1

# INTRODUCTION & OVERVIEW

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

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

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

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

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

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

## 1-1 VISION

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

The General Plan builds upon several themes:

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

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

## 1-2 REGIONAL LOCATION AND PLANNING BOUNDARIES

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

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

**FIGURE 1-1**

## Regional Location of San Bruno California

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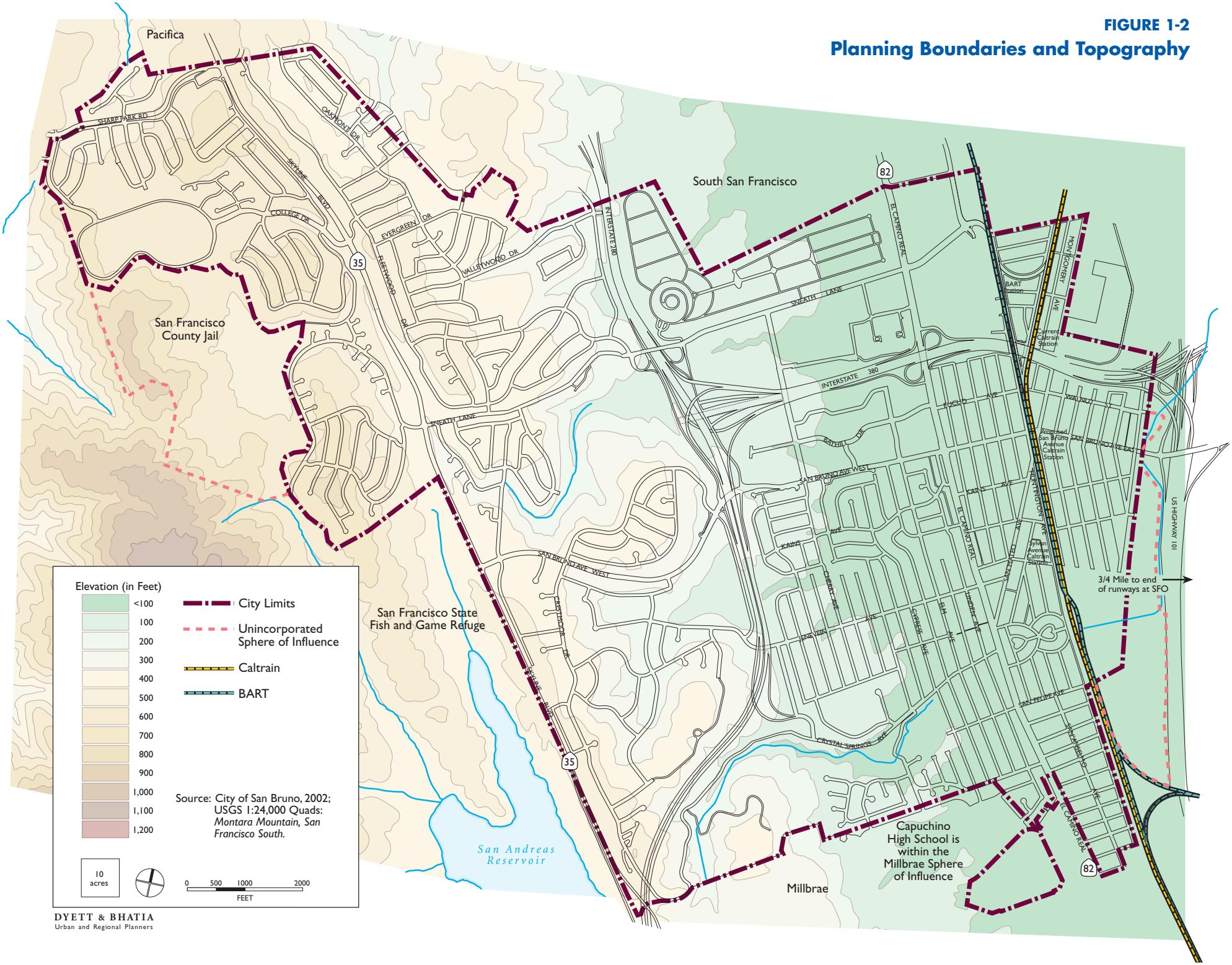
**FIGURE 1-2**

