incorporated into the final version of the Transit Corridors Plan to improve clarity and consistency of the text, tables, formatting, photographs and graphics, and readability of the document, based on input from the City Council, Planning Commission and the public. Many of the revisions and corrections are not substantive. The substantive changes are listed below:

Page	Subject	Description of Change
1	Introduction	Add text: 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.
13	Introduction – Planning Process	Add text: 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, which is titled “Mixed-use to Residential Transition Measures,” is included as Appendix A of the Plan. 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.
13	Introduction – Planning Process	Add section: <u>Local Ordinance No. 1284</u> 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) 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-Oriented Development with increased heights and parking structures as allowed with voter approval under Ordinance 1284.
42	Character Area – San Bruno Avenue	Add text: Huntington Avenue is now predominantly residential. The proposed mixed use development would occur slowly over time.
44	Character Area – Huntington Avenue	The Huntington Avenue Character Area includes only the portion of Huntington Avenue north of I-380. Move the text and pictures related to Huntington Avenue south of I380 to the section related to the San Bruno Avenue Character Area.
47	Character Area – Station Area	Update text related to Grade Separation Project: The Caltrain station and grade separation project is underway and is expected to be completed late in 2013.
69	San Bruno Avenue Mixed-Use TOD Corridor	Add sentence: The City will explore funding opportunities to encourage upgrades to building facades and landscaping along San Bruno Avenue east of the Caltrain tracks.

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74	Catalytic Opportunity Sites	Update Caption: 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.
76	Catalytic Opportunity Sites	Update Caption: 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 finish.
76	Catalytic Opportunity Sites	Update rendering to change the color of the building to be more complimentary to the other Catalytic Opportunity Site renderings.
79	Catalytic Opportunity Sites	Update Caption: 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.
85	Development Standards and Design Guidelines	Add text: 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.
88	Building Height	<p>Add new section: Building Height 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 Transit Corridors Area, while also ensuring compatibility with adjacent low-rise residential neighborhoods and minimizing shadow impacts.</p> <p>The Plan-proposed increase in height, above the 3-story or 50 foot maximum currently allowed under Ordinance 1284, require a requires approval of a majority of San Bruno voters in a city-wide election.</p> <p>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 façade to the top of cornice, parapet, eave line of a peaked roof, or mansard roof ridge line. The primary building façade means the wall or plane of the building that contains the main building entrance.</p> <p>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.</p> <ul style="list-style-type: none"> • 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

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		<p>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.</p> <ul style="list-style-type: none"> At a height of 90 feet, future development within the TOD-SO 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.
89	Revised Zoning Designation	Parcels north of I-380 that are within the TCP area should be included in Figure 5.1. BART and Police Plaza should be P/QP and remaining parcels should be TOD-MXD1
90	Minimum Height	Add section for Minimum Height in the Station Area: West of San Mateo Avenue = 60 feet/4 floors, East of San Mateo Avenue = No Minimum Height Limit
90	Building Setbacks	Add to rear setback requirement: Adjacent to residential 10 feet
94	El Camino Real TOD-MXD2	Revise text: Auto sales will be a conditional use along El Camino Real subject to high design standards and architectural compatibility. It is anticipated that the that the land uses along El Camino Real will change over time transitioning from auto oriented uses to mixed-use development.
91, 93, 95, 97, 98,	Setbacks	Change Interior-Side to <u>Side</u> : Zero.
98	FAR Requirements	Add section for 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.
99	Table 5.1: Uses	See revised table below. Updated uses. Added table notes.
	Table 5.2: Standards - table	See revised table below.
	Table 5.2: Standards - setbacks	Add definition in Glossary for "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."
99	Table 5.2: Standards - height	Station area has two maximum building heights: 90 feet and 65 feet. See revised table below.
99	Table 5.2: Standards - height	No minimum heights in all areas except Station Area. See revised table below.
99	Table 5.2: Standards	Add FAR row. No maximum FAR. See revised table below.