## Planning Boundaries and Topography

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## 1-3 EVOLUTION OF THE CITY

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

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

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

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

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

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

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

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

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

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

## Population and Household Growth Trends

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

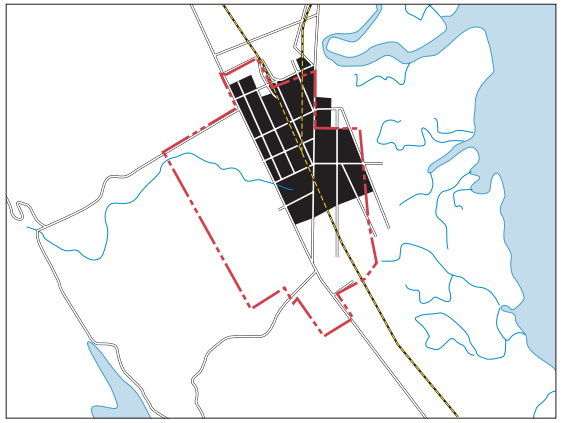
According to the California Department of Finance, there were an estimated 15,776 households in San Bruno in 2005, with an average household size of 2.72. The Association of Bay Area Governments (ABAG) projects that the average household size in San Bruno will remain about the same (at 2.71) in 2025,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

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

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

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

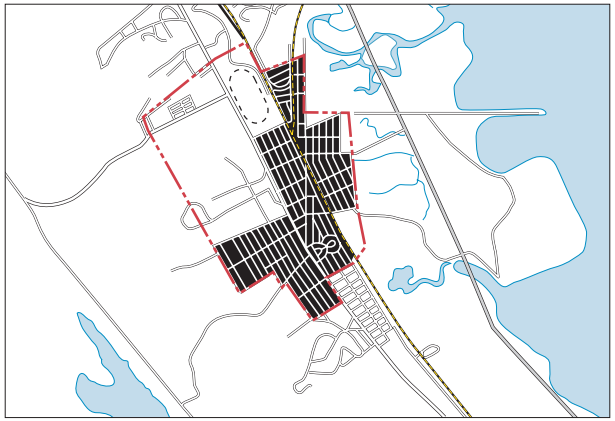
## FIGURE 1-3
# Evolution of San Bruno's Form



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

### 1915

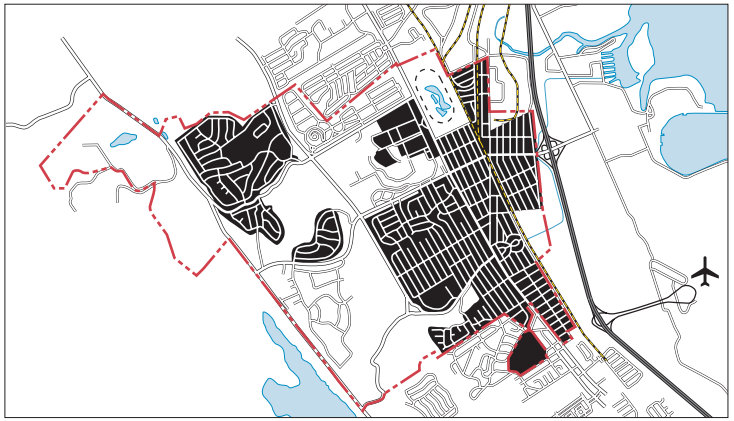
Originally part of a large Mexican land grant that included most of what is now northern San Mateo County, San Bruno remained ranch and farmland until after the 1906 San Francisco earthquake and fire which forced many San Franciscans to relocate. At that time, the San Bruno Park Addition was developed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



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

### 1939

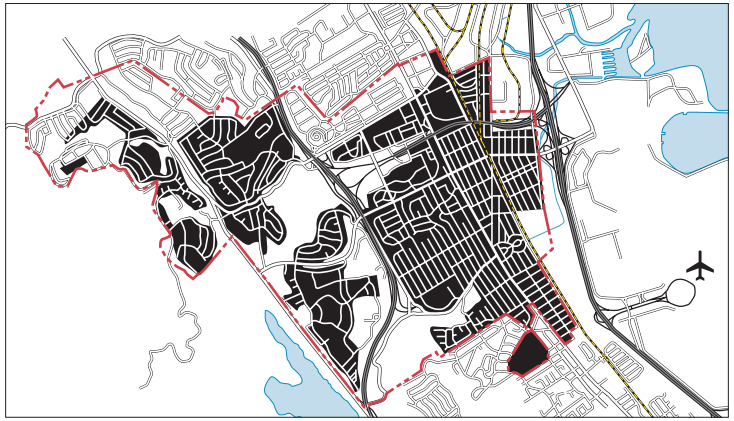
San Bruno remained a small, rural town until it was dramatically changed by World War II military operations and the post-war population boom. During the War, the Tanforan horse racing track was used for the internment of Japanese Americans before their relocation to detention camps, and other Army and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



Source: *USGS, 1956.*

### 1956

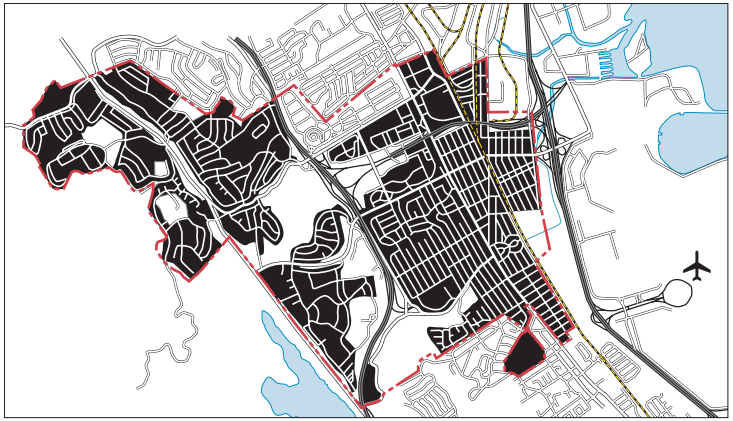
Much of the City's vacant land was purchased by housing developer George Williams in the 1940s who, in the late 1940s and early 1950s, built hundreds of new homes in response to the post-war demand for housing. The City's population increased from about 6,500 in 1940 to over 35,000 in the 1960s. The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



Source: *USGS, 1980.*

### 1980

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



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

### 2001

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

- Urbanized Land
- City Limits
- Railroad
- Minor Road
- Major Road
- Freeway
- Airport
- Tanforan Race Track