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99	Table 5.2: Standards	Height tables not consistent between Transit Corridors Plan and EIR. Use revised table below.
99	Table 5.2: Standards	Stepbacks. Allow variation. Average should equal 15 feet. Add new Design Guideline A3-4. "An exception in the upper floor stepback standard may be allowed in order to break up building mass with articulation in form, architectural details, and changes in wall planes through the Planning Commission architectural and site plan review process. Such an exception should maintain the overall average stepback requirement."
99	Table 5.2: Standards	P/PQ stepbacks not described properly, update, 4th story when facing a corridor street.
99	Table 5.2 Standards	CBD Downtown: Changed stepback requirement from "10 feet" to "15 feet" when facing a corridor street and when facing low density residential.
100	Figure 5.7: Building Heights	No minimum height except in SO district. <ul style="list-style-type: none"> • TOD-SO: 60-90 feet (west of San Mateo Avenue) • TOD-SO: up to 65 feet (east of San Mateo Avenue) • TOD-MXD1: up to 65 feet • TOD-MXD2: up to 70 feet • P/PQ: up to 70 feet • CBD: up to 55 feet
108	Private Realm Design Guidelines	New Design Guideline: A3-4. The stepping back of uppers floors is intended to reduce the perceived scale of building mass by reducing the visible façade area that can be seen from the ground. However, stepbacks can be measured as an average to allow variation and architectural interest in the upper floor planes with approval of the Planning Commission during Architectural Review.
109	Private Realm Design Guidelines	Delete text from Design Guideline A4-6: Consider using special paving patterns or installing seating and tables, public art, and decorative plantings.
109	Private Realm Design Guidelines	Delete Design Guideline A4-7 due to repetition.
110	Private Realm Design Guidelines	Add to Design Guideline A5-7: Opaque, reflective, or dark tinted glass is discouraged.
111	Private Realm Design Guidelines	Delete Design Guideline A6-3 due to repetition.
116	Private Realm Design Guidelines	Add to Design Guideline A11-8: Where possible, integrate recycling and waste storage areas into the building.
140	Public Realm Design Guidelines	Revise Design Guideline B1-6: Provide secure bicycle parking and bicycle lockers at the Station Area and as part of surrounding development to encourage bicycle use.
158	Transportation	Revise TRANS-C.4: Implement a citywide bicycle parking ordinance that specifies bicycle parking, locker, and shower requirements.
159	Transportation	Revise 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.
	Appendices	Remove current appendices, Existing Conditions, Infrastructure,. Add new Appendix A, Mixed Use to Residential Transition Measures
	Glossary	Add: description of Ordinance 1284

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Table 5.1: Permitted and Conditional Uses

Uses	SO Station Area	MXD1 San Bruno Ave/ Huntington	MXD2 El Camino Real	CBD Downtown	P/QP 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 w/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

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Table 5.2: Development Standards

	TOD-SO Station Area	TOD-MXD1 San Bruno Ave/ Huntington	TOD- MXD2 El Camino Real	CBD Downtown	P/QP 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 – next to 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 floors	70 feet / 5 floors	55 feet / 4 floors	70 feet / 5 floors
	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 4 th floor Step back 15 feet	Above 3 rd floor Step back 15 feet	Above 4 th floor Step back 15 feet	Above 3 rd floor Step back 15 feet	Above 4 th floor Step back 15 feet
Stepback – adjacent to low density residential	Above 3 rd floor Step back 15 feet	Above 3 rd floor Step back 15 feet	Above 3 rd floor Step back 15 feet	Above 3 rd floor Step back 15 feet	Above 3 rd 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 – parcels < 20,000 sq ft	Maximum 2.0	Maximum 2.0	Maximum 2.0	Maximum 2.0	Maximum 2.0
FAR – parcels >= 20,000 sq ft	-	-	-	-	-

- = No Requirement

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

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.