## Employment Trends

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

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

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

## Ethnicity and Age

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

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

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

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

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

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

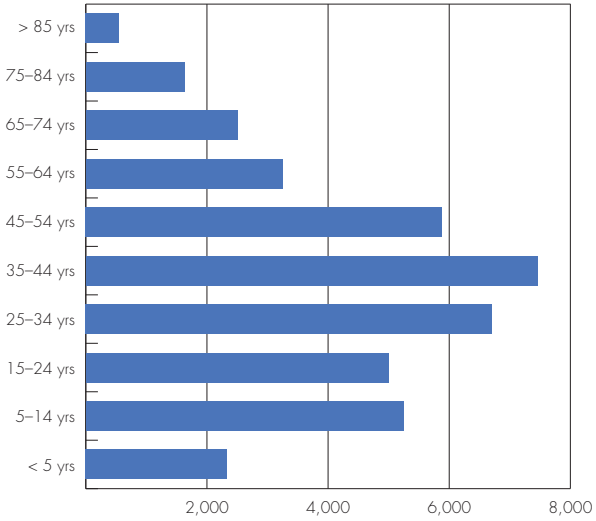
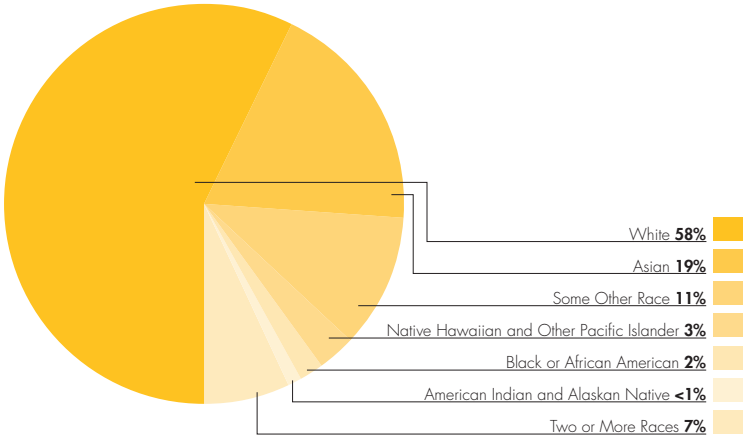



**CHART 1-2: San Bruno Ethnic Distribution, 2000**




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

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

## 1-4 GENERAL PLAN: SCOPE AND PURPOSE

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

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

### General Plan Requirements

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

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

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

## 1-5 THE PLANNING PROCESS

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

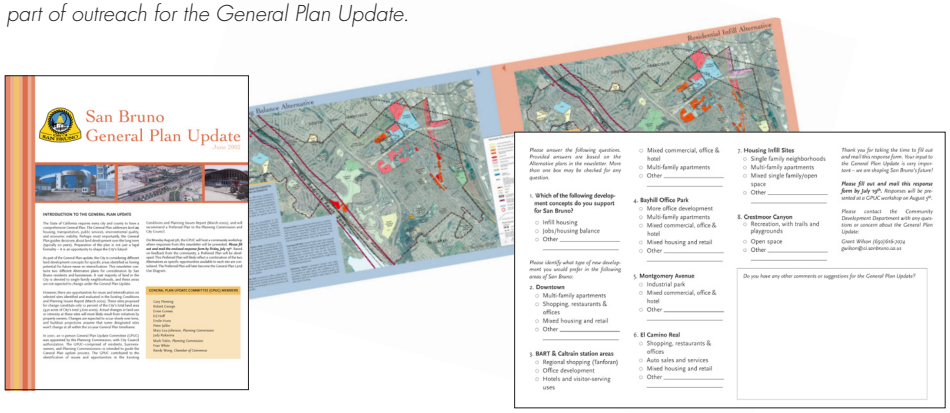
The Existing Conditions and Planning Issues Report served as the basis for preparing alternative land use plans. Under direction from the GPUC, two alternative plans were developed to consider different land uses on the particular sites and corridors identified as appropriate for potential reuse and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

## Public Outreach and Participation

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

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

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



## 1-6 GENERAL PLAN ORGANIZATION

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

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

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

### Guiding and Implementing Policies

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

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

## 1-7 RELATIONSHIP WITH OTHER PLANS AND AGENCIES

### Current San Bruno Plans

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

#### Redevelopment Plan

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

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

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

**TABLE 1-3: Organization of General Plan Elements**

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

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

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

## U.S. Navy Site and Its Environs Specific Plan

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

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

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

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

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

## Other Jurisdictions

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

### San Mateo County

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

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

### City of South San Francisco

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

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

### City of Millbrae

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

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

### City of Pacifica

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

### San Francisco International Airport

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

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

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

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

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